



AGENDA

Ordinary Council Meeting Tuesday, 17 December 2019

**I hereby give notice that an Ordinary Meeting of Council will be held
on:**

Date: Tuesday, 17 December 2019

Time: 7:00pm

**Location: Town of Claremont
Claremont Council Chambers
308 Stirling Highway, Claremont**

**Liz Ledger
Chief Executive Officer**

DISCLAIMER

Persons present at this meeting are cautioned against taking any action as a result of any Committee recommendations until such time as those recommendations have been considered by Council and the minutes of that Council meeting confirmed.

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- 1 **DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS**
- 2 **RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE (PREVIOUSLY APPROVED)**
- 3 **DISCLOSURE OF INTERESTS**
- 4 **RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE**

Dr James Latto, 70 Victoria Avenue, Claremont
Re: Proposed Freshwater Bay Museum redevelopment

Question 1.

The Department of Planning, Lands and Heritage's reply to the Town of Claremont's request to seek a revision of the boundary of Mrs Herbert's Park, depicts FOI Document 6a as the potential excision area.

Why did the Town of Claremont state that Document 6a was the current cadastre for Reserves 885 and 5859 when the FOI document 3j indicates the true cadastre for Reserve 885 and 5659 at the date of the application by the Town of Claremont to vary the boundary of Mrs Herbert's Park?

Answer 1.

he previous question as asked was;

Was the Mayor and were the Councillors aware that on 25 July 2017 the DPLH replied to this request and attached Plan of their suggested land exclusion from Reserve 885 for inclusion into reserve 5659 (designated Civic Purposes and Museum)?

The attachment as attached to this email and as referenced in the question was reviewed. This shows two reserves one with an area of 7891 sq.m the second with an area of 1391 sq.m. These areas are exactly the same as the legal descriptions for each of the reserves before they were altered. This was checked to verify.

Unbeknown to myself at the time, as this email is 2 years old, the rectangle drawn over the tax map for the reserves, and as attached to the email, which would normally indicate the current boundaries, was drawn by somebody at the Department of Lands and was then superimposed over the image to reflect a proposed boundary, but none of the areas for the proposed reserves were changed.

The information and the attachment was simply taken at face value and as the areas matched the current areas for the reserves at that time, it was assumed that this is what the image represented.

It is now clear that this boundary had been drawn on the plan by a third party and the areas shown on the image were completely inaccurate. Hence the reply to your previous question was also inaccurate.

Question 2.

Your answer that the Town of Claremont provide comments to the DPLH, as requested by the DPLH, and that options A, B and C be considered.

Where in the correspondence between the DPLH and the Town of Claremont did the DPLH request the Town of Claremont to provide 3 options of land to be excised and amalgamated between the two Reserves?

Why did the Town of Claremont try and influence the DPLH when on July 25 2017, the DPLH had already suggested the potential area to be excised from Mrs Herbert's Park to be included into the Museum Reserve? (see FOI Document 6a)

Answer 2.

The email never asked for options from the Town, but did ask *“To facilitate the progression of the proposal, could you please provide Lands of any comments /objections the Town may have regarding the aforementioned reserve actions”*.

The 3 options provided in 2017 were then provided as supporting documents to the Town's comments contained in that same email in response to the request for comments by the Department.

Question 3.

Why did the Council reply “Our preferred option displayed a larger excision to encompass pre-existing assets and provide greater flexibility for more sensitive complimentary designs, which would work around the existing sites grades, green spaces and trees should any further developmental opportunities arise ? What exactly does that mean?

Answer 3.

Although this is over 2 years ago and written by an Officer who is no longer with the Town, it is presumed that this related to the Museum project.

It should be realised that at this time, the Council had only just received the Master Plan from Hames Sharley. It had decided to progress to detailed design, but had not yet appointed a new architect and it was clear from the Hames Sharley Master Plan that much of the long term assumptions in that Plan were based on a scale of development and staging that the Council had not agreed to or had not allocated funding towards.

As such providing flexibility for options, without knowing how these might evolve and how the designs would change was most likely the logic behind this statement at that time. Issues such as the car park design which was proposed to double in size in 2017, would suggest that if the car park was to be located in the new reserve, then the boundary would need to move considerably eastwards.

Obviously we now know that the extension of the car park to anything of this scale is not proposed, however the reserve boundary changes commenced 2 years earlier.

Ms Cathy Greatrix on behalf of Tim Humphy, 68A Victoria Avenue Claremont
Re: Proposed Freshwater Bay Museum redevelopment

Question 1.

To correct the 1980's error of Council constructing the museum administration building and carpark across the boundary between the Class B and Class A reserves which made up the museum and Mrs Herbert's Park, the Minister for Lands on 29 November 2018 at the behest of the Town of Claremont sought and obtained parliamentary approval to move the boundary between the Class B and Class A reserves. The boundary move excised 3398 square metres of Mrs Herbert's Park Class A Reserve classified 'Picnic ground' for inclusion into a new Crown Reserve Class B which was reclassified from 'Museum cultural' to 'Recreation, Museum, Cultural Community Centre, Carpark and Cafe with power to lease provisions'.

In view of the fact that the excised portion of A Class reserve of 3398 square metres is far in excess of the approximately 1000 square metres that is necessary to correct the boundary transgression, and far in excess of what was expected by Councillors and the CEO, will Council now request that the Minister for Lands move the boundary back to a position that is the minimum boundary relocation and minimum reduction of Class A reserve needed to correct the boundary transgression?

Answer 1.

Whilst the boundary issue created by the development of the office building in the 1980's can be resolved through the excision of a smaller area of reserve, the current Museum Redevelopment project may yet impose restrictions on where that alternate boundary might be located.

Given that the Museum redevelopment project has already been delayed by 2 years through the previous reserve boundary changes, it would appear logical to delay further review of the reserve boundaries until the Museum project is finalised and the location of the buildings that make up the museum precinct are known.

Question 2.

By moving the boundary back, the new Reserve Class A Lot 301 will be increased by 2398 square metres and new Reserve Class B Lot 300 will be reduced by the same amount. Does Council agree that my suggested excise of the surplus 2398 square metres in Lot 300 and adding it to Lot 301 will best protect that land for posterity as an A Class reserve set aside for 'Picnic ground' and thereby preventing future development on that parkland?

Answer 2.

It is clear that A Class Reserves are afforded greater protection than other reserve classes, simply by the more complex mechanisms that have to be followed to vary their boundaries, the issue of creating this protection through the use of an A Class reserve classification can be considered by Council if the reserve boundary is reviewed.

Question 3.

In keeping with Council's and CEO's statements that there is no intention to establish a cafe or function centre in the reclassified Lot 300, can Council request the Minister remove the 'and café with power to lease' from the reclassification provisions of Lot 300?

Answer 3.

The removal of the '*and café*' purpose in the management order can be considered as this no longer reflects the intended purpose for which the reserve is proposed to be used.

In terms of removing the '*power to lease*' provision, this power to lease was originally provided in respect to the A Class Reserve, Reserve 885 and as such a decision to remove this would be a reduction in provisions that previously applied to the same reserve.

Question 4.

Does Council agree that removal of the 'and café with power to lease' provision is the most effective method to ensure Council's stated intent of no commercial exploitation on the site?

Answer 4.

The removal of the café provision simply removes this purpose from the management order between the Crown and the Town of Claremont. Development within the reserve is still controlled by the local planning scheme and the Metropolitan Scheme and guided by the management order purposes.

The removal of a power to lease simply means that whatever activity was undertaken on the reserve by the Town, could not be undertaken by a third party under a lease between that third party and the Town. So this would apply to the management or operation of the museum or any element of the museums operations, as much as it would apply to uses of a more commercial nature such as a café.

The existence of a power to lease over the A Class Reserve for many years has not resulted in the commercial exploitation as feared, so it is perhaps reasonable to suggest that its retention would not increase this threat.

5 PUBLIC QUESTION TIME

6 PUBLIC STATEMENT TIME

7 APPLICATIONS FOR LEAVE OF ABSENCE

8 PETITIONS/DEPUTATIONS/PRESENTATIONS

9 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS

That the minutes of the Ordinary Meeting of Council held on 3 December 2019 be confirmed.

10 ANNOUNCEMENT OF CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

11 BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING

Nil

12 REPORTS OF COMMITTEES

12.1 AUDIT AND RISK MANAGEMENT COMMITTEE

12.1.1 MINUTES OF AUDIT AND RISK MANAGEMENT COMMITTEE MEETING HELD 3 DECEMBER 2019

File Number: GOV/00054, D-19-43306

Author: Les Crichton, Director Corporate and Compliance

Authoriser: Liz Ledger, Chief Executive Officer

Attachments: 1. Minutes of Audit and Risk Management Committee meeting held 3 December 2019 [↓](#) 

OFFICER RECOMMENDATION

That the minutes of the Audit and Risk Management Committee meeting held 3 December 2019 be received.



MINUTES

Audit and Risk Management Committee Meeting Tuesday, 3 December 2019

Date: Tuesday, 3 December 2019

Time: 8.00am

Location: Town of Claremont
Claremont Council Chambers
308 Stirling Highway, Claremont

Liz Ledger
Chief Executive Officer

DISCLAIMER

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**MINUTES OF TOWN OF CLAREMONT
AUDIT AND RISK MANAGEMENT COMMITTEE MEETING
HELD AT THE TOWN OF CLAREMONT, CLAREMONT COUNCIL CHAMBERS, 308 STIRLING
HIGHWAY, CLAREMONT
ON TUESDAY, 3 DECEMBER 2019 AT 8.00AM**

1 DECLARATION OF OPENING / ANNOUNCEMENT OF VISITORS

Mr Crichton welcomed members of the Audit and Risk Management Committee, representatives of the Office of Auditor General and Moore Stephens, and declared the meeting open at 8.04am.

2 RECORD OF ATTENDANCE / APOLOGIES**PRESENT:**

Cr Bruce Haynes

Ms Marguerite Anklesaria (Community Representative)

Mr Aiden Daly (Community Representative)

IN ATTENDANCE:

Les Crichton (Director Corporate and Compliance)

Vicki Cobby (Manager Finance)

Mr Aram Madnack (Director, Office of the Auditor General)

Mr Wen Shien Chai (Partner, Moore Stephens)

Mr James Arthur (Audit Manager, Moore Stephens)

APOLOGIES:

Mayor Jock Barker

Cr Paul Kelly

LEAVE OF ABSENCE:

Cr Peter Telford

3 ELECTION OF CHAIRPERSON

Mr Crichton called for nominations from the floor for presiding member of the Audit and Risk Management Committee.

Cr Haynes nominated himself.

There being no further nominations, Mr Crichton declared Cr Haynes duly elected as presiding member of the Audit and Risk Management Committee for the period expiring at the next ordinary Local Government Election in 2021.

Cr Haynes took the chair.

4 DISCLOSURE OF INTERESTS

Nil

Audit and Risk Management Committee Meeting Minutes

3 December 2019

5 CONFIRMATION OF MINUTES OF PREVIOUS MEETING

COMMITTEE RESOLUTION 011/19

Moved: Ms Marguerite Anklesaria

Seconded: Mr Aiden Daly

That the minutes of the Audit and Risk Management Committee Meeting held on 9 August 2019 be confirmed.

CARRIED

6 PRESENTATION

Nil

7 REPORTS OF THE CEO**7.1 2018-19 ANNUAL FINANCIAL REPORT - AUDIT CONCLUDING (EXIT) MEETING**

File Number: FIM/00070-05, D-19-41969
Author: Vicki Cobby, Manager Finance
Authoriser: Liz Ledger, Chief Executive Officer
Attachments: Nil

PURPOSE

As part of the annual audit program, the Office of the Auditor General (OAG) and our Audit Partner from Moore Stephens will present an overview of the audit for the 2018-19 year including the 2018-19 Annual Financial Statements. The purpose of this report is to outline the circumstances relating to the urgent timing to the financial auditing process and present the Office of Auditor General's overview of the audit finding for the year ended 30 June 2019.

BACKGROUND

The *Local Government Amendment (Auditing) Act 2017* was proclaimed on 28 October 2017, giving the Auditor General the mandate to audit all Western Australian local government entities.

The Act allowed the OAG to begin performance audits straight away, while responsibility for financial audits to transition over 4 years, as local government's existing audit contracts expire. By the financial year 2020-21, all local government entities will be audited by the OAG.

The Town's audit contract with Moore Stephens expired on conclusion of the 2017-18 audit, which resulted in the OAG becoming responsible for all future financial audits, beginning with the 2018-19 financial year.

In February 2019, the OAG confirmed this arrangement with the Town, outlining our respective responsibilities, together with the audit objective and scope. They expanded on this and their methodology at the meeting of the ARMC held on 1 May 2019.

The objective of the audit is to obtain reasonable assurance about whether the annual financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes the Auditor General's opinion.

Prior to finalising this report, the OAG conduct a Concluding (Exit) Audit meeting with the Audit and Risk Management Committee to provide opportunity to present an overview of their findings and receive feedback.

While their review is not yet complete, the OAG have advised they will provide 2018-19 Annual Financial Report Audit Concluding Memo for distribution to meeting attendees on or before Monday, 2 December 2019.

PAST RESOLUTIONS

Audit and Risk Management Committee Meeting 9 August 2019, Resolution 9/19:

That the Audit and Risk Management Committee -

- *Receives the Office of Auditor General's Annual Financial Report – Interim Audit results for the Year Ended 30 June 2019, and*
- *Notes the recommendations and management comments/actions within the Report.*

CARRIED

FINANCIAL AND STAFF IMPLICATIONS

Nil

POLICY AND STATUTORY IMPLICATIONS

Local Government Act 1995: Part 5, Division 5 – Annual Reports and planning; Part 7 – Audit

Local Government (Financial Management) Regulations 1996: cl.s 36-51 – Financial Reports

Local Government (Audit) Regulations 1996: Cl. 9 - Performance of Audit; cl. 10 – Report by Auditor

COMMUNICATION / CONSULTATION

Nil

STRATEGIC COMMUNITY PLAN**Leadership and Governance**

We are an open and accountable local government; a leader in community service standards.

- Demonstrate a high standard of governance, accountability, management and strategic planning.
- Manage our finances responsibly and improve financial sustainability.

URGENCY

It is the Town's practice to present its Annual Report, including the Annual Financial Statements and Auditor Report, to the Annual Meeting of Electors prior to the Christmas closure. *The Local Government Act 1995 (Act)* requires the annual report for a financial year to be accepted by the local government no later than 31 December after that financial year, unless the auditor's report is not available in time for the annual report to be accepted. If it is not available the report is to be accepted by the local government no later than two months after the auditor's report becomes available.

As anticipated with the introduction of the OAG audit taking over the audit function, delays in finalising the audit are the result of a number of factors including requirement for the WMRC audit to be finalised prior to including our equity in our financials and the additional layer of oversight. A change in finance staff during the year-end period also contributed.

Council is unable to accept the annual report until the Auditors Report is received, which the OAG advise will be approximately a week following the Concluding Meeting i.e. 10 December 2019.

With Council's final ordinary meeting for the year to be held on 17 December 2019, requiring the agenda to be finalised and issued by the 11 or 12 December 2019, the Annual Report can be received providing there are no delays.

VOTING REQUIREMENTS

Simple majority decision of Committee required.

COMMITTEE RESOLUTION 012/19

Moved: Ms Marguerite Anklesaria

Seconded: Cr Bruce Haynes

That the Audit and Risk Management Committee -

- receives the Office of Auditor General's overview of the audit finding for the year ended 30 June 2019 (as summarised in the Concluding Memo to be received prior to the meeting), and
- provide feedback to the Office of the Auditor General on the findings and any other matter relating to the audit

CARRIED

Audit and Risk Management Committee Meeting Minutes

3 December 2019

Mr Chai summarised the findings of the audit as outlined in the Audit Concluding Memorandum for the Year ended 30 June 2019 and responded to queries raised by the committee. He confirmed that while evidencing of independent review and approval of accounting journals had been reported in accordance with Reg. 10(3) of the Local Government (Audit) Regulations 1996, all matters raised during the interim audit including this item had been satisfactorily addressed.

Mr Madnack outlined the process and timing to conclude the audit and issue the auditors report and thanked the committee and administration in assisting with the process to date.

8 OTHER BUSINESS

Ms Anklesaria requested the evidencing of accounting journal entries item as identified in the Audit Concluding Memorandum be included in the Town's Risk Register.

Mr Crichton advised the next meeting of the Audit and Risk Management Committee was scheduled for early February 2020 to review the annual Compliance Audit Return for the 2019 calendar year.

Mr Crichton advised that the Director Governance and People will also be attending future meetings as the area recently allocated responsibility for the Town's governance and risk management.

9 NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE PRESIDING PERSON OR BY DECISION OF MEETING

Nil

10 FUTURE MEETINGS OF COMMITTEE

Audit and Risk Management Committee meeting - 7 February 2020 at 8.00am.







11 DECLARATION OF CLOSURE OF MEETING

There being no further business, the presiding member declared the meeting closed at 8.26am.

.....
CHAIRPERSON

13 REPORTS OF THE CEO**13.1 LIVEABILITY****13.1.1 LOT 102 (256) STIRLING HIGHWAY, CLAREMONT - PROPOSED 8-STOREY MIXED-USE DEVELOPMENT****File Number:** 01PEA/19/3660, D-19-31513

Attachments:

1. Location and Submission Plan [↓](#) 
2. Photograph [↓](#) 
3. Applicant's Documentation [↓](#) 
4. Main Roads WA Comments [↓](#) 
5. Table of Submissions [↓](#) 
6. Applicant's Response to Submissions [↓](#) 
7. Plans - Confidential
8. Submissions - Confidential

Author: Josh Wilson, Urban Planner
 Lisa Previti, Manager Planning and Building
 David Vinicombe, Director Planning and Development

Authoriser: Liz Ledger, Chief Executive Officer**Proposed Meeting Date:** 17 December 2019**Date Prepared:** 11 December 2019**DA No.:** DA2019.00078**60/90 Days Due Date:** 3 October 2019**Property Owner:** Zena Nominees Pty Ltd**Applicant:** Element, Optimus Prime Equity**Lot No.:** 102**Area of Lot:** 2,038m²**Zoning:** Highway, unzoned, MRS Primary Regional Road Reserve

Enabling Legislation: *Planning and Development Act 2005 (PD Act)*
Planning and Development Act (Development Assessment Panels) Regulations 2011 (DAP Regs)
Planning and Development Act (Local Planning Schemes) Regulations 2015 (LPS Regs)
 Local Planning Scheme No. 3 (LPS3)
 State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments (RDC Vol. 2 Apartments)
 Stirling Highway Local Development Plan (SHLDP)

SUMMARY

- Application for Development Approval received for the demolition of an existing two storey commercial building and construction of a new eight storey mixed-use building at 256 (Lot 102) Stirling Highway, Claremont.
- The development requires approval by a Development Assessment Panel due to the cost (\$18 million).

- The development has been assessed against the new State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments (RDC Vol. 2 Apartments) which replaces the Residential Design Codes for Multiple Dwelling developments.
- The proposal has also been assessed against the Town's Stirling Highway Local Development Plan (SHLDP) which provides the local planning framework for development along Stirling Highway until such time as a formal Scheme Amendment and a Local Planning Policy can be finalised.
- The SHLDP recommends a residential density code of R100 for the subject site which has a height limit of four storeys and a maximum plot ratio of 1.3 under Table 2.1 of the RDC Vol.2 Apartments.
- 33 Neighbours were consulted and 22 submissions were received. Submissions raised a number of comments and/or concerns which include overshadowing, overlooking and traffic impacts.
- The application has been referred to the Heritage Council of WA and Main Roads WA (MRWA). Initial objections from the Heritage Council have been resolved by the applicant however MRWA has recommended refusal due to Highway access and noise amenity considerations.
- Application is recommended for refusal due to height, plot ratio, overshadowing, Highway access and the issues raised by MRWA.

PURPOSE

For Council to:

- Consider the officer recommendation; and
- Be informed that the application has been referred to the Joint Development Assessment Panel (JDAP) for its determination in accordance with the *Planning and Development (Development Assessment Panel) Regulations 2011* (DAP Regs).

BACKGROUND

The following table outlines key dates regarding this proposal:

Date	Item/Outcome
11 July 2019	Application for Development Approval received by Council.
19 July 2019	Referred to Main Roads WA and Heritage Council.
24 July 2019	Application undergoes internal DCU assessment.
31 July 2019	Advertising commenced.
7 August 2019	Additional information and changes requested from applicant.
14 August 2019	Advertising closed.
13 September 2019	Heritage Council reconsideration.
24 September 2019	Application deferred.
21 November 2019	Revised plans received.
29 November 2019	Final Heritage Council reconsideration.
4 December 2019	Additional information received.
11 December 2019	Main Roads WA response received.
13 December 2019	Report finalised for Council.

Stirling Highway Local Development Plan

The Stirling Highway Local Development Plan (SHLDP) was adopted by Council in July 2016. It presents the local planning framework for assessment of development along Stirling Highway at this point.

The SHLDP has been followed up with two Scheme Amendments (Nos. 136 and 137) covering the western and Town Centre sections of the Highway. The eastern section (Scheme Amendment No. 138) is currently being prepared along with Design Guidelines (draft included as Appendix 2 of the SHLDP) and proposed to be adopted as a Local Planning Policy (LPP) to strengthen development controls along the Highway for the significant redevelopment expected. Until these controls are in

place, the SHLDP serves as guiding strategic direction for the development of new apartments along the Highway. Development is still restricted by the existing Local Planning Scheme No. 3 (LPS3) provisions for the 'Highway' zone, with the provisions of the SHLDP applicable to the unzoned land created by the gazettal of the reduced Stirling Highway Metropolitan Region Scheme Primary Regional Road Reservation amendment.

The eastern section (between Leura Avenue and Loch Street) and containing this site is recommended for R100 mixed-use redevelopment up to 6 storeys in height and is expected to account for the majority of the redevelopment along the Highway, noting that 'Designated Landmark Sites' (of which this site is not) provides for an additional 2 storeys.

It is noted that in preparing Scheme Amendment No. 138 documentation for the western section of the Highway, the Town's progression of the Amendment has been delayed as a result of reconciling the proposals with the new State Planning Policy 7.3 Residential Design Codes (RDC) Volume 2 – Apartments (RDC Vol. 2 Apartments) requirements. While the SHLDP recommends R100 it is possible that when finalising the Amendment documents, and taking into account the new RDC requirements, that Council (or the Minister in approving the Amendment) may consider an R-AC3 coding as more appropriate (see further comments on this matter below).

Residential Design Codes

The new RDC Vol. 2 Apartments requirements were gazetted on 24 May 2019 and supersede Part 6 of the RDC. This proposal has been assessed against the requirements of the new RDC Vol. 2 Apartments.

The RDC Vol. 2 Apartments provides improved guidance for the development of apartment buildings and focuses on design outcomes that are responsive and appropriate to the context and character of the site and locality. This is a performance based assessment approach and applicants are required to demonstrate that the design achieves the overall objectives of the RDC Vol. 2 Apartments in addition to the applicable Element Objectives (EO) and Acceptable Outcomes (AO) of each Design Element. It is important to note there are no longer deemed-to-comply provisions applicable to apartment assessment, as the proposal must first achieve the EO with the AO being a possible pathway to achieving the EO. If the AO is achieved, a proposal which does not achieve the EO should not be supported.

As a performance design based document, the RDC Vol. 2 Apartments promotes an initial design review and approval process which takes a development proposal through a number of stages commencing with concept design analysis, progressing through a design phase where applicants respond to feedback and analysis before lodgement of the Development Application to ensure that the proposals appropriately address the local planning framework and applicable design requirements.

It is noted that the basic design of this development was initially presented to the Town in an advanced form prior to the adoption of the RDC Vol. 2 Apartments, and accordingly was not subject to the a design review process. This is of particular concern as the applicant has essentially ignored the basic local planning framework requirements for Stirling Highway (as detailed below) and despite repeated requests from the Town to modify the proposal to reflect the requirements of the SHLDP (e.g. – 6 storey height restriction), no modifications have been made and this has therefore resulted in design outcomes which do not address the Town's strategic planning framework.

It is important to note that although the SHLDP identifies the future density coding under Amendment No. 138 as R100, which at the time of the SHLDP approval provided for an RDC height of 4 storeys and plot ratio of 1.25, the SHLDP allowed for the height to be increased to 6 storeys. Table 2.1 of the RDC Vol. 2 Apartments provides for similar R100 development requirements of 4 storeys (varied to 6 under the SHLDP) and a plot ratio of 1.3. It is noted that the SHLDP requirements for a 6 storey height limit is more consistent with the 'R-AC3' 'Streetscape Character Type' identified in Appendix 2 of the RDC Vol. 2 Apartments for 'Medium / Mid Rise Urban Centre' mixed use development along 'urban corridors', which provides for 6 storey development. It is noted however that the plot ratio for 'R-AC3' increases to 2.0. In further refinement of Amendment No. 138 proposals, the height and plot ratio under the new under RDC Vol. 2 Apartments may be considered, however at this point the

development is to be assessed under the R100 requirements (varied to increase the height from 4 storeys to 6).

Where developments propose additional development potential or flexibility such as increased plot ratio and or building height, part 2.8 of the RDC Vol. 2 Apartments indicates that community benefits should be considered as a measure to balance out the development incentives.

The community benefits may include provision of affordable housing, dwelling diversity, delivery of exceptional heritage outcomes with regard to conserving and/or enhancing a heritage listed building, retention of significant mature vegetation, provision of public facilities such as public open space, public car parking, public pedestrian access ways and linkages, cultural facilities, public toilets, change rooms, end-of-trip facilities, meeting places child care facilities etc.

While the RDC Vol. 2 Apartments indicates that the cost and value of the community benefit can be objectively measured, Local Government will need to give careful consideration to setting of an appropriate range and value for this discretion to apply and determine whether the incentive is broadly commensurate with the additional development entitlement.

It is noted that although this report will detail a number of development variances proposed by the development which will deliver the developer an improved development outcome, at no stage has the applicant presented any plausible proposals to offset the development incentives with provision of any community benefit. The only matter that has come close to this approach has been the redesign of the front and western setback to deliver an improved heritage outcome for the adjoining Congregational Church and Hall, noting this was only proposed as a measure to gain Heritage Council support in the face of the initial rejection.

PAST RESOLUTIONS

There are no past Council resolutions relevant to this application.

Statutory Considerations

Development Assessment Panel

The application is required to be assessed by a DAP. Under the *Planning and Development Act (Development Assessment Panels) Regulations 2011* (DAP Regs) all developments that exceed \$10 million are considered “Mandatory DAP Applications” and must be determined by a DAP.

Where an application is to be determined by a DAP, the local government cannot issue Development Approval. The Town is required to forward the application to the JDAP for their determination on behalf of Council together with a Responsible Authority Report (RAR). In preparing a RAR, the Town is required to undertake a full assessment of the proposal, including advertising and consultation, as per LPS3 requirements.

Requirement to Provide Alternative Recommendation

In accordance with the DAP Regs, where refusal is recommended a Local Council is generally required to provide an alternative recommendation, including possible conditions of approval. The complexity with this approach is that in some instances there may be non-compliant aspects of a proposal which cannot be satisfied by the provision of a condition which may be considered to require a significant modification to the development and hence would be considered invalid.

Metropolitan Region Scheme (Main Roads WA Referral)

The subject site is located partially within a Metropolitan Region Scheme (MRS) reserve for ‘Primary Regional Road’ (PRR). Under the MRS Instrument of Delegation (Del 2017/02), the Town has delegated authority to approve development within or adjacent to the Stirling Highway MRS reservation subject to any decision being consistent with the recommendation of Main Roads WA (MRWA).

The application has been referred to MRWA for comment. MRWA has recommended refusal on the grounds of inadequate access via Stirling Highway and inadequate acoustic modelling (see attached comments).

It is noted that if the Responsible Authority Report (RAR) recommendation is to refuse the application (on behalf of Council) and the JDAP wishes to approve the proposal, the JDAP will no longer be determining the application for Council as the application must be determined by the Western Australian Planning Commission (WAPC) as the new Responsible Authority for the purpose of the JDAP report.

Heritage Council of WA Referral

Under s.75 of the *Heritage Act 2018*, Council is required to determine the application in accordance with the recommendation of the Heritage Council of WA (Heritage Council). The Heritage Council's original recommendation was to refuse the application due to the impact the height and bulk of the building would have on the adjacent Congregational Hall and Church. The applicant subsequently revised the design to allow greater setbacks and increased visibility of the heritage buildings. The Heritage Council reconsidered the proposal on 29 November 2019 and determined to support it however at the time of writing this report, formal advice had not been received.

Accordingly, it is recommended that any approval granted be subject to compliance with any conditions required by the Heritage Council. These are not available at the time of preparation of this report, however can be included in the RAR submitted to the JDAP.

