TOWN OF VICTORIA PARK

Ordinary Council Meeting

Minutes – 17 June 2025

WE'RE OPEN
VIC PARK

An **Ordinary Council Meeting** was held at **6:30 PM** on **Tuesday 17 June 2025** in the **Council Chambers**, Administration Centre at 99 Shepperton Road, Victoria Park.

Her Worship the Deputy Mayor Bronwyn Ife
20 June 2025

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1 Declaration of opening

Deputy Mayor Bronwyn Ife opened the meeting at 6:30 pm.

Acknowledgement of Country

Cr Lindsay Miles read out the Acknowledgement of Country.

Ngany djerapiny Wadjak – Noongar boodja-k yaakiny, nidja bilya bardook.

I am honoured to be standing on Whadjuk - Nyungar country on the banks of the Swan River.

Ngany kaaditj Noongar moort keny kaadak nidja Wadjak Noongar boodja. Ngany kaaditj nidja Noongar birdiya – koora, ye-ye, boorda, baalapiny moorditj Noongar kaadijtin, moort, wer boodja ye-ye.

I acknowledge the traditional custodians of this land and respect past, present and emerging leaders, their continuing cultural heritage, beliefs and relationship with the land, which continues to be important today.

Ngany youngka baalapiny Noongar birdiya wer moort nidja boodja.

I thank them for the contribution made to life in the Town of Victoria Park and to this region.

2 Announcements from the Presiding Member

2.1 Recording and live streaming of proceedings

In accordance with regulation 14I of the Local Government (Administration) Regulations 1996, this meeting is being audio and video recorded and live streamed on the Town's website.

Under clause 39(1) of the *Meeting Procedure Local Law 2019* I do not give permission for any other person to record the proceedings of this meeting. By being present at this meeting, members of the public consent to the possibility that their image and voice may be live streamed to public. Recordings are also made available on the Town's website following the meeting.

2.2 Public question time and public statement time

There are guidelines that need to be adhered to in our Council meetings and during question and statement time people speaking are not to personalise any questions, or statements about Elected Members, or staff or use any possible defamatory remarks.

In accordance with clause 40 of the *Town of Victoria Park Meeting Procedures Local Law 2019*, a person addressing the Council shall extend due courtesy and respect to the Council and the processes under which it operates and shall comply with any direction by the presiding member.

A person present at or observing a meeting shall not create a disturbance at a meeting, by interrupting or interfering with the proceedings, whether by expressing approval or dissent, by conversing or by any other means.

When the presiding member speaks during public question time or public statement time any person then speaking, is to immediately stop and every person present is to preserve strict silence so that the presiding member may be heard without interruption.

2.3 No adverse reflection

In accordance with clause 56 of the *Town of Victoria Park Meeting Procedures Local Law 2019,* both Elected Members and the public when speaking are not to reflect adversely on the character or actions of Elected Members or employees.

2.4 *Town of Victoria Park Meeting Procedures Local Law 2019*

All meetings of the Council, committees and the electors are to be conducted in accordance with the Act, the Regulations and the *Town of Victoria Park Meeting Procedures Local Law 2019*.

2.5 Attendance at Council by electronic means

In accordance with section 5.34 of the Local Government Act 1995, as Deputy Mayor, I will be acting as the Presiding Member at tonight's Ordinary Council Meeting. As the Presiding Member, and

Pursuant to Regulation 14C(2)(b) of the Local Government (Administration) Regulations 1996, I authorise Cr Daniel Minson to attend the Ordinary Council meeting to be held on 17 June 2025 by the approved electronic means of MS Teams as I am satisfied that Cr Minson will be in a suitable location from which to attend the meeting, and the equipment that the member intends to use to attend the meeting, is suitable for the member to be able to effectively engage in deliberations and communications during the meeting in accordance with Regulation 14C(5) of the Regulations.

Pursuant to Regulation 14CA(5) of the Regulations, Cr Minson has declared that he can maintain confidentiality during the meeting or the closed part of the meeting (as the case requires).

3 Attendance

Banksia Ward	Cr Claire Anderson Cr Peter Devereux Cr Peter Melrosa Cr Lindsay Miles
Jarrah Ward	Cr Sky Croeser Cr Jesse Hamer Deputy Mayor Bronwyn Ife (Presiding Member) Cr Daniel Minson (Online attendance)
Chief Executive Officer	Mr Carl Askew
Chief Operations Officer	Ms Natalie Adams
Chief Financial Officer	Mr Duncan Olde
Chief Community Planner	Mr David Doy
Manager Governance and Strategy	Ms Bernadine Tucker
Coordinator Governance and Strategy	Mr Jordan McDermott
Coordinator Governance and Strategy	Ms Felicity Higham
Place Leader (Strategic Planning)	Ms Jaclyn Ward
Manager Business Services	Mr Trent Prior
Coordinator Parking and Rangers	Mr Tim Cronin
Manager Development Services	Mr Robert Cruickshank
Traffic and Transport Engineer	Mr Richard Farmer
External - Taylor Burrell Barnett	Ms Fiona Atkins
Meeting Secretary	Ms Winnie Tansanguanwong
Public liaison	Ms Tomoko Kidahashi
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3.1 Apologies

Nil.

3.2 Approved leave of absence

Mayor	Ms Karen Vernon

4 Declarations of interest

4.1 Declarations of financial interest

Nil.

4.2 Declarations of proximity interest

Nil.

4.3 Declarations of interest affecting impartiality

Item 11.3 Advocacy actions and progress - Perth Entertainment and Sporting Precinct	
Cr Sky Croeser	I have discussed this item with members of the community

Item 12.1 Albany Highway Precinct Structure Plan (AHPSP) - report on submissions and recommendation to endorse for WAPC approval	
Cr Sky Croeser	I have discussed this item with members of the community
Cr Peter Devereux	I have discussed with members of the community their concerns about losing sumps that provide biodiversity space to development
Cr Daniel Minson	I have had discussions with members of the community about the item, particularly the principal petitioner for the sumps and interface issues

Item 12.2 Development application for Proposed Shops (including Supermarket), Restaurant(s)/Cafe(s) and Child Care Premises - Nos. 1022-1032 Albany Highway and Nos. 355-357 Shepperton Road, East Victoria Park (Lots 1, 8, 30, 131, 132, 480, 481, 488 and 502)	
Cr Sky Croeser	I have discussed this item with members of the community
Cr Peter Devereux	I have received information from Urbis about the traffic conditions.

Item 13.1 Portion of 3 Canning Highway, Victoria Park - Evaluation of EOI submissions	
Cr Sky Croeser	One of the applicants has asked me about the EOI process

Item 13.2 Feasibility Report to Resurface the Kensington Bushland Pathways - Request for Extension	
Cr Sky Croeser	I have discussed this item with members of the community

Item 14.3 Transitional, Residential, and Support Worker Parking Permits Report	
Cr Sky Croeser	I have discussed this item with affected residents

5 Public question time

5.1 Response to previous public questions taken on notice at Ordinary Council Meeting held on 20 May 2025

Vince Maxwell

Last year, council increased rates by 8% mainly to fund an ambitious capital works program, but only about one-fifth of that budget will be spent. The council adopted a zero-surplus budget, meaning all funds raised were expected to be spent by year-end, so the town's cash position should be roughly the same as at the start of the year. Can you tell me how much the town's cash balance has actually increased over the past 12 months?

The Town does not operate on a cash accounting basis, but uses accrual accounting method. As per the agenda and attachments available on the Towns website, the Closing funding surplus/(deficit) as at 31 March 2024 was $19 719 277, and as at 31 March 2025 was $25 590 584.

Luana Lisandro

1. Regarding item 11.2, motion 5 on bus stops not reinstated, the list seems short. Has the town reviewed all specific routes thoroughly? For example, bus stop 14439 on Godard Street, which had a shelter, and bus stop 14445 on Cornwall Street were not reinstated. How extensive is the full list, and how far back does the review go?

Some shelters were not reinstated (E.g Bus Stops 14445 & 14439) as they did not meet minimum passenger boarding numbers. The assessment undertaken by staff relating to this query only dates back to early 2018 and is not extensive. A detailed review will be undertaken in due course to have the most up to date information.

2. Regarding Route 39, I observed that a designated timed bus stop on Star Street, just prior to Archer, was removed. While I understand the Public Transport Authority (PTA) considers passenger numbers and boarding statistics when assessing bus stops, does the town have any involvement or authority in decisions to remove bus stops? Specifically, the PTA installed a hard stand at this location but subsequently removed the bus stop—was the town consulted or did it have any input in this decision?

Bus stop #14384 relocated to NW side of Archer St/ Star St roundabout. The Town was consulted on this bus stop when it was positioned in front 53 Star Street. A route review was undertaken by PTA staff in 2019. This led to changes as noted below

- It was important to pair up Bus stop 14384 with 14388
- Bus shelter in front of 53 Star Street relocated to new hardstand and stop in front of 43-45 Star Street
- Mid-block bus stop and shelter rationalized in front 29 Star Street. Bus Stop no longer exists. Passenger catchment closer to district roads such as Roberts Rd and Archer Street provides for improved accessibility.

3. Regarding the raised plateau on Star Street, at the corner of Star and Archer opposite the Carlisle North Post Office. Is Town aware of safety concerns that the plateau is quite wide, and vehicles are using it as a crossover to access the post office. This area is intended for pedestrians, creating a conflict between vehicles and vulnerable road users. Is the Town aware of these issues, and are there plans to address them?

The project team is not currently aware of vehicles using the crossover to access the post office. However, the Town will monitor the area and speak with nearby businesses, including the post office. If needed, we will investigate the installation of a barrier system (bollards for example) to prevent vehicle access and improve pedestrian safety.

5.2 Public question time

Public question time opened at 6.36pm

Deputy Mayor Bronwyn Ife asked questions as Presiding Member on behalf of **Graham Ferstat, Burswood**

1. *One of the Auditor's findings in the 2022–2023 financial year was that purchase orders were routinely issued after invoices were received. The Auditor identified 992 occurrences, totalling $10.9 million.*
For the current financial year, what is the total number and value of purchase orders issued after invoices were received between 1 July 2024 and 31 May 2025?

The Chief Financial Officer advised that the auditor's findings for 2024-2025 are not yet finalised and the report's not yet been released.

2. *What is the 2024–2025 budget allocation for elected members' catering and refreshments, and how much has been expended to date?*

The Chief Financial Officer advised that the total budget for the year is $27,000, year to date or to the 31 May is $9,870.30.

3. *In February, the Town's credit card expenses included a payment of $1,100 to Ingrid for performing a Welcome to Country. The Town has advised this was for the International Women's Day event it hosted.*
How long did Ingrid's performance last at that event?

The Chief Community Planner advised that the Welcome to Country was scheduled for a maximum duration of 15 minutes at the event, however, due to illness it did not take place. The Town has been refunded that amount.

Deputy Mayor Bronwyn Ife asked questions as Presiding Member on behalf of **Alex Ford, Victoria Park**

In relation to item 12.1 Albany Highway Precinct Structure Plan (AHPSP) - report on submissions and recommendation to endorse for WAPC approval.

1. *Can Council consider an amendment tonight to reclassify 18 Oswald Street as CW4 to address an inconsistency?*

The Chief Community Planner advised that Council can, at its prerogative, consider any matters related to the Precinct Structure Plan (PSP) however the administration does not recommend this change. The Structure Plan identifies 18 Oswald Street within a CW3 sub-precinct to reflect its proximity to and provide transitioning to lower-scale residential character areas and responds to the intended streetscape character and amenity of Hordern Street.

2. *Alternatively, will Council consider applying a site-specific overlay or variation (via Clause 1.4 or similar) that permits equivalent bonus heights and plot ratios?*

The Chief Community Planner advised that while the site is not designated CW4, Clause 1.4 of the AHPSP enables variations where it can be demonstrated that the proposed variation satisfies the objectives of the Sub-Precinct Plan and where it can be demonstrated any impacts on precinct character are appropriately managed. This allows flexibility for development proposals to demonstrate a context-site response through detailed design, without requiring a change to the sub-precinct designation.

3. *If not amended tonight, can we be assured that future proposals for bonus height at 18 Oswald will be looked on favourably given the site's context and configuration?*

The Chief Community Planner advised that determinations of future proposals will be assessed at the time of application and will be made in response to built-form design considerations and community benefit proposed.

Nicole Sloan, East Victoria Park

1. *Has the Town considered including provisions in its procurement policies to ensure that the rates and taxes collected from residents and businesses, are not used in ways that may indirectly support human rights violations or breaches of international law, such as those identified in the ongoing situation in Israel and Palestine?*

The Chief Financial Officer advised that the Town's procurement policy is publicly available on its website and outlines the framework staff follow. Additionally, all transactions and investment details are tabled at monthly council meetings and included in financial reports, allowing the public to review and raise any concerns.

2. *Is there currently anything in the Town's existing procurement policy that specifically governs or addresses this matter?*

Deputy Mayor Bronwyn Ife advised that the current policy does not specifically address the particular points raised at this stage.

3. *What could be done in that direction?*

Deputy Mayor Bronwyn Ife advised that residents are welcome to raise concerns by emailing elected members directly. Those elected members can then choose to bring the issue forward at an internal meeting, Concept Forum, or submit a Notice of Motion.

Tim Young, East Victoria Park

1. *Since 2021, the Town of Victoria Park was listed as a Refugee Welcome Zone, a commitment to welcome and support refugees into the community, uphold their human rights, and promote cultural and religious diversity. Does the Town of Victoria Park currently maintain its designation as a refugee welcome zone and if so, what actions have been taken over the last 12 months?*

The Chief Community Planner took the question on notice

Vince Maxwell, Victoria Park

1. *Referring to the Capital Expenses chart on page 13 of the April 2025 financial statements, could you please clarify how the chart is constructed? For example, on page 19 under Parks, Gardens & Reserve - Victoria Park Carlisle Bowling Club - Synthetic Bowling Green, does the first figure contribute to the overall $60 million year-to-date budget, is the second column represented in the blue shaded area of the chart, and if there were a value in the third column, would it appear in the red bar?*

The Chief Financial Officer advised that is correct.

2. *Does the cost associated with the preparation of the scope of works and design get allocated against each project or is it accounted for somewhere else?*

The Chief Financial Officer advised that correct, generally, costs related to project construction, such as scope preparation and design are capitalised as part of the project. However, if a project is designed but not completed or is put on hold, those costs may be recorded as work in progress and coded separately. Overall, such costs are usually captured under capital expenses.

3. *The Victoria Park Carlisle Bowling Club synthetic bowling green project, noting that the year-to-date actual column is blank and the $295,000 was carried forward from the previous year. Given the nonvisible progress over two financial years, when does the Town expects the project to begin?*

The Chief Community Planner advised that regarding the particular project mentioned, the full budget for the synthetic turf project was approved by the Council, with the expectation that 50% would be funded by the ACSRF grant. The first grant application was unsuccessful, but funding was included in the budget to allow for the application. Another funding application has been submitted, and the outcome is expected in the coming weeks. The $98,000 shown in the second column was intended to be spent by now, but without confirmation of the grant, the project has not progressed.

4. *Has any design work been undertaken on this project so far, or only applying for the grants?*

Deputy Mayor Bronwyn Ife advised that not at this stage.

Neda Blackwood, Nollamara

1. *Referring to Ms Sloan's question, how will this Council ensure that our procurement policies actively uphold human rights and prevent our community from being indirectly complicit in atrocities overseas?*

Deputy Mayor Ife encouraged residents to raise this matter directly with individual elected members, who can then bring it forward at the Town's internal meetings and escalate it to the Council's attention.

2. *Does Council accept that Ms Blackwood is a member of the community, given they spend most of their time in Victoria Park?*

Deputy Mayor Ife advised that as far as her concerns, everyone is welcome.

Herb Rowe, Carlisle

1. *Can the Town provide an update on the traffic lights at Miller and Shepperton Roads?*

The Chief Operational Officer advised that the design for the Miller and Shepperton traffic lights is substantially complete, but the Town is still waiting on service authorities for necessary relocations. They acknowledged the frustration caused by the delay, noting that it is beyond their control.

2. *Which service authorities are the Town waiting on?*

The Chief Operational Officer advised that the delays are primarily due to Western Power and some telecommunications providers.

3. *Can the Town provide an update on the pending replacement of reticulation on the verge between Star Street and Mars Street, which was removed during the Archer Street redevelopment works?*

The Chief Operational Officer took the question on notice.

4. *Can the Town confirm whether 68 Star Street is Town-owned land, and if so, can it address the overgrown weeds and ongoing issue of rubbish being dumped on the site?*

Deputy Mayor Ife advised that the Town will take this matter on notice.

Public question time closed at 7.01pm

6 Public statement time

Public statement time opened at 7.01pm

Deputy Mayor Bronwyn Ife read out the statement as Presiding Member on behalf of **Alex Ford, Victoria Park** about the request to reclassify 18 Oswald Street from CW3 to CW4 due to planning inconsistency and development potential.

Vince Maxwell, Victoria Park
Made a statement about the concerns over capital works delivery, urging the Council to reprioritise existing projects rather than add new ones, and to support rate reduction for the community.

Public statement time closed at 7.05pm

7 Confirmation of minutes and receipt of notes from any agenda briefing forum

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (114/2025):

Moved: Cr Sky Croeser **Seconded:** Cr Daniel Minson

That Council:

1. Confirms the minutes of the Special Council Meeting held on 14 May 2025.
2. Confirms the minutes of the Ordinary Council Meeting held on 20 May 2025.
3. Receives the notes of the Agenda Briefing Forum held on 3 June 2025.

Carried (8 - 0)

For: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson
Against: Nil

8 Presentation of minutes from external bodies

Nil.

9 Presentations

9.1 Petitions

Nil.

9.2 Presentations

Nil.

9.3 Deputations

Nil.

10 Method of dealing with agenda business

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (115/2025):

Moved: Cr Jesse Hamer **Seconded:** Cr Peter Devereux

That the following items be adopted by exception resolution, and the remaining items be dealt with separately.
11.1 Council Resolutions Status Report - May 2025
11.2 Black Swan Theatre Partnership - The Pool
13.1 Portion of 3 Canning Highway, Victoria Park - Evaluation of EOI submissions.
14.1 Statement of Accounts- April 2025
14.2 Financial Statements- April 2025

Carried (8 - 0)

For: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson
Against: Nil

11 Chief Executive Officer reports

11.1 Council Resolutions Status Report - May 2025

Location	Town-wide
Reporting officer	Governance Officer
Responsible officer	Manager Governance and Strategy
Voting requirement	Simple majority
Attachments	1. Outstanding Council Resolutions Report May 2025 [**11.1.1** - 46 pages] 2. Completed Council Resolutions Report May 2025 [**11.1.2** - 13 pages]

Summary

The Council Resolution status reports are provided for Council's information.

Recommendation
That Council: 1. Notes the Outstanding Council Resolutions Report as shown in attachment 1. 2. Notes the Completed Council Resolutions Report as shown in attachment 2.

Background

1. On 17 August 2021 Council resolved as follows:

That Council:

1. *Endorse the inclusion of Council Resolutions Status Reports as follows:*
   a) *Outstanding Items – all items outstanding; and*
   b) *Completed Items – items completed since the previous months' report to be presented to each Ordinary Council Meeting, commencing October 2021.*
2. *Endorse the format of the Council Resolutions Status Reports as shown in Attachment 1.*

Discussion

The Outstanding Council Resolutions Report details all outstanding items. A status update has been included by the relevant officer/s.

The Completed Council Resolutions Report details all Council resolutions that have been completed by officers from 2 May 2025 to 2 May 2025. A status update has been included by the relevant officer/s.

Legal and policy compliance

Not applicable.

Financial implications

Current budget impact	Sufficient funds exist within the annual budget to address this recommendation.
Future budget impact	Not applicable.

Risk management consideration

Risk impact category	Risk event description	Risk rating	Risk appetite	Risk Mitigation
Financial	Not applicable.		Low	
Environmental	Not applicable.		Medium	
Health and safety	Not applicable.		Low	
Data, Information Technology and Cyber	Not applicable.		Medium	
Assets	Not applicable.		Medium	
Compliance Breach	Not applicable.		Low	
Reputation	Not applicable.		Low	
Service delivery interruption	Not applicable.		Medium	

Engagement

Internal engagement	
Stakeholder	Comments
All service areas	Relevant officers have provided comments on the progress of implementing Council resolutions.

Strategic alignment

Civic Leadership	
Community priority	Intended public value outcome or impact
CL3 - Accountability and good governance.	The reports provide elected members and the community with implementation/progress updates on Council resolutions.

Further consideration

Not applicable.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (116/2025):

Moved: Cr Jesse Hamer **Seconded:** Cr Peter Devereux

That Council:

1. Notes the Outstanding Council Resolutions Report as shown in attachment 1.
2. Notes the Completed Council Resolutions Report as shown in attachment 2.

Carried by exception resolution (8 - 0)

For: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson

Against: Nil

11.2 Black Swan Theatre Partnership - The Pool

Location	Town-wide
Reporting officer	Manager Stakeholder Relations
Responsible officer	Manager Stakeholder Relations
Voting requirement	Simple majority
Attachments	1. The Pool Information for Town of Victoria Park [**11.2.1** - 25 pages]

Summary

This report seeks the endorsement of the Town of Victoria Park Council for a partnership with Black Swan State Theatre Company to host the production 'The Pool'. This theatrical experience promises to deliver significant artistic, community, logistical, and economic benefits to our local area.

Recommendation
That Council agrees to provide in kind support to host Black Swan Theatre Production 'The Pool' at Aqualife.