Deemed Provisions

The *Planning and Development (Local Planning Schemes) Regulations 2015* (LPS Regs) introduced deemed provisions to apply over LPS3 provisions. Although fully operational independent of the Scheme, these are now being incorporated into LPS3 under the Amendment No. 140 review of LPS3.

Deemed provision 12 of the LPS Regs provides for the Local Government to vary any site or development requirement specified in this Scheme to:

- (a) *facilitate the built heritage conservation of a place entered in the Register of Places under the Heritage of Western Australia Act 1990 or listed in the heritage list; or*
- (b) *enhance or preserve heritage values in a heritage area.*

This is significant as under LPS3 cl.44 access via Stirling Highway is not permitted and under the SHLDP, the proposed height of eight storeys is not supported except for a 'Designated Landmark Sites'. The applicant requests that the improved heritage outcomes achieved by the redesigned development be considered sufficient to allow cl.44 to be varied to allow partial access from the Highway and allow for the increase in building height.

COMMUNICATION/CONSULTATION

The application was advertised in accordance with Council Policy LG525.

33 neighbours were consulted and 22 comments were received including 15 objections and seven raising concerns. There was one submission in support of the proposal.

Submissions raised a number of concerns including plot ratio, building height, number of apartments, overshadowing, overlooking / loss of privacy, loss of views, traffic impacts in local streets, parking in surrounding streets and commercial properties, use of the rear laneway, heritage impacts discussed in detail below.

Full copies of the submissions are attached to this report and summarised in the tabled attachment. The applicant's response is attached separately.

The 22 submissions received in regards to the proposal raised concerns with or objected to the following matters:

- Plot Ratio / Building Bulk and Scale

Objections included concerns that the bulk and scale of the building is excessive and that its appearance will be detrimental to the character of the nearby residential streets as well as Stirling Highway. It is noted that the plot ratio is approximately 2.5 times that of the intended R100 density code (plot ratio 3.4 in lieu of 1.3) and this has resulted in numerous other non-

compliances with the RDC Vol. 2 Apartments requirements. These non-compliances are detailed in the Discussion section below. Based on this assessment these objections are supported.

- Number of Apartments

Objections indicated that there are too many apartments in the proposed development. While to some degree these objections are not supported as the intent of the SHLDP is to concentrate new residential development in the eastern portion of Stirling Highway sufficient to meet the State Government's infill housing targets, the significant plot ratio variance (detailed above) and height increase relative to the requirements of the SHLDP will provide for a significantly increased development yield on this site, which is not supported.

- Overshadowing

Objections to overshadowing were received from the properties immediately to the south and dwellings on Bernard Street. Some submissions were concerned with the precedent that could be set for other sites along the Highway. The overshadowing will have a significant negative impact on four dwellings that are to the immediate south of the subject site. These dwellings feature passive solar design with outdoor living areas and connected living rooms facing north which will be significantly impacted, completely overshadowed for two of these outdoor areas with shadows extending most of the way into the connected internal rooms (measured at midday on 21 June as per the RDC Vol. 2 Apartments). Objections from these property owners are supported as the overshadowing does not comply with EO3.2.2 of RDC Vol. 2 Apartments which requires the development to minimise overshadowing of habitable rooms, open space and solar collectors on neighbouring properties and will severely impact the amenity of the adjacent residents.

- Overlooking / Loss of Privacy

Objections to overlooking are concerned with the south facing apartments and the impact these will have on nearby low density residential dwellings. Overlooking complies with the RDC Vol.2 Apartments and the design of the building ensures that the majority of south facing balconies will not be able to provide for overlooking into the adjacent properties at 6 John Street as they will be screened by the existing dividing fence or by the building itself. This is demonstrated by the section drawing DA13 (below) which shows there is no direct line of sight between apartment balconies and the properties directly south of them. Based on this these objections are not supported.



Image 1: Drawing DA13 showing how privacy is maintained for dwellings at 6 John Street.

- Loss of Views

Objections were received regarding loss of views from properties as far away as Bernard Street, due primarily to the height of the development. While the building will be visible from Bernard Street the impact will not be significant as these properties are at least 60m away from the subject site and 80m away from the highest parts of the building. The impact will be more apparent to the dwellings at 6 John Street which are immediately south of the site. Here the loss of outlook (rather than views) is more significant especially as the internal and outdoor living areas all face north towards the building, however the existing commercial development does not necessarily present as an outstanding view worthy of protection. These objections are partially supported although it is noted that the RDC Vol. 2 Apartments does not afford any protection to views of this nature.

- Traffic Impacts in Local Streets

Objections are that the proposed development will increase traffic on John and Bernard Streets. Both these streets currently have very little traffic (approximately 300 and 400 cars per day respectively). The development is likely to increase traffic on these streets however the following points are noted:

- a) Main Roads WA will not permit right-hand turns to or from Stirling Highway at John Street or the proposed Highway crossover. The nearest intersection that allows a right-turn movement is Goldsworthy Road, which consequently necessitates the use of John and Bernard Streets for vehicular access from the west.
- b) The proposal includes a left-in and out crossover to Stirling Highway. If permitted, this will handle the majority of traffic generated by the site from the east due to its convenience.
- c) As discussed in the applicant's Traffic Impact Assessment, the increase in traffic will be minor when compared to the potential traffic from the existing two-storey commercial development (noting that there is no traffic being generated at present due to the building being unoccupied).

The Town has delayed the initiation of Amendment No. 138 in part due to a concern that further consultation of the SHLDP proposals east of the Town Centre may have an impact on traffic in local streets. It is noted however that the SHLDP was prepared at the time to address the WAPC residential housing growth targets set for 2050, and now more recently objectives set by the Minister for Planning to provide an urban corridor along Stirling Highway containing increased density housing. While the Town has already achieved its growth targets, the provision of higher density housing along the urban corridor is encapsulated in the RDC Vol. 2 Apartments and will not disappear from the planning horizon. This is important as the other objectives of the SHLDP were to protect the tree lined residential heritage streetscapes by focusing increased residential development onto key strategic locations, alongside Stirling Highway being one. The narrow line of single frontage lots fronting the Highway providing for this growth urban corridor needs to be considered in the context of the extensive corridor which was approved by the Minister for Planning in the City of Nedlands LPS3. Traffic increases in the Town resulting from the SHLDP need to be considered in this context.

- Parking in Surrounding Streets and Commercial Properties

Objections were received indicating that the limited onsite parking will increase pressure on nearby on-street parking. This includes residents parking their own cars where only one on-site bay is provided, resident guests and commercial customers. The site includes 19 at-grade bays which are proposed to be shared between residential visitors and the commercial premises. While 24 bays would be required to meet all needs individually, a sharing arrangement is supported in order to make better use of on-site parking and as it will allow all 19 bays to be used by visitors at times when the commercial tenancies are closed. A Parking Management Plan is recommended to ensure this is effectively implemented. The

Town's Community Safety Services advise that parking in John Street is already problematic and the issue of residents parking additional cars in nearby streets with the Claremont Oval redevelopment has been observed. The Town has been able to manage these impacts by implementing parking controls in the affected streets and advise that while timed parking already exists in John Street, other control measures such as Parking Permits can be considered should on-street parking become an issue for residents.

- Use of the Rear Laneway

Objections received indicate that increased use of the rear Right of Way (ROW) laneway is unsuitable due to its narrow width, the impact this will have on the adjacent properties, increased traffic on John Street and pedestrian safety due to a solid wall abutting the start of the laneway on John Street. It is noted that the ROW is currently available for the existing commercial development on the site (but currently unused) with 25 car bays having sole access through the ROW. The proposed development is not expected to create significantly more traffic along the ROW as the majority of vehicles are expected to use the proposed Highway crossover. Again, this will not result in a significant increase in traffic on John Street noting that the existing building is vacant and so is not contributing any traffic at present. Safety at the entrance to the ROW is of concern however, as a wall that restricts pedestrian sight lines is not part of the subject site. This wall is part of the grouped dwelling development on 6 John Street and removal of it is something that can potentially be discussed with the owners of the site (separate to this application). It is noted that the ROW in this location is presently half the normal width and providing for one-way traffic movement at any one time due to development fronting John Street to the immediate north.

- Heritage Impacts

Several of the objections raised concern that the adjacent Congregational Hall and Church buildings may be damaged by the construction works and that the proposal is unsympathetic to them. These objections are mirrored in the original response received from the Heritage Council. Subsequently, the design has been altered to increase the separation between the sites from 0.5m to 2.1-5.3m. In addition, a substantial portion of the front of the building has been removed to allow sight lines to the facades of both Heritage Listed buildings when approaching from the east. As the Heritage Council has now determined to support the proposal these objections are not supported.

DISCUSSION

Description

The application proposes demolition of an existing two-storey commercial building and construction of an eight storey development with commercial ground floor and apartments above. The proposal has the following key features:

- Maximum height of 29.35m
- 633m² of ground floor commercial space (271m² showroom, 362m² office)
- 52 apartments
- 64 basement car bays for residents
- 19 street level car bays shared between visitors and commercial uses
- Vehicle access to Stirling Highway and John Street (via rear Right of Way - ROW)

Zoning

The site has multiple zonings across it. The front 4m is reserved as 'Primary Regional Road' under the Metropolitan Region Scheme (MRS). This is to allow future widening of Stirling Highway however

MRWA advises that this is unlikely to occur in the near future. No development is proposed within this portion of the lot.

The middle of the lot is currently unzoned. This is due to the MRS 'Primary Regional Road' reserve being reduced in 2016 as part of a MRS Amendment. This land will be zoned 'Highway' under draft Scheme Amendment No. 138 which is currently being prepared. The development requirements for this unzoned land are based on the SHLDP, including the six storey height limit and a density coding of R100 (see SHLDP under the Discussion section of this report for details).

The rear of the lot is zoned 'Highway' under LPS3 with a density code of R40.

Heritage

The subject site is included on the Town's Heritage List. 256 Stirling Highway is the location of the original "Halfway Tree" which was used for mail delivery between Perth and Fremantle in the mid to late 1800s. While the tree was removed in 1935 its location has historical significance. The building incorporates a subtle reference to this in the design of the façade – the apartments on one half of the building have been designed to look like open envelopes.

The adjacent property at 262-264 Stirling Highway is listed on the State Register of Heritage Places. It comprises the Congregational Hall and Church buildings, constructed in 1896 and 1906 respectively. Initial designs for the proposed development were rejected by the Heritage Council of WA due to the bulk and scale of the proposal and the impact this would have on the appearance of the Congregational Church and Hall. The revised design has resolved these objections by increasing the side setback adjacent to the Hall from 0.2m to 1.5m and increasing the front setback from 4.1m to 7.1m to provide views of the Hall and Church when approaching from the east.

The revised plans were referred to the Town's Heritage Officer who makes the following comments:

- The revised plans allow for increased views of the State Heritage listed Church and Hall.
- There is increased setback from the Church and Hall, reducing the impact of the proposed building on these places.
- As a result, the proposed development will have an acceptable impact on the heritage values of the adjacent site.

It is noted that according to the Heritage Impact Assessment submitted by the applicant, relocation of an existing brick transformer 'box' on the subject site would increase the heritage values of the State Listed properties. As can be seen on the applicant's plans, the transformer box sits on the boundary of the two sites and is positioned forward of the Hall, restricting visibility at ground level. The applicant advises that relocation of this infrastructure is not feasible due to the cost.

If the development is approved it is recommended that a dilapidation report is to be prepared for these Heritage Buildings and a special condition imposed to provide for protect the adjacent heritage buildings during construction. Measures such as chemical injection under the adjacent development will be necessary to protect the Heritage Buildings during construction. It is noted that if the owner of the adjoining property was to object to chemical injection under their building to provide for its stabilisation, processes are available under the *Building Act 2011* to enable the developer to undertake these works.

Stirling Highway Local Development Plan

The Stirling Highway Local Development Plan (SHLDP) was adopted by Council in 2016 and is intended to guide future rezoning and redevelopment of Stirling Highway. 256 Stirling Highway is within the 'Eastern Precinct'.

The SHLDP recommends a residential density code of R100 for the subject site which has a height limit of four storeys and a maximum plot ratio of 1.3 under Table 2.1 of the RDC Vol.2 Apartments. Notwithstanding this, the SHLDP also recommends a height limit of six storeys.

Amendment No. 138 to LPS3 and an accompanying LPP are currently being reviewed to correlate with the RDC Vol. 2 Apartments, but are yet to be publically advertised.

The height allocation under the proposed SHLDP Design Guidelines (to be adopted as a Local Planning Policy) is limited by a requirement that overshadowing of residential properties to the south of sites along the Highway be compliant with the RDC requirements, requiring height to be reduced towards the rear of the site.

The proposal does not comply with the following provisions of the SHLDP:

1. Building height of eight storeys in lieu of six

Eight storey development is only proposed for 'Designated Landmark Sites' that will serve as entry statements into Claremont and the Town Centre. The subject site is not a 'Designated Landmark Site', is not proximal to the Town Centre or local government boundary and is adjacent to a heritage site which accentuates the height of the proposed development further.

It is also noted that the SHLDP height requirements aim to achieve an 'urban scale' development form along the Highway and were developed as a result of the Town's Housing Capacity Study 2013 to address the housing targets set for the Town by the WAPC for 2050. While these targets have already been met, the objectives for the development of higher density residential development along the Highway is consistent with the 'Streetscape Character Types' identified for the Stirling Highway Urban Corridor under the RDC Vol. 2 Apartments requirements and more recent Minister for Planning announcement to encourage higher density development along the Highway.

In acknowledging both of these aspects it is appropriate that the Town seeks a balance between promoting good development outcomes along the urban corridor while at the same time allowing sustainable development at a height which maintains the desired 'urban scale', which is reflected in the SHLDP height requirement of the four storey 'street wall' with inset two storey development form.

As the site is not a 'Designated Landmark Site', development exceeding the six storey height limit set for non-designated sites along the Highway presents a concern that the proposed height variance will evolve into the standard height along the urban corridor, inconsistent with both the SHLDP and RDC Vol. 2 Apartments requirements for six storey Mid / Medium Rise Urban Centre development along the corridor.



Image 2: overshadowing of adjacent dwellings' outdoor living areas

Variations to the provisions of LPS3 can be considered through deemed provision 12 of the LPS Regs, however again the building height variation is not supported on the grounds that the additional height has a substantial negative impact on four adjacent residential properties to the south through overshadowing. Measured as per the RDC Vol. 2 Apartments EO, the overshadowing completely covers the outdoor living areas of two of the properties (see Image

2 above), substantially covers the third and partially covers the fourth. The overshadowing extends into the living areas of the two worst affected dwellings and removes all benefit of their northern orientation during the winter months. This is discussed further under the RDC Vol. 2 Apartments section below.

2. Eastern half of building has a 'street wall' of seven storeys in lieu of four

The 'street wall' requirement is intended to reduce the perceived scale of buildings by setting upper floors back from the street and ensuring they respond to a pedestrian scale.

The alternative presented for a 'street wall' up to 7 storeys does not comply with the above, however partially presents an appropriate response to the stated objectives. The proposed building has a well designed ground floor area with a high proportion of windows and views into the site along with a full length canopy to provide shelter and visual interest for pedestrians. The overall height and bulk is reduced by the use of varied setbacks across the site (0m-3.4m, average 2.0m), angled balconies, a unique roof form and by splitting the building into two separate (but integrated) vertical elements. Development of the 'street wall' up to 6 storeys can be supported therefore on the basis of the above considerations.

3. Overall residential plot ratio of 3.4 in lieu of 2.0 maximum

The density code for the land is 100 under the SHLDP. Under the RDC Vol. 2 Apartments this has a maximum residential plot ratio of 1.3 (3,000 m² floor area). The proposed development has a plot ratio of 3.4 (7,896m²) – approximately 2.5 times the applicable plot ratio under the R100 coding.

As detailed in the RDC assessment below, this results in excessive overshadowing, a lack of ground-level vegetation and deep soil areas and restricted outlook, views and natural light for seven of the 52 apartments (13.5%). This is not in context with the R100 designation for a High Density Residential Urban Context.

For context, it is noted that the proposed plot ratio exceeds that of the highest density code in the RDC Vol. 2 Apartments (R-AC1 – plot ratio 3.0) designed for High Density Urban Centres such as the CBD, city centres, strategic metropolitan centres and secondary centres (i.e. – Town of Claremont Town Centre). This indicates that the proposal is significantly overdeveloped, as also evidenced also by the number of non-compliances with the EO and AO requirements of the RDC Vol. 2 Apartments.

4. Apartments should not face only south or only towards Stirling Highway

This requirement is proposed to ensure apartments have good internal amenity in terms of natural light and protection from the noise of Stirling Highway. However, it conflicts with the requirement to limit building height based on overshadowing. It is impractical to design a building that complies with both these controls as it would severely restrict the development potential of the land. It is preferred to allow apartments to face north/south as north-facing apartments will benefit from improved natural lighting while south facing apartments will enjoy significant views over the adjacent low density residential properties including river views from upper levels.

5. All apartments are required to have an outlook onto an open space or street in order to improve their internal amenity

Seven of 52 apartments (13.5%) have limited or no outlook onto a street or internal garden/courtyard, however these matters have been assessed under the RDC Vol. 2 Apartments and comply with the applicable EO. Accordingly a variation to the SHLDP requirement is supported.

Local Planning Scheme No. 3

The rear portion of the site zoned 'Highway' under LPS3 is required to comply with the subject provisions. Where development does not comply with the provisions of LPS3, a variation can only be considered if provided for under the terms of the Scheme, (or possibly under provision 12 of the

LPS Regs relating to Heritage noted above). These requirements are relevant when considering development over the zoned portion of the site.

The development complies with LPS3 except for the following:

1. Commercial car parking

LPS3 car parking requirements for the development are summarised in the following table:

Use class	Parking rate	Gross Leasable Area	No. of Bays Required	Concession applied*	No. of Bays Provided
Office	1 per 30m ²	362m ²	12.1 bays	15%. Reduces total bays required to 16.1 (16) bays)	15 bays plus 4 shared with residential visitors.
Showroom	1 per 40m ²	271m ²	6.8 bays		
Total			18.9 (19) bays		

Note * Clause 31A of LPS3 provides for concessions to apply in consideration of 5% each available for the following in relation to this application - location 400m from a public car park and 100m of a high frequency bus route and provision of end-of-trip facilities.

It is noted that the residential parking requirements (other than visitor addressed a under this section) are more than compliant with the RDC Vol. 2 Apartments requirements.

Sharing of car parking bays is desirable as it will enable more visitor bays to be made available for residents in evenings and on weekends when there is likely to be higher demand.

A variation is supported to allow the sharing of residential visitor bays with the commercial bays. This will allow the 15 bays dedicated to the commercial premises to be used by residents outside of business hours. A condition requiring a Car Parking Management Plan is recommended to allow complete sharing of residential visitor and commercial bays.

2. Clause 44 – Stirling Highway Vehicular Access

Direct vehicle access to Stirling Highway is not permitted where an alternative means of access is available to another street or road. This requirement prevents access to the Highway as alternative access is available to John Street through the ROW to the rear of the site, notwithstanding that the access is limited through the existing 3m wide portion adjacent John Street. This clause is only able to be varied under provision 12 of the LPS Regs where an improved Heritage outcome can be achieved.

A variation under deemed provision 12 the LPS Regs is supported as the building has been designed to interpret the history of the site as the location of the “Halfway Tree” (see applicant’s heritage report) and as the building has been substantially altered with increased front and side setbacks adjacent to the Congregational Hall and Church to limit impact on this heritage site.

3. Clause 72 – Control of Access

Council may require that an easement be granted over land in favour of any other parcel of land for the purpose of providing access for vehicles from a street or ROW other than Stirling Highway. The intent of this requirement is to direct traffic movement away from the Highway frontage, which is prohibited in accordance with cl.44 above.

A condition is recommended requiring the land shown for the ROW widening to be subdivided and ceded to the Town free or cost or another preferable arrangements acceptable to the Town such as an easement in gross being granted on the Certificate of Title.

If the development is approved with a variation to cl.44 under deemed provision 12 of the LPS Regs in consideration of improved heritage outcomes, and provision of a rear ROW or easement in gross, it may be a desirable outcome to extend the rear access arrangement to the front of the property. This would represent an improvement to the current access arrangements promoted by cl.44 above given the restricted access width at the rear of the Congregational Church and Hall, and provide the adjoining owner to the east of the subject site capacity to develop with access from the ROW/Easement without direct access to Stirling Highway.

RDC Vol. 2 Apartments

Under the RDC Vol. 2 Apartments the development must be assessed under both the 'Acceptable Outcomes' (AO) and the relevant 'Element Objectives' (EO) requirements. Even if an AO is met, the development must also fulfil the broader EO. There is an expanded number of elements that need to be considered as an overlapping matrix and they can conflict with one another, meaning that few if any developments will achieve full compliance with all AOs, noting that EO compliance is considered mandatory. Instead, designs need to be assessed relative to their site and location so as to take advantage of positive site attributes while minimising negative attributes.

Where an EO is satisfied, the AO does not need to be met and accordingly the following assessment only deals with EO non-compliances:

2.2 Building Height

AO 2.2.1 - Developments are required to comply with the height limits specified in Table 2.1 – Primary Controls Table except where these are varied by the local planning framework.

The R100 code applicable under Table 2.1 provides for a maximum height of 4 storeys, which is varied under the SHLDP to 6 storeys. The proposed height is 8 storeys.

The EOs for Building Height which are not satisfied are EO 2.2.1 and EO 2.2.4, which state as follows:

EO 2.2.1: The height of development responds to the desired future scale and character of the street and local area, including existing buildings that are unlikely to change.

EO 2.2.4: The height of development recognises the need for daylight and solar access to adjoining and nearby residential development, communal open space and in some cases, public spaces.

The proposal does not meet EO 2.2.1 as the proposed height of 8 storeys exceeds the desired future scale of development as set out in the SHLDP by 2 storeys. These additional storeys will be prominently visible from Stirling Highway, including over the top of the adjacent Congregational Hall and Church site where redevelopment is unlikely to occur due to the heritage significance of the existing buildings.

The proposal does not meet EO 2.2.4 as the additional height has a substantial negative impact on four adjacent residential strata properties to the south through overshadowing. This overshadowing completely covers the outdoor living areas of two of the properties, substantially covers the third and partially covers the fourth at midday on 21 June (winter solstice). The overshadowing extends into the living areas of the two worst affected dwellings and removes all benefit of their northern orientation during the winter months.

Based on the above, the proposal height of 8 storeys is not supported as it is not consistent with the applicable EOs. If the height was reduced, or the rear setback increased to such an extent that the development would not impact on the solar access of properties to the south, the development may be supported with consideration to deemed provision 12 of the LPS Regs on the basis of providing for an improved heritage outcome.

2.4 Side and Rear Setbacks

AO 2.4.1 - Development complies with the side and rear setbacks set out in Table 2.1, except where modified by the local planning framework or a greater setback is required for privacy.

AO 2.4.2 - Development setback to achieve the EOs associated with Building separation, Tree canopy and deep soil areas, Visual privacy and Solar and daylight access.

Table 2.1 allows for 3m side setbacks on sites with an R100 density code and boundary walls to one boundary not exceeding 2/3 length of the boundary and with a height of two storeys. The side setback of the terraces on the first floor for Apartments 103, 104 and 110 do not provide adequate separation for apartments with an eastern aspect.

The EOs for Side and Rear Setbacks which are not satisfied are EO2.4.1 and EO2.4.3, which state as follows:

EO 2.4.3: The setback of development from side and rear boundaries enables retention of existing trees and provision of deep soil areas that reinforce the landscape character of the area, support tree canopy and assist with stormwater management.

The proposal does not meet EO 2.4.3 which is intended to provide for deep soil areas to allow planting of larger trees and reinforce the landscape character and solar and daylight access to some of the proposed apartments. It is considered the setbacks created by the building bulk results in poor outcomes for these EOs and are not supported. This therefore warrants as a reason for refusal.

2.5 Plot Ratio

AO 2.5.1 - Development complies with the plot ratio requirements set out in Table 2.1, except where modified by the local planning framework

RDC Vol. 2 Apartments Table 2.1 specifies a residential plot ratio of 1.3 (3,000m² floor area). The proposed development has a plot ratio of 3.4 (7,896m²), more than 2.5 times the allowance.

The EO for Plot Ratio which is not satisfied is EO 2.5.1, which states as follows:

EO 2.5.1: The overall bulk and scale of development is appropriate for the existing planned character of the area.

The proposal does not meet EO 2.5.1 as the overall bulk and scale of development is not consistent with the planned character of the area as provided for under the SHLDP. As noted with relevance to the SHLDP above, this results in excessive height, loss of the 'urban scale', significant overshadowing, a lack of ground level vegetation and deep soil areas. This is not in context with the R100 designation under the SHLDP or for a Medium rise urban centre on an urban corridor (Stirling Highway). The plot ratio is higher than the applicable 3 for a higher density urban centre under R-AC1 such as the Perth CBD or other city centres and secondary centres including the Town of Claremont Town Centre. This therefore warrants as a reason for refusal.

3.2 Orientation

AO 3.2.3 – Overshadowing of adjoining properties at 12.00 midday on the 21 June Winter solstice is not to exceed 25%.

The development complies with AO 3.2.3 which require no more than 25% overshadowing on neighbouring properties. However, as discussed in the guiding statements for the RDC Vol. 2 Apartments, meeting the AO does not necessarily mean a development will comply with the related EO's.

The EO for Orientation which is not satisfied is EO 3.2.2, which states as follows:

EO 3.2.2: Building form and orientation minimises overshadowing of the habitable room, open space and solar collectors of neighbouring properties during mid-winter.

The proposal does not meet EO 3.2.2 as adjacent site to the south is a small grouped dwelling development with eight semi-detached dwellings. Of these, four have rear gardens along their northern boundary which abuts the ROW and are immediately south of the subject site. On 21 June at midday (see Image 1 above) the proposed development will overshadow the entirety of two of these garden areas and cast a shadow several metres into the connected living areas. Additional overshadowing diagrams provided by the applicant show that one of these sites will receive no direct sunlight at all into its garden area at any point of the day. The other two dwellings will be similarly affected but to a lesser extent, as shown on the overshadowing diagrams.

The only way the EO can be satisfied is for the development to significantly lowered or alternative setback further from the rear property, however to apply such a condition would legally be invalid. This therefore warrants as a reason for refusal.

3.3 Tree Canopy and Deep Soil Areas

AO 3.3.4 - Deep soil areas are to be provided in accordance with Table 3.3a and are to be co-located with existing trees for retention and/or adjoining trees, or alternatively provided in a location that is conducive to tree growth and suitable for communal open space. Table 3.3a requires deep soil area equal to at least 10% of the site area (230m²) and a minimum of one large tree at least 12m high (at maturity) and three medium trees (8-12m height), or one large tree for each additional 900m² in excess of 1000m² and small trees (4-8m at maturity) to suit area.

The proposal does not include any compliant trees or deep soil zones within the subject site. Several small trees are proposed adjacent the rear ROW and up to five large street trees are proposed within the Stirling Highway Road reserve. There are no existing trees on the site. The site does include substantial raised garden beds on the balconies and the apartments and some of these are sized to accommodate small trees. The applicant has requested a reduction in requirements due to the site being in close proximity (200m walk) of Claremont Park, a significant local park with substantial mature vegetation.

The EO for Tree Canopy and Deep Soil Areas which is not satisfied is EO 3.3.2, which states as follows:

EO 3.2.2: Adequate measures are taken to improve tree canopy (long term) or to offset reduction of tree canopy from pre-development condition.

The proposal does not meet EO 3.3.2 as adequate measures have not been taken to improve the tree canopy on the site in the long term, noting that of the seven large trees proposed for the site, only two will remain on the site following road widening, and the long term retention of the trees in the Highway reservation cannot be guaranteed by MRWA.

3.4 Communal Open Space

AO 3.4.1 - Developments include communal open space in accordance with Table 3.4, which requires 6m² of communal open space per apartment up to a maximum 300m².

The proposal includes 228m² of communal space in the form of a 185m² common room with dining and kitchen facilities, an attached 35m² balcony that faces north onto Stirling Highway and a 13m² barbeque area. This represents a shortfall of 72m².

The EO for Communal Open Space which is not satisfied is EO 3.4.1, which states as follows:

EO 3.4.1: Provision of quality communal open space that enhances resident amenity and provides opportunities for landscaping, tree protection and deep soil areas.

The proposal does not meet EO 3.4.1 in the provision of quality communal space with a high level of amenity. While the proposed areas are high quality the amenity of the balcony is significantly affected by its width (varying from 1m to a maximum of 3.4m) and its proximity to Stirling Highway. In addition, as there is no landscaping or deep soil areas the proposal fails to meet this EO. This is significant as a number of apartments in the development have undersized balconies and a lack of views.

Due to the above, the development would benefit from additional uncovered communal open space in a location that is shielded from the noise of Stirling Highway. A roof deck would achieve this and would offer substantial benefit and high amenity to residents affording all residents views of the Swan River. If approved, a condition is recommended that a roof deck be provided with a floor area that achieves compliance with the 300m² total communal space requirement. The design and location of this area should be to the satisfaction of the local government to ensure it meets the Element Objectives. This is considered as a reasonable condition and achievable within the development, therefore arguably a valid condition.

4.7 Managing the Impact of Noise

AO 4.7.3 - Habitable room major openings are to be oriented away or shielded from external noise sources.

22 of the 52 apartments in the development are oriented to face Stirling Highway. Although this is a preferred outcome as it allows development on the site to be maximised and achieve the objectives of the SHLDP to concentrate infill housing along Stirling Highway and also achieve ideal northern orientation, major openings in this location have the potential to create significant amenity issues due to noise which will require shielding in order to comply with this AO.

The EO for Managing the Impact of Noise which is not satisfied is EO 4.7.1, which states as follows:

EO 4.7.1: The sitting and layout of development minimises the impact of external noise sources and provides appropriate acoustic privacy to dwellings and on-site open space.

The Acoustic report provided by the applicant contains a number of recommendations including acoustic standards for reducing noise transmitted within the building and outside. MRWA advises that they do not consider the report to satisfy the requirements of State Planning Policy 5.4 – Road and Rail Noise and accordingly has recommended the development be refused.

Notwithstanding, MRWA has also indicated that it is prepared to provide further consideration of this matter and has requested a number of conditions which may address this issue.

A condition is recommended that the Acoustic Report be modified to the satisfaction of the local government and Main Roads WA and that all recommendations be implemented.

4.10 Façade Design

AO 4.10.6 - All signage is to be integrated into the façade design and consistent with the desired streetscape character.

Signage details have not been provided by the applicant as the proposed commercial tenants are unknown at this stage and will have specific needs for signage. Accordingly it cannot be determined if the EO is satisfied at this point.

In order to ensure compliance with this requirement a Signage Strategy is recommended as a condition of approval and a copy of this document should form part of and be conditional on commercial tenants.

Officer Recommendation to JDAP

As this application is to be determined by the JDAP, Council is required to submit its recommendation and accompanying RAR to the JDAP. The officer's recommendation to the JDAP is as follows:

Recommend that the Metro West JDAP refuse the proposed eight storey mixed use development at Lot 102 (256) Stirling Highway, Claremont, for the following reasons:

1. The proposed building height of eight storeys exceeds the permitted height limit of six storeys for a site not identified as a 'Designated Landmark Site' under the Town of Claremont's Stirling Highway Local Development Plan 2016.

2. The proposed building height does not allow adequate solar access to the residential properties to the south (Residential Design Codes Volume 2 – Apartments Element Objective O2.2.4).
3. The proposed residential plot ratio of 3.4 substantially exceeds the intended plot ratio of 1.3 under the Residential Design Codes based on an intended residential density code of R100 for the entire site. This will result development with a bulk and scale that exceeds the planned character of Stirling Highway under the Town of Claremont's Stirling Highway Local Development Plan 2016 (Residential Design Codes Volume 2 Element Objective O2.5.1).
4. The proposed vehicle access does not comply with Town of Claremont Local Planning Scheme No. 3 Clause 44 Stirling Highway Vehicular Access.
5. The height and location of the development will cause significant overshadowing of properties to the south (6 John Street) relative to their open space and habitable rooms that connect to these spaces. (Residential Design Codes Volume 2 – Apartments Element Objective O3.2.2)
6. The development does not meet the requirements of Main Roads WA which require resolution of the following issues:

- a. Access

Main Roads does not support the proposed access as presented. The applicant is required to demonstrate safe entry and exit to the development. The provided swept paths do not allow or illustrate safe passage for two-way vehicles. As the access is for left in left out, it is critical this can be achieved. It is important for Road Planners and Designers to be aware of the effects that different types of intersections/driveway control may have on delays to traffic and the safety of other road users (under various traffic demand situations).

- b. Acoustic Assessment

The provided Acoustic Assessment provided is a preliminary review of the proposed development only and advises that traffic noise impact for the proposed development will need to be assessed in accordance with SPP 5. Therefore, Main Roads request the following:

- i. An acoustic assessment or noise management plan must be prepared for the development in accordance with the SPP 5.4 and its guidelines (2019) to determine the likely level of transport noise and management/mitigation required.
- ii. For major roads, onsite noise monitoring must be conducted for a minimum of three valid 24-hour weekday period as per SPP 5.4 Appendix 1 of the guidelines.
- iii. The development must be designed to achieve acceptable indoor noise levels as per the SPP 5.4 noise target.
- iv. The development must provide an outdoor living area that complies with the SPP 5.4 noise targets. Furthermore, balcony noise and usability should be addressed in the acoustic assessment.

Alternative Recommendation to JDAP

Should the JDAP approve the application the following conditions are recommended:

1. Development is to occur in accordance with the drawings submitted with the application for development approval (Development Application 2019.00078), as amended by these conditions.
2. Prior to the issue of a Building Permit, final details of the proposed materials, colours and finishes of the proposed development compliant with the requirements of Clauses 76 and 77

of the Town of Claremont Town Planning Scheme No. 3 to be submitted and approved by the Town of Claremont.

3. All facades of commercial and retail tenancies on the ground floor facing the public realm as indicated on the approved plans are to be provided with an open shop front and not to be obscured with obscure glazing/film or shelving in order to maintain street activation of the shop and commercial frontages and a high level of pedestrian interface to the satisfaction of the Town of Claremont.
4. A minimum of 19 at grade car bays are to be provided to the combine use of residential visitors and commercial tenancies on the site.
5. The dimensions of all car parking bays, aisle widths and circulation areas complying with the Australian Standard AS/NZS 2890.1/2004.
6. A Car Park Management Plan is to be submitted to and approved by the Town and implemented thereafter to ensure ongoing sharing of commercial and residential visitor bays, provide for the management of at-grade car parking and manage the use of delivery vehicles.
7. The development complying with the following requirements of Main Roads WA:
 - a. Access to Stirling Highway from Lot 102 is approved as Left in Left out only.
 - b. Design and construction of the crossover from Stirling Highway to Lot 102 must be to the satisfaction of Main Roads as per MRWA supplement to Austroads guide to Road Design Part 4 & 4A- including the provision for 12.5m vehicles to enter and exit the property whilst allowing safe passage for other vehicles.
 - c. No waste collection is permitted from Stirling Highway.
 - d. No parking other than landscaping is permitted on the land as shown required in Main Roads land requirement plan numbered: 1.7139/ 1.
 - e. All traffic must exit in forward gear.
 - f. Awnings that overhang the land required as per Main Roads land requirement plan numbered: 1.7139/1, must be detachable.
 - g. Redundant driveways shall be removed and the verge and its vegetation reinstated at the applicant's cost. The applicant is to advise Main Roads when this has been completed.
 - h. Any services, infrastructure or roadside furniture that requires relocation as a result of the applicant's works will be at the applicant's cost.
8. Prior to the occupation of any part of the proposed development the owner shall grant to the Town of Claremont an easement in gross for vehicular access purposes pursuant to Section 195 of the *Land Administration Act 1997* over the common accessways and the rear Right of Way, and waste storage areas forming part of the proposed development in accordance with the specifications and to the satisfaction of the Town of Claremont to ensure that Town of Claremont officers, employees and contractors may access the waste storage areas and common accessways for the purposes of collecting rubbish and carrying out waste management services on the land, and affording adjacent development access through the property in lieu of direct access to Stirling Highway, consistent with the underlying objective of Clause 44 of Local Planning Scheme No. 3 to the satisfaction of the Town of Claremont. The Easement shall be prepared by Council's solicitors and the owner shall be responsible to cover all associated costs.
9. Prior to the issue of a Building Permit for the proposed development Lot 102 Stirling Highway, the owner shall enter into a Deed with the Town of Claremont whereby the owner:
 - a. Indemnifies the Town of Claremont and its officers, employees and contractors in respect of any potential damage that may occur within the land to any property or person relative to the performance of waste collection services for the occupants of the subject development.

- b. Agrees to take out and maintain a policy of public liability insurance to the satisfaction of the Town of Claremont in respect of all claims arising out any loss or damage occurring on the land in the course of the waste collection services by the Town of Claremont employees, officers or contractors.
- c. Agrees to provide internal storage for all waste on site and to maintain all common accessways on the land so as to permit the Town of Claremont employees, officers or contractors to gain access to the land for the purposes of collecting rubbish and carrying out waste management services on the land.

The agreement shall be prepared by Council's solicitors to the satisfaction of the Town of Claremont. The legal agreements is to be prepared at the applicant's cost and registered as an absolute caveat on the relevant Certificates of Title to the satisfaction of the Town of Claremont.

10. A Waste Management Plan is to be submitted to and approved by the Town of Claremont prior to the issue of a Building Permit and implemented thereafter in order to comply with Element Objective O4.17.1 of the Residential Design Codes Volume 2 – Apartments.
11. Prior to the issue of a Building Permit, a Lighting Plan is to be prepared and approved to the satisfaction of the Town of Claremont. The Lighting Plan shall cover all public areas of the building including stairwells, entry points and the building perimeter, showing suitable levels and types of lighting to ensure maximum visibility and safety for pedestrians and users of the site in accordance with the Australian Standards.
12. All servicing areas and other parts of the land or building, which are likely to be untidy in appearance, are to be completely screened from public view and from view from adjoining properties. Details are to be provided with an application for a Building Permit.
13. All utilities are to comply with the Acceptable Outcomes of A4.18.1-4 of the Residential Design Codes Volume 2 – Apartments to the satisfaction of the Town of Claremont.
14. Incorporation of a wider awning in order to provide greater shelter to pedestrian is to be investigated and incorporated into the design to the satisfaction of the Town of Claremont, Heritage Council of WA and Main Roads WA.
15. Satisfaction of any requirements and conditions stipulated by the Heritage Council of WA.
16. A dilapidation report is to be prepared for the adjacent Heritage Buildings at 262-264 Stirling Highway prior to the issue of a Building Permit and building practices undertaken on site together with stabilising of the adjoining property are to be carried out in such a manner as to provide the maximum amount of protection possible for the Heritage Listed Congregational Church and Hall located to the west during construction.
17. A roof deck is to be incorporated into the design of the building with a floor area that achieves compliance with the 300m² total communal space requirement to the satisfaction of the Town of Claremont in order to comply with Element Objective O3.4.1 of the Residential Design Codes Volume 2 – Apartments.
18. Development is to be undertaken in accordance with the Acoustic Report provided by the applicant (subject to any revisions required by Main Roads WA) in order to comply with Element Objective O4.7.1 of the Residential Design Codes Volume 2 – Apartments.
19. A signage strategy is to be submitted to and approved by the Town of Claremont prior to the issue of a Building Permit in order to comply with Acceptable Outcome A4.10.6 of the Residential Design Codes Volume 2 – Apartments. A copy of the Signage Strategy is to be provided to all commercial tenants.
20. All signage is to be kept clean, intact and free of graffiti/vandalism at all times and any such graffiti or vandalism being removed within 48 hours.
21. Development is to be undertaking in accordance with the recommendations of the Arborist Report provided by the applicant to ensure protection and survival of the mature tree on the adjacent property to the west (the Congregational Church and Hall) and in order to comply

- with Element Objective O3.3.1 of the Residential Design Codes Volume 2 – Apartments. If necessary, changes are to be made to the building to ensure major roots are not damaged.
22. A Landscaping Plan is to be submitted to and approved by the Town of Claremont prior to the issue of a Building Permit and implemented thereafter in order to comply with Element Objectives O4.12.1-3 of the Residential Design Codes Volume 2 – Apartments. The Landscaping Plan is to make specific provision for one tap to enable hand watering of gardens on each balcony, the type and location of trees on the Stirling Highway verge/road widening area and the ongoing watering and maintenance of common property landscaped areas and the provision of automatic watering systems on balcony gardens.
23. The development is to achieve a NATHERS rating of at least 0.5 stars higher than the minimum requirement in order to comply with Element Objective O4.15.1 of the Residential Design Codes Volume 2 – Apartments.
24. All apartments are to be provided with separate water meters to encourage lower water use in order to comply with Element Objective O4.16.1 of the Residential Design Codes Volume 2 – Apartments
25. All stormwater is to be contained on site unless otherwise approved by the Town of Claremont in order to comply with Element Objective O4.16.2 of the Residential Design Codes Volume 2 – Apartments. Detailed stormwater drainage calculations and designs are to be submitted to and approved by the local government prior to the issue of a Building Permit.

Advice Notes:

- (i) This is not an approval to commence development. A Building Permit must be obtained from the local government's Building Services prior to the commencement of any building works.
- (ii) The applicant/owner is advised of the following health requirements from the Town's Health Services. For further information please contact the Town's Health Services on 9285 4300.
- The development and use of the land is required to comply with the *Environmental (Noise) Regulations 1997*.
 - The applicant is required to remove any hazardous materials encountered during construction/demolition at their own expense and in accordance with the Code of Practice on Safe Removal of Asbestos (NOHSC: 2002 (1988) as stipulated by the *Occupational Health and Safety Regulations 1996*, and disposed of in accordance with the *Health (Asbestos) Regulations 1992* and the *Environmental Protection (Controlled Waste) Regulations 2004*.
 - All plant and machinery (such as air-conditioners and pool pumps) are to be suitably sound proofed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* and so as not to cause an adverse impact on the amenity of any adjoining residential properties.
 - Under the *Environmental Protection (Noise) Regulations 1997* no work is to be permitted or suffered to be carried out:
 - a) Before 7.00am or after 6.00pm Monday to Saturday inclusive; or
 - b) On a Sunday or on a public holiday.
- (iii) If the applicant is aggrieved by this determination a right of review may exist under the *Planning and Development Act 2005*. An application for review must be lodged with the State Administrative Tribunal (www.sat.justice.wa.gov.au) within 28 days of the determination

FINANCIAL AND STAFF IMPLICATIONS

No impact.

POLICY AND STATUTORY IMPLICATIONS

No impact.

STRATEGIC COMMUNITY PLAN**Liveability**

We are an accessible community with well-maintained and managed assets. Our heritage is preserved for the enjoyment of the community.

- Balance the Town's historical character with complementary, well designed development.

URGENCY

A Responsible Authority Report is due to be submitted to the JDAP Secretariat by 18 December 2019.

CONCLUSION

It is recommended that Council recommend refusal for the proposed development for the reasons stated in the Officer's Recommendation below and that this recommendation along with the Responsible Authority's Report be forwarded to the JDAP for determination.

VOTING REQUIREMENTS

Simple majority decision of Council required.

OFFICER RECOMMENDATION

JDAP Recommendation

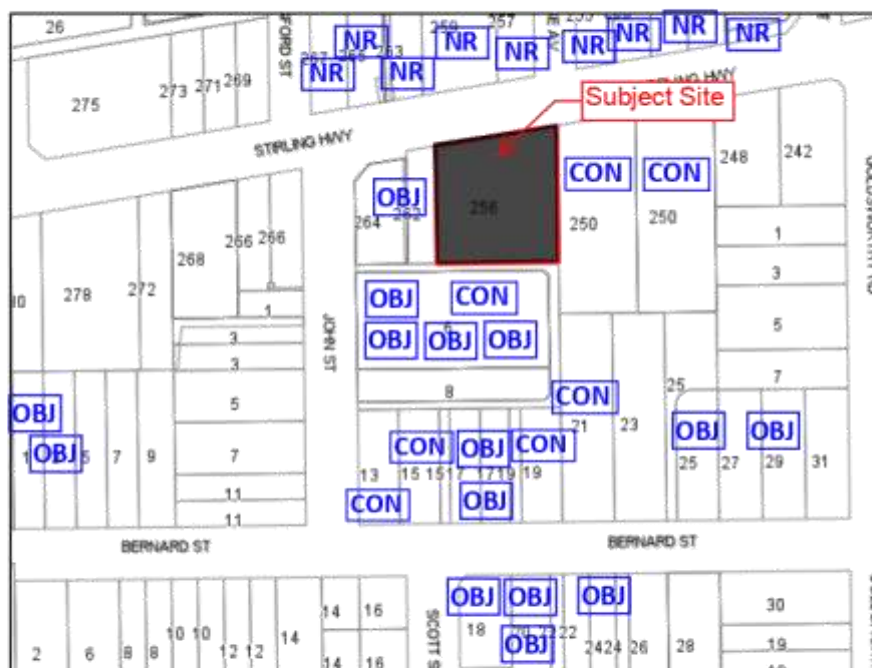
THAT Council:

1. **Support the Officer recommendation to the Metro West Joint Development Assessment Panel that Development Approval be refused for the development of an eight storey mixed use development at Lot 102 (256) Stirling Highway, Claremont.**
2. **Authorise the Director Planning and Development to forward a report on the application to the Metro West Joint Development Assessment Panel.**

Lot 102 (256) Stirling Highway, Claremont



Aerial View: Lot 102 (256) Stirling Highway, Claremont



Local Location: Lot 102 (256) Stirling Highway, Claremont

Lot 102 (256) Stirling Highway, Claremont

(Subject lot in black)

OBJ indicates a submission of OBJECTION was received

SUP indicates a submission of SUPPORT was received

NR indicates a submission was not received

CON indicates a submission of CONCERN was received

Lot 102 (256) Stirling Highway, Claremont



Street View (from east) – 256-260 Stirling Highway, Claremont



Street View (from west) – 256-260 Stirling Highway, Claremont



Our Ref: 18-135

14 November 2019

Chief Executive Officer
Town of Claremont
PO Box 54
Claremont WA 6910

Attention: David Vinicombe – Director Planning and Development

Dear David,

SUBMISSION OF AMENDED PLANS AND ADDITIONAL INFORMATION – PROPOSED DEVELOPMENT AT LOT 102 (NO. 256) STIRLING HIGHWAY, CLAREMONT

Further to recent discussions with the Town of Claremont (the Town) regarding the application for the above property, **element**, on behalf of Optimus Private Equity provides the following information for the Town's consideration:

- Amended development plans that have responded to matters raised by the Town and the community where relevant including site plan – Appendix A;
- Updated planning matrix (with plot ratio breakdown and calculations as requested) – Appendix B;
- Additional supporting images (as requested for site analysis and design response) – Appendix C;
- Overshadowing diagrams – Appendix D;
- A response to the Town's assessment of the existing proposed development against *State Planning Policy 7.3: Residential Design Codes Volume 2 – Apartments* (SPP7.3) – Appendix E;
- A response to the submissions received during the community consultation period – Appendix F;
- Further supporting traffic information in the form of a technical note including high-resolution turning templates (prepared by Transcore) – Appendix G;
- Updated landscaping drawings (prepared by Carrier and Postmus Architects) – Appendix H; and
- Acoustic report (prepared by Herring Storer Acoustics) Appendix I.

This submission has been prepared to support the formal lodgement of amended plans following preliminary feedback received during the initial assessment of the application by the Town and feedback received from Main Roads Western Australia (MRWA), the Heritage Council of WA (HCWA) and the community during the public consultation period.

Please note that the Arborculturalist report is still being finalised and will be provided in due course.

Amendments to Proposed Development Plans

The plans have been amended in several aspects to address concerns raised by the Town of Claremont in terms of compliance with Vol. 2 of the Residential Design Codes primarily to address room sizes,

Level 18, 191 St Georges Terrace, Perth Western Australia 6000. PO Box 7375 Cloisters Square, Perth Western Australia 6850
T. (08) 9289 8300 – E. hello@elementwa.com.au – elementwa.com.au
Element Advisory Pty Ltd

Chief Executive Officer
Town of Claremont

256 Stirling Highway – Additional information

cross ventilation, parking, protection of the tree at the rear of the southern neighbouring property, level of the footpath access, bicycle parking and solar access. Please see Appendix F for responses. Please advise if you require a detail schedule of the amendments made accordingly. The main issues raised previously are discussed in further detail below.

Heritage impact

The development has been amended to allow for a view corridor to the Church 'steeple' and provided with increased setbacks to the east elevation. Heritage Council of Western Australia (HCWA) is scheduled to review the revised plans and information on the 29 November 2019. Based on discussions with Department of Planning, Lands and Heritage officers, we believe that we have addressed previous concerns and should receive HCWA support.

Signage details

Please refer to Appendix A – revised plans, which show areas available for signage and how they have been incorporated into the design. Please note that as tenants purchase/lease the tenancies, a more detailed signage strategy is likely to eventuate and hence we would accept condition/advice note to require any further signage which varies from the approved plans or does not meet the requirements of the relevant signage local law to require further development approval

Traffic and Access

The traffic note from Transcore has been provided to address concerns raised by Main Roads provided in Appendix G. The note includes details the waste collection truck being able to enter the site from Stirling Highway and leave the site using the laneway safely. It also notes that a left-in-left out movement is required to support the traffic movements for the site. We support the imposition of a condition of a 'sea gull island' or a reasonable MRWA recommendation to support left-in-left out movement onto Stirling Highway.

The waste truck movements have been provided in accordance with the specifications provided from the Town.

Parking

The car parking has been allocated as per the revised plans to the residential apartments and commercial tenancies. The commercial bays have been allocated as required to each tenancy accordingly – three provided to Tenancy 1, four provided to Tenancy 2, two provided to Tenancy 3, two provided to Tenancy 4 and four provided to Tenancy 5. The residential car parking is shown in the basement level, with 4 dedicated residential visitor parking provided on the ground floor level as close to the vehicle and pedestrian entry to the residential apartments as possible whilst still being concealed from view. Please note that 4 of the commercial bays will also be made available to visitors after normal business hours. We are prepared to accept an appropriate condition in this regard to ensure that these bays are signposted on site and relevant provisions inserted into any strata plan/strata by-laws.

In relation to the number of small car parking bays provided within the basement level, this is addressed within the traffic impact assessment and will comply with AS2890.1.

Bicycle parking has been addressed through the provision of both residential and commercial parking areas which are conveniently located to ensure visibility and ease of access. The commercial bicycle parking is shown as being under cover at the rear with additional racks behind the transformer being exposed due to HCWA requirements. Secure bicycle storage has been provided for the residents accordingly, either in stores or a dedicated bike store.

Store that require access from a car parking bay can be allocated on the strata plan to the owners of the car parking bay.

Chief Executive Officer
Town of Claremont

256 Stirling Highway – Additional information

E-charging bays will need to be determined at the detailed design stage based on input from electrical consultants.

Built form

Several apartments have been altered to provide more windows, change to the windows provided, larger balconies and larger living rooms to address concerns in relation to several aspects of compliance with the R-Codes. Please see Appendix E comments for more detail.

For an eight storey development, provision of additional bin stores on upper levels or a chute will not provide a substantial level of greater convenience or amenity to residents, especially given the easy access to lift and convenient bin store location. The cost and maintenance of such a facility is not justifiable for a development of this size.

Staircases will be available for daily use but need to meet minimum BCA standards for fire prevention and access and development will meet the acceptable development criteria for energy efficiency and hence does not require the provision of additional measures in this regard.

Public Consultation

The proposed development was advertised for a period of 14 days (concluding 14 August 2019) to surrounding landowners and residents, with a total of 21 submissions being received. A summary of submissions is provided in Appendix F along with a response to each of the key matters raised.

The nature of the submissions received are more general in nature (height, bulk, overshadowing, overlooking, traffic) and the amendments to the plans will not substantially alter the likely submission content from the public and hence, we believe that re-advertising is not required. A good interim solution to ensure that the public is aware of the amendments to the plans is to notify rather than to consult residents of the revisions.

We trust that the information is sufficient to enable consideration by Council at its next available meeting and consideration by the Metro West Joint Development Assessment Panel at its earliest meeting in the new year.

Should you have any queries with regard to the above please do not hesitate to contact the undersigned or Ms Kate Bainbridge on 9289 8300.

Yours sincerely
element



David Read
Director

Encl

Appendix B - Planning Matrix

<div> <div>PLANNING MATRIX</div> <div>(rev DA) 8/11/2019</div> <div>HARTREE + ASSOCIATES ARCHITECTS</div> </div>									
Project: #256 Stirling Hwy Mixed Use									
Job No: 18A06									
Project Stage: Development Application									
FUNCTION	STOREY			STORE	Internal m2	Balcony m2	Gross m2	Plot Ratio: Unzoned	
Land size: 2308 m2								Residential: 1481.83m2 (Unzoned Plot Area) / 6754.35m2 (Unzoned Residential Area all levels) 1:4.56	
Zoning: No zone / Highway R40								Commercial: 1481.43 (Unzoned Plot Area) / 554.18m2 (Unzoned Commercial Area) 1:0.38	
Water tanks	Sub-Basement						209.96		
Parking	Basement						1848.38	Plot Ratio: Highway R40	
Lobby + Circulation	Basement				65.1		65.1	Residential: 828.66m2 (Highway R40 Plot Area) / 1141.2m2 (Total Highway R40 Residential Area all levels) 1:1.38	
Residential Lobby + Circulation	Ground				184.26	0			
Residential Amenities	Ground				75.12	0			
COMMERCIAL		WC m2							
Tenancy 1	Ground	6.05			157.84	0			
Tenancy 2	Ground	5.95			148.72	0			
Tenancy 3	Ground	5.1			113.36	0			
Tenancy 4	Ground	8.31			71.65	0			
Tenancy 5	Ground	4.9			141.45	0			
Total Gross		30.31						Commercial: 828.66 (Highway R40 Plot Area) / 245.33m2 (Highway R40 Commercial Area) 1:0.30	
TOTAL TENANCIES (6 units)					833.12	0	2283	Silver Standard Achieved	Target Room Dimensions
RESIDENTIAL		1 BED	2 BED	3 BED	SPH/PH	Parking	STORE	Internal m2	Balcony m2
Lobby + Circulation	L1							148.92	0
Communal facilities	L1							180.61	36.74
Apartment 101	L1		1			1	4	95.47	24.09
Apartment 102	L1		1			1	4	83.54	67.41
Apartment 103	L1	1				1	4	72.6	54.75
Apartment 104	L1		1			1	4	97.66	40.33
Apartment 105	L1			1		2	5	130.14	69.35
Apartment 106	L1			1		2	5	126.95	30.47
Apartment 107	L1			1		2	5	126.95	30.47
Apartment 108	L1			1		2	5	126.9	30.47
Apartment 109	L1			1		2	5	126.95	36.09
Apartment 110	L1		1			1	4	93.95	22.52
Net Total (Apartments L1)								1081.11	385.95
Total Gross									1885.96
Lobby + Circulation	L2							102.7	0
Apartment 201	L2		1			1	4	94.83	25.17
Apartment 202	L2			1		1	5	114.89	28.38
Apartment 203	L2			1		1	5	111.79	54.41
Apartment 204	L2		1			1	4	87.57	54.47
Apartment 205	L2		1			1	4	111.21	79.5
Apartment 206	L2		1			1	4	105.79	54.56
Apartment 207	L2	1				1	4	83.88	30.31
Apartment 208	L2	1				1	4	95.06	30.42
Net Total (Apartments L2)								749.02	311.4
Total Gross									1526.96
Lobby + Circulation	L3							99.81	0
Apartment 301	L3		1			1	4	94.83	25.95
Apartment 302	L3			1		1	6.5	114.85	28.08
Apartment 303	L3			1		1	5	91.15	12.74
Apartment 304	L3		1			1	4	80.85	30.97
Apartment 305	L3		1			1	5	111.67	14.85
Apartment 306	L3			1		2	5	111.36	30.64
Apartment 307	L3	1				1	4	80.32	30.33
Apartment 308	L3	1				1	3	51.71	30
Net Total (Apartments L3)								716.84	121.46
Total Gross									980.43
Lobby + Circulation	L4							102.73	0
Apartment 401	L4		1			1	4	95.3	23.95
Apartment 402	L4			1		1	6.5	114.85	28.08
Apartment 403	L4			1		1	5	91.15	12.77
Apartment 404	L4		1			1	4	80.85	30.85
Apartment 405	L4		1			2	4	111.67	14.85
Apartment 406	L4			1		1	5	106.09	30.63
Apartment 407	L4	1				1	4	83.87	30.31
Apartment 408	L4	1				1	3	55.06	30.42
Net Total (Apartments L4)								718.78	121.94
Total Gross									982.8
Lobby + Circulation	L5							99.55	0
Apartment 501	L5		1			1	4	95.3	23.95
Apartment 502	L5			1		1	6.5	114.85	28.08
Apartment 503	L5			1		2	5	91.14	12.74
Apartment 504	L5		1			1	4	80.85	30.26
Apartment 505	L5		1			1	5	111.66	14.85
Apartment 506	L5			1		1	5	95.6	30.64
Apartment 507	L5	1				1	4	80.32	30.33
Apartment 508	L5	1				1	3	51.71	30
Net Total (Apartments L5)								701.43	120.75
Total Gross									980.34
Lobby + Circulation	L6							97.45	0
Apartment 601	L6		1			1	4	96.58	26.17
Apartment 602	L6			1		1	4	80.4	36.14
Apartment 603	L6	1				1	4	57.73	35.37
Apartment 604	L6	1				1	4	57.22	25.38
Apartment 605	L6		1			1	4	57.22	25.4
Apartment 606	L6			1		1	4	95.14	34.43
Apartment 607	L6	1				1	4	86.46	30.31
Apartment 608	L6	1				1	5	55.06	30.42
Net Total (Apartments L6)								557.81	174.62
Total Gross									946
Lobby + Circulation	L7							97.29	0
Apartment 701	L7					1	2	10.2	209.24
Apartment 702	L7					1	2	6.5	147.02
Net Total (Apartments L7)								356.26	199.61
Total Gross									840.79
TOTAL APARTMENTS (52 units)								4877.25	1435.75
TOTAL APTS + FACILITIES								9967.77	2671.85
TOTAL GROSS									12079.08
ACTUAL SPLIT									
		27%	38%	31%	4%				
NO. OF CAR PARKING									
	Bays	Tandem	Small Car Bays						
Basement	64	9	8						
Ground	19	0	0						
TOTAL	83	9	8						
Allocation:									
T1: Showroom T2/T3/T4/T5:	CV	T1	T2	T3	T4	T5	Residential		
Office RV: Shared Res Visitors	A	3	5	2	2	4	64		
CV: Str Tenancy Visitors	RV								
	A								
APARTMENTS WITH 2 BAYS									
		12							
BAYS PER APARTMENT									
		1.23							
NO. OF MOTORCYCLE PARKING									
Basement		7							
NO. OF BICYCLE PARKING									
	Public	Tenant	Residential						
	8	7	22						
EXTENSION LANDSCAPE m2									
		NO. OF STORES							
Basement	0	51F	5						
Ground Floor	30.73	GF	0						
Level 1	68.84	Level 1	51						
Level 2		Level 2	0						
Level 3	12.49	Level 3	0						
Level 4	14.94	Level 4	0						
Level 5	12.112	Level 5	0						
Level 6	17.6	Level 6	-						
Level 7	54.2	Level 7	-						
Total	291.332	Total	52						
DEEP SOIL m2									
Basement	80.1								
Total	80.1								