Background

1. At the May 2025 Ordinary Council Meeting, Council adopted amendments to Policy 116 – Sponsorship made to the aims, eligibility criteria, management, sponsorship panel, funding process, incoming sponsorship and unsolicited offers for sponsorship criteria.
2. In accordance with Policy 116 – Sponsorship, the Town can accept offers of partnership where a panel of three or more assess the offer.
3. The sponsorship panel is to assess proposed sponsorship arrangements against a criteria based on endorsed strategies.
4. 'The Pool' is a unique, theatrical experience where audiences sit poolside at a local aquatic centre, listening in on personal headsets to conversations of characters while watching their world play out.
5. Written by Australian playwright Steve Rodgers and directed by Kate Champion, 'The Pool' is an intimate study of the unique, fragile, and varied stages of our lives and a celebration of the public spaces that create community.
6. The production explores themes such as parenting, ageing, disability, physical and emotional intimacy, addiction, and touch.
7. The production invites facility members to participate in the show's finale by joining the cast in the pool for a brief aqua aerobics session. This communal celebration allows the community to engage directly with the performance and promotes active participation.
8. The cast and crew will be at Aqualife for approximately 6 to 7 days to rehearse and block out their performance on site.
9. Black Swan's Creative Producer and Creative Learning Manager will be based at the Town during the run of the production and will need access to desk space and Wi-Fi during that period.

10. One main character will be cast from the Town who is a regular at the facility.
11. Black Swan will work with Aqualife swimming groups and their members to cast this performer.
12. The writer, Steve Rodgers, will interview this local cast member and create a monologue which will then be pre-recorded for use in the performance.
13. The estimated economic impact of hosting 'The Pool' includes increased attendance at local community leisure facilities, direct investment in the local community, and tourism benefits.
14. When the production was held at Bold Park in 2024 the audience total was 7941 over 15 performances.

Discussion

15. The impact on Aqualife will be early closure of the outdoor 50m pool from 4pm for three days preceding the performances for rehearsals, and closure from 6pm on the three nights of performances, during the week of the 7 December 2025.
16. The Town would provide in kind support including
    a. Free use of the venue for rehearsals and the show (approximately 30 hours total value $525)
    b. Lifeguards for rehearsals and the show at a cost of $1435
    c. Rent of a washing machine and dryer for use during the week $250
    d. Communications and marketing support for the community engagement portions of the production and support of the campaign for audiences up to $1200
    e. Management of the on-site box office
17. Below is the criteria and panel assessment of the event and partnership benefits. The criteria was created by merging the actions/goals/priorities from the Events, Arts and Culture and Economic Development (ED) strategies and assessing if the partnership and event would support delivery.
18. The panel consisted of Events, Arts and Funding Coordinator, Leisure Operations Coordinator, Manager Business Services,
19. The assessment outcome is listed below.

Criteria	Alignment
ED STRATEGY - The event value adds to create high value precincts.	Meets Objective
ED STRATEGY - The event offers an opportunity to strengthen the Town's image as an innovative place through all relevant promotional add ons	Meets Objective
ED STRATEGY - Promote and position the Town as Perth's and WA's sports and events capital	Could further relationships
ED STRATEGY - Supports development of an events program to maximise the use of 'riverside precincts' including exhibitions, music shows, lifestyle and arts events.	Could further relationships
ED STRATEGY - Support community celebrations as part of the overall events program	Could further relationships

ED STRATEGY - Community and Civic Events: Continue to support community and civic events and celebrations as part of the overall events program via grant programs, sponsorship, and Town-run events	Could further relationships
ED STRATEGY - Major Events Calendar: Profile a major events calendar as a key economic and visitation stimulator highlighting the broad events program to a state and national level.	meets objective and would add value
EVENT STRATEGY - Seek partnerships and opportunities that will support a vibrant events program	meets objective and would add value
EVENT STRATEGY - Assist events to be financially viable, environmentally, and economically sustainable and continue to evolve successfully.	starts to support but wouldn't make an impact
EVENT STRATEGY - Develop audiences and promote events, bringing new audiences and offerings.	meets objective and would add value
EVENT STRATEGY - support communities in Vic Park to deliver inclusive, well managed and safe events.	starts to support but wouldn't make an impact
EVENT STRATEGY - Connect local arts and cultural development with event programming	meets objective
EVENT STRATEGY - Provide an events program that is content diverse, supports social equity, and is geographically spread across the municipality	meets objective
ART AND CULTURE PLAN -Outdoor performing arts spaces/stage: The plan identifies the need for outdoor performing arts spaces or stages	meets objective
ART AND CULTURE PLAN Investigate locations for outdoor performance spaces: This involves exploring opportunities for low-cost infrastructure for performances, such as raised platforms in existing parks	meets objective
ART AND CULTURE PLAN -Ensure a balance of family-friendly events and adult-focused events	meets objective

Relevant documents

Policy-116-Sponsorship.pdf

Legal and policy compliance

Not applicable.

Financial implications

Current budget impact	n/a
Future budget impact	Sufficient funds exist within the annual budget to address this recommendation. There are no material funding or cost impacts, the support is in kind to a total value of $3160.

Risk management consideration

Risk impact category	Risk event description	Risk rating	Risk appetite	Risk Mitigation
Financial	Pool Closure loss of income.	Medium	Low	ACCEPT - Benefits of hosting the production outweigh the potential income loss 2 hours per day. Other pool facilities will remain open during the event.
Environmental			Medium	
Health and safety	Audio visual equipment near the water	Medium	Low	TREAT – Professional test and tag of all electrical equipment required as part of the production set up.
Data, Information Technology and Cyber			Medium	
Assets			Medium	
Compliance Breach			Low	
Reputation	Event cancellation due to uncontrolled factors	Medium	Low	ACCEPT – Ensure communications are ready in case of event cancellation
Service delivery interruption	50m pool closed early	High	Medium	ACCEPT – Ensure communications with members and users in the event lead up.

Engagement

Internal engagement	
Stakeholder	Comments
Leisure Facilities	The Leisure Facilites business unit has been engaged during the proposal plan and attended a range of onsite meetings with the event organisers from the

	Black Swan State Theatre Company. The Leisure Facilities business unit is very supportive of the event being held within the outdoor 50m pool.
Stakeholder Relations	The event sits well in the Events Calendar; it is a week after Summer Street Party and two weeks before the Santa's symphony event. Black Swan Theatre are supplying all the artwork and materials which makes it easy for us to support the campaign across the Town.
Events, Arts and Funding	The event will add value to the Town's existing Annual Events Plan, by activating an existing Town asset (AquaLife), building strong relationships with existing WA event providers, supporting local community involvement, and attracting visitors to the Town through a unique art and cultural experience.
Place Team	The Place Planning team is very supportive of this proposal, and this is a great opportunity for the Town. The show aims to celebrate shared spaces and stories. The Town has the capacity to support events that foster connections, promote local identity, and deliver economic and cultural benefits. The proposed partnership event *The Pool* by Black Swan State Theatre Company, would be a timely and fitting cultural activation following the Oats station and Long Park opening earlier in the year, leveraging increased foot traffic, media attention, and community interest in the revitalized precinct.

External engagement	
Stakeholders	Town of Cambridge
Period of engagement	28 May 2025
Level of engagement	2. Consult
Methods of engagement	Phone Call to Facility Manager and Pool Supervisor
Advertising	*Nil*
Submission summary	*Nil*
Key findings	Production was really well attended by the community. There were no complaints related to the production during the run. The cafe sales offset any financial losses from the outdoor 50m closure. The team had minor issues with storage for AV equipment on site during the run but office spaced was used as overflow. The organiser was easy to deal with and the clean up was completed very fast. Council were happy with the outcome and attendance. The facility would host the event again.

Strategic alignment

Economic	
Community Priority	Intended public value outcome or impact
EC2 - Connecting businesses and people to our local activity centres through place planning and activation.	'The Pool' is a major Black Swan theatre company production. The production will draw an audience to Victoria Park and be close to our food and beverage areas.

Social	
Community Priority	Intended public value outcome or impact
S4 - Improving access to arts, history, culture and education.	Hosting The Pool activates a historically significant public space—the Aqualife outdoor 50m pool, built in the 1960s—as a site for live performance. This production brings high-quality, professional theatre into a familiar and accessible community setting, invites residents to engage with the arts in a way that is inclusive, participatory, and reflective of local heritage. The production is presented in a format that removes traditional barriers to theatre attendance, such as cost, formality, and venue unfamiliarity. The production includes opportunities for local involvement through casting, workshops, and post-show discussions.

Further consideration

Not applicable.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (117/2025):

Moved: Cr Jesse Hamer **Seconded:** Cr Peter Devereux

That Council agrees to provide in kind support to host Black Swan Theatre Production 'The Pool' at Aqualife.

Carried by exception resolution (8 - 0)

For: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson

Against: Nil

11.3 Advocacy actions and progress - Perth Entertainment and Sporting Precinct

Location	Burswood
Reporting officer	Manager Stakeholder Relations
Responsible officer	Chief Executive Officer
Voting requirement	Simple majority
Attachments	1. Media Release Proposed Motorsport Street Circuit at Burswood Park [**11.3.1** - 2 pages] 2. Letter Roger Cook Officer Burswood Motorplex [**11.3.2** - 1 page]

Summary

In February 205 Council resolved, in part, to request the CEO to report back to Council on progress of advocacy efforts in relation to not supporting the motorsport street circuit at Burswood Park. This report addresses that Council resolution.

Recommendation
That Council notes the advocacy actions taken since February 2025 in relation to opposition to a motorsport street circuit at Burswood Park.

Background

1. On 8 February 2025 Council resolved as follows:

   That Council:

   Requests the Mayor and Chief Executive Officer to engage in advocacy after the WA state election with the Premier of Western Australia, relevant Government Ministers and the Member for Victoria Park as to:

   (a) why the Town does not support construction of a motorplex at Burswood Park;

   (b) the need for appropriate consultation by the WA Government with the Town of Victoria Park and its community prior to making any decision to proceed with construction of a motorplex at Burswood Park.

   Requests the Chief Executive Officer to report to the Ordinary Council Meeting in May 2025 about the progress of any advocacy pursuant to point 3 above

2. After the 8 February decision of Council, the Town undertook a number of actions related to this matter.
3. A media release was developed and published to the Towns channels the week following the OCM decision, and it was followed by various media interviews.
4. A meeting was held, on 25 February, with Member for Victoria Park Hannah Beazley MLA, the CEO and Mayor Vernon to discuss all advocacy priorities for the Town along with the Council's opposition to the motorsport street circuit.
5. The Town requested support from the Perth Inner City Group (PICG) at its Mayors meeting in March 2025.

6. The Town of Victoria Park and City of Wanneroo released a joint statement supporting investment in existing motorsport facilities and the City of Wanneroo Council made a public statement end backing the Towns advocacy position.
7. Post the WA State Election the CEO wrote to the Premier's Chief of Staff requesting a meeting to discuss the project. To date no such meeting has been granted.
8. A meeting took place at the Town, at the request of Main Roads, on 13 May, to present the "Perth Entertainment and Sporting Precinct". C-Suite and the Manager of Stakeholder Relations were present.
9. On 27 May 2025, the State Government announced that consultation on the Sport and Entertainment Precinct would commence. A website was set-up for public consultation, and meetings were organised with local administrations impacted by the project, including the Town.
10. A meeting took place at Dumas House on 14 May, with the participation of Lannie Le-Patterson, A/Chief of Staff to the Honourable Rita Saffioti, and Daniel Pastorelli, MLA, Parliamentary Secretary to the Honourable Roger Cook. The purpose was also to present the "Perth Entertainment and Sporting Precinct".
11. The State Government project team will be presented by Main Roads to Elected Members at the 24 June Concept Forum.
12. The Town continues to advocate for meaningful community consultation. The WA Government's 8 April media release referenced consultation, but not in the form expected by Council or the community

Legal and policy compliance

Policy-105-Advocacy.pdf

Financial implications

Current budget impact	Sufficient funds exist within the annual budget to address this recommendation.
Future budget impact	Not applicable.

Risk management consideration

Risk impact category	Risk event description	Risk rating	Risk appetite	Risk Mitigation
Financial	*Nil*	High	Low	*Nil*
Environmental	Construction of the Motorplex will reduce the current tree canopy as well as future footprint to plant more trees. The project is anticipated to cause noise, odour, and light pollution, which will significantly affect the	High	Medium	TREAT - the risk by ensuring the Town's Administration works effectively with the State Government to ensure the project avoids negative impacts to the natural environment and manages noise during the use of the of the motorplex (if the project proceeds). TREAT – Ensure that the Towns administration work with the the motorplex complies with all relevant environmental regulations and standards for noise, odour, and light pollution

	surrounding residential community.		
Health and safety		Low	
Data, Information Technology and Cyber		Medium	
Assets	The motorplex is inconsistent with the Town's Public Open Space Strategy and will not contribute to appropriate, inviting, or sustainable green public spaces	Medium	TREAT – Administration to work with Main Roads to encourage design strategies that include green buffers, integrating natural elements, and ensuring adequate facilities for public use if construction goes ahead.
Compliance Breach		Low	
Reputation	Relationships with WA Labor have been impacted due to the Towns opposition to this project. Burswood Residents feel unsupported in their opposition on the Motorplex	Low	TREAT – reduce media focus from this point and focus efforts on stakeholder meetings. TREAT – administration to provide regular updates to residents on the Peninsula and ensure they are aware of any consultation periods and outcomes.
Service delivery interruption		Medium	

Engagement

Internal engagement	
Stakeholder	Comments
Communications	Media interest in the resolution was significant in February and March preceding the election. The project and the Council and community's objection became a major issue leading into the state election. Noting the media focus on creating divide between the Town and the State Government, we ceased proactive media engagement.

Strategic alignment

Civic Leadership	
Community Priority	Intended public value outcome or impact
CL2 - Communication and engagement with the community.	That the Town makes every effort to update impacted residents on advocacy efforts.

Environment	
Community Priority	Intended public value outcome or impact
EN4 - Increasing and improving public open spaces	Advocate and support the Burswood Master Plan as adopted.

Civic Leadership	
Community priority	Intended public value outcome or impact
CL3 - Accountability and good governance.	The reports provide elected members and the community with implementation/progress updates on Council resolutions.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (118/2025):

Moved: Cr Jesse Hamer **Seconded:** Cr Lindsay Miles

That Council notes the advocacy actions taken since February 2025 in relation to opposition to a motorsport street circuit at Burswood Park.

Carried (8 - 0)

For: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson

Against: Nil

12 Chief Community Planner reports

12.1 Albany Highway Precinct Structure Plan (AHPSP) - report on submissions and recommendation to endorse for WAPC approval

Location	East Victoria Park St James Victoria Park
Reporting officer	Senior Place Leader (Strategic Planning)
Responsible officer	Manager Place Planning
Voting requirement	Simple majority
Attachments	1. Attachment A - Draft AHPSP - Report on Submissions [**12.1.1** - 35 pages] 2. Attachment B - Draft AHPSP - Schedule of Submission [**12.1.2** - 49 pages] 3. Attachment C - Draft AHPSP - Schedule of Modifications [**12.1.3** - 7 pages] 4. Attachment D - Report on Scheme Amendment No.2 to LP S 2 for AHPSP [**12.1.4** - 55 pages]

Summary

This report presents the outcomes of the statutory advertising period for the draft Albany Highway Precinct Structure Plan (AHPSP) and seeks Council's consideration of the submissions received and proposed modifications, prior to referral to the Western Australian Planning Commission for final approval.

Recommendation

That Council:

1. Accepts the Report on Submissions and Schedule of Submissions as presented in Attachments A & B.
2. Endorses the modifications to the Albany Highway Precinct Structure Plan (AHPSP), as presented in Attachment C, for final approval.
3. Refers the AHPSP and endorsed Schedule of Modifications (Attachment C) to the Western Australian Planning Commission (WAPC) for final approval.
4. Initiates an amendment to Local Planning Scheme No. 2 (LPS2) to align the local planning framework with the modified AHPSP (Attachment D)

Background

1. The Town's Local Planning Strategy (2022) sets the strategic direction for its activity centres and provides a framework for urban planning and development projects over the next 10–15 years.
2. In alignment with this, Action 3.2 of the Strategy identifies the need for a Precinct Structure Plan (PSP) for the Albany Highway Precinct to update the local planning framework and guide public realm, access, and infrastructure upgrades.
3. The draft Albany Highway Precinct Structure Plan (AHPSP) commenced in 2021 and has been progressed over three distinct stages:
    a. Stage 1 'Discovery' (2021–2022): Context Analysis & Initial Engagement

b. Stage 2 'Design' (2022–2023): Growth Scenario Testing & Preferred Approach

c. Stage 3 'Delivery' (2024 -2025): Public Advertising & Final Approval

4. Stage 1 Outcomes included:

    a. Albany Highway Today Report: Provided an expert analysis of existing conditions, including land use, movement networks, public realm, and community perspectives.

    b. Albany Highway Tomorrow Report: Outlined a future vision based on community and stakeholder engagement, establishing six distinct sub-precincts along the corridor.

    c. Community Engagement: The 'Shape Albany Highway' campaign gathered extensive input from landowners, businesses, and residents through listening posts, online surveys, and workshops.

    d. Council Endorsement: The outcomes of Stage 1 were formally endorsed by Council in June 2022, setting the foundation for Stage 2.

5. Stage 2 Outcomes included:

    a. Precinct-Wide Growth Scenarios:

        i. Concentrated Growth Scenario – Focused on development along Albany Highway only.

        ii. Distributed Growth Scenario – Considered expanded growth into adjacent areas.

    b. Technical Analysis & Community Reference Group (CRG) Engagement:

        i. Digital modelling assessed built form impacts, overshadowing, and urban design feasibility.

        ii. CRG workshops explored growth implications, movement networks, and urban design strategies.

    c. Preferred Growth Scenario ('Combined') – Integrated both concentrated and distributed growth to ensure balanced development.

        i. The preferred growth scenario expanded the precinct boundary by 55%, incorporating residential areas for improved land use transition and housing diversity.

    d. Council Endorsement (July 2023): The preferred growth scenario and key supporting strategies on Built Form, Public Realm, and Transport were endorsed, guiding the draft AHPSP preparation.

6. Stage 3 was subsequently initiated with the preparation of the draft Albany Highway Precinct Structure Plan in accordance with the broader strategic planning framework and in response to the outcomes from the Stage 1 and Stage 2 processes.

7. The proposed AHPSP provides a new planning framework for a consolidated Secondary Centre under State Planning Policy 4.2 Activity Centres for Perth and Peel. It has been shaped by technical contextual analysis and stakeholder feedback from the previous stages of the project.

8. The draft AHPSP further responds to State Planning Policy 7.2 Precinct Design (SPP 7.2) by establishing six sub-precincts, each with an independent vision to enhance opportunities for employment, residential growth, economic activity and place outcomes.

9. The draft AHPSP was endorsed by Council for advertising in October 2024, initiating a minimum 42-day public consultation process as required under Schedule 2 (Part 4 - Structure Plans) of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Discussion

10. The statutory advertising period of the draft AHPSP has now concluded, and this report presents an overview of the submissions received, as well as officer comments and recommended modifications in response to the advertising campaign (refer Attachments A, B & C).
11. Council is requested to endorse the 'Schedule of Modifications' (Attachment C) to the draft AHPSP, for submission to the Western Australian Planning Commission (WAPC) for its approval.
12. The AHPSP was open for public comment from 7th November 2024 to 13th March 2025.

Campaign Effectiveness

13. The draft Albany Highway Precinct Structure Plan was initially publicly advertised from 7th November 2024 to 16th January 2025, which is 70 Days (including 3 Public Holidays).
14. The initial campaign successfully created strong awareness (3,700 individual visitors) suggesting information was accessible to the community.
15. Following community concerns about the initial engagement not including a letter drop, an additional direct mail out campaign commenced on the 17th February, extending the advertising period to 13th March 2025, increasing informed and engaged participants by 30%.
16. The quality of feedback received from engaged participants demonstrates meaningful community input into the planning process.
17. The engagement rates indicate that while many people were interested in staying informed, a smaller core group were compelled to provide detailed feedback.
18. Over the total advertising period, the Shape Albany Highway 'Your Thoughts' webpage received the following participant activity:
    a. 5,041 Aware Participants (individual activity)
    b. 3,440 Informed Visitors (downloaded a document)
    c. 168 Engaged Visitors (completed the online survey or made a written submission)
19. Engaged Visitors comprised of:
    a. 135 Online Surveys completed
    b. 27 written community submissions (email or letter)
    c. 1 Petition (comprising 75 signatures)
    d. 5 Government Agency submissions
20. The campaign successfully attracted a significant number of unique visitors, indicating strong community awareness, as the draft AHPSP builds on the Stage 1 and Stage 2 engagement campaigns for the project.
21. This baseline number of participants suggests the promotional and communication strategies were effective in driving traffic to the engagement platform.
22. Having 5,000 unique visitors demonstrates broad community interest in the future of Albany Highway.
23. The 68% conversion rate from aware to informed participants is significant and suggests the materials were accessible and relevant to visitors' interests, with a genuine community desire to understand the project in detail.

24. The high informed rate could also suggest that many who reviewed the AHPSP materials were satisfied with the general direction of the project, and the plan met their expectations.
25. While active participation was lower (3.3%), it represents a core group of highly engaged stakeholders.
26. The quality and depth of feedback received (as seen in Attachment A and Attachment B) indicates a meaningful engagement campaign, with community members willing to make extra effort to share their views.

Online Survey

27. Of the 135 survey respondents:
    a. 84% of submitters live within the Town of Victoria Park.
    b. 7% own a business within the Town of Victoria Park.
    c. 14% work within the Town of Victoria Park.
    d. 69% had not participated in previous stages of the project.
28. Respondents indicate a strong local interest in the AHPSP, with the Stage 3 Shape Albany Highway campaign generating new community perspectives on the future of the Precinct.
29. The Albany Highway Precinct Structure Plan (AHPSP) received diverse feedback from community members, with responses ranging from strong support to general opposition however, noting those explicitly opposing the plan (37 respondents) represent only 1% of the informed visitors.
30. Most respondents, whether in support or not, raised specific concerns about various aspects of the proposal. The following outlines some of the key topics raised by survey respondents:
    a. **Development Height & Density** – general support for increased densification with varying opinions on treatment of major sites. Differing views on appropriate height limits, with some advocating for wider distribution of height allowances (6+ storeys) and others preferring a maximum of 3–5 storeys in the transition areas. Concerns over overshadowing, streetscape character and transition to residential areas were also raised.
    b. **Transport & Mobility** – strong debate around parking impacts on surrounding residential streets, the balance between different modes of transport and the need for improved public transport options (e.g., a free hop-on-hop-off service). Concerns about increased traffic from higher density and a lack of parking for visitors and businesses.
    c. **Community** – concerns raised about the plans lack of response to social issues and managing public safety, along with discussions around affordable housing, mainly the Town's roles & responsibilities and its perceived impact on the area.
    d. **Safety & Security** – A common concern across all groups, with calls for improved lighting, crime prevention measures, and investment in smart infrastructure. Personal safety was raised as a deterrent to visiting the area.
    e. **Public Realm & Environmental Considerations** – Strong support for tree canopy retention, green links, and better public spaces, but concerns about waste management and the cleanliness of the public realm. Some respondents queried how laneway and streetscape improvements would be delivered.
    f. **Equitable & Balanced Development** – Some respondents saw the plan as an opportunity for meaningful density, while others worried about unfair zoning, property value impacts, and the prioritisation of major sites.