Appendix C - Renders and Images











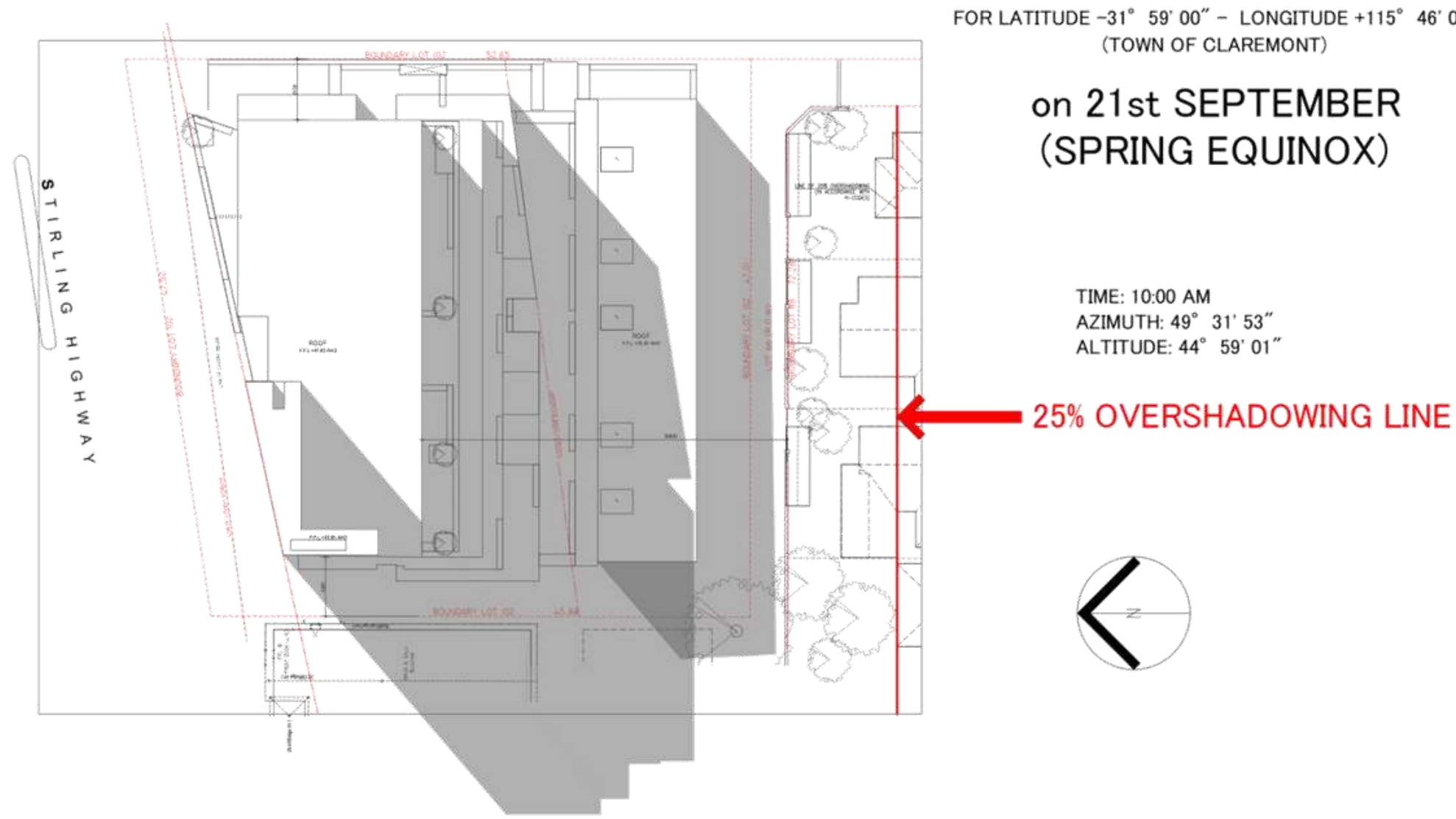




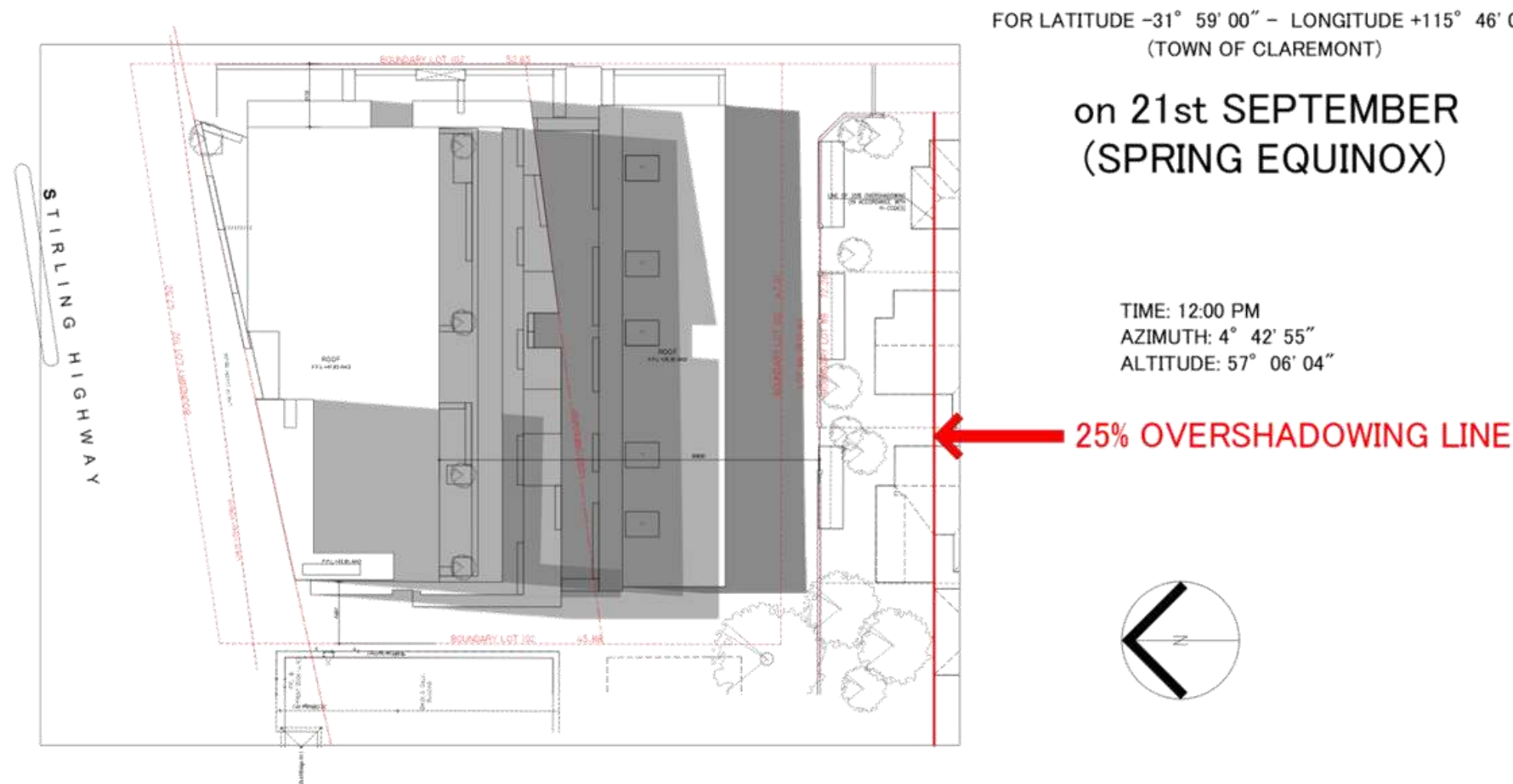


Appendix D - Shadow Diagrams

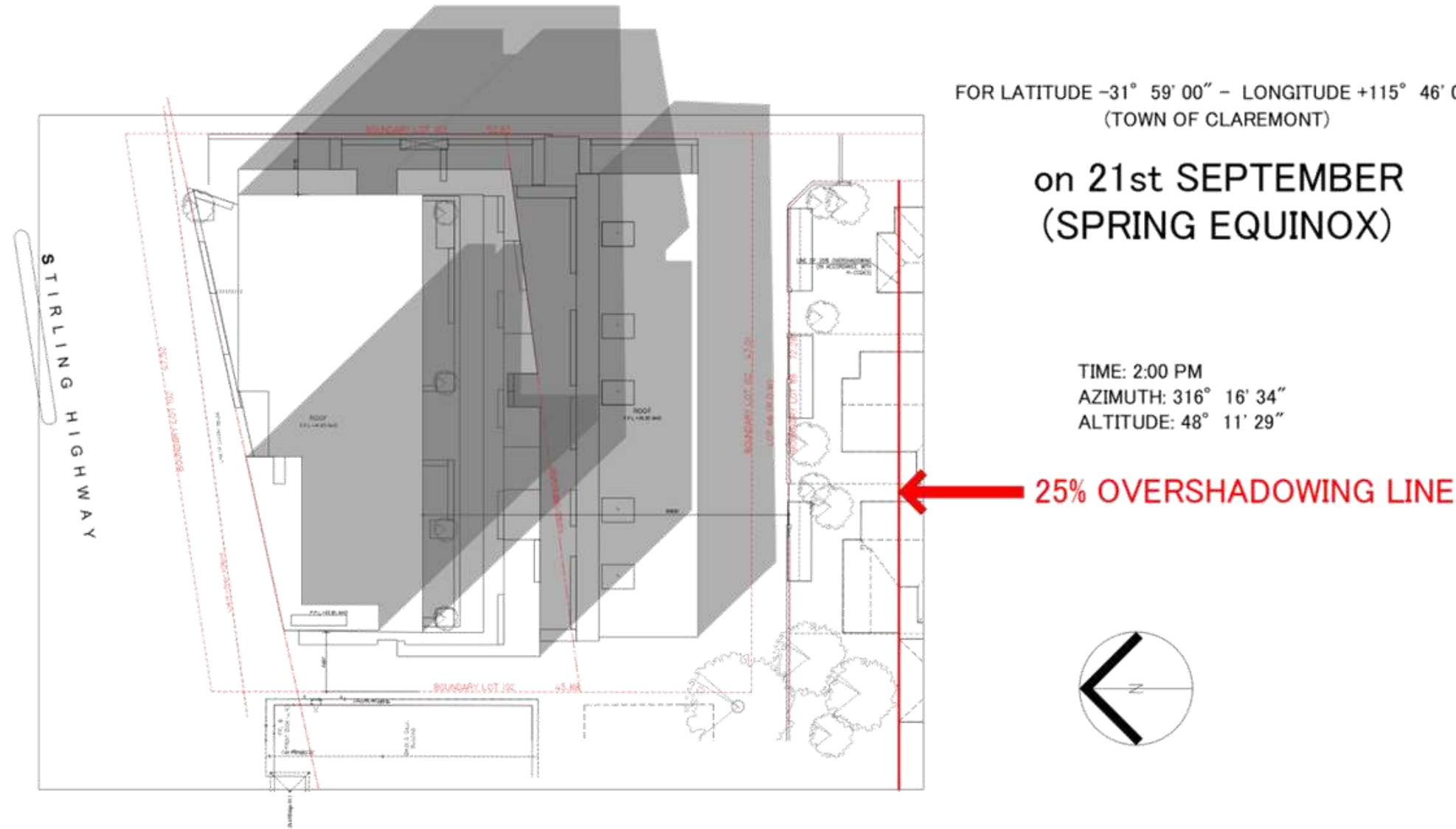
OVERSHADOWING DIAGRAMS
256 STIRLING HIGHWAY



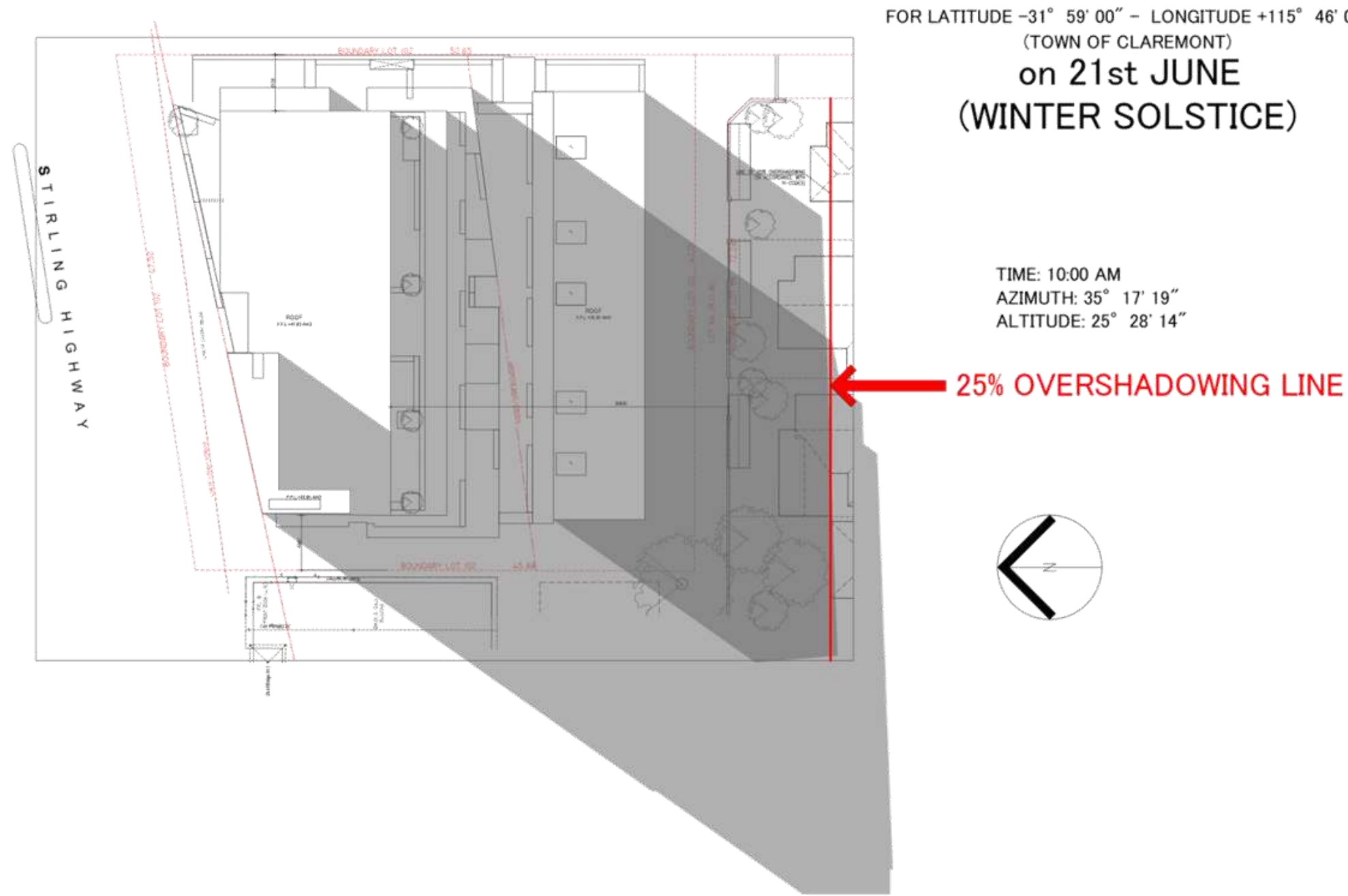
OVERSHADOWING DIAGRAMS
256 STIRLING HIGHWAY



OVERSHADOWING DIAGRAMS
256 STIRLING HIGHWAY



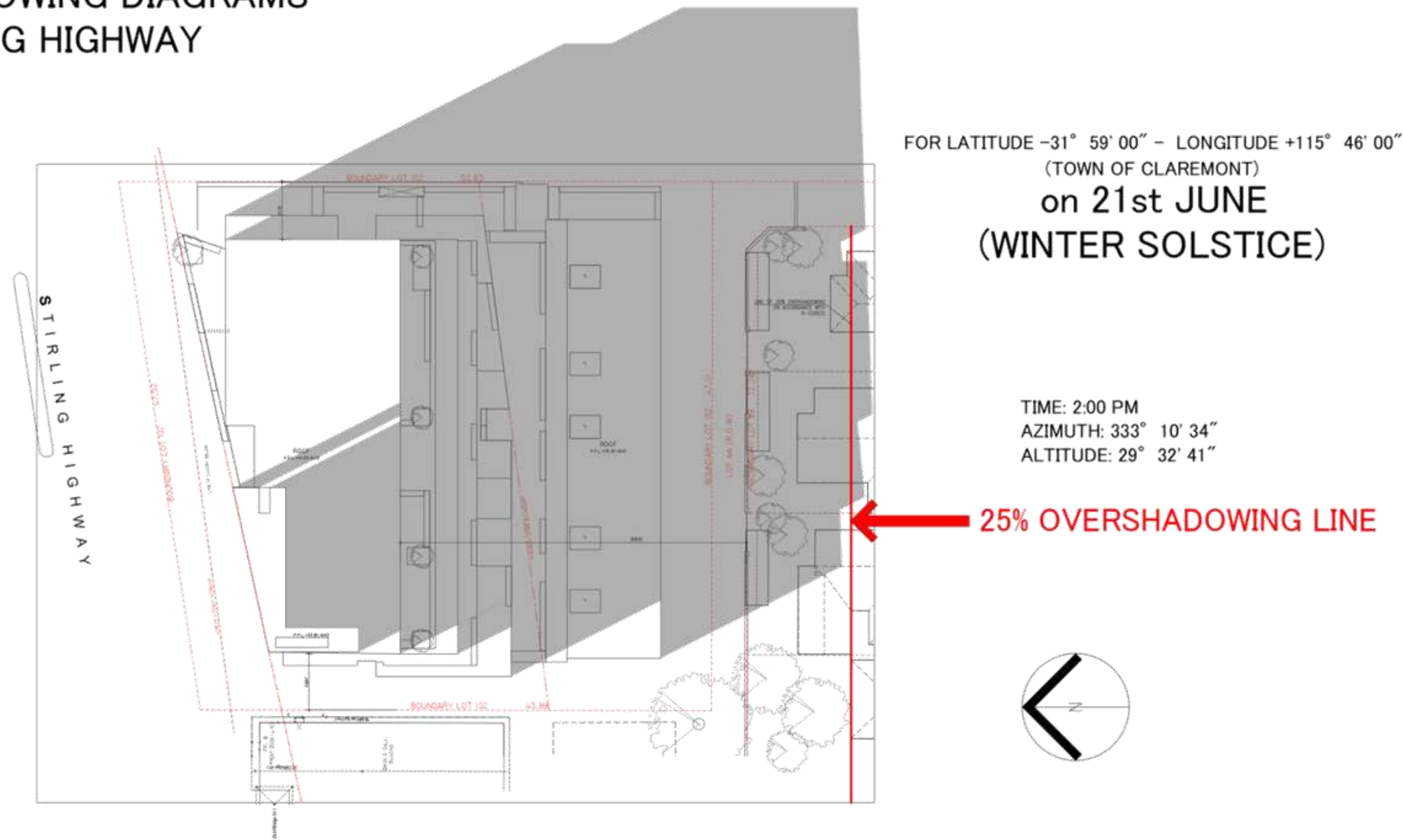
OVERSHADOWING DIAGRAMS
256 STIRLING HIGHWAY



OVERSHADOWING DIAGRAMS
256 STIRLING HIGHWAY



OVERSHADOWING DIAGRAMS
256 STIRLING HIGHWAY



Appendix E - Responses to Vol. 2 Assessment

Appendix E – Responses to Vol. 2 Assessment

Provision of R-Codes	Response
2.2 – Building height	<p>The portion of the site where the height does not meet the height requirements is limited only to the “no-zone” portions of the site guided by the LDP.</p> <p>The remainder of the site which is zoned ‘Highway’ has a height of 3 storeys and is well under the 12-metre height cap.</p> <p>In the ‘no-zone’ portion 8 storeys is proposed in lieu of the permitted 6 storeys, which we believe is justified based on:</p> <ul style="list-style-type: none"> • Overshadowing is more than compliant with the 25% permitted by the R-Codes as advocated by the LDP. • The building bulk steps away from the rear and probably to a much greater extent than the LDP given the ‘Highway’ zone height limit; • The visual privacy requirements are met and given the design the setback significantly increases as the height increases; • The subject site is also adjacent to a heritage site and incorporates the Halfway Tree into the design in which allows for variations pursuant to the Regulations and where the development is supported by HCWA; • The building bulk and height will be consistent with the future context of the locality given the recent zoning changes in the City of Nedlands along Stirling Highway (where unlimited height is permitted).; and • When considering the additional height against the objectives, the additional two storeys will provide an additional 10 dwellings which will facilitate an increase in the type and number of quality local dwellings consistent with the relevant infill targets, without undue detriment to the character of the existing residential areas. <p>The development also complies with the objective to improve the visual streetscape appeal and residential amenity of the land adjoining Stirling Highway without impacting negatively on the important function of Stirling Highway as an arterial road.</p>
2.3 – Street setbacks	The commercial and pavement levels have been modified to reflect the existing ground levels accordingly.
2.4 – Side and rear setbacks	Please note that the plans have been updated to ensure that the tree on the western neighbouring property can be retained. An arborist report will also be provided in due course.
2.5 – Plot Ratio	<p>Please see attached revised plot ratio in the planning matrix revised as requested. The plot ratio in the Highway zone portion is compliant with the Scheme.</p> <p>With a height requirement of 6 storeys specified, there is a disconnect to the permitted plot ratio typically found for properties with this height limit. The plot ratio proposed is within the context of this six-storey height limit as the subject development has larger setbacks provided to the rear of the site to reduce the impact of overshadowing on neighbouring properties accordingly.</p>

2.6 – Building depth	<p>Apartments no. 103 and 104 face east and hence will receive morning sunlight with no balcony cover provided above to ensure this. Apartment 110 faces west and will receive afternoon sunlight with no balcony cover provided above to ensure this.</p> <p>In terms of ventilation the apartments facing east, west and south will receive excellent access to morning easterlies and the afternoon prevailing cool breeze.</p> <p>Apartment 201, 204, 301, 304, 401, 404, 501, 504 and 601 have been provided with narrower study sections which are 1.3m or 1.6m in width and can comfortably accommodate a desk and chair. The windows provided to these bedrooms are clear glazed with full height to maximise access to sunlight and will be provided with more sunlight than that provided by obscured or hi-light windows to compensate for the slight 'snorkel' effect of the window location.</p> <p>Apartments 305, 405, 505 have a study walk-through area only and is not capable of use as a separate bedroom.</p> <p>The south-facing single aspect apartments where possible have the balconies angled/staggered to provide more opportunities for cross ventilation and sunlight penetration. The living rooms depths are less than 9m when excluding the kitchen bench for all but 5 apartments with additional length only marginal in nature (0.5m or less). Amended plans have been provided accordingly to increase the width of a number of single aspect apartments to have the required minimum width for living areas accordingly.</p> <p>Please see the diagrams provided as requested to demonstrate the outlook and light received into the apartments.</p>
2.7 – Building Separation	<p>The wall/window line of Apartments 103, 104 and 110 are separated to the lot boundary to provide adequate access to sunlight and ventilation as the balcony areas are uncovered from the level above.</p> <p>Apartment 207 has northern outlook to Stirling Highway. Outlook is not limited to direct views with access to view the sky also an important consideration of which apartments 103, 104, 110, 203, 204, 205, 206 and 207 all will have access to from within the apartment and also on the balconies.</p> <p>The landscape buffer between the balconies and upper floors on level 2 will provide screen to ameliorate the reduced distance between these apartments.</p>
3.1 – Site analysis and design response	<p>Please see attached renders and site plans as requested.</p> <p>Arborist report will be provided to demonstrate that an adequate tree protection zone will be provided.</p>
3.2 – Orientation	<p>Please see attached overshadowing plans as requested.</p> <p>Ground floor levels have been modified to ensure that the proposed levels reflect existing levels.</p>

	<p>The apartments are provided on a slight angle and some balconies protrude out to provide more opportunities for light penetration and ventilation into these apartment/balcony areas. The apartments with south aspect have shallower apartment depth to maximise opportunities for ventilation and outlooks.</p> <p>Please see building height comments above. The overshadowing of residential properties is more than compliant with the R-Codes. The bulk of the building has been setback substantially from the south to reduce overshadowing and bulk accordingly with a lower height than permitted provided within the Highway zone on the subject property. Further to this, the orientation provisions require the consent of the WAPC to be varied. The sites to the south are proposed to be overshadowed less than 25% at 12pm on June 21st and therefore meet the acceptable outcome criteria.</p>
3.3 Tree canopy and deep soil areas	<p>A slight amendment to the adjacent staircase has been provided to accommodate the retention of the protected tree at no. 262-264 Stirling Highway. An arborist report will be provided to support the impact on the tree from the development not impacting the viability of the tree in question.</p> <p>The subject site will have 230.6m² (80.2m² within the site and 150.4m² within the highway reservation) of deep soil area which equates to 10% of the subject site which will comply with the acceptable outcome criteria. It should be noted that the landscaping solution proposed for the site will represent a substantial improvement to the existing site. The landscaping provided within the property and adjacent to Stirling Highway will substantially improve the appearance of the development and the property whilst also providing 231m² of additional landscaping area in total to the site (inclusive of the balconies and excluding the reservation area) which majority of which is scattered throughout the development to maximise the benefit.</p> <p>There are 6 medium sized trees proposed along the Stirling Highway frontage which will provide some green relief to the street in terms of shade and cooling that currently sit within the property. The revised plans have also shown four trees to the rear of the development adjacent to the laneway, in addition to the deep soil zone to protect the neighbouring tree.</p> <p>The planting provided will represent an improvement to the streetscape and laneway amenity for the locality. More information in relation to the tree location suitability in Stirling Highway road reservation should be detailed in Main Roads comments on the proposal.</p>
3.4 – Communal open space	<p>Although there is a shortfall of communal open space provided on the property, there are other community open spaces provided within immediate walking distance to the west of the property to provide residents ample access to open spaces suited to children and other forms of recreation.</p> <p>Further to this, the communal space has been provided as semi-enclosed to provide protection from the noise from Stirling Highway. There is break-out space to the communal space is</p>

	<p>to a balcony which can be well utilised at certain times of the day/year noise and weather permitting.</p> <p>The balconies provided to each unit meet the required criteria to support most activities required of these spaces such as accommodating a table and chairs, a BBQ and also ancillary services (if required).</p> <p>A roof deck cannot be provided due to cost and on-going maintenance costs for little use given the abundant public open space and balconies.</p>
3.5 – Visual privacy	<p>Apartments 103, 104 and 110 will receive access to sunlight as the balconies are not covered from above and therefore will maintain privacy whilst still receiving adequate access to sunlight.</p> <p>Please see above comments in relation to these areas' access to light and outlook and also see images as requested.</p>
3.6 – Public domain interface	Can condition services to not impact on amenity/appearance of the building.
3.7 – Pedestrian access and entries	No issues to address.
3.8 – Vehicle access	Waste collection is proposed to internal to the development to minimise impact on neighbours. A waste truck designed to Council specifications will enter from Stirling Highway and exist via the ROW to John Street.
3.9 – Car and bicycle parking	<p>The 7 tenant bicycle bays are provided adjacent to the rear laneway – these bays have been provided undercover and are located close to the entry to the office tenancies.</p> <p>The 8 visitor bays are located behind the transformer for the building – appropriate signage shall be provided to direct visitors to secure their bicycles in this location. These bays are not undercover as they are intended to be utilised for short durations only.</p> <p>Additional bicycle parking provided as per recommended.</p> <p>Recommend condition to allocate the 701 store and parking to unit 701 to prevent access conflict with the motorcycle bay. All stores that require access via the a car bay should also be allocated accordingly.</p> <p>All car parking bays have been allocated to either residential or the commercial tenancies on the revised plans with 64 residential and 19 commercial car parking bays provided.</p> <p>Please see the traffic impact assessment in terms of commentary around the number of small car parking bays.</p>
4.1 – Solar and daylight access	<p>Apartments have been amended to increase the balcony areas to ensure more than 70% will receive 2 or more hours of sunlight and less than 15% of dwellings will receive no direct sunlight – between 9am and 3pm on 21 June. Additional windows have also been provided to the eastern and western elevations accordingly to maximise access to eastern and western sunlight.</p> <p>See comments above in relation to the 'snorkels'.</p>
4.2 – Natural ventilation	Please see updated plans showing the natural cross ventilation in line with the prevailing cool wind directions and additional window to the eastern and western elevations being provided to assist in increasing the number of apartments with natural ventilation. Also, high-low windows are proposed for a number

	of single aspect apartments which have access to the prevailing cool breeze to provide better ventilation.
4.3 – Size and Layout of dwellings	<p>Please see amended plans showing increase in the living room widths to apartments 106, 107, 108 and 109.</p> <p>Apartments 205, 206, 207, 208, 305, 307, 308, 407, 408, 505, 507, 508, 607 and 608 now all meet minimum living room dimension requirements.</p> <p>Apartment 306, 406 and 506 are only 200mm under-width, however these apartments all have natural cross ventilation and access to appropriate solar access.</p>
4.4 – Private open space and balconies	<p>Please see more renders and images as requested attached which demonstrate the outlook from outside of the apartments.</p> <p>Suggest condition to address clothes drying as follows: Where apartments are provided with larger than required balcony areas, sufficient screened external clothes drying areas are to be provided to the specification and satisfaction of the Town of Claremont.</p>
4.5 – Circulation and common spaces	No issues to address.
4.6 – Storage	Please note that solid walls have been provided for the storage areas rather than 'cages'.
4.7 – Managing the impact of noise	Please find attached an acoustic report which demonstrates that the development is capable of compliance with SPP5.4 and exceeding the NCC requirements.
4.8 – Dwelling mix	No comments to address.
4.9 – Universal design	A condition of development approval to ensure compliance through to the building permit design is suggested to ensure bathroom design, laundry spaces and hallways will meet these requirements.
4.10 – Façade design	The recess of the ground floor from the first floor provides a sufficient 'awning' for pedestrian movement on the ground floor. There is also feature provided on the underside to appear as an awning which is to display interpretive artwork and feature provided above the entry to the building to distinguish and guide pedestrian movements appropriately. This will also provide the necessary weather protection for the building entry to the development.
4.11 – Roof design	Can condition to ensure roof services are not visually obtrusive where viewed from the street.
4.12 – Landscape design	<p>More information required from MRWA.</p> <p>Recommend condition of development approval that a detailed landscaping plan to be prepared to the Town's satisfaction and approved by the Town of Claremont prior to commencement of development.</p>
4.14 – Mixed use	Ground levels have been adjusted accordingly and labels provided to tenancies accordingly. These tenancies will be subject to separate fit out building permits.
4.15 – Energy efficiency	To meet the acceptable outcome for energy efficiency at least one significant energy efficiency initiative within the development that exceeds minimum practice, or all dwellings to exceed minimum NATHERS requirement for apartment by 0.5 stars. The development has photovoltaic solar panels on the roof which can power the communal services and also the

	circulation spaces – this can be conditioned accordingly to ensure compliance.
4.16 – Water management and conservation	The retention of stormwater on site and the metering of individual units can be addressed through conditions of development approval
4.17 – Waste management	There is a bin storage area on the ground floor large enough to service the entire development, with access into this area from the lifts and pedestrian entry/exit of the building convenient for residents. The provision of a bin store area or chute system for an eight-storey development is onerous and unlikely to provide a substantial improvement to the already convenient arrangement. The waste truck movements have been demonstrated in the traffic impact assessment which outline the safe movement of waste collection vehicles through the development. The bin store location is required to be located on the ground floor for collection purposes.
4.18 – Utilities	Can condition that utilities are located to ensure that they do not restrict the safe movement of vehicles and pedestrians and also located so that they are integrated into the design of buildings and landscape to the satisfaction of the ToC.

Appendix G - Transcore Traffic Note



Proposed Multi-storey Mixed-use Development

256 Stirling Highway, Claremont

Revised Transport Impact Statement

PREPARED FOR:
256 Stirling Hwy Pty Ltd

November 2019

Document history and status

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Mao Zhu	r01b	R White	24/06/2019	Update Final
Mao Zhu	r01c	M Zhu	25/06/2019	Update Final
Mao Zhu	r01d	M Rasouli	03/07/2019	Update Final
M Zhu/ M Rasouli	r01e	B Bordbar	29/11/2019	Revised Final

File name: t19.041.mr.r01e

Author: Mao Zhu

Project manager: Behnam Bordbar

Client: 256 Stirling Hwy Pty Ltd

Project: 256 Stirling Highway, Claremont

Document revision: r01e

Project number: t19.041

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1.0 Introduction

This Revised Transport Impact Statement (TIS) has been prepared by Transcore on behalf of 256 Stirling Hwy Pty Ltd with regard to the proposed mixed-use development to be located at 256 Stirling Highway, Claremont, in the Town of Claremont.

Transcore prepared a TIS in July 2019 for the original development plans. The TIS was referred to Main Roads WA as part of the Development Application process. Main Roads WA provided a number of comments in their email of 9 October 2019. Transcore addressed the relevant comments from Main Roads WA in a technical note dated 11 November 2019. Main Roads WA has now requested that the original TIS should be updated to include the information contained in the technical note.

This revised TIS documents the outcome of the revised modelling and analysis in accordance with the latest development plans (DA04, November 2019). A copy of the latest development plans is provided in **Appendix A**.

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: *“A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic¹ and therefore would have a moderate overall impact on the surrounding land uses and transport networks”*. Section 5.2 of Transcore’s report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

As shown in **Figure 1**, the subject site is bound by Stirling Highway to the north, a Right of Way (R.O.W) to the immediate south and commercial developments to the immediate east and west.

The subject site currently accommodates a two-storey commercial/office building. Vehicle access to the site is available from Stirling Highway at the north side and the R.O.W at the south side of the subject site.

Pedestrians can access the subject site via the existing external path network along both sides of Stirling Highway.

Key issues that will be addressed in this report include the traffic generation and distribution of the proposed development, parking, access and egress.

¹ Between 10 and 100 vehicular trips per hour



Figure 1: Location of the subject site

2.0 Proposed Development Site Plan

As the part of development proposal, the existing building at the subject site will be replaced with a multi-storey building comprising 52 residential units and commercial tenancies (633.12m² GFA).

The proposed development will also provide 83 parking bays including 1 AROD bay, 9 tandem bays and 9 small car bays on the ground level and basement level of the car park.

It is proposed to relocate the existing full-movement crossover further west on Stirling Highway that services the subject site. As requested by Main Roads WA this crossover would be downgraded to left in/ left out crossover. The design of the proposed left in/left out crossover will be investigated further and finalised through consultation with City and Main Roads WA during the detailed design stage of the project. It is also proposed to retain the existing R.O.W access which connects to John Street approximately 40m south of Stirling Highway.

A bin storage room will be provided at the western side of the proposed building. Waste collection, delivery and other service vehicles activity will be accommodated within the site.

Refer to development plans attached in the **Appendix A** for more details.

3.0 Vehicle Access and Parking

3.1 Access

The proposed development will be served by the proposed left in/ left out crossover on Stirling Highway at the north side of the subject site and the existing R.O.W access at the southwestern corner of the subject site.

Figure 2 illustrates the proposed access and egress system.

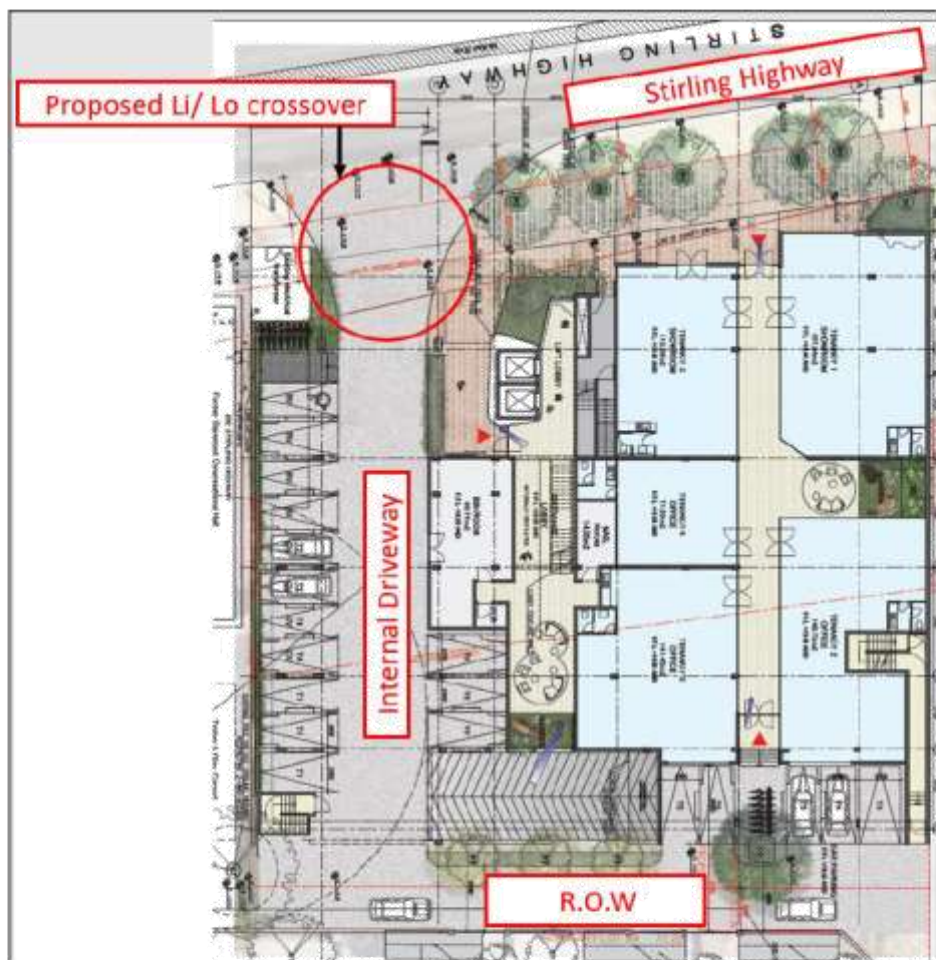


Figure 2: Proposed development access and egress system

3.2 *Parking Demand and Supply*

It is proposed to provide 83 parking bays including 1 ACROD bay for the proposed development. It is considered that the proposed parking supply is adequate to meet the needs of the proposed development.

4.0 Provision for Service Vehicles

It is proposed to provide a bin storage room at the west side of the proposed building. Waste collection, delivery and other service vehicle activities will be accommodated within the site. The development plans were updated to accommodate satisfactory access, egress and circulation for a 12.5m service truck as requested by Main Roads WA. However, it is likely that the development would be serviced by smaller trucks (i.e. 6.6m or 7.4m trucks).

Service vehicles will turn left into the site via the proposed Stirling Highway crossover. After the waste collection, they will move forward and turn right onto the existing R.O.W and then exit onto John Street in forward gear.

Turn path plans are included in **Appendix C**.

5.0 Daily Traffic Volumes and Vehicle Types

5.1 Existing Development Trip Generation

The subject site accommodates a two-storey building and the trip generation likely to be generated by the existing development has been estimated in accordance with the ITE Trip Generation Manual 10th Edition.

Accordingly, the trip rates which were used to estimate the existing traffic generation are as follows:

General Office Building (710) – 1000 Sq.Ft.GFA

- 📅 Weekday: 9.74 trips per 1000 Sq. Ft. GFA
- 📅 AM peak hour: 1.16 trips per 1000 Sq. Ft. GFA
- 📅 PM peak hour: 1.15 trips per 1000 Sq. Ft. GFA

The GFA of the existing building is approximately 1800m². Therefore, the total estimated traffic generation of existing development is in order of 189 vehicular trips per day with approximately 22 trips during AM peak hour and 22 trips during PM peak hour.

5.2 Proposed Development Trip Generation

For the purpose of this analysis, trip rates recommended in “Guide to Traffic Generating Developments Updated Traffic Surveys 04a (2013)” which are the latest survey for different land uses in Sydney area were sourced. The Guideline provides trip rates for high density residential flat dwellings for Sydney area and NSW Regional areas. Conservatively the trip rates for Regional areas were adopted for the proposed development in Perth. The same guideline was used for the trip rates of the proposed office and showroom land uses. The directional split assumptions for the proposed land use within the site are summarised in **Table 1**.

Table 2 illustrates the estimated trip generation of the development using the trip rates suggested in the above-mentioned guideline.

Table 1: Directional split assumptions

Land use	AM		PM	
	in	out	in	out
Showroom	0.5	0.5	0.5	0.5
Office	0.8	0.2	0.2	0.8
Appartments	0.2	0.8	0.8	0.2

Table 2: Trip generation of the proposed development

Land use	Quantity	Daily Rate	Weekd-AM	Weekd-PM	Cross Trade	Daily Trips	Weekd-AM	Weekd-PM	AM		PM	
			Peak	Peak			trips	trips	IN	OUT	IN	OUT
Showroom	158	0.17	0.0027	0.027	0.00	27	0	4	0	0	2	2
Office	475	0.11	0.016	0.012	0.00	52	8	6	6	2	1	5
Appartments	52	4.58	0.53	0.32	0.00	238	28	17	6	22	13	4
TOTAL TRAFFIC						317	36	27	12	24	16	11

The traffic generated by the proposed development was distributed to Stirling Highway left in/ left out crossover and John Street.

The total proposed development traffic is detailed in **Figure 3**. The development traffic distribution modelled in this report has been evaluated by considering the catchment area of the proposed development, existing traffic patterns and the identified key traffic routes.

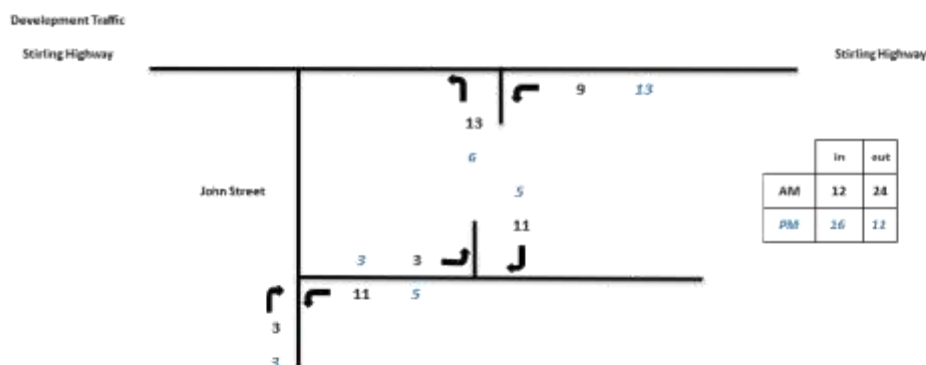


Figure 3: Total peak hour traffic generated by the proposed development – AM and PM peak hours

5.3 Traffic Flow

The existing traffic flows used as a base for traffic assessment are presented in **Figure 4**. The existing traffic counts on Stirling Highway were obtained from the SCATS data, provided by Main Roads WA, for the signalised intersection of Stirling Highway and Leura Avenue. The AM and PM peak hours were established for Monday 19 August 2019.

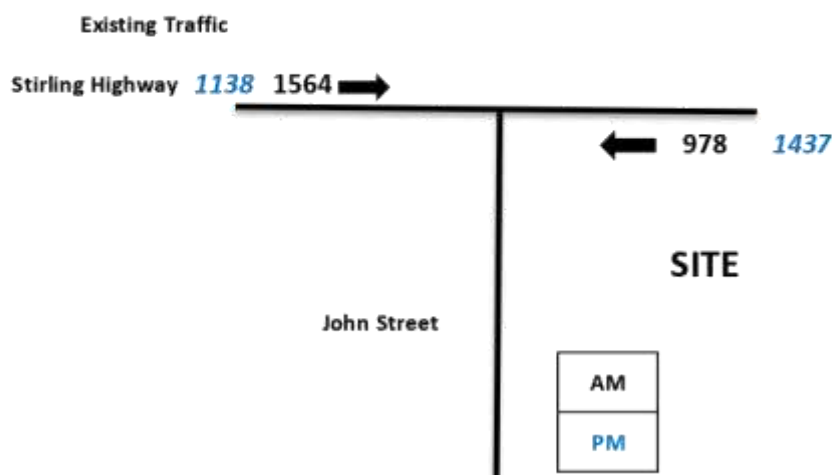


Figure 4: Existing traffic flows near the subject site – AM and PM peak hours

The combined base and development traffic volumes for post development scenario are presented in Figure 5.

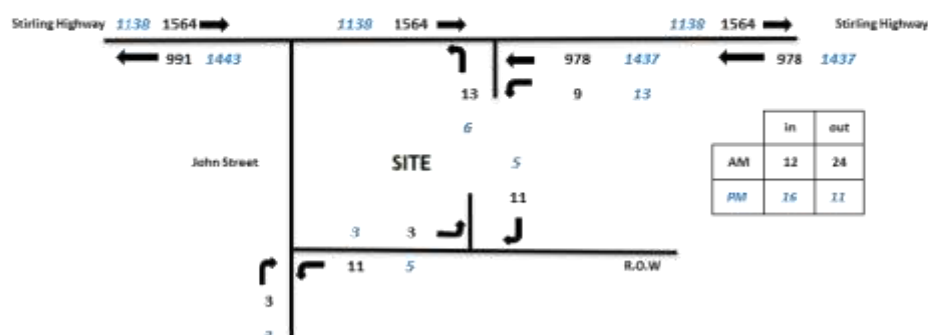


Figure 5: Total post-development traffic flows near the subject site – AM and PM peak hours

5.4 Analysis of Development Access

A SIDRA model was developed for the development crossover on Stirling Highway. The operation of the development crossover was analysed for the post-development scenarios for the weekday AM and PM peak hours.

Capacity analysis was undertaken using the SIDRA computer software package. SIDRA is an intersection modelling tool commonly used by traffic engineers for all types of

intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

- 🚦 **Degree of Saturation (DoS):** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for varied traffic flow up to one for saturated flow or capacity.
- 🚦 **Level of Service (LoS):** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e. free flow) and Level of Service F the worst (i.e. forced or breakdown flow).
- 🚦 **Average Delay:** is the average of all travel time delays for vehicles through the intersection.
- 🚦 **95% Queue:** is the queue length below which 95% of all observed queue lengths fall.

The results of the SIDRA analysis are attached in **Appendix B**.

SIDRA analysis undertaken indicates that the proposed left in/ left out crossover on Stirling Highway would operate satisfactory with LoS A and minimum delay and queues for all movements at the crossover.

5.5 Impact on Surrounding Roads

The WAPC *Transport Impact Assessment Guidelines* (2016) provides the following guidance on the assessment of traffic impacts:

"As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis."

The proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis.

Therefore, the impact on the surrounding road network is considered to be insignificant and acceptable.

6.0 Traffic Management on the Frontage Streets

Stirling Highway, north of the subject site, is a four-lane dual carriageway road with solid/painted median in the immediate vicinity of the subject site. Pedestrian paths are provided along both sides of the road.

Stirling Highway is classified as a *Primary Regional Road* according to the *Metropolitan Region Scheme* (MRS). It is also classified as a *Primary Distributor Road* in the *Main Roads WA Metropolitan Functional Road Hierarchy* and operates under the sign-posted speed limit of 60km/h.

Traffic count data obtained from Main Roads WA indicates that Stirling Highway east of Leura Avenue carried 34,989 vehicles per day (vpd) in 2014/2015. The morning and afternoon peaks were recorded between 7:45AM-8:45AM and 4:45PM-5:45PM with a total of 2,554vph and 2,585vph, respectively.

7.0 Public Transport Access

The subject site has access to bus services 102, 103, 107, 998 and 999 along Stirling Highway to the north of the subject site.

Bus routes 102 and 107 provide the connectivity to Claremont railway station and Elizabeth Quay Bus Station which provides access to the greater rail network.

The nearest bus stop is located on Stirling Highway approximately 100m to the west of the subject site.

Nearby public transport services are shown in **Figure 6**.

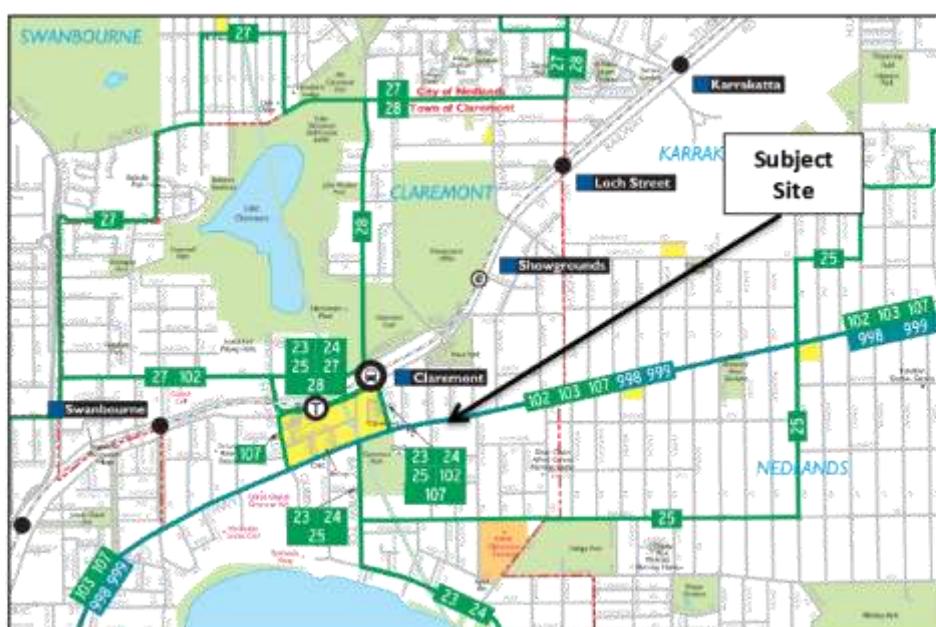


Figure 6: Public transport services (Transperth Maps)

8.0 Pedestrian Access

Pedestrian access to the subject site is available via existing footpaths on both sides of Stirling Highway.

There are traffic islands in the median strip on Stirling Highway in the vicinity of the subject site that provide a refuge for pedestrians crossing Stirling Highway.

The traffic signals at the Stirling Hwy / Leura Ave intersection approximately 200m west of the site also facilitates pedestrian movements across Stirling Highway. This is particularly suitable for the major pedestrian desire line between the subject site and the Claremont town centre.

9.0 Cycle Access

The Perth Bicycle Network Map (see **Figure 7**) shows existing cyclist connectivity to the subject site. Shared path is provided along Stirling Highway to the north of the subject site.



Figure 7: Extract from Perth Bicycle Network (Department of Transport)

10.0 Site Specific Issues

Investigation was undertaken to assess the suitability of the existing 3.0m ROW to accommodate the additional traffic generated by the proposed development including the service vehicles.

Section 3.2.2 of the AS 2890.1 indicates that as a guide, 30 or more movements in a peak hour (in and out combined) would usually require provision for two vehicles to pass each other on long driveways (more than 30m), therefore, passing opportunities should be provided along the driveway. Lesser width down to minimum of 3.0m would be provided if the length of the driveway is less than 30m and the traffic movements are less than 30vph on the driveway.

According to the traffic modelling and analysis undertaken in **Section 5.0** of the TIS, the traffic movements along the proposed R.O.W would not be more than 30vph and its length would be less than 30.0m, therefore the 3.0m width of the R.O.W is not expected to be problematic.

Also, as requested by Main Roads WA the development Stirling Highway crossover is proposed as left in/left out. The design of this crossover will be further investigated and finalised through liaison with the City and Main Roads WA during the detailed design of the project.

11.0 Safety Issues

No other safety issues were identified within the scope of this assessment.

12.0 Conclusions

This Transport Impact Statement has been prepared by Transcore on behalf of 256 Stirling Hwy Pty Ltd with regard to the proposed mixed-use development to be located at 256 Stirling Highway, Claremont, in the Town of Claremont.

The site has good public transport coverage via available bus services operating in immediate vicinity of the site. The proposed development will be served by a proposed left in/ left out vehicular crossover on Stirling Highway and existing R.O.W at the south side of the subject site.

The development plans were updated to accommodate satisfactory access, egress and circulation for a 12.5m service truck as requested by Main Roads WA. However, it is likely that the development would be serviced by smaller trucks (i.e. 6.6m or 7.4m trucks).

According to the traffic modelling and analysis undertaken, the traffic movements along the proposed R.O.W would not be more than 30vph and the length of the proposed R.O.W would be less than 30.0m, therefore the 3.0m width of the R.O.W is not expected to be problematic as per Section 3.2.2 of the AS 2890.1.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development is relatively low and as such would have insignificant impact on the surrounding road network.

SIDRA analysis undertaken indicates the proposed left in/ left out crossover on Stirling Highway will operate satisfactorily during the typical weekday AM and PM peak hours in the post-development stage.

It is proposed to provide 83 car parking bays including 1 ACROD bay for the development. It is considered that the proposed parking supply is adequate to meet the needs of the proposed development.

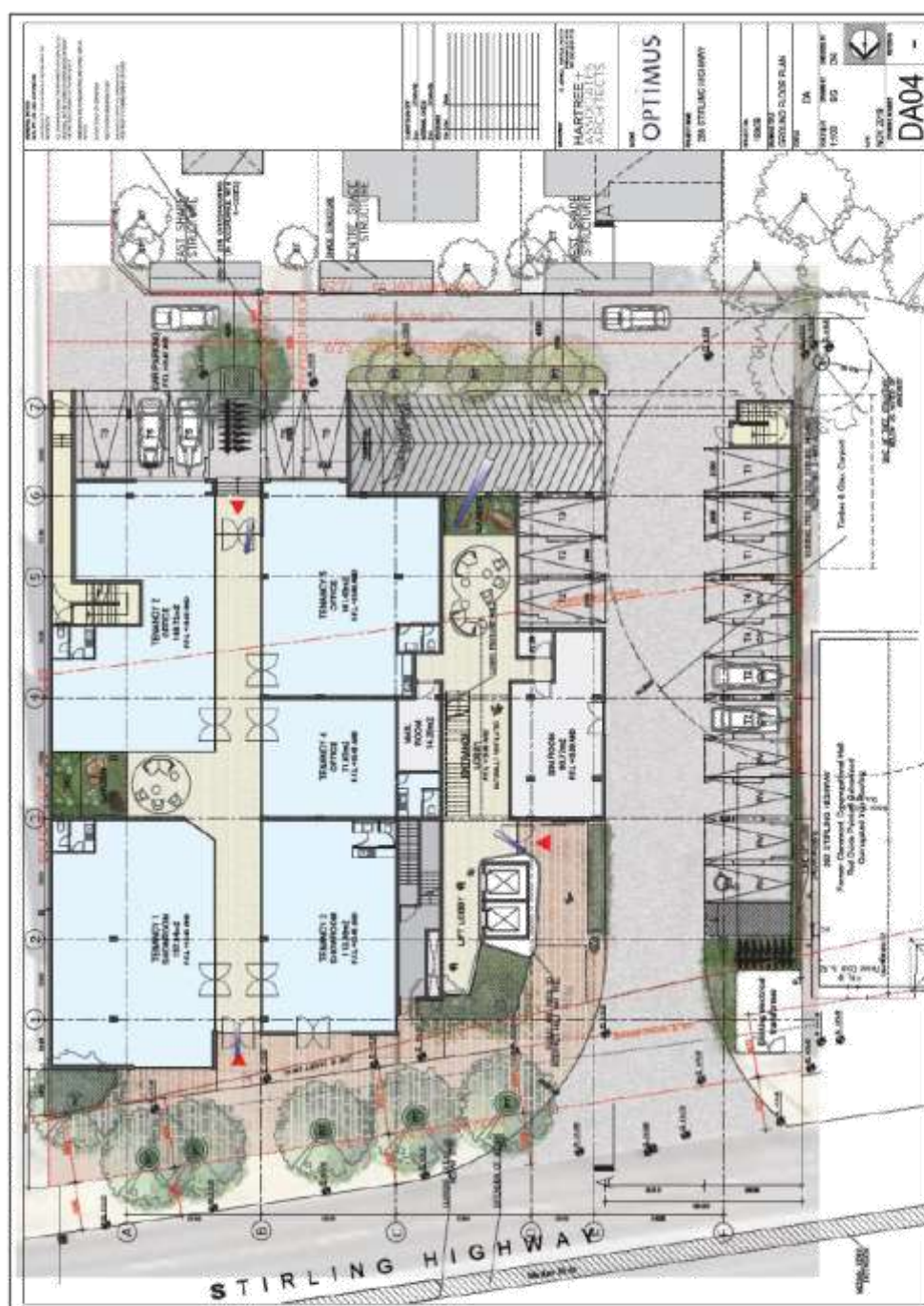
It is finally concluded that the findings of this Transport Impact Statement are supportive of the proposed mixed-use development.