31. The commentary provided in response to the survey questions reflects a community that is deeply engaged and demonstrates meaningful consideration by respondents of both the opportunities and challenges presented for the future of the area.

32. Some transition areas around the precinct were of particular community interest. A petition was received with 76 signatures, specifically relating to Merton Street in the Central sub-precinct.

33. The petition requested the following Amendments to the (Central Sub-Precinct):

    a. Change the zoning boundary along Merton Street to CE1;

    b. Change Bonus Building Heights of CE1 from 5 to 4 storeys';

    c. Sensitively manage the redevelopment including activation of the Urban Forest Strategy by adding requirements for native flora landscaped setbacks and native verge conversions;

    d. Change the status of 3 Merton Street Sump & Micro Park from development to open space, Biodiversity in Table 23.

34. The officer recommendation in response to the petition is to:

    a. Support the residential zoning for Lots 23, 341,340, 339, 338, 337, 402, 403, 404 & 333 Merton Street.

    b. Modify Table 8 'Frontage Type Design Requirements' to include landscaping requirements within the setback area for Residential Frontages.

    c. Support recognition of the Merton Street sump as providing a biodiversity function in Table 23.

    d. Not support the change in Height to 4 storey's as this undermines the calibration for bonus height incentives and the broader secondary centre function of the Albany Highway Precinct.

35. In reviewing residential transition areas and in response to the petition and submissions across the Precinct, Lichfield Street in the Central Sub-Precinct and Hubert Street in St James are also recommended for modification from Mixed Use to Residential, in response to existing streetscape character.

36. Similarly, all the sumps identified for Development under Table 23 have been reviewed in response to the petition, with an additional change proposed to 763 Albany Hwy from 'Development' to 'Biodiversity'.

37. In addressing many of the broader community concerns regarding the Albany Highway Precinct Structure Plan, it is important to recognise the AHPSP is not being developed in isolation but rather as part of a broader strategic vision for the Town, in alignment with the following key strategies:

    a. Social Infrastructure Strategy: The Town is committed to ensuring that population growth is supported by essential social infrastructure, including community facilities and services.

    b. Economic Development Strategy: The AHPSP aligns with the Town's goal of strengthening local businesses, employment, and investment along Albany Highway. A well-planned urban corridor will contribute to the economic vitality of the area while supporting local retailers, hospitality venues, and services.

    c. Integrated Transport Strategy & Parking Management Plan: Addressing concerns regarding traffic, pedestrian safety, parking and bike infrastructure, the Town is implementing transport strategies to improve connectivity and accessibility. The AHPSP supports these initiatives by incorporating pedestrian-friendly design, enhancing connections to the broader cycling network, and prioritising mode-shift targets.

d. Public Open Space & Urban Forest Strategies: The Town is actively working to improve streetscapes, public open spaces, and urban greening. The AHPSP will complement these efforts by ensuring new developments contribute to the Urban Forest initiatives, provide new public spaces, landscaping, and amenities that enhance the character of Victoria Park.

38. For the AHPSP to be successful, the Town must continue delivering on its broader strategic commitments, including those initiatives identified in the AHPSP and its supporting strategies.
39. Implementation of the AHPSP parallel actions via the Town's broader strategic programs is essential in delivering the Precinct vision.
40. Other key considerations raised in the feedback relate more specifically to community priorities. The feedback has provided significant input into broadening the list of Community Benefit Items applicable to development bonuses.
41. The response to submissions and proposed updated Community Benefits Framework (as per the recommendations in Attachment A) will help guide place-based decision making through the future development application process, to ensure items delivered align with community priorities.

Written Submissions

42. The Town received 27 written submissions on the draft AHPSP.
43. Many of the submissions highlighted similar key themes as the survey responses with site specific concerns around parking, traffic, transition areas and density impacts.
44. Of the 27 submissions, 5 submissions were made on behalf of major site owners in the precinct.
45. The key concerns raised in these submissions were in relation to:
    a. The cumulative impacts of community benefit contributions on development feasibility.
    b. The impact of height restrictions on development feasibility.
    c. Site specific requests for major sites.
46. The impact of contributions on development feasibility is acknowledged as being a barrier to development generally in the current market, with the construction cost index increasing by over 40% in the past few years.
47. In response to the submissions on feasibility impacts, a review of the community benefit methodology was carried out, taking into consideration other cost contributions set out in the AHPSP and to determine whether a better methodology could be applied.
48. Integrating POS, Public Art and Community Benefit costs into development must be done in a way that remains fair and equitable for all development.
49. The following modifications are seen to address some of the cost impacts whilst ensuring the broader community benefits can still be delivered, including:
    a. Removal of the POS cash-in-lieu requirement;
    b. A revised calculation methodology for the Community Benefits Framework;
    c. Review of the application in Local Planning Policy 29 for 1% Art contribution.
50. The revised calculation methodology (outlines in Attachment A), which provides a tiered model to both height and plot ratio bonus development, aligns contribution requirements with the actual scale of uplift.

51. This tiered approach ensures fairness across all site scales and contexts and helps to maintain equity and financial viability across a range of development scenarios, while maintaining the delivery of valued community benefits.

State Government Submissions

52. The Town received submissions from the following State Government Agencies:
    a. Department of Education;
    b. Main Roads WA;
    c. Department of Communities;
    d. DPLH Heritage Council; *and*
    e. Department of Transport
53. The Town will continue to collaborate with these agencies to plan for future needs and in delivering interventions that will support the growth of the Precinct over time.
54. The key issue facing State Government agencies is the uncertainty around timing and growth expectations.
55. It is important to clarify that development will occur gradually over many decades. While the AHPSP theoretically provides capacity for over 6,000 new dwellings, current projections based on the Town's historical growth patterns and broader WA growth trends suggest approximately 800 new dwellings could realistically be delivered over the next 10 years, depending on development uptake.
56. Infill targets under the Town's Local Planning Strategy support this level of infill growth for this Precinct, considering other strategic growth areas in the Town.
57. The AHPSP provides a long-term framework to guide this gradual evolution while ensuring that when (and where within the precinct) development does occur, it contributes positively to the precinct's vibrancy, character and amenity.

Submission Conclusion

58. More details on survey responses, written submissions and the officer recommendations in response to submissions is included at Attachment A, Attachment B and Attachment C.
59. Overall, majority of respondents support the direction of the AHPSP whilst advocating for specific refinement or reconsideration of some elements to achieve, what they believe to be, broader community needs and aspirations.
60. In response to the survey outcomes, some refinements are being proposed to the AHPSP (refer Attachment A and Attachment C).
61. Any proposed modifications have been carefully considered in the context of the planning framework and are generally in line with previous engagement outcomes and the strategic direction of the project.

Planning Framework

62. The AHPSP has been prepared in accordance with the requirements set out in the Planning and Development (Local Planning Schemes) Regulations 2015, relevant State Planning Policies (SPPs), and the Town's Local Planning Strategy (2022).

63. To implement the development controls set out in the AHPSP, a Scheme Amendment is required to Local Planning Scheme No.2 to identify the Precinct Structure Plan area within the statutory planning framework and ensure the AHPSP and LPS2 zonings are aligned.

64. The proposed Amendment No.2 (Attachment D) to LPS2 responds to the modifications to Plan 1 of the AHPSP (Attachment C).

Next Steps

65. Following Council's decision on the recommendations to modify the AHPSP, the structure plan will be referred to the Western Australian Planning Commission (WAPC) for final approval.

66. Amendment No.2 to Local Planning Scheme No. 2 (LPS2) (Attachment D) will also be referred to the WAPC for initiation, ensuring statutory alignment of LPS2 with the AHPSP and implementation of the proposed zoning, density, and development provisions.

67. Following WAPC's endorsement to initiate the Amendment, it will be advertised for public consultation, in line with statutory requirements.

68. Modifications to the AHPSP are subject to WAPC endorsement and Council Staff will continue to liaise with the Department through the approval process.

Relevant documents

Draft Albany Highway Precinct Structure Plan

Local Planning Policy 29 Public Art Private Developer Contribution

Local Planning Policy 23 Bicycle Parking, Car Parking and Access for Non-Residential Development

Legal and policy compliance

Planning and Development (Local Planning Schemes) Regulations 2015

Financial implications

Current budget impact	Sufficient funds exist within the annual budget to address this recommendation.
Future budget impact	Contract CTVP21/20 expires January 2026

Risk management consideration

Risk impact category	Risk event description	Risk rating	Risk appetite	Risk Mitigation
Financial	Project delays could lead to contract expiration with consultant and risk of additional costs in finalising the project	High	Low	Avoid risk by endorsing the AHPSP as recommended and referral to WAPC for approval, and initiation of the Scheme Amendment
Environmental			Medium	

Health and safety		Low	
Data, Information Technology and Cyber		Medium	
Assets		Medium	
Compliance Breach		Low	
Reputation	Not endorsing the AHPSP risks impact to the Town's reputation	Low	Avoid risk by endorsing the AHPSP as recommended and referral to WAPC for approval and initiation of the Scheme Amendment
Service delivery interruption	Ongoing delays could impact delivery of other Strategic Planning projects	Medium	Avoid risk by endorsing the AHPSP as recommended and referral to WAPC for approval, and initiation of the Scheme Amendment

Engagement

Internal engagement	
Stakeholder	Comments

External engagement	
Stakeholders	Residents, Landowners, Business Owners & State Governments
Period of engagement	*94 Days – 7th November 2024 to 16th March 2025*
Level of engagement	3. Involve
Methods of engagement	*written submissions, survey.*
Advertising	• Public Notice given over 3 consecutive fortnights commencing 7th November 2024 • One Full Page Display Advert on 26 December 2024 in the Perth Now Southern Gazette • Town of Victoria Park Your Thoughts community engagement web page with Stage 1, Stage 2 and Stage 3 documents, FAQs, Optional On-line Surveys. • Posters, Sign and copies of the draft AHPSP available for viewing at the Town of Victoria Park Administration Centre and Library

	• Direct Emails (over 500) to registered stakeholders identified through Stages 1 and 2 of the project; • Direct Emails to relevant State Government agencies; • Information Stall at the Town's Summer Street Party held 16 November 2024; • Multiple e-news advertisements through the Town's e-vibe newsletter (Dec & Jan); • Multiple social media posts on Facebook and LinkedIn; • Direct mail out campaign commenced on the 17th February.
Submission summary	168 submissions
Key findings	Refer to Attachment A 'Report on Submissions' & Attachment B 'Schedule of Submissions'

Strategic alignment

Civic Leadership	
Community Priority	Intended public value outcome or impact
CL2 - Communication and engagement with the community.	The AHPSP campaign delivered accessible, transparent, and place-based engagement, building trust and enabling informed contributions from residents, businesses, and stakeholders to shape the precinct's future.

Economic	
Community Priority	Intended public value outcome or impact
EC1 - Facilitating a strong local economy.	Engagement reinforced the importance of a thriving activity centre and helped prioritise planning provisions that support local business growth, hospitality, and employment through flexible mixed-use development.
EC2 - Connecting businesses and people to our local activity centres through place planning and activation.	Community feedback directly informed strategies to enhance street life, shopfront activation, and local visitation, strengthening the role of Albany Highway as a vibrant and connected activity corridor

Environment	
Community Priority	Intended public value outcome or impact
EN3 - Enhancing and enabling liveability through planning, urban design and development.	The campaign validated design priorities such as tree canopy, street safety, housing diversity, and public realm improvements, contributing to a liveable and walkable precinct vision.
EN4 - Increasing and improving public open spaces	Engagement supported the need for enhanced open spaces, informing the inclusion of flexible POS and place-based greening initiatives within the Community Benefits Framework.
EN6 - Improving how people get around the Town.	Community insights informed walkability, cycling, and transit-supportive strategies, helping to refine access, safety, and street hierarchy improvements that promote active and sustainable transport.

Social	
Community Priority	Intended public value outcome or impact

S2 - Collaborating to ensure everyone has a place to call home.	Feedback highlighted the importance of housing choice and affordability, reinforcing the inclusion of affordable housing incentives to ensure access to housing for key workers, students, and vulnerable groups.
S3 - Facilitating an inclusive community that celebrates diversity.	Engagement highlighted the need flexible community infrastructure that reflects the diversity and vibrancy of the local population.
S4 - Improving access to arts, history, culture and education.	Submissions helped shape priorities around public art, heritage conservation, and community learning spaces, ensuring culture and character remain integral to the precinct's development.

Further consideration

At the Agenda Briefing Forum meeting held on 3 June 2025, the following information was requested

69. Request the Town to calculate the 5% public open space contribution by applying a square metre value to the entire AHPSP area

Before providing an **estimate of the total value of a 5% Public Open Space (POS) contribution** across the Albany Highway Precinct Structure Plan (AHPSP) area it is important to disclaim that estimating is a complex and inherently imprecise exercise for the following reasons:

1. Application to Built-Strata: The original 5% proposal was based on Draft State Operational Policy 2.3 (**not yet endorsed**), which sought to apply POS contributions to built-strata developments. Under the current State Development Control Policy 2.3, POS contributions only apply to subdivisible residential land, not mixed-use or centre precincts typical of the AHPSP.
2. Zoning Composition: Of the 104 hectares of urban zoned land in the AHPSP:
    - Only 24% is zoned Residential.
    - The remaining 76% is zoned Mixed Use or District Centre, which includes commercial floor space requirements (estimated 25ha across the Precinct) and where applying a standard POS contribution methodology is not currently supported by State policy.

- Land Value Variation: Unimproved land values across the precinct vary widely depending on location, lot size, and zoning. A single square metre rate does not adequately capture this variation or the timing of redevelopment.
- Development Timeline and Growth Assumptions:
    - The AHPSP provides a framework to support a broad vision
    - The AHPSP supports approx. 6900 new dwellings (Total 8,345 dwellings) at full build-out, an average 80 dwelling units per site hectare.
    - Build-Out is a 50+ year proposition when assuming a 3% compound annual growth rate (CAGR).
    - **The current CAGR in the precinct is estimated at 1.35%** (WA Tomorrow), suggesting a much slower development rate at least in the near term and potentially over the longer term.
    - The Town's Local Planning Strategy assumes a 40% uptake of development however the PSP supports a much larger uptake of development at 85%

Notwithstanding the above disclaimers the following estimates are prosvided as requested and for illustrative purposes:

If a 5% POS Contribution is applied only to Residential-zoned land (as per current State Policy) for an 85% development uptake scenario:

- 248,000 sqm residential land
- 5% = 12,400 sqm
- At $1,500/sqm (conservative estimate based on 2021 Feasibility Report for residential land) = $18.6 million, potentially collected over several decades depending on build-out rate (i.e. 60 years at 3% CAGR)

If applied across all urban zoned land (ie, not just subdivisible residential land) over 10 years:

- 104ha of urban zoned land
- 5% = 5.2 ha
- At $2,200/sqm (average from 2021 feasibility assessments) = approx. $114 million total POS liability at full build-out
- Scaled to the 800 dwellings anticipated in the next 10 years (approx. 9.5% of precinct capacity), this equates to ~$10.8 million over 10 years.

Important Caveats:

- These figures are **illustrative only**. There is currently **no endorsed policy framework** for applying a POS contribution to Mixed Use or Centre zoned land.
- A more defensible and equitable approach to POS planning in the AHPSP would likely need to be informed by the Town's **Local Planning Strategy**, supported by robust **POS servicing analysis**, and endorsed by the **WAPC**.
- The **Community Benefits Framework** and **Major Site obligations** are now the preferred mechanisms for delivering targeted, high-quality POS outcomes within the precinct in a **flexible, site-responsive, and current policy-compliant** manner.

Why the 5% Cash-in-lieu Was Removed

The 5% cash-in-lieu requirement was removed following discussions with DPLH and the recognition that:

- Contributions must be justified based on existing POS servicing across the broader area;
- WAPC endorsement is required for any non-standard approach;
- A Local Planning Strategy is the most appropriate mechanism for considering long-term POS needs and contributions;
- The Community Benefits Framework provides a more targeted, flexible, and outcome-driven mechanism to secure new and improved public open space through redevelopment.

70. Request the Town to do rough approximation to estimate potential public open space contributions under different development levels

Refer Above.

71. Provide Scenario testing data supports the view that contributions affect viability

An officer-level feasibility review was undertaken in response to feedback from DPLH and the private sector during the advertising period, drawing on the findings of both the 2021 Cygnet West Feasibility Report and the 2024 Community Benefits Framework (CBF) Technical Note.

The Vic Quarter development was used as a point of reference to understand the impact of recent construction cost escalations in relation to housing prices and profit margins.

The cumulative impact of increased Development Cost, Land Values, and Contributions to development feasibility has been a consistent concern raised through stakeholder submissions and industry engagement. The Town's approach to modifying the Community Benefits Framework (CBF) responds to both feasibility considerations and the Town's previous desire to incentivize development uptake within the Town (Concept Forum August 2023, Item 12.3 from 17 October 2023 OCM).

While both the 2021 and 2024 reports indicate that a 3% Community Benefit contribution is generally feasible for larger developments, they also emphasise that development viability is influenced by multiple factors, including location, staging, land value, build costs, and market conditions.

Importantly, the officer recommendation has considered the potential of cumulative cost impacts of the AHPSP requirements, including:

- 1% Art Contributions,
- 5% Public Open Space (noting this is now recommended for removal),
- sustainability and creative use requirements, and
- Major Site provisions.

Following the officer review, it was determined that the CBF flat 3% contribution (as calculated in accordance with the ratio methodology provided) could disincentivise development, especially on smaller sites with modest uplift potential where development viability is more sensitive.

72. Provide response to the question *Acknowledging the shortfall of public space, larger parks provide a level of utility that smaller parks cannot replace. The AHPSP was that the parks proposed on the major sites were intended to help address that shortfall. So, with the recent modifications that remove the size requirements, is it the Town's position that those neighbourhood-scale parks are no longer needed?*

POS Needs and Delivery under the AHPSP

- Based on a 10% benchmark, the AHPSP would require 12.7 ha of public open space.
- Table 22 identifies existing POS equates to 7.9 ha, or 6.2%, leaving a shortfall of 4.82 ha (3.8%).
- Preferred Future POS Locations (Table 24): Whilst it is recommended Part One of the AHPSP remove specific POS requirements, Table 24 and the Major Site Principles (Objective 5) in Part Two are retained. These identify preferred POS sites and indicative sizes, providing clear guidance for site-responsive design and decision-making during redevelopment.

While the AHPSP acknowledges a shortfall in public open space, the identified gap is not solely about the quantum or size of land, but rather the lack of diverse and responsive public realm offerings suited to the needs of an urban activity precinct.

The Public Realm Strategy addresses different public realm typologies and their roles within the context of the precinct. The recommendation to remove fixed size requirements for Major Site open space aims to increase design flexibility, and may include plazas, micro-parks, green links, or shared community spaces that improve walkability, passive recreation and social interaction.

Removing specific size and locations is considered to deliver a flexible approach, allowing for high-quality and purpose-driven spaces that can deliver well-integrated public realm outcomes in an urban centre, where land availability is constrained.

The Town's position remains that delivering public space is critical, but its delivery must be adaptive to site conditions, development staging, and emerging community needs.

73. Requests to provide scenarios analysis comparing the 3% contribution rate and the proposed tiered approach

Refer 75 below.

74. Provide a written explanation of the formula used to apply the contribution rate to the construction cost.

The Community Benefit contribution for developments that seek bonus building height OR bonus plot ratio (whichever is greater) is calculated using the following formula, as prescribed by the Town's consultants:

Height Contribution Value

= (% × Total Contract Sum) × (Number of Storeys Above Base ÷ "Base" Number of Storeys)

Plot Ratio Contribution Value

= (% × Total Contract Sum) × (Plot Ratio Above Primary Standard ÷ "Base" Plot Ratio)

It is noted this formula is different to the South Perth model, however the South Perth model is not accepted as a standardised approach. The model proposed in the CBF responds to the impact of the bonus being sought as the percentage of uplift being sought.

Each component of the formula is explained below:

% × Total Contract Sum

This first part of the formula determines a base contribution value as a percentage of the Total Construction Contract Sum (i.e. the declared cost of constructing the building).

- The percentage rate (e.g. 1.5% / 3%) is applied on a tiered contribution rate as defined in the Revised Part 4.0 Community Benefits. This ensures the contribution is scaled according to the size and value of the development, promoting fairness and equity across different project types.

(Number of Storeys/Plot Ratio Above Base ÷ Base Number of Storeys/Plot Ratio)

The second part calibrates the contribution based on the extent of uplift being sought relative to the Base Standard, as a ratio.

- The "Number of Storeys/Plot Ratio Above Base" identifies how much additional height/plot ratio is being requested.
- The "Base" serves as the benchmark standard for development in that location.

By calculating the ratio between these two figures, the formula ensures the contribution reflects the proportional increase in developable floor space and responds to the increased potential yield unlocked by the bonus.

For Example:

Land identified as 'CE3' in the AHPSP has a base height of 6 storeys and a bonus height up to 10 storey's. Should a development propose 10 storey's this represents a 67% height increase. Should they propose 8 storey's, this would represent a 33% increase.

The contribution as a ratio ensures the contribution is proportionate to the uplift sought. A greater uplift results in a higher multiplier, reflecting the additional development yield and associated amenity impacts enabled through the bonus.

75. Provide feasibility analysis conducted to support the shift from the 3% flat rate to a tiered approach.

As per Response to 71. Above.