Appendix A

PROPOSED DEVELOPMENT PLANS

t19.041.mf.r01e

Page 11



t19.041.mr.r01e

Page 12

Appendix B

SIDRA OUTPUTS

Table 3. SIDRA results for the Stirling Highway crossover – weekday AM peak period**MOVEMENT SUMMARY**

▽ Site: 1 [Stirling Hwy Crossover- AM Peak]

New Site

Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Dep. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Development crossover												
10	L2	14	2.0	0.010	2.7	LOS A	0.0	0.3	0.04	0.50	0.04	52.4
Approach		14	2.0	0.010	2.7	LOS A	0.0	0.3	0.04	0.50	0.04	52.4
East: Stirling Hwy (E)												
1	L2	9	2.0	0.010	5.6	LOS A	0.0	0.0	0.00	0.35	0.00	51.0
2	T1	1029	5.6	0.554	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		1039	5.6	0.554	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.7
West: Stirling Hwy (W)												
8	T1	1646	4.0	0.440	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		1646	4.0	0.440	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		2699	4.6	0.554	0.1	NA	0.0	0.3	0.00	0.00	0.00	59.8

Table 4. SIDRA results for the Stirling Highway crossover – weekday PM peak period**MOVEMENT SUMMARY**

▽ Site: 1 [Stirling Hwy Crossover- PM Peak]

New Site

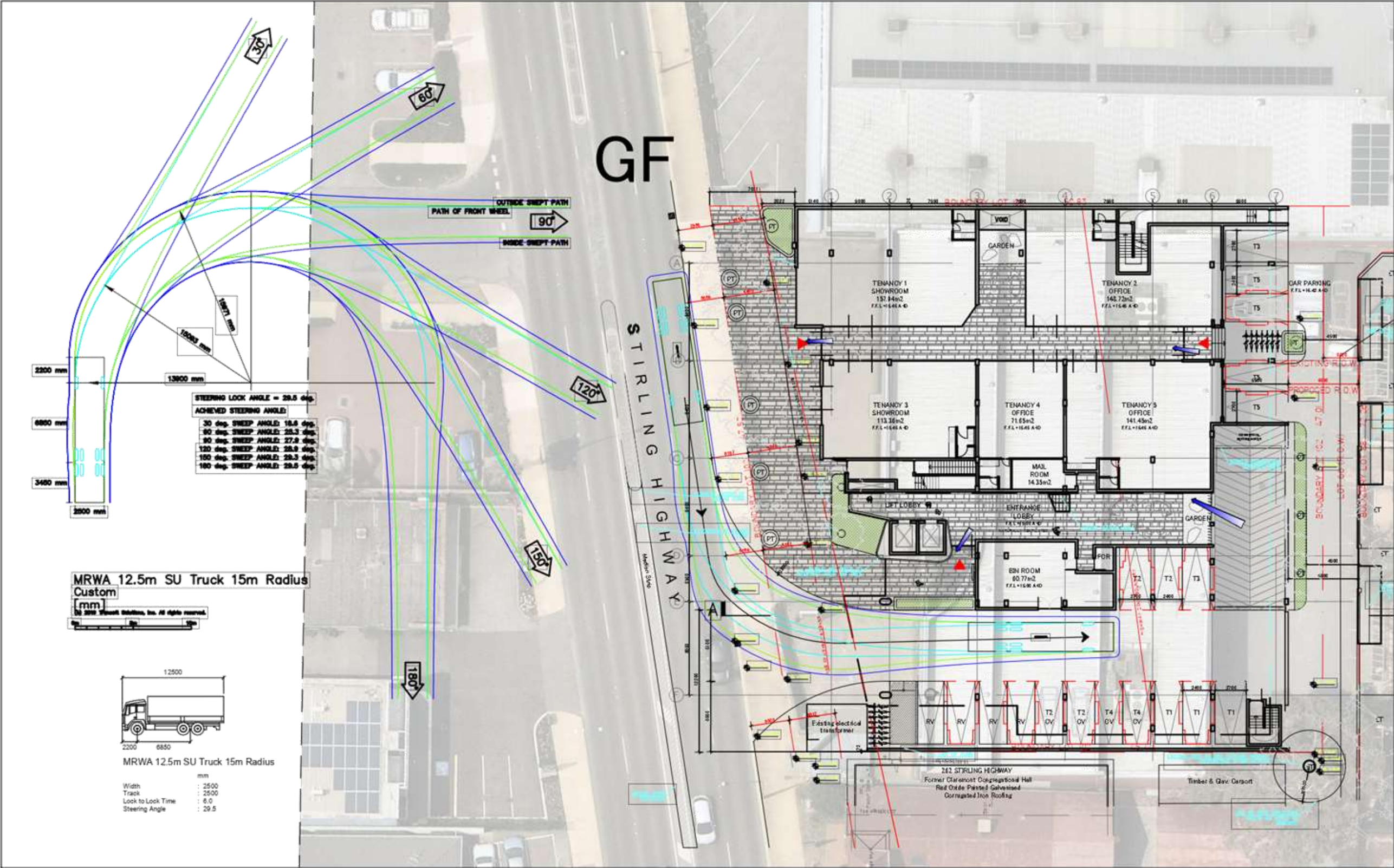
Site Category: (None)

Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows Total veh/h	HV %	Dep. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h
South: Development crossover												
10	L2	6	2.0	0.005	2.7	LOS A	0.0	0.1	0.04	0.50	0.04	52.3
Approach		6	2.0	0.005	2.7	LOS A	0.0	0.1	0.04	0.50	0.04	52.3
East: Stirling Hwy (E)												
1	L2	14	2.0	0.015	5.6	LOS A	0.0	0.0	0.00	0.35	0.00	51.0
2	T1	1513	5.6	0.814	0.4	LOS A	0.0	0.0	0.00	0.00	0.00	59.3
Approach		1526	5.6	0.814	0.4	NA	0.0	0.0	0.00	0.00	0.00	59.2
West: Stirling Hwy (W)												
8	T1	1198	4.0	0.320	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		1198	4.0	0.320	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		2731	4.9	0.814	0.3	NA	0.0	0.1	0.00	0.00	0.00	59.6

Appendix C

TURN PATH ANALYSIS



256 Stirling Highway, Claremont
MRWA 12.5m SU Truck - 15m Radius
Service Vehicle Entry

LEGEND

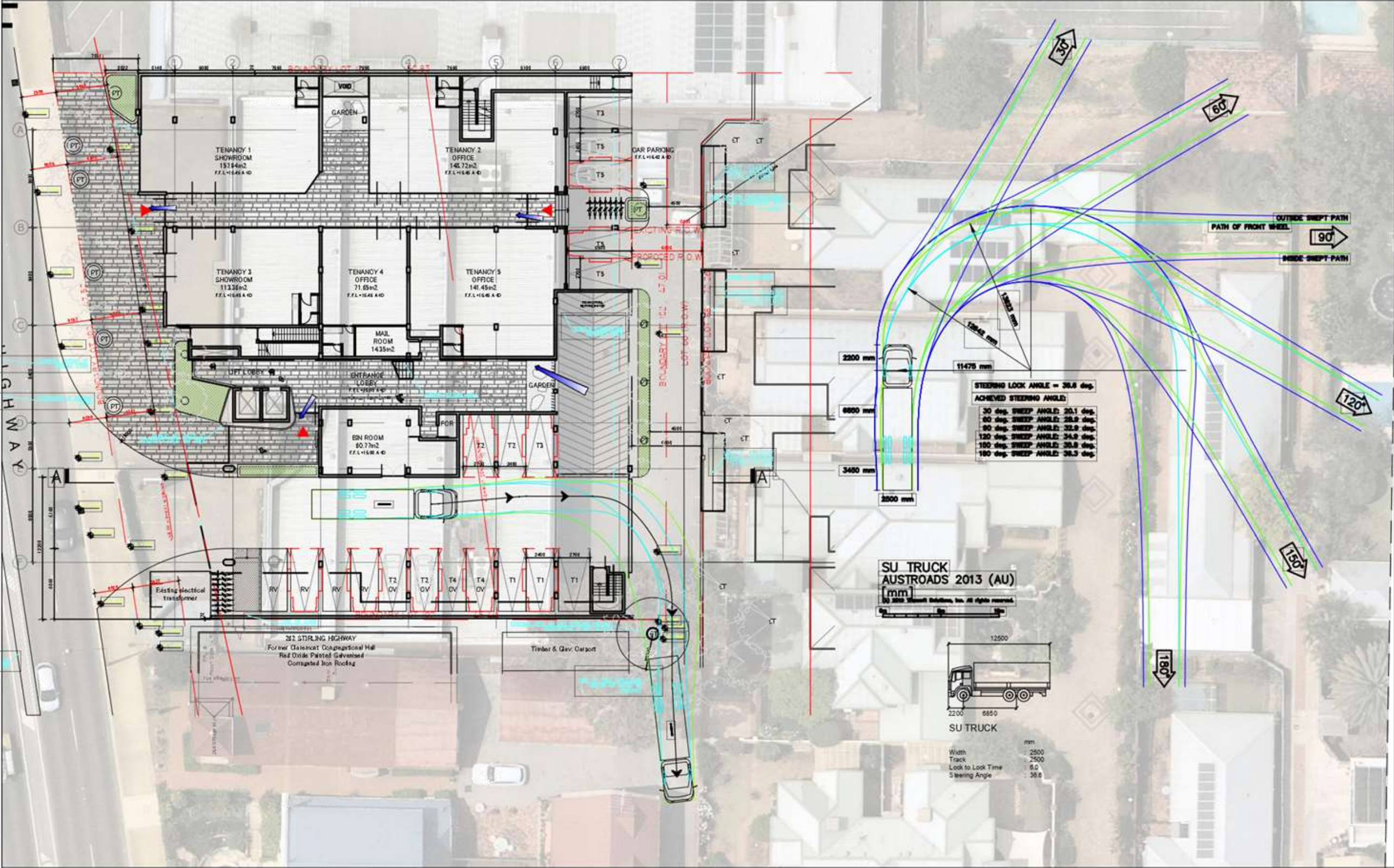
Vehicle Body

Wheel Path

500mm Clearance

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29/11/2019
Scale: 1:300 @ A3





256 Stirling Highway, Claremont
Austroads 2013: 12.5m SU Truck
Service Vehicle Exit

LEGEND

Vehicle Body

Wheel Path

500mm Clearance

t19.041.sk06
29/11/2019
Scale: 1:300 @ A3





ELEMENT

**256 STIRLING HIGHWAY
CLAREMONT**

DEVELOPMENT APPLICATION ACOUSTIC REPORT

OCTOBER 2019

OUR REFERENCE: 24956-1-19240

Rochdale Noisings Pty Ltd v. 6 N. 56 038 049 047 trading as:
HERRING STORER ACOUSTICS
P.O. Box 219, Camo, W.A. 6052
(08) 9367-6200
hsa@hsaacoustics.com.au



Herring Storer Acoustics

DOCUMENT CONTROL PAGE

DA ACOUSTIC REPORT
256 STIRLING HIGHWAY
CLAREMONT

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FOR
ELEMENT

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Herring Storer Acoustics

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6.1	Mechanical Services	5

APPENDICIES

A	Development Application Plans
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1.0 INTRODUCTION

Herring Storer Acoustics was commissioned by Element to conduct a preliminary review of the proposed development at 256 Stirling Highway, Claremont.

This report has been based on the Development Application drawings provided.

2.0 PROPOSED DEVELOPMENT

The proposed development site is located at 256 Stirling Highway, Claremont,.

The development consists of a 8 floor building, with basement parking, commercial units on ground floor and 7 floors of apartments.

The following summarises the development:

Basement Level

Parking.

Ground Floor

Office Tenancies.

Parking.

First Floor

Residential Apartments.

Stores.

Communal facilities.

Levels 02 and 07

Residential Apartments

3.0 CRITERIA

3.1 BCA PROVISIONS

For Class 2 or 3 buildings, Part F5 of the National Construction Code (NCC), outlines the minimum acoustic isolation of apartments. The following summarises the acoustic criteria:

3.1.1 Walls

Wet to wet	$R_W + C_{tr}$ not less than 50 dB.
Living to living	$R_W + C_{tr}$ not less than 50 dB.
Wet to living construction.	$R_W + C_{tr}$ not less than 50 dB plus discontinuous
Kitchens to living construction.	$R_W + C_{tr}$ not less than 50 dB plus discontinuous
SOU to Lobby	R_W not less than 50 dB.

Note: Where kitchens are part of an open living area, we consider the kitchen to be part of the living area and in these cases a discontinuous construction is required. This also includes cases where kitchens are back-to-back, however, discontinuous construction is only required on one side.

3.1.2 Floors

Floors $R_W + C_{tr}$ not less than 50 dB.

Impact Isolation $L_{n,w}$ not more than 55 dB is recommended.

Note: The impact isolation criteria under the BCA is an $L_{n,w}$ of not more than 62 dB. However, as a member firm of the Association of Australasian Acoustic Consultants, (AAAC) we recommend a criteria of an $L_{n,w}$ of not more than 55 dB be adopted for a development of this type.

3.1.3 Service Risers

to Habitable Rooms $R_W + C_{tr}$ not less than 40 dB.

to Non-Habitable Rooms $R_W + C_{tr}$ not less than 25 dB.

3.1.4 Hydraulics

The above requirements also apply to storm water down pipes.

3.1.5 Doors

Door (Connecting to a lobby) R_{Wd} not less than 30 dB.

The development will be designed to comply with the requirements of Part F5 of the BCA.

3.2 ENVIRONMENTAL PROTECTION (NOISE) REGULATIONS 1997

The *Environmental Protection (Noise) Regulations 1997* stipulate the allowable noise levels at any noise sensitive premises from other premises. The allowable or assigned noise levels for noise sensitive premises are determined by the calculation of an influencing factor, which is added to the baseline criteria set out in Table 1 of the Regulations. The baseline assigned noise levels are listed in Table 3.1. For commercial premises, the allowable or assigned noise levels are the same for all hours of the day. Table 3.1 also lists the assigned noise levels for commercial premises.

TABLE 3.1 – ASSIGNED NOISE LEVELS

Premises Noise	Receiving	Time of Day	Assigned Level (dB)		
			$L_{A,10}$	$L_{A,1}$	$L_{A,max}$
Noise sensitive premises within 15 metres of a dwelling		0700 - 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
		0900 - 1900 hours Sunday and Public Holidays	40 + IF	50 + IF	65 + IF
		1900 - 2200 hours all days	40 + IF	50 + IF	55 + IF
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF

Note: The $L_{A,10}$ noise level is the noise that is exceeded for 10% of the time.
The $L_{A,1}$ noise level is the noise that is exceeded for 1% of the time.
The $L_{A,max}$ noise level is the maximum noise level recorded.

It is a requirement that noise from the site be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

"impulsiveness"	means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax\ Slow}$ is more than 15dB when determined for a single representative event;
"modulation"	means a variation in the emission of noise that – <ul style="list-style-type: none"> (a) is more than 3dB $L_{A\ Fast}$ or is more than 3dB $L_{A\ Fast}$ in any one-third octave band; (b) is present for more at least 10% of the representative assessment period; and (c) is regular, cyclic and audible;
"tonality"	means the presence in the noise emission of tonal characteristics where the difference between – <ul style="list-style-type: none"> (a) the A-weighted sound pressure level in any one-third octave band; and (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands, <p>is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as $L_{A\ Slow}$ levels.</p>

Where the above characteristics are present and cannot be practicably removed, the following adjustments are made to the measured or predicted level at other premises.

TABLE 3.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB

From a review of the development, the influencing factor for this development would be 8 dB, based on the following :

Major Roads within inner circle; Stirling Highway	+ 6 dB
Commercial Premises within inner circle; 30%	+ 1.5 dB
Commercial Premises within outer circle; 10%	+ 0.5 dB
Total IF	+ 8 dB

Hence the influencing factor would be + 8 dB and the assigned noise levels would be as listed in Table 3.3.

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Our ref: 24956-1-19240

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TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL

Premises Noise	Receiving	Time of Day	Assigned Level (dB)		
			L _{A30}	L _{A1}	L _{Amax}
Noise sensitive premises within 15 metres of a dwelling		0700 - 1900 hours Monday to Saturday	53	63	73
		0900 - 1900 hours Sunday and Public Holidays	48	58	73
		1900 - 2200 hours all days	48	58	63
		2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	43	53	63

Note: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.

We note that noise emissions from the premises need to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*. This primarily consists of mechanical services associated with the development.

3.3 NOISE INGRESS

Inbound Noise Levels

Traffic noise impact for the proposed development will need to be assessed in accordance with WAPC State Planning Policy 5.4.

The aim of the planning policy is to design the residential building façade to achieve the following internal sound levels :

- L_{eq} 35 dB(A) in sleeping areas (bedrooms); and
- L_{eq} 40 dB(A) in living/work areas and other habitable rooms.

4.0 BCA REQUIREMENTS

The proposed development will be constructed to comply with the requirements of Part F5 of the NCC.

5.0 NOISE INGRESS

5.1 MEASUREMENTS

Noise level measurements were recorded at 256 Stirling Highway at approximately the proposed location of the façade of the development on 24th October 2019 at approximately 5:00pm, which was considered to be representative of peak hour traffic conditions on the surrounding road network.

No other noise sources – other than traffic – was evident such that they require consideration in a noise ingress assessment.

The measured traffic noise levels, including octave band data, are listed below in Table 5.1.1.

Table 5.1.1 – Measured L_{A10} Noise level Data

Noise Source	Octave Band Centre Frequency (Hz) / Noise Level dB								
	63	125	250	500	1K	2K	4K	8K	dB(A)
Stirling Highway	69	65	63	61	63	56	46	40	65

The noise levels recorded were typical of the area, being noise associated with peak hour traffic.

Based on the measured noise levels, the traffic noise during peak hour dictates the acoustic design of the façade.

The criteria used for noise ingress, in accordance with WAPC State Planning Policy 5.4 is:

Bedrooms	-	L_{Aeq} of 35 dB(A)
Living and work spaces	-	L_{Aeq} of 40 dB(A)

Additional to the above, SPP 5.4 specifies the following external noise levels :

Day Period	-	$L_{Aeq,day}$ 55 dB(A)
Night Period	-	$L_{Aeq,night}$ 50 dB(A)

Given the noise levels measured, the glazing for the development will be required to be in the order of R_w 39 dB for bedrooms and R_w 34 dB for living areas.

A more detailed assessment of façade requirements would be undertaken during the design development phase of the project.

6.0 NOISE FROM DEVELOPMENT

The main source of noise from the proposed development will be from mechanical services consisting of air-conditioning plant and perhaps carpark ventilation fans. Noise received at neighbouring premises, and premises within the development, from these items need to comply with the assigned noise levels as determined under the *Environmental Protection (Noise) Regulations 1997*.

6.1 MECHANICAL SERVICES

The main source of noise from the proposed development will be from mechanical services consisting of car-park ventilation fans and air-conditioning plant. Noise received at residence (neighbours and residence within the development) from these items need to comply with the assigned noise levels as determined under the *Environmental Protection (Noise) Regulations 1997*.

As the mechanical services could operate during the night, noise emissions from the development needs to comply with the assigned L_{A10} night period noise level of 43 dB(A) at residential premises. Potentially, noise emissions from mechanical services could be tonal, in which case an +5 dB(A) penalty for a tonal component could be applied to the resultant noise levels. Therefore, the design level at the neighbouring residential premises would be 38 L_{A10} dB.

6.1.1 Apartments

The air conditioning for the apartments is not yet known. Once the design of the system is finalised, an acoustic assessment will be carried out of noise emissions from the mechanical plant and any noise amelioration required will be incorporated into the design to ensure compliance with the *Environmental Protection (Noise) Regulations 1997*. However, we believe that compliance would be easily achieved and any noise mitigation would be minimal, with the proposed design.

6.1.2 Car Park Exhaust Fan

Noise emissions from carpark exhaust fans, or indeed if any mechanical ventilation is required, will also need to comply with the Regulatory requirements. From previous projects, we believe that with careful fan selection and the incorporation of either 1D or 2D unpodded silencers, compliance with the *Environmental Protection (Noise) Regulations 1997* is normally achieved.

An assessment of noise emissions will be carried out once equipment has been selected and submitted for approval.

Appendix H - Landscape Package

256 STIRLING HIGHWAY
Claremont, Western Australia

Landscape Design
Revised Development Application Package
(04 November 2019)

HARTREE +
ASSOCIATES
ARCHITECTS
architecture

CAPA
landscape design

CARRIER AND POSTMUS ARCHITECTS
Landscape Design

5 Northwood Street
West Leederville
WA 6007

www.carrierandpostmus.com
admin@carrierandpostmus.com

+61 (8) 9380 9020

LANDSCAPE - KEY IDEAS



EXTERNAL TEXTURES



LAYERING + LANGUAGE



INTERNAL ENVIRONMENT

PRIVATE SPACE, THRESHOLDS & COMMUNITY BENEFIT

The landscape design at 256 Stirling Highway in Claremont will provide a bespoke landscape ensemble to the corner locale and a pleasant landscaped entry statement for the new commercial and residential development. The site is situated within an established area with heritage buildings as neighbours.

The ground floor landscape is made of a series of raised planters that are curvaceous, playful in shape and open reflecting the main entry ways of the building. The planters change in height and formation and to the western end, they form seating height walls. The planting is mixed and mostly native in flavour with one species of tree, *Melaleuca quinquenervia* (Broad leaved Paperbark) forming vertical spines to the street edge. Formed of rammed limestone, they reference the limestone used on the facade and the limestone of the neighbouring heritage buildings. The elements will have stone capping becoming wider where the walls form bench seats.

The paving material to the fore court of the building will echo the brick architectural elements. Handmade and rustic in nature, they form a solid, durable grounding to the space and will be carried on within the building entries, both to the commercial tenancies (to the East) and the residential entry (to the West).

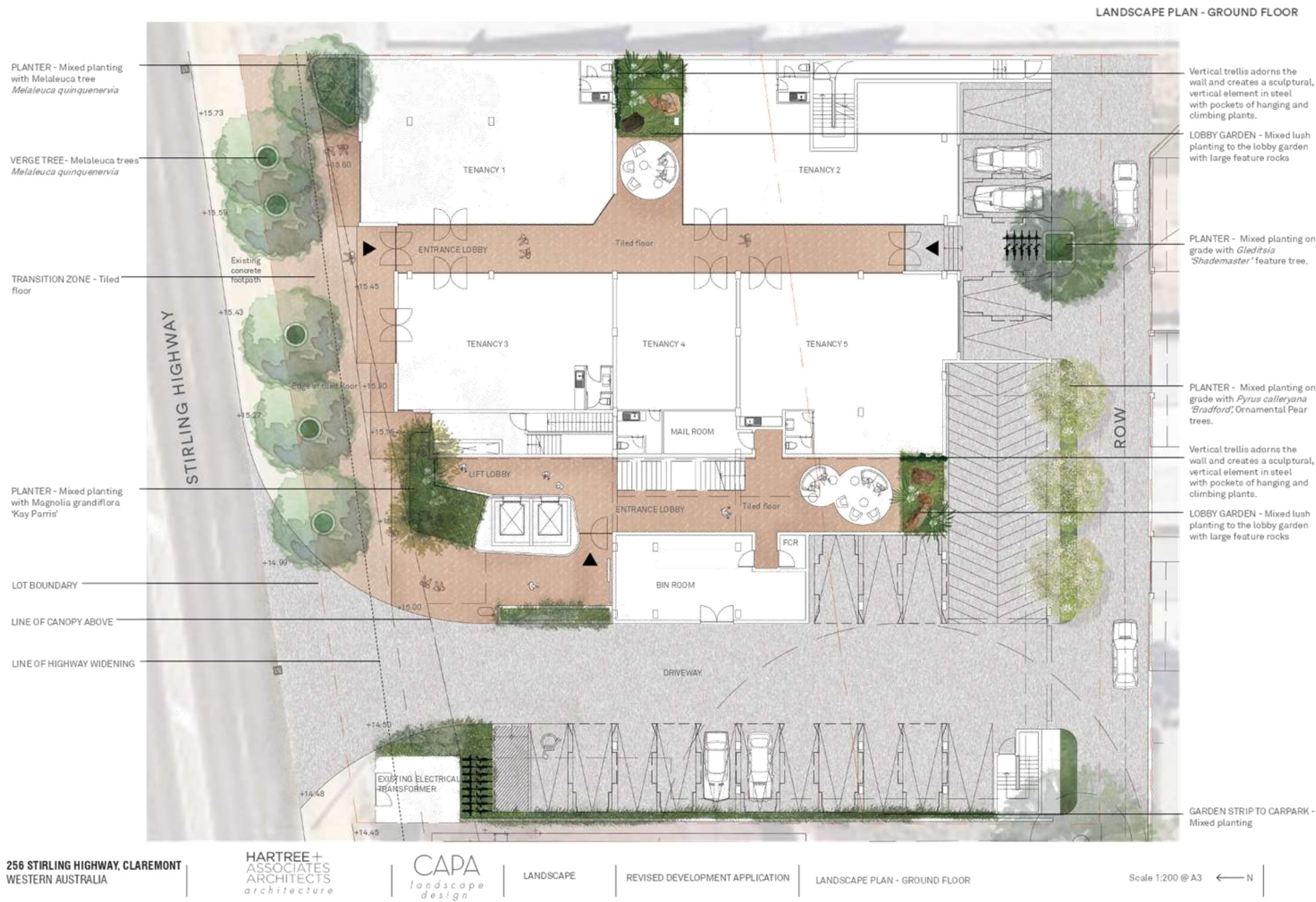
Internal landscapes include three courtyard gardens within the buildings on the ground floor, two to the commercial tenancies (Eastern building) and one to the residential building (Western building). These gardens are planted with mixed species, lush and green, that tolerate shade. Light wells adjacent to these gardens assist in increasing the light levels from above. Large boulders are placed carefully within these gardens and a plinth in the residential garden is placed to hold a sculptural artwork. To the edges of these gardens, a fine trellis adorns the wall and creates a sculptural, vertical element in steel with pockets of hanging and climbing plants.

The landscape for the Eastern building, levels 1 to 6 will have balustrade planters to the edges of the balconies that are placed organically across the northern facade. This pattern is repeated to the rear of both buildings on the southern facades, integrating with the residential interface to the south. Planting will be a mix of soft, cascading plants.

Level 7 holds two apartments which are bound by generous terraces. Each terrace has raised balustrade height planters that vary in widths and lengths. These planters will include cascading plant species that allow vistas outwards and provide a 'green edge' to the external building facades. Small feature trees are placed within some of the wider planters.

Planting selections generally have been chosen to be low maintenance and for low water usage.