Further Justification for Tiered Contribution Rates

The tiered model provides a more equitable and scalable approach, balancing feasibility with community return:

Bonus Height:

- Lower rates (e.g., 1.5%) are applied to initial uplift to encourage development uptake.
- Higher rates (e.g., 3%) are applied where a significant uplift is proposed.

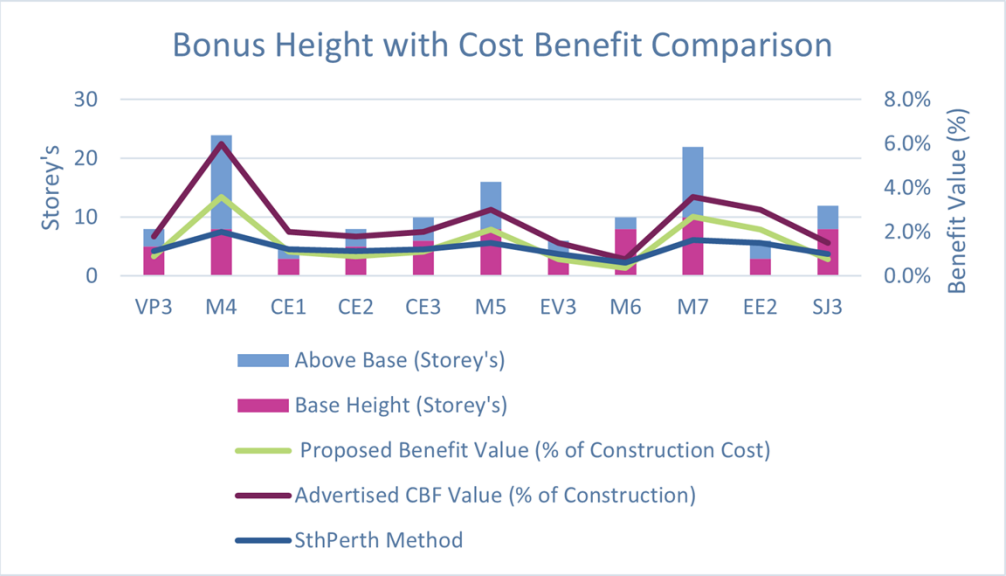
Bonus Plot Ratio:

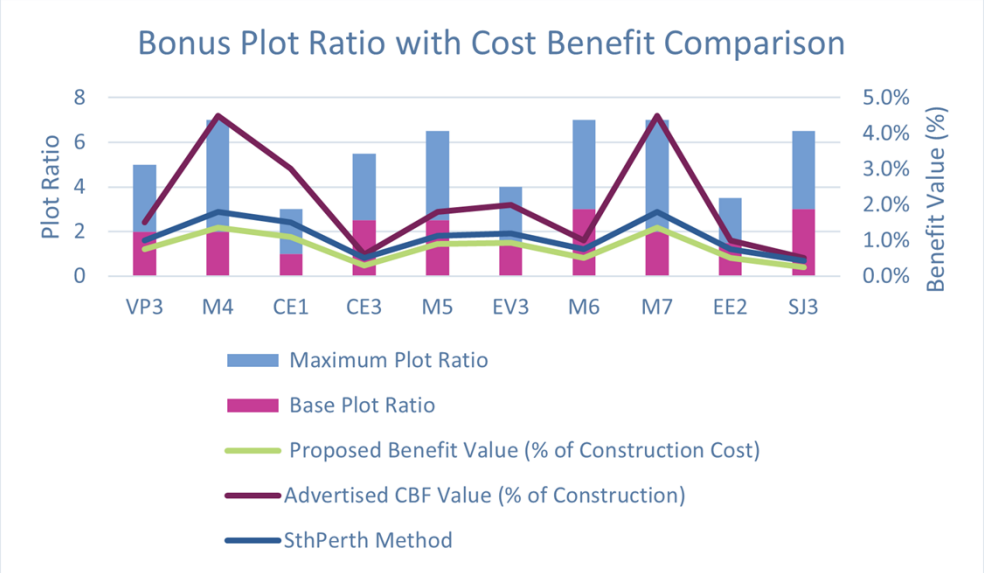
- The 1.5% rate applies to the first 60% increase in plot ratio, reducing to 0.5% beyond 60%
- The tiered plot ratio model accounts for how plot ratio increases vary across the precinct. For example, a small site may increase from PR1 to PR2—a 100% uplift—while others may only increase from PR2.5 to PR3, which is a 50% uplift. The model applies a higher 1.5% rate to the initial uplift and then tapers to 0.5% to avoid disproportionately penalising smaller developments.

Proposed Tiered Contribution Model:

- Reflects the varying bonus potential across different sites,
- Aligns with the CBF Technical Note, which acknowledges that larger projects can absorb higher contributions, and
- Ensures that public benefits are commensurate with the scale of uplift received.
- Is more consistent with contribution amounts generated by other models, such as the South Perth methodology

Comparison Charts: Proposed Tiered Model, Advertised, South Perth





OFFICER RECOMMENDATION

Moved: Cr Sky Croeser **Seconded:** Cr Peter Melrosa

That Council:

1. Accepts the Report on Submissions and Schedule of Submissions as presented in Attachments A & B.
2. Endorses the modifications to the Albany Highway Precinct Structure Plan (AHPSP), as presented in Attachment C, for final approval.
3. Refers the AHPSP and endorsed Schedule of Modifications (Attachment C) to the Western Australian Planning Commission (WAPC) for final approval.
4. Initiates an amendment to Local Planning Scheme No. 2 (LPS2) to align the local planning framework with the modified AHPSP (Attachment D)

PROCEDURAL MOTION

Moved: Cr Daniel Minson **Seconded:** Cr Jesse Hamer

That Council defers consideration of this item until after a Concept Forum, which is to be held no later than the end of July 2025, and is to consider the development contribution strategy for the Albany Highway Precinct Structure Plan.

Lost (1 - 7)

For: Cr Daniel Minson

Against: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa and Cr Lindsay Miles

Reason: To allow for proper consideration of the development contribution strategy for the Albany Highway Precinct Structure Plan area due to the significant changes proposed to the plan after community consultation.

AMENDMENT

Moved: Cr Daniel Minson **Seconder:** Cr Jesse Hamer

That point 2 of the Officer's recommendation be amended as follows:

2. Endorses the modifications to the Albany Highway Precinct Structure Plan (AHPSP), as presented in Attachment C, for final approval subject to the following modification(s):

a) Delete modification 4 related to the removal of Clause 3.2.1 POS Cash-in-lieu.
b) Amend Attachment A to delete the proposed modification related to Part Two of the AHPSP, 1.3.2.4 Local Planning Policies regarding the application of LPP29 Public Art Private Developer Contribution which describes the policy applying to the "base primary controls only for development zoned Mixed Use or Centre".
c) Delete modification 36* and 44* related to modifications to Part 1 Section 4.0 Community Benefit, Clause b. Provision of Community Benefit, by amending Attachment A to delete the proposed modification to introduce a tiered incentive model for calculating the monetary value of community benefit contributions.
d) Delete modification 37* and 44* related to modifications to Part 1, Section 4.0 Community Benefits, Table 12 Schedule of Priority Public Benefits in Attachment A that proposed to the introduce new categories for community benefits related to:
    i. Smart Infrastructure Initiatives
    ii. Enhanced Water Management Strategies
    iii. Urban Greening
    iv. Public Amenities (toilets, secure micro-mobility/bike parking)
    v. Sustainability (modification to existing provision)
    vi. Enhanced Heritage Retention and Restoration.
e) Amend modification 10 related to modifications to Table 11: Additional Major Site Development Requirements in Attachment A to delete modifications which removed the minimum areas for the required provision of public open for the following Major Sites:
    i. M2 Causeway (reinstate requirement for minimum area of 1500m2)
    ii. M4 Victoria Park (reinstate requirement for minimum area of 1500m2)
    iii. M6 East Victoria Park (reinstate requirement for minimum area of 2000m2)
    iv. M7 East Victoria Park (reinstate requirement for minimum area of 2000m^2)
f) Delete modification 30 related to increasing the base building height for M7 from 8 storeys to 10 storeys.
g) Amend modification 15 on Attachment related to changing the Causeway Sub-Precinct development requirements for the corner of Geddes Street and Albany Highway from CW3 to CW2.

Reason:

The amendment is made for the following respective reasons:

a) Maintain the public open space 5% cash-in-lieu contribution as per the advertised Precinct Structure Plan to ensure that appropriate contributions are captured from future developments to assist the Town in funding and delivering its public open space improvement and public realm projects with

orderly and proper planning, ultimately addressing the identified public open space shortfall in this area.

b) Maintain the full 1% public art contribution as per the advertised Precinct Structure Plan to ensure the fair application of this requirement and its associated policy across the Town.
c) Maintain the community benefit contribution rates at 3% of the bonus construction value as per the advertised Precinct Structure Plan to ensure that appropriate contributions are captured from future developments to assist the Town in funding and delivering its community infrastructure projects with orderly and proper planning.
d) Maintain the original list of community benefits as per the advertised Precinct Structure Plan and remove any reference to the Town preferring in-kind delivery of the community benefits to ensure that community benefits are delivered with orderly and proper planning, and which benefit the wider community.
e) Maintain the requirement for single public open spaces and their minimum size requirements on major sites as per the advertised Precinct Structure Plan to address the identified public open space shortfall in this area with orderly and proper planning.
f) Maintain the original M7 building height as 8 stories to ensure fairness in planning and zoning decisions.
g) Modify the zoning of the lot on the corner Geddes and Albany Highway (181 Albany Highway) to CW2 to ensure Victoria Park Primary School is protected from direct overdevelopment impacts.

EXTENSION OF SPEAKING TIME

Moved: Deputy Mayor Bronwyn Ife **Seconded:** Cr Peter Melrosa

That in accordance with clause 51 (1) of the *Meeting Procedures Local Law 2019* an extension of speaking time be given with the consent of Council if the speaker has spoken for more than 5 minutes.

Carried (8 - 0)

For: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson

Against: Nil

As request of Council, items were put to vote separately.

AMENDMENT (119/2025):

Moved: Cr Daniel Minson **Seconder:** Cr Jesse Hamer

a) Delete modification 4 related to the removal of Clause 3.2.1 POS Cash-in-lieu.

Carried (8 - 0)

For: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson

Against: Nil

b) Amend Attachment A to delete the proposed modification related to Part Two of the AHPSP, 1.3.2.3 Local Planning Policies regarding the application of LPP29 Public Art Private Developer Contribution which describes the policy applying to the "base primary controls only for development zoned Mixed Use or Centre".

Carried (8 - 0)

For: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson

Against: Nil

c) Delete modification 36* and 44* related to modifications to Part 1 Section 4.0 Community Benefit, Clause b. Provision of Community Benefit, by amending Attachment A to delete the proposed modification to introduce a tiered incentive model for calculating the monetary value of community benefit contributions.

Carried (8 - 0)

For: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson

Against: Nil

d) Delete modification 37* and 44* related to modifications to Part 1, Section 4.0 Community Benefits, Table 12 Schedule of Priority Public Benefits in Attachment A that proposed to the introduce new categories for community benefits related to:

i. Smart Infrastructure Initiatives
ii. Enhanced Water Management Strategies
iii. Urban Greening
iv. Public Amenities (toilets, secure micro-mobility/bike parking)
v. Sustainability (modification to existing provision)
vi. Enhanced Heritage Retention and Restoration.

Carried (8 - 0)

For: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson

Against: Nil

e) Amend modification 10 related to modifications to Table 11: Additional Major Site Development Requirements in Attachment A to delete modifications which removed the minimum areas for the required provision of public open for the following Major Sites:

i. M2 Causeway (reinstate requirement for minimum area of 1500m2)
ii. M4 Victoria Park (reinstate requirement for minimum area of 1500m2)
iii. M6 East Victoria Park (reinstate requirement for minimum area of 2000m2)
iv. M7 East Victoria Park (reinstate requirement for minimum area of 2000m^2)

Carried (7 - 1)

For: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa and Cr Daniel Minson

Against: Cr Lindsay Miles

f) Delete modification 30 related to increasing the base building height for M7 from 8 storeys to 10 storeys.

Lost (3 - 5)

For: Cr Jesse Hamer, Cr Peter Melrosa and Cr Daniel Minson

Against: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Deputy Mayor Bronwyn Ife and Cr Lindsay Miles

g) Amend modification 15 on Attachment related to changing the Causeway Sub-Precinct development requirements for the corner of Geddes Street and Albany Highway from CW3 to CW2.

Carried (4 - 4)

For: Cr Sky Croeser, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife and Cr Daniel Minson

Against: Cr Claire Anderson, Cr Peter Devereux, Cr Peter Melrosa and Cr Lindsay Miles

*As Presiding Member, Deputy Mayor Bronwyn Ife used her casting vote to vote **For** the amendment.*

*Amendment declared **Carried***

AMENDED OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (120/2025):

Moved: Cr Daniel Minson **Seconder:** Cr Jesse Hamer

That Council:

1. Accepts the Report on Submissions and Schedule of Submissions as presented in Attachments A & B.

2. Endorses the modifications to the Albany Highway Precinct Structure Plan (AHPSP), as presented in Attachment C, for final approval subject to the following modification(s):
   a) Delete modification 4 related to the removal of Clause 3.2.1 POS Cash-in-lieu.
   b) Amend Attachment A to delete the proposed modification related to Part Two of the AHPSP, 1.3.2.3 Local Planning Policies regarding the application of LPP29 Public Art Private Developer Contribution which describes the policy applying to the "base primary controls only for development zoned Mixed Use or Centre".
   c) Delete modification 36* and 44* related to modifications to Part 1 Section 4.0 Community Benefit, Clause b. Provision of Community Benefit, by amending Attachment A to delete the proposed modification to introduce a tiered incentive model for calculating the monetary value of community benefit contributions.
   d) Delete modification 37* and 44* related to modifications to Part 1, Section 4.0 Community Benefits, Table 12 Schedule of Priority Public Benefits in Attachment A that proposed to the introduce new categories for community benefits related to:
      i. Smart Infrastructure Initiatives
      ii. Enhanced Water Management Strategies
      iii. Urban Greening
      iv. Public Amenities (toilets, secure micro-mobility/bike parking)
      v. Sustainability (modification to existing provision)
      vi. Enhanced Heritage Retention and Restoration.
   e) Amend modification 10 related to modifications to Table 11: Additional Major Site Development Requirements in Attachment A to delete modifications which removed the minimum areas for the required provision of public open for the following Major Sites:
      i. M2 Causeway (reinstate requirement for minimum area of 1500m2)
      ii. M4 Victoria Park (reinstate requirement for minimum area of 1500m2)
      iii. M6 East Victoria Park (reinstate requirement for minimum area of 2000m2)
      iv. M7 East Victoria Park (reinstate requirement for minimum area of 2000m^2)

   f) Amend modification 15 on Attachment related to changing the Causeway Sub-Precinct development requirements for the corner of Geddes Street and Albany Highway from CW3 to CW2.

3. Refers the AHPSP and endorsed Schedule of Modifications (Attachment C) to the Western Australian Planning Commission (WAPC) for final approval.

4. Initiates an amendment to Local Planning Scheme No. 2 (LPS2) to align the local planning framework with the modified AHPSP (Attachment D)

Carried (8 - 0)

For: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson

Against: Nil

12.2 Development application for Proposed Shops (including Supermarket), Restaurant(s)/Cafe(s) and Child Care Premises - Nos. 1022-1032 Albany Highway and Nos. 355-357 Shepperton Road, East Victoria Park (Lots 1, 8, 30, 131, 132, 480, 481, 488 and 502)

Location	East Victoria Park
Reporting officer	Manager Development Services
Responsible officer	Manager Development Services
Voting requirement	Simple majority
Attachments	1. Draft Responsible Authority Report [**12.2.1** - 49 pages] 2. Amended DA Report - dated 21 November 2024 [**12.2.2** - 48 pages] 3. Amended LPP Assessment - received 21 November 2024 [**12.2.3** - 8 pages] 4. Architectural Design Statement - received 19 August 2024 [**12.2.4** - 39 pages] 5. Amended Architectural drawings - received 31 March 2025 [**12.2.5** - 16 pages] 6. Amended landscaping plan - received 31 March 2025 [**12.2.6** - 27 pages] 7. Amended Noise Management Plan for Child Care Centre - received 31 March 2025 [**12.2.7** - 14 pages] 8. Acoustic Assessment - received 19 August 2024 [**12.2.8** - 20 pages] 9. Amended Transport Impact Assessment Report - received 5 June 2025 [**12.2.9** - 263 pages] 10. Applicant's response to traffic issues raised by MRWA TOVP and PTA - received 31 March 2025 [**12.2.10** - 3 pages] 11. Schedule of Submissions [**12.2.11** - 56 pages] 12. Applicant s response to Schedule of Submissions - received 31 March 2025 [**12.2.12** - 91 pages] 13. Applicant's response to further information request - received 31 March 2025 [**12.2.13** - 13 pages] 14. Pritchard Francis service relocation plan - received 31 March 2025 [**12.2.14** - 11 pages] 15. Waste Management Plan - received 19 August 2024 [**12.2.15** - 17 pages] 16. Sustainability Report - received 19 August 2024 [**12.2.16** - 30 pages] 17. Design Review Panel Report - 8 May 2025 [**12.2.17** - 8 pages] 18. Correspondence from MRWA dated 2 May 2025 [**12.2.18** - 8 pages]

Landowner	**State of Western Australia – Lot 502 only** **Fabcot Pty Ltd – all other lots**
Applicant	Urbis Ltd
Application date	19 August 2024
DA/BA or WAPC reference	DA 5.2024.212.1
MRS zoning	Urban
TPS zoning	District Centre
R-Code density	R60
TPS precinct	N/A
Use class and permissibility	Shop - 'P' use Child Care Premises – 'A' use Restaurant/Cafe - 'P' use
Lot area	7633m^2
Municipal heritage inventory	No
Residential character study area/weatherboard precinct	No
Surrounding development	Commercial land uses generally.

Summary

The report is presented to Council as the application has been "called in" by Council to consider a recommendation to the Metro Inner Joint Development Assessment Panel on the development application.

AMENDED OFFICER RECOMMENDATION

That Council -

A. Note the draft Responsible Authority Report at Attachment 1.

B. Recommends that the Metro Inner Development Assessment Panel approve DA 5.2024.212.1 for Proposed Shops (including Supermarket), Restaurant(s)/Cafe(s) and Child Care Premises at Nos. 1022-

1032 Albany Highway and Nos. 355-357 Shepperton Road (Lots 1, 8, 30, 131, 132, 480, 481, 488 and 502), East Victoria Park, subject to the following conditions and advice notes –

Legal

1. Prior to the issuing of an occupancy permit, the subject lots (Lots 1, 8, 30, 131, 132, 480, 481, 488 and 502) are to be amalgamated into a single lot on a Certificate of Title.
2. Prior to the issuing of an occupancy permit, a circa 524m^2 portion of the subject site shall be ceded to the Crown as a public road to provide vehicle access between Shepperton Road and that portion of ROW 54 known as Lot 501.
3. Prior to occupancy, an easement is to be registered in favour of the Town over that part of the site occupied by the Town's relocated stormwater pipes which enables access to the relocated stormwater pipes by the Town and its contractors at all reasonable times in perpetuity.

Vehicle access

4. Access to Albany Highway to be restricted to left in and left out only. The applicant/owner is to submit detailed design drawings of the proposed measures to be implemented to restrict vehicle access to Albany Highway to left-in and left out only, which shall generally be in accordance with the concept sketch at Figure 16 of the Transport Impact Assessment report dated 5 June 2025. The approved access restriction measures are to be implemented to the Town's satisfaction prior to occupancy. The applicant/owner is responsible for all costs associated with the design and implementation of the approved access restriction measures.

5. The existing on-street parking bays on Albany Highway adjacent to the development site are to be removed and converted to an extended lane for vehicle movement to the east to the satisfaction of the Town, prior to occupancy of the development. The applicant/owner is responsible for all costs associated with implementing this.

6. The existing right turn pocket on the Albany Highway (west leg) approaching the Shepperton Road/Welshpool Road intersection is to be extended to the satisfaction of the Town, with detailed design drawings being submitted for the Town's approval and the approved design being implemented prior to occupancy of the development. The applicant/owner is responsible for all costs associated with design and implementation.

7. The proposed new access road linking Shepperton Road to ROW 54, as required by condition 2, is to be constructed to the satisfaction of the Town prior to the removal of the existing access from Shepperton Road to ROW 54 over Lot 502. Detailed design drawings are to submitted for the Town's approval with the applicant/owner being responsible for all costs associated with design and implementation.

8. New line marking is to be installed on the section of Oats Street between Albany Highway and Shepperton Road so that there are two marked lanes in each direction, to the satisfaction of the Town. Detailed design drawings are to be submitted for the Town's approval and the approved

design is to be implemented prior to occupancy of the development. The applicant/owner is responsible for all costs associated with design and implementation.

9. Prior to occupancy, a Service Delivery Management Plan is to be submitted and approved by the Town which includes details of deliveries to and from the site, including hours of deliveries, access movements in and around the site, and service vehicle access routes to and from the site. The approved Service Delivery Management Plan shall :
    - Restrict articulated vehicles to arriving on-site between the hours of 9pm to 7am.
    - Restrict articulated vehicles to entering the site via a right-turn from Oats Street into ROW 54, with delivery routes and schedules arranged accordingly.
    - Restrict use of the Shepperton Road access as per condition 12.

Main Roads conditions

10. Prior to the issue of a building permit, the applicant must undertake a 15% concept design for the proposed left-in / left-out (LILO) access and left-turn pocket on Shepperton Road to Main roads requirements.
11. Prior to occupation of the development, the applicant must undertake works as required by condition 10 to Main Roads requirements to restrict Shepperton Road access to left in left out traffic movements only and ensure vehicles can turn safely to and from Shepperton Road. All works shall be at the applicant's cost
12. The crossover to Shepperton Road is limited to the below at all times:
    - Left-in movement from Shepperton shall be restricted for vehicles up to 12.5 min length and
    - Left-out movements to Shepperton Road for vehicles up to 15.0m in length.
13. Prior to occupation of the development, the redundant vehicle crossover is to be removed and kerbing, verge, and footpath (where relevant) reinstated with landscaping to the satisfaction of the Town of Victoria Park.
14. Prior to occupation of the development, all lots shall be amalgamated, and a new Certificate of Title obtained for the amalgamated lot.
15. All waste collection is to be onsite.
16. This noise sensitive development adjacent to a major transport corridor must implement measures to ameliorate the impact of transport noise. The development is to comply and implement the '*Noise Management Plan for Proposed Childcare Centre – Woolworths Group*', Revision 2, date 13/02/2025 prepared by Herring Storer Acoustics and must be implemented at all times.
17. Prior to occupation of the development, certification from a qualified acoustic consultant being submitted, confirming that the recommendations of the amended acoustic report (per the above condition 16) have been implemented is to be provided to the Town of Victoria Park.
18. A notification, pursuant to Section 70A of the Transfer of Land Act 1893 is to be placed on the Certificate(s) of Title of the proposed development. The notification is to state: "*The lots are situated in the vicinity of a transport corridor and are currently affected,or may in the future be affected by transport noise.*"
19. All signs must be placed on private property and must not overhang or encroach the Primary Regional Road Reservation.

20. Any proposed illumination of the sign must not exceed 300 cd/m2 (candela per square metre) between sunset and sunrise and 150 cd/m2 during the night.
21. The sign must not flash, pulsate or chase.
22. The device must not contain fluorescent, reflective or retro-reflective colours or materials.
23. Vegetation within the state road reserve shall not be removed or trimmed to improve the visibility of the proposed advertising sign.
24. No works are permitted within the Shepperton Road Reservation unless Main Roads has issued a Working on Roads Permit.
25. Stormwater shall not be discharged to the Shepperton Road Reserve or the widened road reservation.
26. Prior to the issue of a building permit, the landscaping plan is to be approved to Main Roads requirements for any temporary landscaping located within the Primary Regional Road Reserve (PRRR). Landscaping must not create a safety issue by limiting sightlines to or from side roads for all road users.
27. No structural encroachment (e.g. building anchors, car parks, basements etc) below ground level is permitted within the PRRR.

Parking

28. For the life of the development and to the satisfaction of the Town, all parking within the undercroft and basement car parks is to be available for use by the public at all times that the development is open for business.
29. Prior to occupancy, an easement in gross is to be registered over that section of the site occupied by the external car bays and associated access so as to ensure public access to these bays at all times.
30. Prior to the occupation or use of the development, all car parking spaces together with their access aisles to be clearly paved, sealed, marked and drained in accordance with AS2890.1 and thereafter maintained to the satisfaction of the Town. The on-site parking provision is to include –

    (a) A minimum of 1 ACROD bay for every 20 on-site car bays; and
    (b) A minimum of 5 short-term parking bays being designated for the exclusive use of the child care centre.
31. Bicycle facilities for a minimum of 35 bikes, unless otherwise approved, are to be provided on-site in accordance with Australian Standard AS 2890.3 and to the satisfaction of the Town. The bicycle parking facilities shall be installed and remain in place permanently unless otherwise approved by the Town.
32. Prior to lodging an application for a building permit, the applicant must submit and have approved by the Town details of the proposed Electric Vehicle charging infrastructure.

33. Prior to the occupation or strata-titling of the building(s), whichever occurs first, Electric Vehicle charging infrastructure as per the approved details being implemented to the satisfaction of the Town.

34. Prior to occupancy a detailed parking management plan is to be submitted and approved by the Town of Victoria Park, including details of:

    a. How alternate modes of transport will be encouraged and incentivised by the site operators, effective from the development first being occupied.

    b. The allocation of car bays to staff and any measures to minimise the use of the on-site car bays by staff.

    c. Measures to prevent the long-term occupation of the on-site car bays by members of the public.

    d. Drop off and pick up bays for the child care use including any time restrictions on the use of the bays for drop off or pick up purposes.

    e. Strategies to be employed to manage parking demand created by the site; and

    f. Maintenance and management details for the end of trip facilities.

    The parking management plan is to thereafter be implemented to the satisfaction of the Town.

35. Any letterbox, structure, wall or fence located within a 1.5 metre x 1.5 metre visual truncation at the intersection of any driveway and the front property boundary, is not to exceed a height of 750mm with the exception of:
    (i) one brick pier (maximum dimensions 350mm by 350mm); and/or
    (ii) wrought iron or similar metal tubing style infill fencing.

<u>Landscaping</u>

36. Prior to the submission of an application for a building permit, the applicant is to submit a final detailed landscaping plan for the Town's approval which shall include the following to the Town's satisfaction –

- Resolving inconsistencies in the drawings regarding tree removal and retention within the site and adjacent street verges
- Clarifying the boundary location and which trees are on the private property and which are within the verge
- All verge tree planting on Albany Highway and Shepperton Road 'Tree to the TOVP preference' to be *Corymbia maculata*.
- Verge trees to be a maximum size of 100 litres.
- Planting of a minimum of 25 new trees on the site.
- A detailed playscape plan for the childcare centre including ground treatments and fall zones.
- Proposed tree species, the depth and width of structural root zones and tree protection zones.

37. The landscaping plan shall include at least 25 new on-site tree(s), or a lesser number agreed to by the Town, the species and height of which are to be provided to the satisfaction of the Town.

38. The landscaping areas shown on the approved final detailed landscaping plan shall be installed and reticulated prior to occupation of the development, and be thereafter maintained by the landowner(s) for the life of the development to the satisfaction of the Town.

39. Existing trees located within the verge are a Town asset and as such must be retained except where otherwise approved for removal by the Town.

40. The Town's street tree(s) are to be protected from damage during all phases of development. Pruning of any street tree affected by the development on the subject site is to be undertaken by the Town, at the owner/applicant's cost.

Other matters

41. Prior to the submission of an application for a building permit, the plans being amended to incorporate the following to the satisfaction of the Town –

    - Relocating the public footpath along Shepperton Road to the lot boundary.
    - Deleting the on-site footpath providing access to the bin store area and including landscaping within this space.
    - The blank wall on the elevation facing ROW 54 being architecturally treated or to include public art.

42. The number of children and staff attending the Child Care Premises is limited to a maximum of 94 children and 20 staff at any one time.

43. All windows and doors to street frontages are to be provided with clear glazing, and are not to be subsequently obscured by alternative window treatments, signage or internal shelves, to the satisfaction of the Town.

44. Prior to lodging an application for building permit, the applicant/owner is to contribute the sum of 1.0% of the value of the total construction value towards public art. (Refer to related Advice Note)

45. Prior to the submission of a building permit application, the applicant submitting a Green Star Buildings Designed assessment report (pre-certification) prepared by a suitably qualified independent consultant, demonstrating to the satisfaction of the Town that the building design will achieve a minimum 5 star Green Star rating (or recognised equivalent).

46. Prior to occupancy, the applicant submitting a report prepared by a suitably qualified independent consultant, providing as-built certification to the satisfaction of the Town confirming that a minimum 5 star Green Star rating (or recognised equivalent) has been achieved.

47. Prior to occupation of the development, a signage strategy for future tenant and wayfinding signage is to be submitted for the Town's approval.

48. The pylon sign to Shepperton Road is not approved as part of this application

49. The sign labelled 'S03' on the south elevation being amended to delete the Parking and Direct-to-Boot direction signs.

50. Complete details of the proposed external colours, finishes and materials to be used in the construction of the buildings are to be provided to the satisfaction of the Town prior to submission of an application for building permit. The development shall be constructed in accordance with the approved details and shall be thereafter maintained.

51. Prior to lodging an application for a building permit, a plan shall be submitted detailing the location of all external lighting, to the satisfaction of the Town. The lighting plan and subsequent lighting installed must demonstrate that any light spill to adjoining properties is minimised to acceptable levels and is in compliance with AS4282:1997. Lighting in accordance with the approved plan is to be installed prior to occupation or strata titling of the building(s), whichever occurs first.

52. All plant equipment, air conditioning units, hot water systems, water storage tanks, service metres, bin storage areas etc must be located to minimise any visual and noise impact on the occupants of nearby properties and screened from view from the street. Design plans for the location, materials and construction for screening of any proposed external building plant must be submitted to and approved by the Town prior to the submission of an application for a building permit.

53. The existing Town stormwater infrastructure traversing the site being diverted at the owner's cost, generally in accordance with the design outlined in the Pritchard Francis drawings dated received 31 March 2025, to the satisfaction of the Town.

54. Prior to lodging an application for a building permit, the applicant must submit and have approved by the Town, and thereafter implement to the satisfaction of the Town, a Construction Management Plan.

55. Development being in compliance with the Noise Management Plan (prepared by Herring Storer Acoustics dated received March 2024) for the life of the development to the satisfaction of the Town, which shall include implementation of the noise amelioration measures recommended in Appendix B of the Noise Management Plan.

56. An updated Waste Management Plan is to be submitted reflecting waste vehicle access entering from Oats Street via ROW 54 and exiting via Shepperton Road, for approval by the Town prior to occupancy. The amended approved Waste Management Plan is to be implemented and complied with for the life of the development.

57. At all times provision must be made onsite for the storage and collection of garbage and other solid waste. A waste storage and collection area must be graded, drained and screened from public view, and the garbage collected regularly, to the satisfaction of the Town.

58. With the exception of those traffic management measures required to be undertaken as per conditions of this approval, any other works within the road reserves are not approved and require separate approval from the Town and/or Main Roads WA (as relevant).

59. All building works to be carried out under this development approval are required to be contained within the boundaries of that part of the lot the subject of this development application..

60. Prior to lodging an application for a building permit, stormwater disposal plans, details and calculations must be submitted for approval by the Town and thereafter implemented, constructed and maintained to the satisfaction of the Town.

61. Prior to occupation or use of the development, any redundant crossover/s must be removed and the verge and kerb reinstated to the specification and satisfaction of the Town.

62. To address the conditions of this approval, prior to the submission of an application for a building permit a covering letter (detailing compliance with each condition), copy of the final working drawings and relevant associated reports and information, are to be submitted by the applicant for clearance by the Town.

63. This decision constitutes planning approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

64. The approval also being an approval under clause 48 of the Metropolitan Region Scheme.

65. The development, once commenced, is to be carried out in accordance with the approved plans at all times, unless otherwise authorised by the Town.

Town's Advice Notes

AN1 Estimated Helliwell valuation for removal of street trees is $34,995.96.

AN2 An amended Waste Management Plan is necessary to address an inconsistency between the TIA and WMP regarding waste vehicle access.

AN3 In regard to a public art contribution, the contribution being either:

a) Payment directly to the Town which will be placed in the Town's Community Art Reserve with the funds being used by the Town to provide public art within the same Town Planning Scheme Precinct; or

b) The owner/applicant is to provide public art on the development site in accordance with the procedures outlined in the Town's Developers Public Art Handbook, which includes the submission of details for approval by Council. The public art is to be completed and installed to the satisfaction of the Town prior to the occupation of the development. The public art is to be maintained thereafter by the owner/occupiers.

AN4 With respect to a Construction Management Plan, it is to address the following matters:

a) How materials and equipment will be delivered and removed from the site;
b) How materials and equipment will be stored on the site;
c) Parking arrangements for contractors;

d) Construction waste disposal strategy and location of waste disposal bins;
e) Details of cranes, large trucks or similar equipment which may block public thoroughfares during construction;
f) How risks of wind and/or water borne erosion and sedimentation will be minimised during and after the works;
g) Construction traffic and pedestrian management; and
h) Other matters likely to impact on the surrounding properties.

AN5 A building permit is required to be obtained from the Town prior to commencement of any work in relation to this development approval.

AN6 Crossover location and construction shall comply with the Town's Specifications for Crossover Construction. A separate application must be made to the Town's Street Improvement Unit for approval prior to construction of a new crossover.

AN7 It is recommended that the required Service Delivery Management Plan be prepared in consultation with the Town and other landowners along ROW54.

Main Roads Advice Notes

a) Condition 1 (15% Concept Design drawings) is required to meet MRWA Drawing Presentation requirements as per the MRWA formal RTE Design Review Process given this is a proposed access and slip lane on an MRWA Asset road (website link below):

https://www.mainroads.wa.gov.au/49a9cc/globalassets/technicalcommercial/ technical-library/road-and-traffic-engineering/typical-projectprocesses/design-and-drawing-presentation/drawing-presentation-guidelines.pdf

See table 1 for further details to assist preparation of the 15% design.

b) Main Roads approval for signage and pavement marking modifications is required under the Road Traffic Code 2000. The proposed 'Keep Clear' at the Access 2 for the development (via Albany Highway) will be separate approval process by the MRWA Traffic Management Services

c) Works within the Shepparton Road Reserve is subject to a separate approval process under Main Roads Act 1930.

d) Main Roads is the relevant authority to approve signage on and / or visible from a state-controlled road. A further approval maybe required from for the proposed signage. Under Main Roads (Control of Advertisements) Regulations 1996.

e) The upgrading/widening of Shepperton Road is not in Main Roads current 4-yearforward estimated construction program and all projects not listed are subject to change.

C. Requests Fabcot to continue discussions with the State in regard to the relationship between the development site and Lot 7.

Background

Refer to the 'Background' section in the draft Responsible Authority Report at Attachment 1.

Additionally, the item was considered by Council at a Special Council Meeting on 14 May 2025, with Council resolving as follows -

That Council –

A. Note the draft Responsible Authority Report at Attachment 1.

B. Defer consideration of DA 5.2024.212.1 pending the submission and assessment of additional information addressing the outstanding traffic issues identified in the draft Responsible Authority Report at Attachment 1.

C. Requests that following the submission and assessment of the additional traffic information, the matter be reported back to Council to consider a recommendation to the DAP.

D. Requests Fabcot to continue discussions with the State in regard to the relationship between the development site and Lot 7.

Additional traffic information was submitted to the Town on 5 June 2025.

Relevant planning framework

Refer to the 'Legislation and Policy' section in the draft Responsible Authority Report at Attachment 1.

General matters to be considered

Refer to the 'Planning Assessment' section in the draft Responsible Authority Report at Attachment 1.

Compliance assessment

Refer to the 'Planning Assessment' section in the draft Responsible Authority Report at Attachment 1.

Engagement

Refer to the 'Community Consultation' section in the draft Responsible Authority Report at Attachment 1.

Planning Assessment

Refer to the 'Planning Assessment' section in the draft Responsible Authority Report at Attachment 1.

Additional traffic information was submitted to the Town on 5 June 2025 by way of an amended Transport Impact Assessment report (TIA) dated 5 June 2025 (see Attachment 9). When comparing the current proposal to that considered at the Special Council Meeting on 14 May 2025 :

- There are no changes to the design of the development;
- The only notable change to the proposal is that the Albany Highway access is now proposed to be left-in and left-out only (previously proposed as a full movement access);
- The amended TIA addresses queries and issues relating to traffic and modelling.

In order to meet statutory timeframes, the Town's Responsible Authority Report (RAR) was submitted to the Development Assessment Panel (DAP) Secretariat on 13 June. The submitted report contains an Officer recommendation that is the same as that appearing in Attachment 1 to this report, but under the heading 'Responsible Authority Recommendation' states that *"The Responsible Authority Recommendation is to be considered by Council at its Ordinary Meeting on 17 June 2025"*. It is intended that the Council's resolution

on the item will be incorporated into an amended RAR that will be submitted to the DAP Secretariat on 18 June 2025.

Financial implications

Current budget impact	No impact
Future budget impact	No impact

Risk management considerations

Risk impact category	Risk event description	Risk rating	Risk appetite	Risk mitigation
Financial	N/A			
Environmental	N/A			
Health and safety	N/A			
Data, Information Technology and Cyber	N/A			
Assets	N/A			
Legislative compliance	Council not endorsing the Officer recommendation; The Metro Inner JDAP not supporting the Officer and/or Council recommendation	Low	Low	Provide a comprehensive report outlining the merits of the proposal based upon relevant planning considerations including the Scheme and applicable Local Planning Policies.
Reputation	N/A			
Service delivery interruption	N/A			

Strategic alignment

Environment	
Community Priority	Intended public value outcome or impact
EN3 - Enhancing and enabling liveability through planning, urban design and development.	The proposed development will result in activation and improved amenity to the eastern end of Albany Highway with a high quality development at the eastern entry to the Town.

With the agreement of the Mover and Seconder, point 8 was reworded as follows:

"New line marking is to be installed on the section of Oats Street between Albany Highway and Shepperton Road so that there are two marked lanes in each direction, or other suitable arrangement ,to the satisfaction of the Town. Detailed design drawings are to be submitted for the Town's approval and the approved design is to be implemented prior to occupancy of the development. The applicant/owner is responsible for all costs associated with design and implementation."

With the agreement of the Mover and Seconder, point 31 was reworded as follows:

"Bicycle facilities for a minimum of 35 bikes, unless otherwise approved, are to be provided on-site in accordance with Australian Standard AS 2890.3 and to the satisfaction of the Town. This is to include bicycle facilities within close proximity of the entrance to the childcare centre. The bicycle parking facilities shall be installed and remain in place permanently unless otherwise approved by the Town."

AMENDED OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (121/2025):

Moved: Cr Jesse Hamer **Seconded:** Cr Sky Croeser

That Council -

A. Note the draft Responsible Authority Report at Attachment 1.

B. Recommends that the Metro Inner Development Assessment Panel approve DA 5.2024.212.1 for Proposed Shops (including Supermarket), Restaurant(s)/Cafe(s) and Child Care Premises at Nos. 1022-1032 Albany Highway and Nos. 355-357 Shepperton Road (Lots 1, 8, 30, 131, 132, 480, 481, 488 and 502), East Victoria Park, subject to the following conditions and advice notes –

Legal

1. Prior to the issuing of an occupancy permit, the subject lots (Lots 1, 8, 30, 131, 132, 480, 481, 488 and 502) are to be amalgamated into a single lot on a Certificate of Title.

2. Prior to the issuing of an occupancy permit, a circa 524m^2 portion of the subject site shall be ceded to the Crown as a public road to provide vehicle access between Shepperton Road and that portion of ROW 54 known as Lot 501.

3. Prior to occupancy, an easement is to be registered in favour of the Town over that part of the site occupied by the Town's relocated stormwater pipes which enables access to the relocated stormwater pipes by the Town and its contractors at all reasonable times in perpetuity.

Vehicle access

4. Access to Albany Highway to be restricted to left in and left out only. The applicant/owner is to submit detailed design drawings of the proposed measures to be implemented to restrict vehicle access to Albany Highway to left-in and left out only, which shall generally be in accordance with the concept sketch at Figure 16 of the Transport Impact Assessment report dated 5 June 2025. The approved access restriction measures are to be implemented to the Town's satisfaction prior to occupancy. The applicant/owner is responsible for all costs associated with the design and implementation of the approved access restriction measures.

5. The existing on-street parking bays on Albany Highway adjacent to the development site are to be removed and converted to an extended lane for vehicle movement to the east to the satisfaction of the

Town, prior to occupancy of the development. The applicant/owner is responsible for all costs associated with implementing this.

6. The existing right turn pocket on the Albany Highway (west leg) approaching the Shepperton Road/Welshpool Road intersection is to be extended to the satisfaction of the Town, with detailed design drawings being submitted for the Town's approval and the approved design being implemented prior to occupancy of the development. The applicant/owner is responsible for all costs associated with design and implementation.

7. The proposed new access road linking Shepperton Road to ROW 54, as required by condition 2, is to be constructed to the satisfaction of the Town prior to the removal of the existing access from Shepperton Road to ROW 54 over Lot 502. Detailed design drawings are to submitted for the Town's approval with the applicant/owner being responsible for all costs associated with design and implementation.

8. New line marking is to be installed on the section of Oats Street between Albany Highway and Shepperton Road so that there are two marked lanes in each direction, or other suitable arrangement ,to the satisfaction of the Town. Detailed design drawings are to be submitted for the Town's approval and the approved design is to be implemented prior to occupancy of the development. The applicant/owner is responsible for all costs associated with design and implementation.

9. Prior to occupancy, a Service Delivery Management Plan is to be submitted and approved by the Town which includes details of deliveries to and from the site, including hours of deliveries, access movements in and around the site, and service vehicle access routes to and from the site. The approved Service Delivery Management Plan shall :

    - Restrict articulated vehicles to arriving on-site between the hours of 9pm to 7am.
    - Restrict articulated vehicles to entering the site via a right-turn from Oats Street into ROW 54, with delivery routes and schedules arranged accordingly.
    - Restrict use of the Shepperton Road access as per condition 12.

<u>Main Roads conditions</u>

10. Prior to the issue of a building permit, the applicant must undertake a 15% concept design for the proposed left-in / left-out (LILO) access and left-turn pocket on Shepperton Road to Main roads requirements.

11. Prior to occupation of the development, the applicant must undertake works as required by condition 10 to Main Roads requirements to restrict Shepperton Road access to left in left out traffic movements only and ensure vehicles can turn safely to and from Shepperton Road. All works shall be at the applicant's cost

12. The crossover to Shepperton Road is limited to the below at all times:

    - Left-in movement from Shepperton shall be restricted for vehicles up to 12.5 min length and
    - Left-out movements to Shepperton Road for vehicles up to 15.0m in length.

13. Prior to occupation of the development, the redundant vehicle crossover is to be removed and kerbing, verge, and footpath (where relevant) reinstated with landscaping to the satisfaction of the Town of Victoria Park.

14. Prior to occupation of the development, all lots shall be amalgamated, and a new Certificate of Title obtained for the amalgamated lot.

15. All waste collection is to be onsite.

16. This noise sensitive development adjacent to a major transport corridor must implement measures to ameliorate the impact of transport noise. The development is to comply and implement the '*Noise Management Plan for Proposed Childcare Centre – Woolworths Group*', Revision 2, date 13/02/2025 prepared by Herring Storer Acoustics and must be implemented at all times.

17. Prior to occupation of the development, certification from a qualified acoustic consultant being submitted, confirming that the recommendations of the amended acoustic report (per the above condition 16) have been implemented is to be provided to the Town of Victoria Park.

18. A notification, pursuant to Section 70A of the Transfer of Land Act 1893 is to be placed on the Certificate(s) of Title of the proposed development. The notification is to state: "*The lots are situated in the vicinity of a transport corridor and are currently affected,or may in the future be affected by transport noise.*"

19. All signs must be placed on private property and must not overhang or encroach the Primary Regional Road Reservation.