LANDSCAPE PLAN - LEVEL ONE



256 STIRLING HIGHWAY, CLAREMONT
WESTERN AUSTRALIA

HARTREE+
ASSOCIATES
ARCHITECTS
architecture

CAPA
*landscape
design*

LANDSCAPE

REVISED DEVELOPMENT APPLICATION

LANDSCAPE PLAN - LEVEL ONE

Scale 1:200 @ A3 ← N

LANDSCAPE PLAN - LEVEL TWO



256 STIRLING HIGHWAY, CLAREMONT
WESTERN AUSTRALIA

HARTREE+
ASSOCIATES
ARCHITECTS
architecture

CAPA
*landscape
design*

LANDSCAPE

REVISED DEVELOPMENT APPLICATION

LANDSCAPE PLAN - LEVEL TWO

Scale 1:200 @ A3 ← N

LANDSCAPE PLAN - LEVEL THREE



256 STIRLING HIGHWAY, CLAREMONT
WESTERN AUSTRALIA

HARTREE+
ASSOCIATES
ARCHITECTS
architecture

CAPA
landscape
design

LANDSCAPE

REVISED DEVELOPMENT APPLICATION

LANDSCAPE PLAN - LEVEL THREE

Scale 1:200 @ A3 ← N

LANDSCAPE PLAN - LEVEL FOUR



256 STIRLING HIGHWAY, CLAREMONT
WESTERN AUSTRALIA

HARTREE+
ASSOCIATES
ARCHITECTS
architecture

CAPA
landscape
design

LANDSCAPE

REVISED DEVELOPMENT APPLICATION

LANDSCAPE PLAN - LEVEL FOUR

Scale 1:200 @ A3 ← N

LANDSCAPE PLAN - LEVEL FIVE



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LANDSCAPE PLAN - LEVEL FIVE

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LANDSCAPE PLAN - LEVEL SIX



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LANDSCAPE PLAN - LEVEL SIX

Scale 1:200 @ A3 ← N

LANDSCAPE PLAN - LEVEL SEVEN



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LANDSCAPE PLAN - LEVEL SEVEN

Scale 1:200 @ A3 ← N

LANDSCAPE - SOFTSCAPE PALETTE
GROUND FLOOR



Phormium tenax 'Vibrigatum' (Flax)
Perennial with broad variegated striped leaves
Environment: Fullsun to part shade
Soil: Well-drained, Irrigation: Can tolerate dryness
Height: 1m-1.5m high x wide

Correa backhouseana 'var. coriacea'
Shrub with olive green foliage.
Environment: Fullsun to partly and heavily shaded position.
Soil: Well-drained, Irrigation: High drought tolerance.
Height: 1m high x 1m wide
Flower: yellow bell flowers - Winter + Spring
Maintenance: low, light pruning required

Phormium cookianum 'Green Dwarf' (Flax)
Perennial with broad leaves
Environment: Fullsun to part shade
Soil: Well-drained, Irrigation: Can tolerate dryness
Height: 70-80cm high x wide

Westingia fruticosa 'Mundi' (Native Rosemary)
Hardy groundcover shrub with dense, tidy habit. Small grey-green foliage can be left or clipped tightly twice yearly.
Environment: Fullsun
Soil: All soils, Coastal
Height: 0.5m high x 1.5m wide
Maintenance: low, Can give a light prune to keep compact

Crinum pedunculatum (Spider Lily)
Large lily can be grown in a wide range of conditions from full sun to half shade or more. It tolerates poor drainage, clay soils and can be planted successfully under trees. Irrigation: Prefers regular summer watering
Soil: Well-drained, moist
Flower: fragrant white flowers
Height: 1.5 - 2m high + width

Melaleuca quinquenervia 'Broad leaf paperbark'
Small to medium sized tree with beige/grey bark.
Environment: full sun, Soil: well drained
Height: 8-12m high x 2-4m wide
Irrigation: low, drought tolerant once established.
Flower: white bottlebrush flowers
Maintenance: low maintenance.



Hemlandra purgens alba 'white' (Snakebush) (Australian Native)
A prostrate cascade planting with green foliage and full cover.
Environment: Fullsun to full shaded position, Coastal
Environment
Soil: Well-drained, Irrigation: Can tolerate dryness.
Height: 20cm high x 2-3m wide
Flower: small white flower in summer
Maintenance: low

Myoporum parvifolium 'Yareena' (Australian Native)
A prostrate cascade planting with clean foliage.
Environment: Fullsun to light shaded position.
Soil: Well-drained, Irrigation: Can tolerate dryness.
Height: 10cm high x 1m wide
Flower: White flower in Spring/Early summer.
Maintenance: low

Melaleuca huegelii (Chenille Honey myrtle)
Australian native shrub soft green foliage
Environment: Tolerates drought, moderate frost and salt spray.
Height: 50cm high x 1m wide
Flower: white flowers in summer.
Maintenance: Prune after flowering to maintain compact growth.

Lamandra longifolia 'Taniko'
Compact tufted low height grass
Environment: full sun to part shade
Soil: adaptable to moist well drained soils
Height: 50-60cm cm high x wide.
Irrigation: low, High drought tolerance.
Maintenance: low maintenance.

Helichrysum petiolare (Ucarice plant)
Shrubby perennial plant, mound forming. Silver and small foliage.
Environment: Grows in both sun and shade, requires a well drained soil and tolerates dry conditions
Height: 0.4-0.6m high x 1.5m wide
Flower: insignificant cream flowers

Pittosporum tobira 'Creme de Mint' (Dwarf Mack Orange)
A small growing, compact evergreen shrub with glossy mintgreen leaves edged with a creamy white border.
Height: 60cm high x 1m wide
Flower: Creamy white scented flowers in Spring

Magnolia grandiflora 'Kay Parris'
Small tree, lightly noded green leaves with furry brown underneath.
Prefer a moist conditions
Height at maturity: 6m high x 3m wide.
Flower: Creamy white, fragrant flowers

256 STIRLING HIGHWAY, CLAREMONT
WESTERN AUSTRALIA

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architecture

CAPA
landscape
design

LANDSCAPE

REVISED DEVELOPMENT APPLICATION

LANDSCAPE SOFTSCAPE PALETTE - GROUND FLOOR

LANDSCAPE - SOFTSCAPE PALETTE
RAISED PLANTERS TO UPPER FLOORS



Cassinia glauca var. 'Couch II'
Fine and cascade foliage
Environment: Full sun to part shade positions.
Soil: well drained soils. Irrigation: Tolerates dryness.
Height: 1m wide x 0.15m high
Flower: reddish brown terminal flower spikes



Melaleuca huegelii (Chenille Honeymyrtle)
Australian native shrub soft green foliage
Environment: Tolerates drought, moderate frost and salt spray.
Height: 50cm high x 1m wide
Flower: white flowers in summer.
Maintenance: Prune after flowering to maintain compact growth.



Helichrysum petiolare (Lemonice plant)
Shrubby perennial plant, mound forming. Silver and small foliage.
Environment: Grows in both sun and shade, requires a well drained soil and tolerates dry conditions.
Height: 0.4-0.6m high x 1.5m wide
Flower: insignificant cream flowers



Lomandra longifolia 'Tanika'
Compact tufted low height grass
Environment: full sun to part shade
Soil: adaptable to most well drained soils
Height: 50-60cm high x wide
Irrigation: low. High drought tolerance.
Maintenance: low maintenance.



Dichondra argentea 'Silver Falls' (Kidney Weed)
Long silvery stems, small leaves
Environment: Fullsun
Soil: Well-drained. Irrigation: Can tolerate drought
Height: 1.5cm high x 1.5m wide
Maintenance: low. Very hardy and drought tolerant once established.



Hardenbergia complanata 'Bridal Bouquet'
Vigorous climber with green divided leaves. Will climb trees and fence if planted next to them.
Environment: Fullsun to partly shaded position.
Soil: Well-drained. Irrigation: Frost & Drought tolerant
Height: 2-3m high, 2m wide
Flower: White flowers in winter and spring
Maintenance: low. Hardy & require annual pruning



Hibbertia scandens (Guinea Flower)
Vigorous climber with flowers. Will climb trees and fence if planted next to them.
Environment: Fullsun to partly shaded position.
Soil: Sandy, Clay, Loamy, Sandy loam, Poor soil.
Irrigation: Frost & Drought tolerant
Height: .5-3mm high, 1-5m wide
Flower: Yellow flowers in winter and spring
Maintenance: low. Hardy & require annual pruning



Olea europaea (Bambalina Olive)
Dwarf hedging evergreen tree with a very compact habit and dense small dark green leaves.
Environment: Fullsun
Soil: Drained. Irrigation: Can tolerate dryness
Height: 5m high x 3m wide.
Flower: Nil, mainly fruitless
Maintenance: low


LANDSCAPE - SOFTSCAPE PALETTE
INTERNAL GARDENS



Liriope Muscari 'Montez White'
Tuft forming spreading evergreen perennial with dark leaves.
Irrigation: Prefers regular summer watering
Soil: Well-drained, moist
Flower Time + Color: fragrant white flowers
Height: 30cm high x 40cm width



Ophiopogon Japonicus (Mondo Grass)
Tuft forming spreading evergreen perennial with dark leaves.
Irrigation: Prefers regular summer watering
Soil: Well-drained, moist
Height: 20cm high x 40cm width



Philodendron 'Red Rojo Congo'
Thick, glossy green leaves with a burgundy tinge, which are sturdy and grow upright.
Irrigation: Prefers regular summer watering
Soil: Well-drained, moist
Height: 1.5m -1.8m high x 70cm width
Flowers: none



Philodendron 'Congo'
Thick, glossy green leaves, sturdy and grow upright.
Irrigation: Prefers regular summer watering
Soil: Well-drained, moist
Height: 1.5m -1.8m high x 70cm width
Flowers: none



Epipremnum aureum (Devil's Ivy)
Glossy heart shaped leaves carried on trailing stems. Ideal for a warm spot indoors in cooler climates or in a well lit position, sheltered spot outdoors in warmer climates. Ideal for hanging baskets or on a stake or trellis in pots and containers.
Height: 2-4m will trail and climb
Flowers: None




Alocasia macrorrhiza (Elephant Ear)
Perennial, large heart shaped leaves with pale yellow scented flowers followed by red berries. Prefers shady moist well-drained soil.
Irrigation: Prefers regular watering
Frost: Moderately Frost Tolerant (25F -4C)
Soil: Well-drained, moist
Flower Time + Color: Summer, yellow scented
Height: 1-2m




Alpinia caerulea (Red Backed Ginger, Native Ginger)
Clumping upright rhizome plant with striking maroon/red backed leaves. Prefers: light to full shade.
Soil: Well-drained, moist. Irrigation: Prefers regular watering
Flower Time + Color: fragrant white flowers
Height: 2m
Maintenance: low



Aconitum moly
Large dark green, dramatic, glossy leaves.
Grows in full sun or shade and is almost indestructible.
Irrigation: Prefer moist soil, mulch well
Soil: Well-drained, moist
Height: 1m high x 1m width
Flowers: White-pink-purple Nov-Jan



Crinum pedunculatum (Spider Lily)
Large lily can be grown in a wide range of conditions from full sun to half shade or more. It tolerates poor drainage, clay soils and can be planted successfully under trees. Suitable for coastal areas.
Irrigation: Prefers regular summer watering
Soil: Well-drained, moist
Flower: fragrant white flowers
Height: 1.5 - 2m high + width



Philodendron 'Xanadu'
Evergreen, low height shrub with deep green foliage.
Environment: Full-sun to partshade in temperate/subtropical climate
Soil: Well-drained with humus. Irrigation: adequate water in Spring
Height: 1-1.5m high x 1m wide
Flower: creamy white scented double blooms with fragrance.
Maintenance: low. Summer fertiliser and slow release will benefit.



Blechnum Lady Luck (Silver Lady Fern)
Fast growing fern, unique symmetrical palm like foliage.
Environment: part to well shaded area
Soil: Well-drained, moist
Height: 1.2m high x 1m width
Flowers: No flowers

LANDSCAPE - HARDSCAPE PALETTE
GROUND FLOOR



Rammed limestone planters and retaining walls



Stone capping to wall edges and bench seating



Terracotta pavers - Cotto Antico Luce
and Arretato EcoOutdoor





September 12, 2019

Element
Level 18, 191 St Georges Tce
Perth WA 6000

Attn: David Read

RE: Assessment of Identified Tree, adj 256 Stirling Hwy, Claremont

Dear David,

Further to your request and my inspection of the identified tree adjacent to 256 Stirling Hwy, Claremont, the following is a brief of my findings on its condition and my comments regarding the proposed development of the area around it based on the plans and information provided.

Should you have any queries regarding this report, or if I can be of any further assistance, please do not hesitate to contact me.

Yours sincerely

A handwritten signature in black ink, appearing to read 'JRM'.

JASON ROYAL

Dip. Arboriculture (UK)
Tech. Arbor A

ARBOR logic
A.C.N.: 107 194 061
Ph: (08) 9240 7555

ARBORICULTURAL CONSULTANCY
A.B.N.: 66 566 369 687
email; jason@arborlogic.com.au

Elements
Assessment of Identified Tree
Adjacent to 256 Stirling Highway, Claremont

September 2019

1. Terminology Used

The following terminology has been commonly used throughout this report:

"Site"	meaning the property known as Lot 102 (#256) Stirling Highway, Claremont, and the site of the proposed development
"Tree"	meaning the tree that is the subject of this report
"TPZ"	meaning 'Tree Protection Zone'; the area where the majority of the Tree's root mass is considered likely to be found. Any works required in this zone are considered likely to have some potential to impact the Tree's future health.
"SRZ"	meaning 'structural root zone; the area where the majority of the Tree's larger in-ground supportive root mass is considered likely to be found. Any works required in this zone are considered likely to have some potential to impact the Tree's future health and possibly its in-ground stability as well.
"AS 4970"	meaning Australian Standards 4970; Protection of Trees on Development Sites
"AS 4373"	meaning Australian Standards 4373; Pruning of Amenity Trees
"Adjoining Property"	meaning the property known as Lot 202 (#262) Stirling Highway, Claremont
"R.O.W"	meaning Right Of Way
"Plan Provided"	meaning the plan provided showing the extent of development Hartree + Associates drawings DA01 (E) – DA17 (E)

2. Purpose of the Assessment

Undertake an assessment of the Tree to provide comment on its species, current condition, and any comments deemed pertinent to the Tree.

Provide any considerations and/or recommendations with regards to its protection and management during the proposed development of 256 Stirling Highway, Claremont.

3. Particulars of this Assessment

The findings and opinion provided in this report are my own and have been based on the visual observations of the Tree undertaken September 10, 2019.

All observations of the Tree were undertaken from ground level.

No exploratory excavations were undertaken as part of this particular assessment to verify the actual root zone spread of the Tree.

As such the allocation of TPZ for the Tree has at this stage been based on AS 4970 guidelines, with some amendments being made for the physical size and canopy dimensions of the Tree, its condition, the known root zone morphology of its given species in the sort of soil profile considered to be typical to this area of Western Australia.

ARBOR logic
A.C.N.: 107 194 061
Ph: (08) 9240 7555

ARBORICULTURAL CONSULTANCY
A.B.N.: 66 566 369 687
email: Jason@arborlogic.com.au

Elements
Assessment of Identified Tree
Adjacent to 256 Stirling Highway, Claremont

September 2019

4. Methodology of the Assessment

The Tree was visually inspected from ground level in accordance with general visual tree assessment ("VTA") methods and principles.

The VTA method is based on the sciences of tree biology, physiology, tree structure, and tree bio-mechanics. It is a method widely used by arborists worldwide to identify visible signs on trees that indicate any health or potential structural issues that in turn could increase the risks associated with the given tree.

The overall health of the Tree was adjudged from an inspection of its leaf, overall percentage of leaf mass present in the canopy of the Tree, and the presence (or absence) of any pest or disease factor that could have an effect on the overall health of the Tree.

The structural integrity of the Tree was determined from a visual inspection of its main stem, primary (and secondary) branch unions to determine the presence of any areas considered to be a structural 'defect' or 'imperfection' such as unions with included bark, swelling, or noticeable splitting at them.

Symptoms of decay, growth patterns and defects are identified and assessed as to their potential to cause whole tree, part tree or branch failure, and where considered necessary further investigation by way of the use of sounding techniques was utilised to determine the presence and general extent of any areas of cavity or associated decay within a tree's main stem structure.

The Tree's species and its ability to cope with disturbances to its root zone that typically occur as part of a development process, as well as its ability to cope with the new parameters that are commonly created by an urban development (i.e. decreased soil oxygen due to compaction, increased un-seasonal watering from irrigation, increased pollution, increased radiated heat/light from urban infrastructure (roads, walls, buildings etc.) are all also taken into consideration.

The known root zone morphology of the Tree's given species was taken into consideration when allocating the recommended TPZ for each of the identified trees. Note: Whilst some reference and acknowledgment is given to the guidelines set down in AS 4970, the TPZ for the Tree has been based on the known typical root zone morphology for specimens of their species, the condition of the given Tree, and the known tolerance to root zone disturbance of the given species.

ARBOR logic
A.C.N.: 107 194 061
Ph: (08) 9240 7555

ARBORICULTURAL CONSULTANCY
A.B.N.: 66 566 369 687
email: Jason@arborlogic.com.au

Elements
Assessment of Identified Tree
Adjacent to 256 Stirling Highway, Claremont

September 2019

4. Summary of Key Findings of the Assessment

4.1 Basic Tree Information



Species;	Lemon Scented Gum (<i>Corymbia citriodora</i>)
Approx. Height;	23 metres
DBH;	70cm
DRF;	84cm
Canopy Spread;	15-16m N-S 15-16m E-W
Nominal TPZ;	8.4m RADIUS
Nominal SRZ;	3.1m RADIUS

4.2 Observations

Large mature tree; estimated 60-80 years old

Shows good health at this time. There is a minor amount of moderate diameter sized deadwood in its upper canopy, but it looks to have occurred as part of its natural growth processes. There is no evidence of the presence of any pest or disease pathogen that could have a major impact to its health at this time.

The Tree looks to have what is considered to be a good structural form and no major issues or concerns visible at this time. No major noticeable areas of decay in its lower main stem and the Tree looks to be remaining root stable at this time.

The Tree was noted to be situated around 1.3 metres from the boundary to the Site, and approximately 1 metre from the boundary to the R.O.W.

The majority of its root zone area looks to be covered with bitumen/road pavement surfaces.

The ground level within the Site was noted to be higher than that of the level within the Adjoining Property and the area where the Tree is situated.

Lower canopy of the Tree noted to start around 8 metres above ground level, and extend around 11 metres north and 7 metres east of its main stem.⁴

ARBOR logic
A.C.N.: 107 194 061
Ph: (08) 9240 7555

ARBORICULTURAL CONSULTANCY
A.B.N.: 66 566 369 687
email: Jason@arborlogic.com.au

Elements
Assessment of Identified Tree
Adjacent to 256 Stirling Highway, Claremont

September 2019

4. Summary of Key Findings of the Assessment



4.3 Opinion

Overall the Tree looks to be a good mature specimen that currently shows good health and structural form, which given the correct care and management (and despite the extent of urban surfaces over much of its root zone) could be expected to continue to live for another 30-40 years plus in its current location/situation.

There is no evidence of any history of branch failures or structural weaknesses to suggest it will become predisposed to failures in the foreseeable future, and any risks associated with the Tree look to be remaining within what is generally considered to be an acceptable level and well within the realms and scope of management at this time.

ARBOR logic
A.C.N.: 107 194 061
Ph: (08) 9240 7555

ARBORICULTURAL CONSULTANCY
A.B.N.: 66 566 369 687
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Elements
Assessment of Identified Tree
Adjacent to 256 Stirling Highway, Claremont

September 2019

5. Impact from Proposed Development

5.1 Key Observations of the Plan provided

- Construction of a basement level up to the boundary line of the Adjoining Property.
- Building to the boundary line for the ground floor and lower levels.
- Building setback 4 metres from the boundary to the Adjoining Property for upper levels.
- The R.O.W is proposed to be widened to 6 metres to provide 2-way access to the Site.

5.2 Opinion

Based on the Plan provided **retention of the Tree does not look viable** given the proposed widening of the R.O.W.

The construction of a basement level at the boundary to the Site is also at this time anticipated to have a major impact on the Tree's TPZ and SRZ areas. Exploratory excavation at the boundary of the Site may however provide further evidence to suggest otherwise, although at this time any construction/excavation at the boundary looks likely to have a major impact to its root zone and subsequently its health and possibly its in-ground stability as well.

5.3 Considerations

At this time, successful retention of this Tree would require modifications to the current proposed development.

1. The R.O.W would need to remain at its current extents (approx. 3 metres width).
2. Designing the development so that no construction or excavation would be required within its nominal TPZ area (an 8.4 metre RADIUS of its main stem) would be anticipated to have marginal impact to the Tree (if any).
3. Alternatively impact of construction up to the boundary will need to be explored further to verify what root mass from the Tree is actually present in the areas of the soil profile below the existing road pavement and boundary wall and within the Site.

Pending the results some modification to the extent of building up to the boundary to the Adjoining Property may still be required if impact to the Tree is to be minimised.
4. Removal of the lowest northern and eastern branches from the Tree could be undertaken to provide greater clearance over the Site, and an estimated 15 metres of vertical clearance would be able to be achieved. Removal of those two branches would not be anticipated to have any major impact to the Tree's future health, longevity or structural integrity.

Some canopy overhang would however remain so the design of the building proposed would need to take into consideration potential leaf drop issues and include measures to mitigate and manage such issue without needing to resort to canopy pruning.

ARBOR logic
A.C.N.: 107 194 061
Ph: (08) 9240 7555

ARBORICULTURAL CONSULTANCY
A.B.N.: 66 566 369 687
email: jason@arborlogic.com.au

Elements
Assessment of identified Tree
Adjacent to 256 Stirling Highway, Claremont

September 2019

Attachment; Company Information and Disclaimer

Company Name:



A.C.N.: 107 194 061

A.B.N.: 66 566 369 687

Insurance Details:

General Liability;	Hollard	\$20 million
Professional Indemnity;	DUAL	\$10 million
Personal Protection;	Zurich	

Office/Contact Details

Postal Address: PO Box 1025, Balcatta WA 6914

Physical Office Address: 4c/5 Mumford Place, Balcatta

Ph: (08) 9240 7555

Fax: (08) 9240 7522

Consultant Details

Consultant Contact: **Jason Royal**
Dip. Arboriculture (UK)
Tech. Arbor A

Ph: (08) 9240 7555

Mobile: 0409 105 745

Email: jason@arborlogic.com.au



Member No. 1254



J. Royal; 172723



Lisc. No. 1743

ARBOR logic

A.C.N.: 107 194 061

Ph: (08) 9240 7555

ARBORICULTURAL CONSULTANCY

A.B.N.: 66 566 369 687

email: jason@arborlogic.com.au

*Elements
Assessment of Identified Tree
Adjacent to 256 Stirling Highway, Claremont*

September 2019

Disclaimer

This Report has been provided in good faith and based upon the material information provided by the Client to Arbor logic, and/or based on the visual inspection of the tree(s) at the time this advice was prepared.

The contents of this Report should be read in full, and at no time shall any part of the Report be referred to unless taken in full context with the remainder of the document.

The contents of this Report may not be reissued to another party or published in part or full without Arbor logic's written permission.

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- Material information not being provided by the Client to Arbor logic at the time this advice was prepared.
- The provision of misleading or incorrect information by the Client or any other party to Arbor logic upon which this advice was prepared.
- This advice being used by the Client or any other party in circumstances or situations other than the specific subject of this advice.
- Failure by the Client to follow this advice.
- The action(s) or inaction(s) of the Client or any other party that gives rise to the loss of, or damage to, the tree(s) that are the subject of this advice.

It is also important to take into consideration that all trees are living organisms and as such there are many variables that can affect their health and structural properties that remain beyond the scope of reasonable management practices or the advice provided in this Report based on the visual inspection of the tree(s).

As such a degree of risk will still remain with any given tree(s) despite the adoption of any best management practices or recommendations made in this Report.

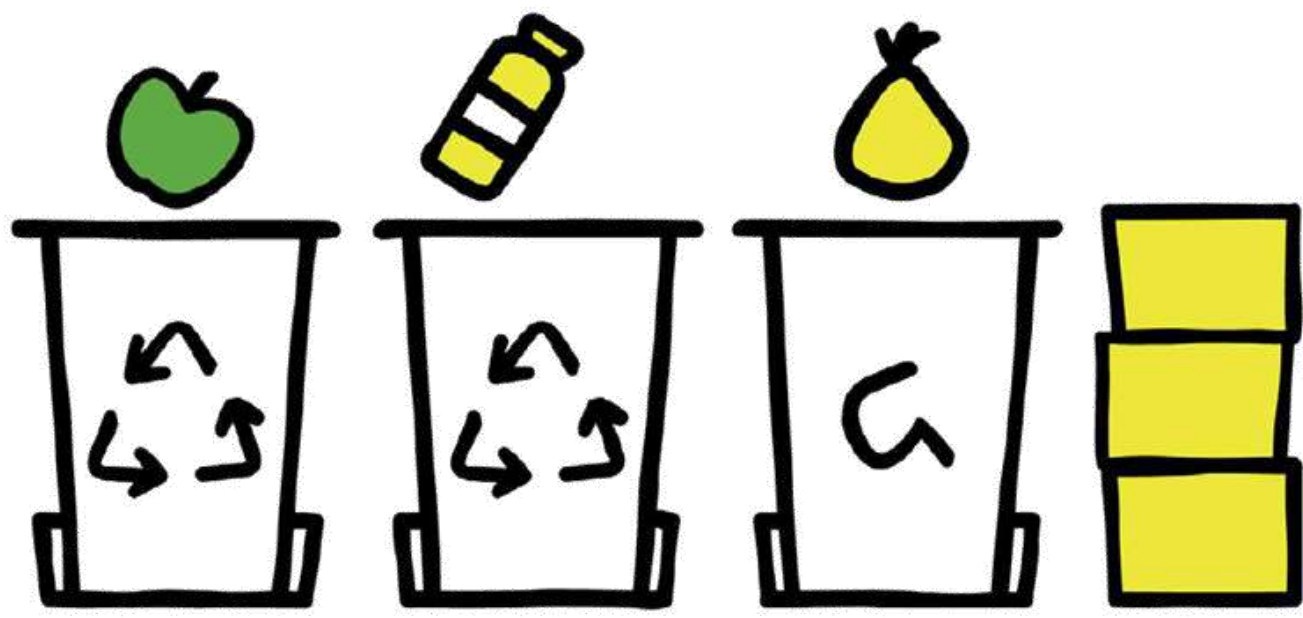
ARBOR logic
A.C.N.: 107 194 061
Ph: (08) 9240 7555

ARBORICULTURAL CONSULTANCY
A.B.N.: 66 566 369 687
email: jason@arborlogic.com.au



Appendix E

Waste Management Plan



Waste Management Plan

Multunit townhouse development

256 Stirling Hwy, Claremont

Prepared for: Hartree + Associates Architects

Prepared by: LP – Low Impact Development Consulting

DATE: 16/05/2019

e: info@lidconsulting.com.au

p: 03 9016 9486

a: Suite 7, 252 St Georges Rd, Fitzroy North Vic 3068

w: www.lidconsulting.com.au

HARTREE + ASSOCIATES ARCHITECTS

Waste Management
256 Stirling Hwy Claremont WA 6010

element.

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Summary

13 x 660L garbage and 6 x 1100L & 1 x 660L recycling bins and 2 x 240L medical waste bins are recommended to be stored within the rubbish room on the ground floor of the development for a private collection service. Bin types are each to be collected on the alternate week by a private collection service from within the property boundary. It is the resident's and employee's responsibility to cart their waste from the residences & tenancies to the bins store location and transfer waste to the shared bins.

This Waste Management Plan has been proposed in consultation with The Town of Claremont Waste Management Officer on 27/3/2019.

NOTE: the approved Waste Management Plan (WMP) will be the model to be adopted for this development. Detailed design and as-built installation must incorporate the design proposed and approved under this WMP. Any revisions of the WMP or changes to the approved waste system of the development require Council approval and may require a re-submitted Waste Management Plan.

More detail is contained within this report.

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The content of this document represents the entirety of work output or recommendations offered by LID Consulting for this particular project. This content supersedes all other verbal discussions undertaken by LID Consulting representatives in relation to this project. If you have any questions in relation to items discussed with LID Consulting representatives or this report please contact Craig Harris of LID Consulting.

1 Waste Management

A waste management analysis has been undertaken based on the Sustainability Better Practice Guide for Waste Management and Recycling in Multi-Unit Developments 2018 and in consultation with Town of Claremont's Waste Management Officer on 27/3/2019.

The purpose of this report is to document a Waste Management Plan for the above project, as required by Town Planning permit conditions. The report is based on TP03-04 Rev D supplied by the Client.