20. Any proposed illumination of the sign must not exceed 300 cd/m2 (candela per square metre) between sunset and sunrise and 150 cd/m2 during the night.

21. The sign must not flash, pulsate or chase.

22. The device must not contain fluorescent, reflective or retro-reflective colours or materials.

23. Vegetation within the state road reserve shall not be removed or trimmed to improve the visibility of the proposed advertising sign.

24. No works are permitted within the Shepperton Road Reservation unless Main Roads has issued a Working on Roads Permit.

25. Stormwater shall not be discharged to the Shepperton Road Reserve or the widened road reservation.

26. Prior to the issue of a building permit, the landscaping plan is to be approved to Main Roads requirements for any temporary landscaping located within the Primary Regional Road Reserve (PRRR). Landscaping must not create a safety issue by limiting sightlines to or from side roads for all road users.

27. No structural encroachment (e.g. building anchors, car parks, basements etc) below ground level is permitted within the PRRR.

<u>Parking</u>

28. For the life of the development and to the satisfaction of the Town, all parking within the undercroft and basement car parks is to be available for use by the public at all times that the development is open for business.

29. Prior to occupancy, an easement in gross is to be registered over that section of the site occupied by the external car bays and associated access so as to ensure public access to these bays at all times.

30. Prior to the occupation or use of the development, all car parking spaces together with their access aisles to be clearly paved, sealed, marked and drained in accordance with AS2890.1 and thereafter maintained to the satisfaction of the Town. The on-site parking provision is to include –

    a) A minimum of 1 ACROD bay for every 20 on-site car bays; and
    b) A minimum of 5 short-term parking bays being designated for the exclusive use of the child care centre.

31. Bicycle facilities for a minimum of 35 bikes, unless otherwise approved, are to be provided on-site in accordance with Australian Standard AS 2890.3 and to the satisfaction of the Town. This is to include bicycle facilities within close proximity of the entrance to the childcare centre. The bicycle parking facilities shall be installed and remain in place permanently unless otherwise approved by the Town.

32. Prior to lodging an application for a building permit, the applicant must submit and have approved by the Town details of the proposed Electric Vehicle charging infrastructure.

33. Prior to the occupation or strata-titling of the building(s), whichever occurs first, Electric Vehicle charging infrastructure as per the approved details being implemented to the satisfaction of the Town.

34. Prior to occupancy a detailed parking management plan is to be submitted and approved by the Town of Victoria Park, including details of:

    a. How alternate modes of transport will be encouraged and incentivised by the site operators, effective from the development first being occupied.
    b. The allocation of car bays to staff and any measures to minimise the use of the on-site car bays by staff.
    c. Measures to prevent the long-term occupation of the on-site car bays by members of the public.
    d. Drop off and pick up bays for the child care use including any time restrictions on the use of the bays for drop off or pick up purposes.
    e. Strategies to be employed to manage parking demand created by the site; and
    f. Maintenance and management details for the end of trip facilities.

    The parking management plan is to thereafter be implemented to the satisfaction of the Town.

35. Any letterbox, structure, wall or fence located within a 1.5 metre x 1.5 metre visual truncation at the intersection of any driveway and the front property boundary, is not to exceed a height of 750mm with the exception of:

    (i) one brick pier (maximum dimensions 350mm by 350mm); and/or

    (ii) wrought iron or similar metal tubing style infill fencing.

<u>Landscaping</u>

36. Prior to the submission of an application for a building permit, the applicant is to submit a final detailed landscaping plan for the Town's approval which shall include the following to the Town's satisfaction –

- Resolving inconsistencies in the drawings regarding tree removal and retention within the site and adjacent street verges
- Clarifying the boundary location and which trees are on the private property and which are within the verge
- All verge tree planting on Albany Highway and Shepperton Road 'Tree to the TOVP preference' to be *Corymbia maculata*.
- Verge trees to be a maximum size of 100 litres.
- Planting of a minimum of 25 new trees on the site.
- A detailed playscape plan for the childcare centre including ground treatments and fall zones.
- Proposed tree species, the depth and width of structural root zones and tree protection zones.

37. The landscaping plan shall include at least 25 new on-site tree(s), or a lesser number agreed to by the Town, the species and height of which are to be provided to the satisfaction of the Town.

38. The landscaping areas shown on the approved final detailed landscaping plan shall be installed and reticulated prior to occupation of the development, and be thereafter maintained by the landowner(s) for the life of the development to the satisfaction of the Town.

39. Existing trees located within the verge are a Town asset and as such must be retained except where otherwise approved for removal by the Town.

40. The Town's street tree(s) are to be protected from damage during all phases of development. Pruning of any street tree affected by the development on the subject site is to be undertaken by the Town, at the owner/applicant's cost.

Other matters

41. Prior to the submission of an application for a building permit, the plans being amended to incorporate the following to the satisfaction of the Town –
    - Relocating the public footpath along Shepperton Road to the lot boundary.
    - Deleting the on-site footpath providing access to the bin store area and including landscaping within this space.
    - The blank wall on the elevation facing ROW 54 being architecturally treated or to include public art.

42. The number of children and staff attending the Child Care Premises is limited to a maximum of 94 children and 20 staff at any one time.

43. All windows and doors to street frontages are to be provided with clear glazing, and are not to be subsequently obscured by alternative window treatments, signage or internal shelves, to the satisfaction of the Town.

44. Prior to lodging an application for building permit, the applicant/owner is to contribute the sum of 1.0% of the value of the total construction value towards public art. (Refer to related Advice Note)

45. Prior to the submission of a building permit application, the applicant submitting a Green Star Buildings Designed assessment report (pre-certification) prepared by a suitably qualified independent consultant, demonstrating to the satisfaction of the Town that the building design will achieve a minimum 5 star Green Star rating (or recognised equivalent).

46. Prior to occupancy, the applicant submitting a report prepared by a suitably qualified independent consultant, providing as-built certification to the satisfaction of the Town confirming that a minimum 5 star Green Star rating (or recognised equivalent) has been achieved.

47. Prior to occupation of the development, a signage strategy for future tenant and wayfinding signage is to be submitted for the Town's approval.

48. The pylon sign to Shepperton Road is not approved as part of this application

49. The sign labelled 'S03' on the south elevation being amended to delete the Parking and Direct-to-Boot direction signs.

50. Complete details of the proposed external colours, finishes and materials to be used in the construction of the buildings are to be provided to the satisfaction of the Town prior to submission of an application for building permit. The development shall be constructed in accordance with the approved details and shall be thereafter maintained.

51. Prior to lodging an application for a building permit, a plan shall be submitted detailing the location of all external lighting, to the satisfaction of the Town. The lighting plan and subsequent lighting installed must demonstrate that any light spill to adjoining properties is minimised to acceptable levels and is in compliance with AS4282:1997. Lighting in accordance with the approved plan is to be installed prior to occupation or strata titling of the building(s), whichever occurs first.

52. All plant equipment, air conditioning units, hot water systems, water storage tanks, service metres, bin storage areas etc must be located to minimise any visual and noise impact on the occupants of nearby properties and screened from view from the street. Design plans for the location, materials and

construction for screening of any proposed external building plant must be submitted to and approved by the Town prior to the submission of an application for a building permit.

53. The existing Town stormwater infrastructure traversing the site being diverted at the owner's cost, generally in accordance with the design outlined in the Pritchard Francis drawings dated received 31 March 2025, to the satisfaction of the Town.

54. Prior to lodging an application for a building permit, the applicant must submit and have approved by the Town, and thereafter implement to the satisfaction of the Town, a Construction Management Plan.

55. Development being in compliance with the Noise Management Plan (prepared by Herring Storer Acoustics dated received March 2024) for the life of the development to the satisfaction of the Town, which shall include implementation of the noise amelioration measures recommended in Appendix B of the Noise Management Plan.

56. An updated Waste Management Plan is to be submitted reflecting waste vehicle access entering from Oats Street via ROW 54 and exiting via Shepperton Road, for approval by the Town prior to occupancy. The amended approved Waste Management Plan is to be implemented and complied with for the life of the development.

57. At all times provision must be made onsite for the storage and collection of garbage and other solid waste. A waste storage and collection area must be graded, drained and screened from public view, and the garbage collected regularly, to the satisfaction of the Town.

58. With the exception of those traffic management measures required to be undertaken as per conditions of this approval, any other works within the road reserves are not approved and require separate approval from the Town and/or Main Roads WA (as relevant).

59. All building works to be carried out under this development approval are required to be contained within the boundaries of that part of the lot the subject of this development application..

60. Prior to lodging an application for a building permit, stormwater disposal plans, details and calculations must be submitted for approval by the Town and thereafter implemented, constructed and maintained to the satisfaction of the Town.

61. Prior to occupation or use of the development, any redundant crossover/s must be removed and the verge and kerb reinstated to the specification and satisfaction of the Town.

62. To address the conditions of this approval, prior to the submission of an application for a building permit a covering letter (detailing compliance with each condition), copy of the final working drawings and relevant associated reports and information, are to be submitted by the applicant for clearance by the Town.

63. This decision constitutes planning approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

64. The approval also being an approval under clause 48 of the Metropolitan Region Scheme.

65. The development, once commenced, is to be carried out in accordance with the approved plans at all times, unless otherwise authorised by the Town.

Town's Advice Notes

AN1 Estimated Helliwell valuation for removal of street trees is $34,995.96.

AN2 An amended Waste Management Plan is necessary to address an inconsistency between the TIA and WMP regarding waste vehicle access.

AN3 In regard to a public art contribution, the contribution being either:

a) Payment directly to the Town which will be placed in the Town's Community Art Reserve with the funds being used by the Town to provide public art within the same Town Planning Scheme Precinct; or

b) The owner/applicant is to provide public art on the development site in accordance with the procedures outlined in the Town's Developers Public Art Handbook, which includes the submission of details for approval by Council. The public art is to be completed and installed to the satisfaction of the Town prior to the occupation of the development. The public art is to be maintained thereafter by the owner/occupiers.

AN4 With respect to a Construction Management Plan, it is to address the following matters:

a) How materials and equipment will be delivered and removed from the site;
b) How materials and equipment will be stored on the site;
c) Parking arrangements for contractors;
d) Construction waste disposal strategy and location of waste disposal bins;
e) Details of cranes, large trucks or similar equipment which may block public thoroughfares during construction;
f) How risks of wind and/or water borne erosion and sedimentation will be minimised during and after the works;
g) Construction traffic and pedestrian management; and
h) Other matters likely to impact on the surrounding properties.

AN5 A building permit is required to be obtained from the Town prior to commencement of any work in relation to this development approval.

AN6 Crossover location and construction shall comply with the Town's Specifications for Crossover Construction. A separate application must be made to the Town's Street Improvement Unit for approval prior to construction of a new crossover.

AN7 It is recommended that the required Service Delivery Management Plan be prepared in consultation with the Town and other landowners along ROW54.

Main Roads Advice Notes

a) Condition 1 (15% Concept Design drawings) is required to meet MRWA Drawing Presentation requirements as per the MRWA formal RTE Design Review Process given this is a proposed access and slip lane on an MRWA Asset road (website link below):

https://www.mainroads.wa.gov.au/49a9cc/globalassets/technicalcommercial/ technical-library/road-and-traffic-engineering/typical-projectprocesses/design-and-drawing-presentation/drawing-presentation-guidelines.pdf

See table 1 for further details to assist preparation of the 15% design.

b) Main Roads approval for signage and pavement marking modifications is required under the Road Traffic Code 2000. The proposed 'Keep Clear' at the Access 2 for the development (via Albany Highway) will be separate approval process by the MRWA Traffic Management Services

c) Works within the Shepparton Road Reserve is subject to a separate approval process under Main Roads Act 1930.

d) Main Roads is the relevant authority to approve signage on and / or visible from a state-controlled road. A further approval maybe required from for the proposed signage. Under Main Roads (Control of Advertisements) Regulations 1996.

e) The upgrading/widening of Shepperton Road is not in Main Roads current 4-yearforward estimated construction program and all projects not listed are subject to change.

C. Requests Fabcot to continue discussions with the State in regard to the relationship between the development site and Lot 7.

Carried (8 - 0)

For: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson

Against: Nil

13 Chief Operations Officer reports

13.1 Portion of 3 Canning Highway, Victoria Park - Evaluation of EOI submissions.

Location	Victoria Park
Reporting officer	Property Development and Leasing Manager
Responsible officer	Chief Operations Officer
Voting requirement	Simple majority
Attachments	1. Property Prospectus - Portion of 3 Canning Hwy, Victoria Park 6100 [**13.1.1** - 16 pages] 2. Aerial and Frontal Photo of Premises [**13.1.2** - 1 page] 3. CONFIDENTIAL REDACTED - Draft Key Terms - Applicant 1 [**13.1.3** - 3 pages] 4. CONFIDENTIAL REDACTED - Draft Key Terms - Applicant 2 [**13.1.4** - 3 pages] 5. CONFIDENTIAL REDACTED - Draft Key Terms - Applicant 3 [**13.1.5** - 3 pages]

Summary

This report notes the outcomes of the Expression of Interest (EOI) for the lease or licence of a portion of 3 Canning Highway, Victoria Park, and seeks approval to negotiate with the Applicant 1, with terms in accordance with their EOI proposal and Policy 310 Leasing and Licencing.

Recommendation

That Council:

1. Notes the outcome of the Expression of Interest process for the lease or licence of a portion of 3 Canning Highway, Victoria Park
2. Authorises the Chief Executive Officer to negotiate with Applicant 1 for a lease for a portion of 3 Canning Highway, Victoria Park, consistent with key terms as outlined in Attachment 3, and in accordance with Policy 310 Leasing and Licensing.
3. Authorises the Chief Executive Officer to negotiate with Applicant 3, and if necessary, Applicant 2, on terms consistent with their proposals as outlined in Attachment 4 and 5 and in accordance with Policy 310 Leasing and Licensing, should the proposed lease with Applicant 1 not commence within a reasonable timeframe as determined by the Chief Executive Officer.
4. Authorises the Chief Executive Officer to execute as a deed all documents necessary to give effect to the lease referred to in 2 above, or 3 above, if necessary. Terms to be set by the Towns lawyers and to incorporate any variations or amendments to key terms as may be considered reasonable and necessary by the Chief Executive Officer.

Background

1. The Town owns a circa 1950's building, which has recently been vacated and has access from Garland Street. The building is approximately 50m^2 and is of brick and iron construction, with a rear toilet facility and kitchen area. The building is located on a portion of 3 Canning Highway, Victoria Park, as seen in Attachment 2, and is located on an approximate 105m^2 portion of a broader public land parcel (the Property).

2. The Property is zoned 'Parks and Recreation' under the Metropolitan Region Scheme.
3. The Property had been occupied for many years by Malubillai Wildlife Carers Network Inc, which recently served notice to terminate its tenancy agreement with the Town.
4. The Property is suitable for a not-for-profit, charitable, or community organisation.
5. The Town commenced a public Expressions of Interest (EOI) process, which opened on Wednesday 19 February 2025 and closed on Friday 21 March 2025, seeking proposals for a lease or license agreement on terms consistent with Policy 310 Leasing and Licensing.
6. The EOI opportunity was advertised on the Town's website and social media pages, including various real estate web portals. In addition, a targeted approach was taken, with the advertised EOI distributed directly to organisations who had previously expressed interest in community premises in the Town of Victoria Park.

Discussion

7. The EOI attracted three submissions from various organisations seeking to use the Property for community purposes.
8. An evaluation panel was formed comprising officers from Property Development and Leasing, Events, Arts and Funding, and Place Planning.
9. Submissions were assessed against the published selection criteria, including:
    a. Organisational Structure & Financial Position
    b. Detailed Lease/Licence Proposal
    c. Social Impact Community Benefit
    d. Fit out Concept Plans
    e. Relevant Experience
10. The evaluation panel members individually scored each submission, resulting in the following overall scores:

Applicant 1	**66.7%**
Applicant 2	**60.9%**
Applicant 3	**61.9%**

11. Applicant 1 has been an operating incorporated body since 1974, having planned and orchestrated hundreds of orienteering events, including large national championships with over 500 athletes attending.
12. There are approximately 45 events across the year at various locations, including permanent 'Anytime Orienteering' courses around Perth which can be undertaken at any time by members of the public by downloading the map on a phone or printing it out. Applicant 1 aims to make courses accessible to many people, particularly the urban courses, and many of these are wheelchair and pram accessible.

13. Applicant 1 is recommended for lease negotiations, having demonstrated the strongest alignment with the Town's goal for community activation, financial independence, and ability to manage the site's ongoing use and maintenance.
14. Should Applicant 1 not proceed with the offer for a lease with the Town within a reasonable time frame as deemed appropriate by the Town Chief Executive Officer, it is recommended that the Chief Executive Officer is authorised to negotiate with the second highest scoring applicant, Applicant 3, within the parameters of *Attachment 5*.
15. Furthermore, should Applicant 1 and Applicant 3 not proceed with a lease with the Town within a reasonable time frame as deemed appropriate by the Town Chief Executive Officer. There should be consideration to authorise the Chief Executive Officer to negotiate with the third highest scoring applicant, Applicant 2, within the parameters of *Attachment 4*.

Relevant documents

Policy 310 – Leasing and Leasing

Legal and policy compliance

Not applicable.

Financial implications

Current budget impact	Sufficient funds exist within the annual budget to address this recommendation.
Future budget impact	Not applicable.

Risk management consideration

Risk impact category	Risk event description	Risk rating	Risk appetite	Risk Mitigation
Financial	Not appointing a new tenant means the Town is fully responsible for the financial costs of the premises.	High	Low	TREAT risk by appointing a new tenant.
Environmental	Not applicable.		Medium	
Health and safety	Leaving the building vacant for an extended period of time may increase the safety risk for the Town and nearby residents.	Low	Low	TREAT risk by appointing a new tenant to occupy the building.
Data,	Not applicable.		Medium	

Information Technology and Cyber				
Assets	Not appointing a tenant may result in the Town building being vacant for an extended period of time.	Medium	Medium	TREAT risk by appointing a new tenant to mitigate the risk of the building being vacant for longer than required. The proposed tenant will also provide a sinking contribution which provides a support to the upkeep of the building.
Compliance Breach	Not applicable.		Low	
Reputation	Not approving a new tenant may result in reputational loss as a Town owned building may be vacant for an extended period.	Low	Low	TREAT risk by appointing a new tenant.
Service delivery interruption	Not applicable.		Medium	

Engagement

Internal engagement	
Stakeholder	Comments
Manager Community	Support. Having Applicant 1 lease the property will provide the opportunity for more recreation activities and volunteerism to be supported in and around the Town.
Manager Place Planning	Support. Applicant 1 leasing this property has the potential to promote access, activation and use of the adjoining McCallum Park consistent with the objectives of the Town's Public Open Space Strategy.

External engagement	
Stakeholders	Business/Organisation owners, residents.
Period of engagement	Wednesday 19 February 2025 - Friday 21 March 2025
Level of engagement	1. Inform
Methods of engagement	Newspaper and online advertising

Advertising	- The West Australia Newspaper - PerthNow Southern Newspaper - Town website - Noticeboards, - REIWA, Real Commercial and Commercial Real Estate website
Submission summary	Three EOI submissions were received.

Strategic alignment

Civic Leadership	
Community Priority	Intended public value outcome or impact
CL2 - Communication and engagement with the community.	The lease will support Applicant 1 in continuing to engage diverse community members through well-communicated, inclusive events, fostering participation and connection across all ages and abilities.

Economic	
Community Priority	Intended public value outcome or impact
EC2 - Connecting businesses and people to our local activity centres through place planning and activation.	The lease will support Applicant 1, a well-established volunteer organisation that delivers inclusive community events and national competitions, activating local spaces and connecting people to nearby activity centres.

Social	
Community Priority	Intended public value outcome or impact
S2 - Collaborating to ensure everyone has a place to call home.	Supporting not-for-profit organisations through a lease agreement with the Town demonstrates the Town's commitment to enabling affordable spaces for community-focused groups, contributing to a sense of place and belonging.

Further consideration

At the Agenda Briefing Forum meeting held on 3 June 2025, the following information was requested

16. Provide the details of who are applicants 2 and 3 for the elected members under confidential attachment, as they may be approached if the initial applicant does not proceed.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (122/2025):

Moved: Cr Jesse Hamer **Seconded:** Cr Peter Devereux

That Council:

1. Notes the outcome of the Expression of Interest process for the lease or licence of a portion of 3 Canning Highway, Victoria Park
2. Authorises the Chief Executive Officer to negotiate with Applicant 1 for a lease for a portion of 3 Canning Highway, Victoria Park, consistent with key terms as outlined in Attachment 3, and in accordance with Policy 310 Leasing and Licensing.
3. Authorises the Chief Executive Officer to negotiate with Applicant 3, and if necessary, Applicant 2, on terms consistent with their proposals as outlined in Attachment 4 and 5 and in accordance with Policy 310 Leasing and Licensing, should the proposed lease with Applicant 1 not commence within a reasonable timeframe as determined by the Chief Executive Officer.
4. Authorises the Chief Executive Officer to execute as a deed all documents necessary to give effect to the lease referred to in 2 above, or 3 above, if necessary. Terms to be set by the Towns lawyers and to incorporate any variations or amendments to key terms as may be considered reasonable and necessary by the Chief Executive Officer.

Carried by exception resolution (8 - 0)

For: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson

Against: Nil

13.2 Feasibility Report to Resurface the Kensington Bushland Pathways - Request for Extension

Location	Town-wide
Reporting officer	Environment Officer
Responsible officer	Chief Operations Officer
Voting requirement	Simple majority
Attachments	Nil

Summary

The purpose of this report is to request an extension from Council on the delivery of a feasibility report to resurface the Kensington Bushland pathways.

Recommendation
That Council approves an extension on the delivery of a feasibility report to resurface the Kensington Bushland pathways to October 2025.

Background

1. The pathways within Kensington Bushland need upgrading.
2. Upgrading the pathways in Kensington Bushland is crucial for enhancing access and inclusion for all community members. Improved pathways will facilitate safer and more convenient access for individuals with disabilities, parents with strollers and the elderly, ensuring that everyone can enjoy and benefit from our natural spaces.
3. In response to a Notice of Motion to conduct a brief feasibility assessment, including cost estimates, to resurface the Kensington Bushland portion of the Jirdarup Bushland precinct, at the 20 August 2024 Ordinary Council Meeting, Council resolved to:

   Request the Acting CEO conduct a brief feasibility assessment, including cost estimates, to resurface the Kensington Bushland portion of the Jirdarup Bushland precinct. To ensure that the pathways align with the Town's Access and Inclusion Plan, this assessment should give due consideration to the tender information adopted by Council at the April 2024 Ordinary Council Meeting regarding the Kent Street Sandpit, as well as the results of the Kent St Sand Pit Restoration Project Stage One tender assessment.

   That the feasibility report be presented at the March 2025 Ordinary Council Meeting.
4. The proposed pathway design for which tenders were sought aligns with access and inclusion requirements, including trafficability by emergency services vehicles.
5. It is anticipated that the information that is sought from contractors from the Tender process will serve as a basis from which to inform potential materiality and cost (e.g. rate per metre) that could also be applicable to Kensington Bushland. The intention was for the Town to liaise with those contractors who make submissions to get an indication of cost to renovate the pathways within Kensington Bushland.
6. At the time of writing the March 2025 OCM report, the Town of Victoria Park had released three Requests for Tender to seek a suitably qualified and experienced organisation for the implementation

of Kent St Sand Pit Restoration Project – Stage One. This included the installation of trafficable perimeter and secondary pathways within the site.

7. However, at that time, the Town had been unsuccessful in obtaining a contractor. The feedback from potential contractors was that more time was required and that the requirements of a Site Management Plan for the site were also deemed too onerous for contractors. This has been revised and then assessed by the Department of Water and Environment Regulation and Department of Health. This revised plan came back to the Town in May 2025, with approval to proceed.

Discussion

8. Since the revision of the Site Management Plan, the Town has since learnt that it needs to develop an Earthworks Plan so that future contractors know how much cut and fill is required across the site to be compliant with universal access requirements.
9. The Town is now completing the necessary survey and associated Earthworks Plan. This is anticipated to be available to the Town in June.
10. Thereafter, the Town intends to release another round of Request for Tender, anticipated to be by June/July 2025.
11. As a result of the delay in the procurement process, the Town requests that Council grant an extension to the preparation of the feasibility report to resurface the Kensington Bushland pathways to October 2025.

Relevant documents

Not applicable.

Legal and policy compliance

Not applicable.

Financial implications

Current budget impact	Sufficient funds exist within the annual budget to address this recommendation.
Future budget impact	Should the Council believe it is feasible to renovate the paths within Kensington Bushland, funds will be required in future budgets to undertake this work. This would likely be part of the Parks Renewal Program.

Risk management consideration

Risk impact category	Risk event description	Consequence rating	Likelihood rating	Overall risk level score	Council's risk appetite	Risk treatment option and rationale for actions
Financial	There may be a high cost to renovate the pathways within Kensington Bushland.	Moderate	Likely	High	Low	Depending on the appetite of the Council, it is proposed that the Town undertake the works in a

						staged manner, potentially over several financial years. The Town may also seek grant funding to supplement the cost.
Environmental	Nil				Medium	
Health and safety	If the Town does not consider upgrading the pathways within Kensington Bushland, this becomes exclusionary in terms of safety and accessibility for all community members.	High	Likely	High	Low	Approve preparation of feasibility report to resurface the Kensington Bushland pathways.
Infrastructure/ ICT systems/ utilities	Nil				Medium	
Legislative compliance	Nil				Low	
Reputation	If the Town does not consider upgrading the pathways within Kensington Bushland to enhance accessibility and safety for our community, this becomes a reputational risk for the organisation.	High	Likely	High	Low	Approve preparation of feasibility report to resurface the Kensington Bushland pathways.
Service delivery	Nil.				Medium	

Strategic alignment

Environment	
Community Priority	Intended public value outcome or impact
EN5 - Providing facilities that are well-built and well-maintained.	By creating a more accessible pathway, we are fostering a more connected and inclusive community, enabling everyone to engage with and enjoy this cherished local environment.

Social	
Community Priority	Intended public value outcome or impact
S3 - Facilitating an inclusive community that celebrates diversity.	Improved pathways will facilitate safer and more convenient access for individuals with disabilities, parents with strollers and the elderly, ensuring that everyone can enjoy and benefit from our natural spaces.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (123/2025):

Moved: Cr Peter Devereux **Seconded:** Cr Sky Croeser

That Council approves an extension on the delivery of a feasibility report to resurface the Kensington Bushland pathways to October 2025.

Carried (8 - 0)

For: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson

Against: Nil

14 Chief Financial Officer reports

14.1 Statement of Accounts- April 2025

Location	Town-wide
Reporting officer	Coordinator Finance
Responsible officer	Chief Financial Officer
Voting requirement	Simple majority
Attachments	1. Payment Summary April 2025 [**14.1.1** - 8 pages] 2. Credit Card Transactions April 2025 [**14.1.2** - 2 pages] 3. Fuel and Store Card Transactions April 2025 [**14.1.3** - 2 pages]

Summary

Council is required to receive payments made from the municipal fund, payments by employees via purchasing cards each month and fuel and store card transactions under Section 13 and 13A of the Local Government (Financial Management) Regulations 1996.

To present the list of accounts paid by the Chief Executive Officer (CEO) under delegated authority for the period 1 to 30 April 2025.

To present the list of payments made by authorised employees using credit, fuel, store and other purchasing cards for the period 1 to 30 April 2025.

The information required for Council to receive the payments made is included in the attachment for the period 1 to 30 April 2025.

Recommendation

That Council receives the following for the period 1 to 30 April 2025:

1. Receives the list of accounts paid, as included in the attachment, pursuant to Regulation 13 of the Local Government (Financial Management) Regulations 1996.
2. Receives the direct lodgement of payroll payments to the personal bank accounts of employees, pursuant to Regulation 13 of the Local Government (Financial Management) Regulations 1996.
3. Receives the list of payments made using credit cards, as included in the attachment, pursuant to Regulation 13A of the Local Government (Financial Management) Regulations 1996.
4. Receives the list of payments made using fuel and store cards, as included in the attachment, pursuant to Regulation 13A of the Local Government (Financial Management) Regulations 1996.

Background

1. Council has delegated the Chief Executive Officer the authority to make payments from the municipal and trust funds in accordance with the Local Government (Financial Management) Regulations 1996.
2. Under Regulation 13(1) and 13A of the Local Government (Financial Management) Regulations 1996, where a local government has delegated to the Chief Executive Officer the exercise of its power to make payments from the municipal fund or authorised an employee to use a credit, debit or other purchasing card, each payment is to be noted on a list compiled for each month showing:

a) The payee's name

b) The amount of the payment

c) The date of the payment

d) Sufficient information to identify the transaction

3. That payment list should then be presented at the next ordinary meeting of the Council, following the preparation of the list, and recorded in the minutes of the meeting at which it is presented.

4. The payment list and the associated report was previously presented to the Audit and Risk Committee. Given this Committee's scope has changed to focus more on the audit function, the payment listings will be forwarded to the Elected Members ahead of time. Any questions received prior to the finalisation of the report will be included along with the responses within the Schedule of Accounts report for that month.

5. The list of accounts paid in accordance with Regulation 13 and 13A of the Local Government (Financial Management) Regulations 1996 is contained within the attachment and is summarised below.

Fund	Reference	Amounts
Municipal Account		
Automatic Cheques Drawn		$0
Creditors – EFT Payments (incl. Fuel and Store Cards)		$5,769,603.28
- Fuel and Store Cards ($21,193.41)	April 2025	
Payroll		$1,389,530.21
Bank Fees		$10,136.80
Corporate MasterCard	April 2025	$16,714.56
Total		**$7,185,984.85**

Discussion

6. All accounts paid have been duly incurred and authorised for payment as per approved purchasing and payment procedures.

   It is therefore requested that Council receive the payments, as included in the attachments, for the period 1 to 30 April 2025.

Relevant documents

Not applicable.

Legal and policy compliance

Section 6.10(d) of the Local Government Act 1995

Regulation 13 of the Local Government (Financial Management) Regulation 1996

Procurement Policy

Financial implications

Current budget impact	Sufficient funds exist within the annual budget to address this recommendation
Future budget impact	Not applicable.

Risk management consideration

Risk impact category	Risk event description	Risk rating	Risk appetite	Risk mitigation
Financial	Misstatement or significant error in Schedule of accounts.	Medium	Low	Treat risk by ensuring daily and monthly reconciliations are completed. Internal and external audits.
Financial	Fraud or illegal transactions	High	Low	Treat risk by ensuring stringent internal controls, and segregation of duties to maintain control and conduct internal and external audits.
Environmental	Not applicable.		Medium	
Health and safety	Not applicable.		Low	
Data, information technology and cyber	Not applicable.		Medium	
Assets	Not applicable.		Medium	
Compliance breach	Not accepting schedule of accounts will lead to non-compliance.	Medium	Low	Treat risk by providing reasoning and detailed explanations to Council to enable informed decision making. Also provide the Payment summary listing prior to preparation of this report for comments.
Reputation	Not applicable.		Low	
Service delivery interruption	Not applicable.		Medium	

Strategic alignment

Civic Leadership	
Community Priority	Intended public value outcome or impact
CL2 – Communication and engagement with the community	The monthly payment summary listing of all payments made by the Town during the reporting month from its municipal fund and trust fund provides transparency into the financial operations of the Town.
CL3 – Accountability and good governance.	The presentation of the payment listing to Council is a requirement of Regulation 13 & 13A of Local Government (Financial Management) Regulation 1996.

Further consideration

Not applicable.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (124/2025):

Moved: Cr Jesse Hamer **Seconded:** Cr Peter Devereux

That Council receives the following for the period 1 to 30 April 2025:

1. Receives the list of accounts paid, as included in the attachment, pursuant to Regulation 13 of the Local Government (Financial Management) Regulations 1996.
2. Receives the direct lodgement of payroll payments to the personal bank accounts of employees, pursuant to Regulation 13 of the Local Government (Financial Management) Regulations 1996.
3. Receives the list of payments made using credit cards, as included in the attachment, pursuant to Regulation 13A of the Local Government (Financial Management) Regulations 1996.
4. Receives the list of payments made using fuel and store cards, as included in the attachment, pursuant to Regulation 13A of the Local Government (Financial Management) Regulations 1996.

Carried by exception resolution (8 - 0)

For: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson

Against: Nil

14.2 Financial Statements- April 2025

Location	Town-wide
Reporting officer	Coordinator Finance
Responsible officer	Chief Financial Officer
Voting requirement	Simple majority
Attachments	1. Financial Statements April 2025 [**14.2.1** - 26 pages]

Summary

To present the Monthly Financial Report for the period ending 30 April 2025, as included in the attachment, to Council.

Recommendation
That Council receives the Monthly Financial Report for the period ended 30 April 2025, as included in the attachment, pursuant to Regulation 34 and 35 of the *Local Government (Financial Management) Regulations 1996*.

Background

1. Regulation 34 and 35 of the *Local Government (Financial Management) Regulations 1996* states that each month, officers are required to prepare monthly financial reports covering prescribed information, and present these to Council for acceptance.
2. As part of the monthly financial reports, material variances are reported. Thresholds are set by Council and are as follows:

   Revenue

   Operating revenue and non-operating revenue – material variances are identified where, for the period being reported, the actual varies to the budget by an amount of (+) or (-) $50,000 or 10% and, in these instances, an explanatory comment has been provided.

   Expense

   Operating expense, capital expense and non-operating expense – material variances are identified where, for the period being reported, the actual varies to the budget by an amount of (+) or (-) $50,000 or 10% and in these instances, an explanatory comment has been provided.
3. For the purposes of explaining each material variance, a three-part approach has been applied. The parts are:

   Period variation

   Relates specifically to the value of the variance between the budget and actual figures for the period of the report.

   Primary reason(s)

   Explains the primary reason(s) for the period variance. Minor contributing factors are not reported.

End-of-year budget impact

Forecasts the likely financial impact on the end-of-year financial position. It is important to note that figures in this part are 'indicative only' at the time of reporting and may subsequently change prior to the end of the financial year.

Discussion

4. The Monthly Financial Report for the period ending 30 April 2025 complies with the requirements of Regulation 34 and 35 (Financial activity statement report) of the *Local Government (Financial Management) Regulations 1996*.

   It is therefore recommended that the Monthly Financial Report for the period ending 30 April 2025, be accepted.

Relevant documents

Not applicable.

Legal and policy compliance

Regulation 34 of the *Local Government (Financial Management) Regulations 1996*

Risk management consideration

Risk impact category	Risk event description	Risk rating	Risk appetite	Risk mitigation
Financial	Misstatement or significant error in financial statements	Medium	Low	Treat risk by ensuring daily and monthly reconciliations are completed. Internal and external audits.
Financial	Fraud or illegal transaction	High	Low	Treat risk by ensuring stringent internal controls, and segregation of duties to maintain control and conduct internal and external audits.
Environmental	Not applicable.		Medium	
Health and safety	Not applicable.		Low	
Data information technology and cyber	Not applicable.		Medium	
Assets	Not applicable.		Medium	
Compliance Breach	Council not accepting financial statements will	Medium	Low	Treat risk by providing reasoning and detailed explanations to Council to enable informed decision making. Also provide the Payment summary listing prior to preparation of this report for comments.

	lead to non-compliance			
Reputation	Not applicable.		Medium	
Service delivery interruption	Not applicable.		Medium	

Financial implications

Current budget impact	Commentary around the current budget impact is outlined in the Statement of Financial Activity, forming part of the attached financial activity statement report.
Future budget impact	Commentary around the future budget impact is outlined in the Statement of Financial Activity, forming part of the attached financial activity statement report.

Engagement

Internal engagement	
Service Area Leaders	All Service Area Leaders have reviewed the monthly management reports and provided commentary on any identified material variance relevant to their service area.

Strategic alignment

Civic Leadership	
Community Priority	Intended public value outcome or impact
CL2 – Communication and engagement with the community	To make available timely and relevant information on the financial position and performance of the Town so that Council and public can make informed decisions for the future.
CL3 – Accountability and good governance.	Ensure the Town meets its legislative responsibility in accordance with Regulation 34 of the *Local Government (Financial Management) Regulations 1996.*

Further consideration

Not applicable.

OFFICER RECOMMENDATION AND COUNCIL RESOLUTION (125/2025):

Moved: Cr Jesse Hamer **Seconded:** Cr Peter Devereux

That Council receives the Monthly Financial Report for the period ended 30 April 2025, as included in the attachment, pursuant to Regulation 34 and 35 of the *Local Government (Financial Management) Regulations 1996*.

Carried by exception resolution (8 - 0)

For: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson

Against: Nil

14.3 Transitional, Residential, and Support Worker Parking Permits Report

Location	East Victoria Park
Reporting officer	Manager Business Services
Responsible officer	Chief Financial Officer
Voting requirement	Simple majority
Attachments	Nil

Summary

To present back to council the findings of transitional, residential and support worker parking permits following the reinstatement of 4P times restrictions on Willis, Balmoral and Hampshire Streets.

Recommendation
That Council notes the report findings of transitional, residential and support worker parking permits following the reinstatement of 4P times restrictions on Willis, Balmoral and Hampshire Streets.

Background

1. At the OCM 21 February 2023, Council received a petition to provide equitable parking arrangements for residents of Willis Street and adjacent streets.
2. At the OCM 18 July 2023, after receiving the report, Council resolved to endorse option 3 in the body of the report:
    a. Endorses option 3 in the body of this report for the removal of 4-hour parking restrictions to create unrestricted parking for a 12-month trial period, to commence no later than 31 August 2023, on the assessed sections of Willis Street, Balmoral Street and Hampshire Street;
    b. Requests the CEO to provide a further report to Council at the conclusion of the trial period.
3. At the OCM 17 September 2024, at the conclusion of the 12-month trial period, Council resolved to endorse option 1 in the body of the report:
    a. Endorses option 1 for the reinstatement of 4P parking restrictions in Willis, Hampshire and Balmoral Streets, East Victoria Park.
4. At the OCM 15 October 2024 Council requests the CEO to provide a report back to council at the June 2025 OCM noting the following:
    a. How many residents applied both successfully and unsuccessfully for transitional permits and the support worker permits.
    b. Is there any feedback from residents using the Transitional permits and support worker permits.
    c. Has the parking occupancy data around the locations that have permits had any positive or negative effects?

d. Does any of the information learnt from these permits give a clearer picture of how parking permits could be successfully managed by the town in the future if R codes was not a barrier to apply.

e. Anything else that the officers think the council should know about these new permits

Discussion

5. Between October 2024 and April 2025, the Town received:

    a. 5 applications for Residential Parking Permits, which are issued to eligible residents who do not have adequate off-street parking and allow them to park their vehicle in timed-restricted parking near their property.

    b. 1 application for a Transitional Permit, which provides residents with up to 12 months to make alternative parking arrangements when recent changes to parking restrictions adjacent to their property have recently changed.

    c. 2 applications for Support Worker Permits, which allow eligible support workers providing in-home care or services to park near their client's residence without being subject to timed parking restrictions.

    d. The changes made to the R-Codes in November 2024 have significantly impacted residential parking permit applications, resulting in a 60% approval rate in the affected streets. The reductions in barriers indicate that the changes have resulted in a greater uptake and improved management of permits.

    e. Breakdown by Permit Type:

        i. Residential Parking Permit: 5 applications received – 3 approved, 2 declined.

        ii. Transitional Parking Permit: 1 application received – 1 approved.

        iii. Support Worker Permit: 2 applications received – both declined.

6. Permit Application Outcomes – Denied Applications:

    a. Two Support Worker Permit applications were denied as the properties in question are not located within areas subject to timed parking restrictions. This may be attributed to user error during the application process, as these permits are intended for properties impacted by time-limited parking controls.

    b. In addition, two Residential Parking Permit applications were declined after assessment confirmed that the properties were compliant with R-Codes, meaning they had sufficient on-site parking available. As a result, they did not meet the eligibility criteria for a residential parking permit.

7. The Town distributed 49 letters (October 2024) to residents within the 4P areas of Balmoral Street, Willis Street, and Hampshire Street, encouraging affect residents to apply for a Transitional Parking Permit. Despite this outreach, the Town has not received any formal feedback from residents regarding the use or effectiveness of the Residential/Transitional, or Support Worker Permits to date.

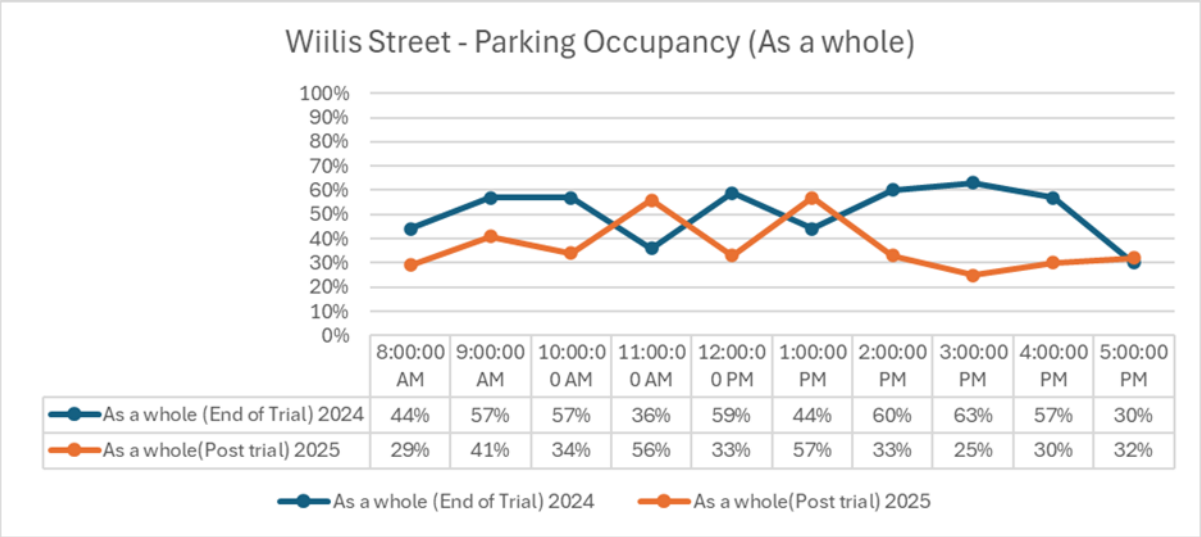
8. Parking occupancy surveys were conducted to compare occupancy rates on Willis Street, Hampshire Street and Balmoral Street during the end of the 2024 trial period with data collected post-trial in 2025. The data is broken down into two areas: the designated 4P zones and the street as a whole.

a. The Parking Management Plan, endorsed by Council in April 2022, targets parking occupancy between 65% and 85%. Where occupancy falls outside this range, the Intervention Matrix defines management tools (interventions) to bring occupancy to within the desired range.

b. Willis Street - Parking Occupancy Results Overview: The post-trial (4P reinstated) data suggests that changes implemented in the 4P area have led to more efficient use of available parking, especially during peak hours. The overall reduction in occupancy across the street may point to increased turnover, improved enforcement, or a shift towards alternative transport options. These trends support the effectiveness of the reinstatement of 4P restrictions in enhancing parking availability and user circulation.

c. 4P area: The data from Willis Street shows a marked improvement in parking turnover within the 4P area following the trial. Notably, peak period occupancy saw significant reductions, with 10:00 AM falling from 93% in 2024 to 57% in 2025, and 4:00 PM declining from 89% to 48%. These shifts suggest that the trial measures effectively reduced overstay parking. Interestingly, later time slots experienced an increase in usage—most notably at 5:00 PM, which rose from 24% to 61%—indicating a redistribution of parking demand throughout the day.

9.



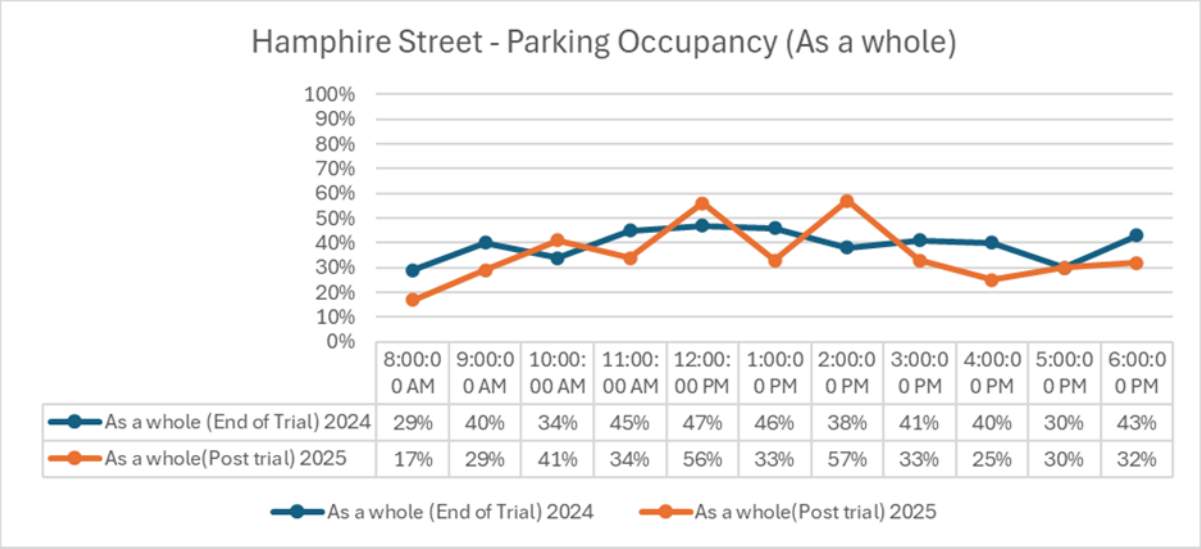
	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM
As a whole (End of Trial) 2024	44%	57%	57%	36%	59%	44%	60%	63%	57%	30%
As a whole(Post trial) 2025	29%	41%	34%	56%	33%	57%	33%	25%	30%	32%

a. Whole street: Across the broader Willis Street area, overall parking occupancy decreased throughout most of the day post-trial. For example, occupancy at 10:00 AM declined from 57% to 34%, and at 3:00 PM from 63% to 25%. However, modest increases at 11:00 AM (36% to 56%) and 1:00 PM (44% to 57%) point to improved availability during previously high-demand periods, suggesting better distribution and shorter stays.

b. Hampshire Street - Parking Occupancy Results Overview: Post-trial (4P reinstated) data for Hampshire Street indicates a moderate redistribution of parking demand, with improved use of early and late time slots and reduced clustering around peak periods. The trial appears to have supported more even parking usage, particularly within the 4P area, and may have helped in easing pressure during busy hours. The variation in overall street figures suggests that while some areas saw improvements, further monitoring is needed to evaluate whether street-wide benefits were evenly realised.

c. 4P area: Hampshire Street's 4P area demonstrated relatively stable parking patterns post-trial, with only minor changes in occupancy. Increases were observed in the early morning and late afternoon, such as at 8:00 AM (from 28% to 35%) and 5:00 PM (21% to 43%), with a notable midday bump at 12:00 PM (64% to 77%). On the other hand, declines were seen in mid- to late-afternoon periods including 2:00 PM (50% to 39%), 3:00 PM (48% to 36%), and 6:00 PM

(50% to 33%). The consistently high occupancy at 11:00 AM (remaining near 80%) suggests sustained peak-time demand.

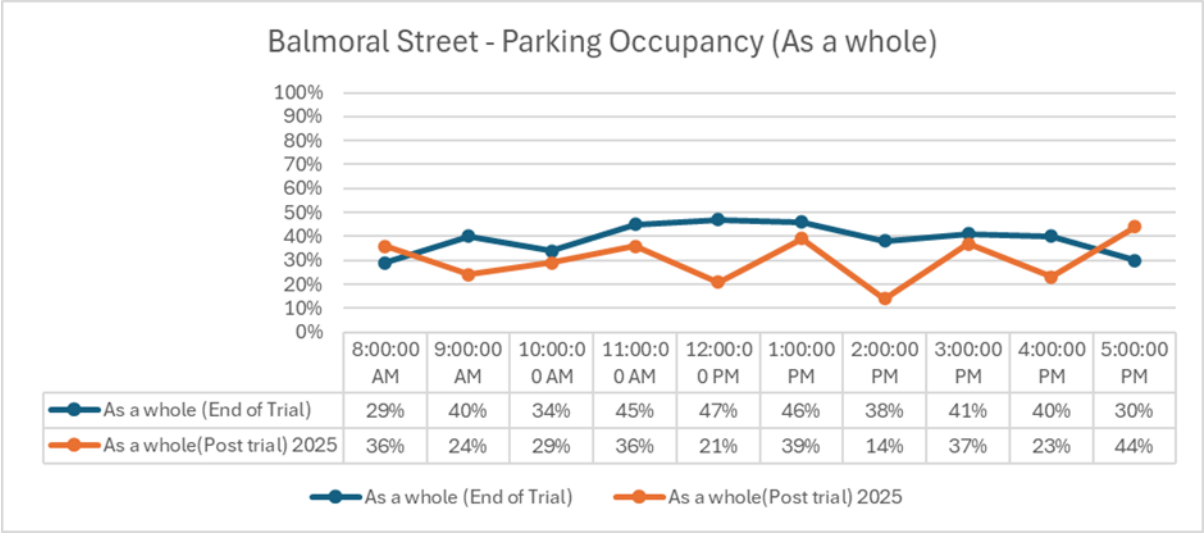
10. 

a. Whole street: Street-wide trends on Hampshire Street were more mixed, with sharper fluctuations in usage. While some midday and afternoon periods showed increased occupancy—particularly at 12:00 PM (47% to 56%) and 2:00 PM (38% to 57%)—early morning and late afternoon slots saw declines. For example, occupancy dropped from 29% to 17% at 8:00 AM, and from 40% to 25% at 4:00 PM. This uneven pattern reflects variability in broader street use, influenced by external factors such as commuting habits or local business activity.

b. Balmoral Street - Parking Occupancy Results Overview

c. Overview The post-trial (4P reinstatement) period on Balmoral Street reveals a positive shift in occupancy patterns within the 4P area, with improved utilisation during early morning and late afternoon periods and a reduction in pressure around midday. While the broader street data shows mixed outcomes, the increase in 5:00 PM occupancy across both areas suggests growing demand for later parking, and more effective turnover from changes trialled. These results suggest that the 4P area changes have helped facilitate better time-based distribution of parking demand.

d. 4P area: The 4P area on Balmoral Street experienced a more balanced and evenly spread usage pattern post-trial. Several time slots showed notable increases, including 8:00 AM (from 24% to 41%), 11:00 AM (34% to 46%), 1:00 PM (42% to 52%), 3:00 PM (42% to 53%), and 5:00 PM (38% to 58%). This indicates a broader use of available spaces across the day. Meanwhile, some decline was recorded at 9:00 AM (from 48% to 30%) and 2:00 PM (34% to 25%), suggesting a redistribution of demand away from previous peaks.

11. 

    a. Whole street: Across the whole of Balmoral Street, trends were more varied. Midday periods saw significant decreases—particularly at 12:00 PM (from 47% to 21%) and 2:00 PM (38% to 14%)—suggesting better turnover and shorter stays. At the same time, slight increases were recorded in the early morning (8:00 AM rose from 29% to 36%) and late afternoon (5:00 PM rose from 30% to 44%), reflecting a shift in parking behaviours.

12. Due to multiple controls being changed simultaneously, it is unclear which has had the greatest impact. Whether that is the introduction of additional permit categories and the relaxing of conditions that previously prevented applicants from obtaining permits, or if the reintroduction of parking restrictions in the test area had a greater impact overall on the occupancy rate.

13. The combination of both the changes has impacted the parking occupancy data from Willis, Hampshire, and Balmoral Streets indicates a positive shift in usage patterns, particularly in the 4P areas. Improvements include:

    a. More even distribution of parking demand throughout the day

    b. Reduced peak-hour congestion, especially in mid-morning and early afternoon

    c. Better availability later in the day (e.g. at 5:00 PM)

14. The current R-Code-based framework has helped streamline permit approvals and ensures consistency and fairness across the Town. It also supports better demand management and prevents over-issuance in areas that do not require residential permit support. The R-Code based framework was introduced to ensure that permits are granted only to properties that are genuinely impacted by parking pressures and that would benefit from residential parking controls. The Town receives approximately 2-3 residential parking permit applications per month; in some months no applications are received.

15. The changes made to Policy 351 Parking Permit in November 2024, has provided a higher percentage of approved residential parking permits, providing residents with a viable option for on street parking. The occupancy data gathered on Willis, Hampshire and Balmoral Streets post the changes to Policy 351 show minimal impact on the overall occupancy, with the data indicating that the occupancy level has mostly remained within the threshold outlined in the Parking Management Plan.

Relevant documents

Policy 351 Parking Permits

Parking Management Plan 2022

Legal and policy compliance

Not applicable.

Financial implications

Current budget impact	Sufficient funds exist within the annual budget to address this recommendation.
Future budget impact	Not applicable.

Risk management consideration

Risk impact category	Risk event description	Risk rating	Risk appetite	Risk Mitigation
Financial	N/A		Low	
Environmental	N/A		Medium	
Health and safety	N/A		Low	
Data, Information Technology and Cyber	N/A		Medium	
Assets	N/A		Medium	
Compliance Breach	N/A		Low	
Reputation	Some permit applicants may be dissatisfied with the outcome	Low	Low	Accept Risk
Service delivery interruption	N/A		Medium	

Engagement

Internal engagement	
Stakeholder	Comments
Urban Planning	The consideration of whether a property is Residential Design Codes (R-Codes) compliant in terms of parking depends on a range of factors including the land use classification of the residential dwelling, density code, number of bedrooms,

	proximity to a train station or high frequency bus route(s), parking spaces on site, whether the parking spaces meet the Australian Standard dimensions and allocation of car bays in a strata complex (if applicable). As such, the process to determine the property is not straightforward. It is recommended that an alternative method of considering residential parking permits is contemplated, such as a map of preferred locations, so the policy position is easy to understand for both residents and for the Town to administer.
PMO	The presence of time-limited parking and residential permit zones functions as a form of passive traffic calming. Drivers are less likely to use these streets as Rat run routes or for extended stays, reducing overall traffic volumes and speeds. The resulting decrease in non-local traffic supports a quieter, safer, and more pedestrian friendly environment for residents.
Place Planning	Consider future review of the time restriction period where occupancy falls below 65%. Notably Balmoral and Hampshire did not reach 65% (during trial or post-trial), with Willis only getting close in the afternoon peak ~2-4pm (end of trial). There may be rationale here to modify time restrictions to achieve 65 to 85% occupancy. The Parking Management Plan, endorsed by Council (April 2022) targets parking occupancy between 65% and 85%, defining management tools (interventions) to bring occupancy to within the desired range where occupancy falls outside this range. Note that Hampshire St is a local route in the Long-Term Cycle Network, so any changes should consider this key link for people on bikes to local amenities.

Strategic alignment

Environment	
Community Priority	Intended public value outcome or impact
EN6 - Improving how people get around the Town.	To ensure equitable parking. To inform the review of Policy 351 Parking Permits.

Further consideration

At the Agenda Briefing Forum meeting held on 3 June 2025, the following information was requested

16. Clarify the rationale behind the statement in the report paragraph 5.d. that there has been a ‘greater uptake’, given that the previous year the Town had applications, and this recent year there were only five, with two being denied.

a. On reflection of point 5.d. the timeframes and impacts are misaligned. The changes were made to the Residential Design Codes (R-Codes) in April 2024, which have reduced the minimum car parking requirements for 'medium density' properties that are applicable to planning assessment under R-Codes Part C. Due to these changes there are now different requirements and assessment methodologies for the Town’s planning team when assessing residential permits. The planning team must determine whether the property is assessed using R-Code Vol 1 Part B, R-Codes Vol 1 Part C or R-Codes Vol 2. The changes make it easier for properties to comply with the Residential Design Codes (R-Codes), which means most properties in the Town are not eligible for residential parking permits.

b. Paragraph 5.d. is only referring to the affected streets (Balmoral, Hampshire and Willis) they submitted 5 applications with 3 being approved between October 2024 and April 2025. In 2023/24, there were a total of 7 Residential Parking Permit applications across the Town with 0 approved and so far in 24/25 there have been 14 Residential Parking Permits applications across the Town with 4 permits approved. It is worth noting that the properties approved for permits in Balmoral, Hampshire, and Willis are non-compliant with the R-Codes. Consequently, they are considered eligible under the current residential parking permit policy.

17. Provide additional details on the two rejected applications for a support worker parking permit, which were declined because the permit was not required. What is the Town's process for informing applicants of the rejection? Were they also advised that they could park without a permit, and what communication methods were used?

a. Support Worker permit applications are made electronically via the vpermit platform. Upon review, applicants are provided with an officer email response through vpermit outlining the reason why the application was unsuccessful.

OFFICER RECOMMENDATION

That Council notes the report findings of transitional, residential and support worker parking permits following the reinstatement of 4P times restrictions on Willis, Balmoral and Hampshire Streets.

ALTERNATE MOTION AND COUNCIL RESOLUTION (126/2025):

Moved: Cr Jesse Hamer **Seconded:** Cr Peter Melrosa

1. That Council notes the report findings of transitional, residential and support worker parking permits following the reinstatement of 4P times restrictions on Willis, Balmoral and Hampshire Streets.

2. Town Officers host a concept forum with elected members before the October 2025 OCM to determine a new eligibility criteria, number of permits per property, and cost per permit.

3. That the CEO bring back to Council policy 351 by the June 2026 OCM if changes are supported after the concept forum

Carried (5 - 3)

For: Cr Claire Anderson, Cr Peter Devereux, Cr Jesse Hamer, Cr Lindsay Miles and Cr Daniel Minson
Against: Cr Sky Croeser, Deputy Mayor Bronwyn Ife and Cr Peter Melrosa

Reason:
This report shows there are no issues having parking permits available to residents that have 1 onsite parking bay as defined by the R code. Also It is not a crime from time to time have more than 1 car at your house or have someone visiting for more than a few hours. Also the officer time and capacity to go onsite and measure property dimensions for each failed application has proven to be a waste of resources.

15 Committee Reports

Nil.

16 Applications for leave of absence

COUNCIL RESOLUTION (127/2025):

Moved: Deputy Mayor Bronwyn Ife **Seconded:** Cr Peter Devereux

That Council approves:

1. a leave of absence for Cr Jesse Hamer for the dates of 1 July 2025.

Carried (8 - 0)

For: Cr Claire Anderson, Cr Sky Croeser, Cr Peter Devereux, Cr Jesse Hamer, Deputy Mayor Bronwyn Ife, Cr Peter Melrosa, Cr Lindsay Miles and Cr Daniel Minson

Against: Nil

17 Motion of which previous notice has been given

Nil.

18 Questions from members without notice

18.1 Response to previous public questions taken on notice at Ordinary Council Meeting held on 20 May 2025

Cr Peter Melrosa

2. Specifically on the communications conducted via Facebook and other social media regarding bulk waste collection, how many inquiries the Town has received about the bulk waste collection, and whether there was any backlog in responding to those inquiries, noting concerns raised through emails and social media comments about lack of response.

Facebook and Instagram Direct Messages

- 18 direct messages received
- All responded within 24 hours
- Responses included either progress updates or confirmation that the enquiry had been referred to the Waste team

CRM service requests

- 147 service requests have been raised and escalated to the Waste Team
- 11 Phone messages logged for call-backs to the Waste team - all returned on time

Note - Formal Tracking resolution of the 147 CRMS is challenging, as the Waste Team mark the requests "closed" once the issue is logged with the contractor - not upon completion of the collection.

Status of 147 service requests:

- 109 are marked as closed
- 38 remain pending

Phone calls about Bulk waste 11 April – 10 June 2025:

- 1370 calls received
    - 1115 resolved by CR at first point of contact
    - 55 escalated to the Waste team
    - 200 direct transfers.

Note - For comparison, in the 2024 August to September Bulk Waste period, a total of 367 calls were received.

Emails

- Customer Relations sent 72 emails to the waste team regarding bulk waste
- The majority of these related to specific locations where collections were still outstanding.

4. Have any fines or warnings been issued for illegal dumping/placement of rubbish to the residents or otherwise in this collection?

Over the past three months, the Town has received the following requests based on category.

- Littering – Parks and Waste CRMS: 18 Jobs
- Bulk Waste – Rangers and Waste CRMS: 122 Jobs
- Illegal Dumping – Rangers CRMS: 139 Jobs

No warnings or infringements have been issued during this period. Rangers often struggle to issue infringements or warnings for littering and illegal dumping due to the need for clear evidence to identify the offender. Witness statements, photos, or CCTV footage are rarely available, making enforcement difficult. In most cases, the person responsible cannot be determined, and the Waste Team is called in to remove the material.

5. *Requested an update from the Town on the progress of the Uniting WA residential project in Carlisle, noting that although it received approval some time ago, there has been no visible development progress to date.*

It is understood that project funding is being secured prior to works commencing.

Cr Lindsay Miles

1. Requested an update on the scheduled verge bulk waste collection date.

The Town has had two contractors, as well as our own staff, progressively collecting bulk waste. Another contractor is collecting mattresses and illegal dumping.

2. Could the Town communicate more actively and publicly about the delays, beyond just the website, to better inform and support the community?

The Town website alert feature was utilised at the initial signs of delay to bulk waste pick up 10 May 2025, an escalation (colour and highlighted links) of the information on the website was made 16 May.

Administration escalated the bulk waste issue 26 May, the team developed a statement from the CEO and shifted to daily updates, these updates will continue until the clean up is complete (including mattresses).

18.2 Questions taken on notice from members without notice at Agenda Briefing Forum held on 3 June 2025

Cr Peter Melrosa

1. Regarding Planet Street and Mercury Street, I have received further community reports of another accident at this intersection. I previously raised concerns about this location in February and requested the Town explore potential solutions. Is there an update available from officers at this time?

Recorded crash data indicates a total of 4 crashes at this location. It's acknowledged that any incidents that have occurred since January 2025 are not included in the database. Furthermore, minor incidents may not be recorded which can often understate the true incident rate.

Of the 4 crashes noted between 1 January 2020 to the 31 December 2024 all were right angled type crashes. From a severity perspective only 1 was classed as "Medical". To treat these types of crashes, roundabouts are generally deemed the most suitable mitigation measure unless your restricting movements.

Reviewing the blackspot criteria for the metropolitan nominations, the intersection of Planet Street and Mercury Street does not qualify for funding. Another option being explored is an extention to the Urban Road Safety Programs. As you maybe aware some of the projects within the Fletcher Park Precinct Area have already been delivered with an opportunity to do more. This intersection will be highlighted in the next stage of projects currently being compiled by staff and planned for delivery in the 2025/26 & 2026/27 FY.

Another option is to place speed cushions on the Mercury Street approaches. The Town will be removing a set from the intersection of Lion Street/Star Street in the first quarter of the 2025/2026 financial year. This will be subject to further consultation and will be temporary until permanent treatment is installed.

2. Can the Town provide an update on the future of the Swansea Street Market site following its closure? How is this being managed through the Town's development application process?

The State Development Assssment Unit (SDAU) and State Design Review Panel have sought preliminary comments from the Town's Officers on the possible lodgement of a development application for a storage facility on the site under the State's Significant Development Pathway. The Town now awaits the landowner's decision as to whether they will proceed with a development application, and if so under which approval pathway (SDAU; Development Assessment Panel; Local Government). While the Town will have input into the process, the level of involvement will depend upon which approval pathway is chosen.

Cr Peter Devereux

At last year's Annual Meeting of Electors, a motion to install a peace pole in the Town of Victoria Park was supported, with advice that no additional budget would be required. Could the Town please provide an update on this?

Officers have expressed their support for the installation of a Peace Pole, and initial advice indicated that this could be delivered within the existing budget of the 2025/2026 financial year.

A more detailed assessment is currently underway, focusing on the budget, project planning, and potential locations.

Once this work is complete, the Town will provide an update to Elected Members and the motion proponent. This is expected to occur in the coming months.

18.3 Questions from members without notice

Cr Peter Devereux

1. Can the Town provide an update on the current plans for the intersection of Planet and Mercury Streets, particularly regarding how traffic concerns and accident risks raised by the community are being addressed?

The Chief Operations Officer took the question on notice.

Cr Lindsay Miles

1. Is there a plan to address leftover bulk waste glass, particularly in areas where intact glass remains as well as where broken glass is scattered in the streets and verges?

The Chief Operations Officer advised that The Town is currently revisiting areas where bulk waste was not collected, with staff collecting unapproved materials for proper disposal through approved contractors. While mattresses will be collected by a separate contractor, the Town staff will specifically handle the cleanup of leftover glass.

Cr Peter Devereux

2. Is there a common practice for addressing broken glass on cycle paths and road edges after bulk waste collections, or if cleanup depends solely on individual residents reporting the issue?

The Chief Operations Officer advised that the Town addresses broken glass through a combination of customer requests (CRMs) and regular road and footpath sweeping by staff. Since glass is hazardous and should not be dumped on verges, Rangers also monitor for illegal dumping and take action when needed. However, due to the recent volume of waste, enforcement has not been possible. Residents are encouraged to report any remaining glass so the Town can ensure it is cleaned up.

19 New business of an urgent nature introduced by decision of the meeting

Nil.

20 Public question time

As there were no questions from the public gallery, public question time opened and closed at 8.36pm.

21 Public statement time

As there were no statements from the public gallery, public statement time opened and closed at 8.36pm.

22 Meeting closed to the public

Nil.

22.1 Matters for which the meeting may be closed

Nil.

22.2 Public reading of resolutions which may be made public

Nil.

23 Closure

There being no further business, Deputy Mayor Bronwyn Ife closed the meeting at 8:37 pm.

I confirm these minutes to be true and accurate record of the proceedings of the Council/Committee.

Signed: .....

Dated this: ..... Day of: 2025