2 Parameters

2.1 Residential

Break up of units	53 x 1, 2 & 3bed apartments	
	Garbage Waste Streams	Recycling Waste Streams
Private residential waste allowances	Garbage – 120L per tenement per week.	Recycling – 240L per tenement per fortnight.
Estimated volume of weekly garbage and recycling per bed	120L per apartment per week.	240L per apartment per fortnight.
*(based on the rule of thumb on p14 of the Best Practice Guidelines and confirmed with council).		
Total estimated weekly waste volume	53 x 120L = 6360L	53 x 240L = 12720L
	6360L of Garbage per week	6360L of Recycling per week
Number of bins required to cover total weekly waste generated	10 x 660L bins collected weekly	6 x 1100L recycling bins collected weekly
Proposed bins and collection frequency including diverted waste streams:	10 x 660L bins collected weekly	6 x 1100L recycling bins collected weekly

2.2 Commercial

Tenancy/space	Area
Tenancy 1	162m ²
Tenancy 2	142m ²
Tenancy 3	113m ²
Tenancy 4	72m ²
Tenancy 5	136m ²

Refer Appendix C – Waste Generation Calculations for rates and estimated waste volumes

	Garbage Waste Streams	Recycling Waste Streams
Waste rates	Tenancy: 40L/100m ² floor area/day	Tenancy: 40L/100m ² floor area/day
Waste generation rates based on Best Practice Guidelines		
Waste generation calculations per week (7 days)	Tenancy 1: = 40L x 162m ² x 7 days = 453.6L / week Tenancy 2: = 40L x 142m ² x 7 days = 397.6L / week Tenancy 3: = 40L x 113m ² x 7 days = 316.4L / week Tenancy 4: = 40L x 72m ² x 7 days = 201.6L / week Tenancy 5: = 40L x 136m ² x 7 days = 380.8L / week	Tenancy 1: = 10L x 162m ² x 7 days = 113.4L / week Tenancy 2: = 10L x 142m ² x 7 days = 99.4L / week Tenancy 3: = 10L x 113m ² x 7 days = 79.1L / week Tenancy 4: = 10L x 72m ² x 7 days = 50.4L / week Tenancy 5: = 10L x 136m ² x 7 days = 95.2L / week
Estimated total waste generated per week	Total garbage = 1750L /week	Total recycling = 437.5L /week
Number of bins required to cover total weekly waste generated	3 x 660L garbage bins	1 x 660L recycling bins
Proposed type, number of bins and collection frequency	3 x 660L garbage bins	1 x 660L recycling bins collected weekly
* assumes 30% food waste from café and childcare areas		

3 Background to proposed waste collection solutions

3.1 Proposed bin location

The proposed bin store is at street level, inside a dedicated bin store at the within the ground floor of the development.

Residential Bin Store

- At ground level, inside a dedicated bin store at the within the ground floor of the development.

Commercial Waste Bin Store

- At ground level, inside a dedicated bin store at the within the ground floor of the development.

3.2 Waste considerations

- Council currently may only provide a partial rebate on council rates if a private collection service is used.
- Space for the collection, separation and storage of waste and recyclables should be provided, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as appropriate.
- Utilising the Council collection service is not possible in this instance for general waste/recycling, green waste or hard waste due to council not collecting commercial waste. The most feasible option is to have a private collection service collect both the commercial and residential waste on the same day.
- The private collection service is to occur on an alternate day to the Council service so that the services are not confused.
- Onsite collection is the most feasible option with a 6.4m waste truck able to enter and exit the site in a forward direction traversing along the internal driveway.
- Bin store size – 6 x 1100L bins & 14 x 660L bins will fit in the bin store.
- Onsite collection is the most feasible option. At present WasteWise, Kartaway, iDump and CSC Waste are the known contractors that provide this service utilising smaller vehicles that can enter basements, load bins and exit in a forward direction.
- The commercial space waste generation rates are based off a showroom tenancy. Should there be a different use of the commercial space such as an office, then the waste generated will be less than showroom. If the use of the space is to be a café, restaurant or supermarket, then then the waste generated will be significantly higher than a showroom tenancy.

4 Proposed collection solutions

4.1 Garbage and recycling waste stream collections

- A private collection service is recommended to collect the shared 6 x 1100L bins & 14 x 660L bins from the within the bin store on a weekly basis.
- Individuals will be required to cart their waste from the residences to the bin store location and transfer waste to the shared bins.
- The Owner's Corporation is responsible for all aspects of waste management including access for the waste contractor to enter the site and bin store on the days of collection.
- The private collection vehicles should visit the property on a weekly basis, enter in a forward direction, stop and empty the shared 13 x 660L garbage and 1 x 660L & 6 x 1100L recycling bins, replace the bins to the bin store location, do a three-point turn and exit in a forward direction.

4.2 Hard waste collection

- If a hard waste service (annual, regular or on-call) is to be offered, it would need to be by a private collection service. Alternatively, items can be taken to the local waste recovery centre by residents.
- Residents should liaise with body corporate to ensure hard waste collection occurs throughout the year, minimising substantial hard waste that is placed on the kerbside.

4.3 Organics (food) waste collection

- Residential developments are recommended to include onsite organics processing equipment in the bin store area to divert the amount of food going to landfill. Closed Loop, Totally Environmental / Sustainable Food Recycling and Ecoguardian offer a range of on-site systems for residential developments.

4.4 Green Garden Waste Collection

- More commonly the private maintenance contractor will be responsible for removing any green waste from common areas and can also by arrangement, remove green waste from private spaces.

4.5 Medical waste collection

- With a medical facility operating in the building, the provision for 2 x 240L medical waste bin has been allowed for in the bin store area. These are locked bins.
- A private contractor is to collect the bin on a frequency required by prior arrangement from the bin store area with entire bins replaced with clean ones.

4.6 Waste Vehicle Requirements

- A private collection service is recommended to collect all commercial and residential waste from within the property weekly.
- A 6.4m min loader waste vehicle is to enter the site from Stirling Highway in a forward direction to collect the bins from the bins store on the ground level.

- The waste contractor will be responsible for retrieving, emptying and returning bins to/from the bin store at the time of collection.
- The waste vehicle is to complete a three-point turn and exit onto Stirling Highway in a forward direction.
- Building Management is responsible for ensuring the waste contractor has access to the site and bin store on the days of collection.

5 Allowance for different rates of waste generation

- Should the garbage allowance be exceeded, the first action should be to encourage the tenants to reduce their garbage and recycle more.
- Garbage volumes can also be reduced if E-waste, food waste and soft plastics are directed to recycling streams (see below).
- Should recycling be exceeded while garbage is not exceeded then, residents should be reminded to crush and flatten all cardboard boxes and plastic containers before placing these in the recycling bin(s). If this occurs effectively and there is still an issue it may be appropriate to swap a garbage bin for a recycling bin.
- A waste audit can be undertaken to understand the content of the waste bins and provide images and feedback to clients of good or poor recycling practices.
- Should recycling be exceeded then it may be appropriate to obtain an additional recycling bin.

6 Design inclusions

The WMP approved under this permit must be implemented and complied with at all times to the satisfaction of the Responsible Authority. No alterations to the WMP may occur without the written consent from the Responsible Authority.

6.1 Litter spread

- Litter spread is to be managed by ensuring garbage and recycling bins are not overloaded, and lids are always closed.
- Litter spread is to be managed by the system of contractors collecting bins from within the property. As bins are not left outside overnight, the possibility of vandals overturning bins is removed.
- The private collection contractor's agreement should require their pickup of any waste that spills from the bins during emptying.

6.2 Traffic Management

Traffic management along Stirling Highway should not be an issue with collection occurring within the property boundary.

Engineering standards – appropriate engineering standards will need to be addressed in the detailed design stage to ensure adequate basement pavement depths and roadway widths, heavy duty pit lids that are trafficable by collection vehicles, wider driveway splays and sweep paths.

6.3 Noise Management

Minimizing noise associated with waste collections include:

- Locating bin stores and collection points at an appropriate distance from residences including minimising the need for the waste vehicle to reverse; insulating waste chutes.
- Collections occurring during the below stipulated collection times restricts the hours of noise from collections.
- The disposal by tenants of bottles and waste into communal bin stores must not occur after 10 pm.
- Collection vehicles should not break up bottles at the point of collection, only once off site.
- Compaction of waste should only be carried out whilst waste vehicles are on the move.

6.4 Odour reduction

Odour from waste primarily emanates from bin store areas. Control of odour must occur in the bin store area with the provision of suitable natural or mechanical ventilation. If installed the mechanical ventilation system for the bin storage area must not cause a public health nuisance (noise and odour generation) and comply with EPA requirements and in accordance with the ventilation requirements of the Building Code of Australia and AS 1668.2.

- The bin store area and bins should be monitored and cleaned on a regular basis to remove sources of smells.

6.5 Bin store design

Bin Store Design must include the following:

- A layout that allows access to all of the bins with adequate size to allow easy movement/transfer of the required number of bins. There is to be convenient access by residents and made easily accessible to people with limited mobility.
- Space suitable for bin wash down is to be available in the development. If this is the bin store then the floor is to be graded to a waste outlet with a litter trap.
- A water tap and hose installed in or near the bin wash areas and correct drainage to sewer (never direct waste to storm water drains) and should be designed in accordance with the relevant EPA Bunding Guidelines. Drains to the sewer to be located undercover to prevent rainwater infiltration.
- Adequate doorway width to allow the easy access of bins and larger hard waste
- Bin stores must be vermin proof - particularly where food waste is included. (The bin store is located within the ground floor of the development which is a closed space and considered to be largely vermin proof). Consider using baits for vermin control and maintained as an ongoing requirement.
- A waterproof power point in or near the bin store.

- Adequate lighting
- Adequate mechanical or natural ventilation
- Space for a tug or bin lifter if required by the waste contractor(s) / facility management.
- Meter boxes should not be included in bin stores due to the need to regularly wash bin stores out.

6.6 Collection Times

Collection times - Domestic waste – bin collection shall be in accordance with EPA and Council guidelines and shall be completed at times of least interference / inconvenience to the local amenity and traffic conditions. The EPA Noise Control Guidelines Publication 1254 it states:

- Collections occurring once a week should be restricted to the hours 6 am — 6 pm Monday to Saturday

Collection times – Non-residential waste - bin collection shall be in accordance with EPA and Council guidelines and shall be completed at times of least interference / inconvenience to the local amenity and traffic conditions. The EPA Noise Control Guidelines Publication 1254 it states:

- Where residents are impacted by waste collection the hours of collection must be between 7am – 8pm Monday to Friday or 9am – 8pm Saturdays, Sundays or public holidays

Collection times - Waste collection from private services are best suited on an alternate day to the Council service and completed at times of least interference/inconvenience to the local amenity and traffic conditions.

6.7 Internal waste Management

- General garbage shall be placed in plastic bags before placement into bins
- Recycling materials are not to be bagged and but should be placed loosely into the recycling bins. (Items in plastic bags in recycling bins are not recycled). Recyclable items in domestic bin collections include:
 - Rigid plastic containers
 - Paper, cardboard
 - Glass bottles and jars
 - Steel cans, aluminium cans and aluminium foil are among items that can be recycled.
- But exclude:
 - Plastic bags
 - Garden hoses
 - Rope (ropes and garden hoses can wrap around and damage equipment in the recycling plant).
- To improve recycling:
 - Empty containers and bottles of any leftover food or liquid. Ideally rinse them out.
 - Remove lids before placing them in the recycling bin.
- All waste bins are not to be placed out prior to 24 hours before the collection and to be returned to the storage area within 24hours of collection.

- **Mobile Garbage Bins (MGB's)** implemented in the development are to be in accordance with Council's specifications in terms of manufacture, composition & colour coding, and are to have required street address and stickers applied per normal Council practice.

6.8 Signage, education & safety

It will be the responsibility of the Owner's Corporation to ensure all residents/employees have all of the material available to them and that they adhere to the required practices regarding waste management, sustainability and promoting waste minimization. All residents/ employees are to operate and maintain safe practiced in all aspects involving the waste management of the development.

- All education material will be in accordance with Council requirements or if this is not available, per signage on the following website:
<https://www.sustainability.vic.gov.au/government/waste-management/public-place-recycling?query=signage>
- Directional signage should be installed to direct occupants and bin collectors to the bin storage areas.
- Instructional signage within shared communal bin stores is to indicate which bin is for garbage and which is for recyclables (or food waste/organics) and also include what items can be included in garbage and recycling bins, and items that need to be disposed of via other services.
- A sign will be placed on the wall in the bin store identifying that the following **soft plastics** can be recycled at any location identified on the Redcycle website
<http://www.redcycle.net.au/where-to-redcycle/> (Currently primarily Coles store locations). Quick guide to some most commonly recycled Soft Plastic items:



- A "No Standing" sign effective only for the weekly hours of bin collection should be installed covering the collection zone, to ensure the collection vehicle can pull in off the road for collections.
- A **preliminary OHS risk assessment** has been included to identify potential OHS issues, however this risk assessment does not replace the need for the building management/Owners Corporation and collection contractors to complete their own OHS assessment for the bin collection process.

- If the building management/Owners Corporation or contractors OHS requirements demand it, a mechanical tug (details below) will be provided for shifting bins to the collection locations.

7 Ongoing management

The management and maintenance of the waste system will be a responsibility of the apartment complex owner's corporation. Items to be addressed in maintaining the system include:

- The tenancy agreements should stipulate that the same contractor is to be used for both residential and commercial waste collections. This will ensure there are only two collections (garbage and recycling) servicing this development.
- The tenancy agreements should outline a schedule of waste collection dates in accordance with the above parameters.
- Allocation of responsibility to the contractor for bringing bins from the bin store location to the collection vehicle and also for returning the emptied bins to the bin store. Responsibility should include ensuring any waste that spills from the bins during emptying is collected by the contractor.
- Ensuring the waste contractor has access to the site and bin store on the days of collection and for also providing signage to make building occupants aware that waste vehicles enter the carpark.
- That bins and bins stores are monitored regularly with bins rotated as required to ensure areas are fully operational with regular cleaning of the bins and bin store spaces and clean-up after collection if necessary.
- Managing communal composting areas (if applicable)
- Provision of information to residents in relation to the requirements of using the system eg boxes to be flattened, containers for recycling washed, bagged recycling not permitted, bins to not be over-full etc
- Monitoring and feedback to residents if the system is not working properly. Undertake a waste audit should it be suspected waste is not being placed in the correct bins

7.1 Further Waste Reduction Measures

- Separation of garbage and recycling should initially occur in residences. For this reason, the development should include streamed waste bins (perhaps included under the sink) in each dwelling. Bin types include garbage (Landfill) waste, Recycling, Organic Food Waste, Soft Plastics.
- Separation of garbage and recycling should initially occur in all work areas and then the bin stores. For this reason, the development should include streamed waste bins on each floor or work area. Cleaners would then transfer waste from these bins to the bin storage area.

All bins should be placed alongside each other to ensure recycling is easy.

- Eliminating or reducing the use of single-use plastics can greatly reduce waste volumes particularly in commercial food businesses. This includes straws, plastic bags and plastic wraps. Many private waste contractors can commercially collect soft Plastic. They provide bale bag frames or larger bins that could be appropriately located in the bin store or in work areas (for example, in kitchens). Alternately, companies such as Reground do similar as well as coffee grounds. <https://www.reground.com.au/soft-plastic/>

- Local information regarding the disposal and recycling of common household items can be found at:
 - <https://www.claremont.wa.gov.au/Services/Waste-Services>
 - <http://recyclingnearyou.com.au/>
- Polystyrene is collected for recycling by various councils. In addition, suppliers such as ecycle www.ecyclesolutions.net.au will deliver whitegoods and either collect clean polystyrene from retailers or take polystyrene away after delivery.
- Unwanted bulky items, clothes and other consumables can be donated to charities, sold on online or at second-hand local market places as is if in good condition. If repair is required, seek out repair community centres for re-purposing.

7.2 Organic food waste diversion methods

- As 40% of domestic waste is from food, reducing the volume of food waste in bins, will assist residents in reducing their volume of garbage. See <http://yourenergysavings.gov.au/waste/reducing-recycling/kitchen-food-waste>
- Bokashi bins <http://www.bokashi.com.au/> are an effective way of reducing waste volumes and breaking down food waste for apartment dwellers. Food scraps are placed in bokashi bins with an accelerator mix added. The volume of waste food is reduced, and the waste in the bin is already on the path to being composted. Bokashi bins can be emptied into compost bins so providing a compost bin on site and having a garden also helps. Bokashi bins are also available from <http://www.eco-organics.com.au/about-us.htm>

8 Supplementary information

8.1 Mechanical Tug Details

Where mechanical tugs are recommended, the following details will assist.

Suppliers include www.electrodrive.com.au, <http://www.mastermover.com.au>, www.sitcraft.net.au, <http://www.hercules.com.au/index.php?tug2>. Space required for tug storage:

Two-wheel bins are usually loaded onto a trailer/dolly for transportation. Space is required for storage of the tug unit plus trailer. Tugs can be 1.5m long x 0.8m wide. Trailers can vary in size – allow space larger than the bin footprint.

Four-wheel bins can be towed directly by the tug and require less space as only the tug is required to be stored, not a trailer. Towing brackets and directional wheel locks are available from Sulo www.sulo.com.au and can readily be retrofitted to 660-1100L bins for towing. Towing brackets and wheel locks do not project outside of the bin footprint area.

Mechanical tug systems will usually cost in the range of \$10,000 - \$15,000, with trailer possibly extra.

8.2 Sustainability initiatives

Residents / Occupants should be made aware of Sustainability Victoria's recommendations for waste reduction www.sustainability.vic.gov.au

Where possible they should practice the waste reduction hierarchy identified in the Environmental Protection Act 1970;



8.3 Links

Town of Claremont Council website: <https://www.claremont.wa.gov.au/Services/Waste-Services>
Waste collection companies in Perth (examples only):

- Sita – Suez 08 9458 4644
- Transpacific-Cleanaway - ph 08 9449 3333
- Instant Waste - <http://www.instantwaste.com.au> ph 08 9379 2111
- Veolia ph 08 9418 9300

256 Stirling Highway, Claremont Development Application

- Legend
- Residential Bins

Commercial Bins

13 x 660L garbage bins
1.37m x .85m

1 x 660L recycling bin
1.37m x .85m

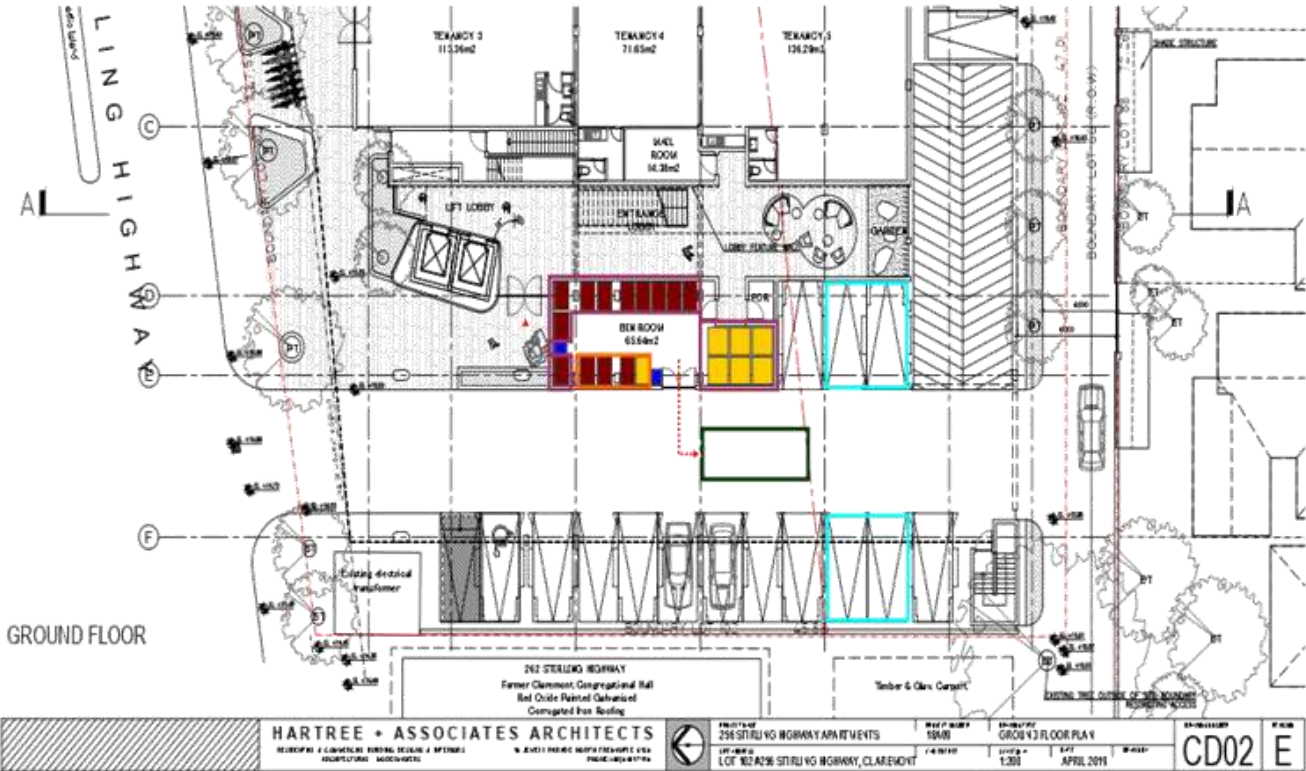
6 x 1100L recycling bins
1.37m x 1.245m

2 x 240L locked medical waste bins
.735m x .58m

Bin path

Waste vehicle

4 x visitor car parks to have no parking signs during collection times



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All dimensions shall be verified on site.

Project

256 STIRLING HIGHWAY APARTMENTS

Date

15/04/2019

Scale

1:200

Sheet Size

A3

Reg No.

123456

Drawn

J. Smith

CHK

CH

Job No.

256SH/19

Drawing No.

01

Revision

1

Drawing

BIN STORE & COLLECTION ZONES

LOW IMPACT DEVELOPMENT (LID) CONSULTING

Suite 7, Level 1

252 St Georges Rd

North Fitzroy Vic 3068

P 03 9016 9486

E craigharris@lidconsulting.com.au

lid

can your footprint?

APPENDIX 2

Risk Assessment – Waste Collection process
For proposed development at 256 Stirling Hwy Claremont



Class 1 Risk = Potential to cause death or permanent injury.		Class 2 Risk = Potential to cause injury requiring medical attention.		Class 3 Risk = Potential to cause an injury treatable with first aid.	
Activity	Steps involved in completing activity & risk	Risk level	Risk mitigating measures	Implementation responsibility	
Moving bins within waste / recycling collection room on ground floor	Manual handling or automated bin changing. Risk of manual handling injuries. Automated to be designed by chute designer.	2	Appropriate design of collection room and space. Training of designated person	Building Designer / Owners Corporation	
Moving of bins from bin store to collection space	Distance bins to be moved approx 10m. Risk of manual handling injuries	2	Minimise distance of travel, with the area kept free of all obstacles including loose gravel or dirt, steps, kerbs, speed bumps, berms, sills or ramps. Ensure all access points have suitably wide doorways and circulation areas.	Building Designer / Owners Corporation	
Vehicle comes on site for collection	Large vehicle entering site, and completing a three point turn before exiting site. Major risk is hitting, particularly when completing the three point turn, young children, the elderly or unaware people	1	There should be no/few children/elderly people in the carpark area. Reversing buzzers to be applied to all trucks. A "No parking" sign effective at the times of collection to be installed in the visitor space of the carpark. This will allow the collection vehicle to perform a three point turn and leave in a forward direction.	Waste collection contractor / Owners Corporation	
Note this assessment is for consideration during the design phase of the project. It is <u>not</u> to replace a risk assessment / Safe Work Method Statement being completed by the contractor and persons undertaking the waste removal process.					

element.

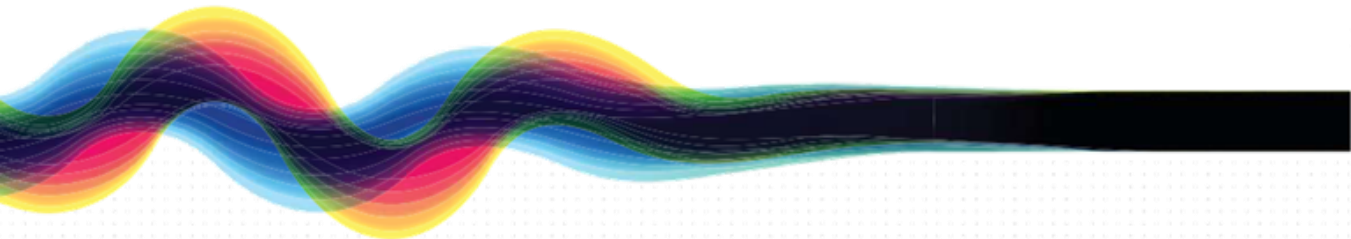
Appendix F

Heritage Impact Statement

256 Stirling Hwy, Claremont

Heritage Impact Statement

June 2019 | 19-106



element.
the art and science of place

256 Stirling Hwy, Claremont Heritage Impact Statement

HARTREE+
ASSOCIATES
ARCHITECTS

element.

Document ID: PG Planning							
Issue	Date	Status	Prepared by		Approved by		
			Name	Initials	Name	Initials	
1	19.06.19	Draft	Marc Beattie	<i>Marc Beattie</i>	Flavia Kiperman	<i>Flavia Kiperman</i>	
2	25.06.19	Final	Marc Beattie	<i>Marc Beattie</i>	Flavia Kiperman	<i>Flavia Kiperman</i>	
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element.

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1. Introduction

element has prepared this Heritage Impact Statement (HIS) to assess the heritage impact of a proposed new development on the site located on Lot 102 (No.256) Stirling Hwy, Claremont (subject site).

This HIS accompanies the following:

- DA drawings prepared by Hartree Architects dated 7th June 2019,
- Presentation Package prepared by Hartree Architects dated 6th June 2019
- Development Application report prepared by element dated June 2019

The subject site has been attributed some heritage value by the Town of Claremont (the Town) as the former location of Halfway Tree Historic Site, the location of that historic site is demarcated by a post box located in No.262 Stirling Hwy. However, as per archival imagery, the true location of the Halfway Tree was in the road reserve adjacent to the subject site, consequently, the proposal has been assessed against the heritage value of that place. Additionally, while not included in the proposed development, potential impact on the adjacent Congregational Hall and Congregational Church located at 262-264 Stirling Hwy were assessed by this impact statement.

1.1 Site Description

The subject site is lot of 2,308m² located on the southern side of Stirling Hwy. The existing commercial building on the subject site comprises a two-level office building with a total footprint of 1811m², dates from early 1970s and does not have any heritage value attributed to it.

The lot fronts onto Stirling Hwy, while access to rear is via a right-of-way alley. The subject site is currently bounded to the east, south and west by shared walls with neighbouring properties. The western (262-264 Stirling Hwy) neighbour contains the Congregational Church and Hall which are included on both the Town of Claremont Heritage List as a discrete heritage area and the State Register of Heritage Places as an individual place (HCWA Ref. 0487). The heritage values of these places will be explored full within the body of this report.

1.2 Proposed Development

The existing commercial building on the subject site will be demolished to accommodate the new eight-storey development that has a contemporary use and architectural style. The proposed development is a mixed-use building with ground floor commercial use and residential apartments above with associated communal uses.

The lot is generally square but has a chamfered corner to conform to the angle of Stirling Highway.



Figure 1. Site plan showing subject site with adjacent heritage listed places (Google with InHerit GIS information overlaid, artwork element, 2019) The Post Box must be located here as well, and so the original location of the tree.



Figure 2. 256 Stirling Highway. Showing Congregational Hall in the background (element, 2019)



Figure 3. 256 Stirling Highway. Showing post box demarcating statutory location of The Halfway Tree Historic Site (element, 2019)

1.3 Heritage Status and Significance

1.3.1 Heritage Listings

Summary of Statutory Heritage Listing

The following table summarises the relevant statutory heritage protections to this HIS report

Place	State Register of Heritage Places	Town of Claremont Heritage List
The Half Way Tree Historic Site (256 Stirling Hwy)	No	Yes
Congregational Hall and Congregational Church (262-264 Stirling Hwy)	Yes	Yes (both as individual places and as an area)

Town of Claremont Heritage List

The Town of Claremont’s Town Planning Scheme No. 3 (TPS3) includes provisions for the heritage protection of heritage places and areas through its Heritage List, in accordance with clause 8 of the Planning and Development (Local Planning Schemes) Regulations 2015, Schedule 2.

256 Stirling Hwy has been included on the Town’s local Heritage List as a Category C Place.

262 -264 Stirling Hwy encompasses a small group of buildings which are included on the Town’s Heritage List. Additionally, they are considered a small discrete Heritage Area, which is also protected under the Town’s Heritage List. Despite being a Heritage Area there is no specific policy prepared by the Town relating to development controls in or around this area.

State Register of Heritage Places

Under the Heritage of Western Australia Act, 1990¹, The Heritage Council of Western Australia (HCWA) is required to compile and maintain a heritage database. Inclusion on the State register of Heritage Places means that the heritage place has significance to the State and all development proposals within the curtilage of that place has to be referred to the Heritage Council for statutory advice.

256 Stirling Hwy is not included on the State Register of Heritage Places and therefore referral to the HCWA for advice is not a statutory requirement.

262-264 Stirling Hwy (The Congregational Hall and Congregational Church) is entered into the State Register of Heritage Places. The Town may choose to refer the proposal to the HCWA for advice, but this advice is not statutorily binding under the Heritage Act.

1.3.2 Heritage Status

Half Way Tree Historic Site

The subject site entered in the Heritage List as a Category C Site. Development on Category C Sites are managed by the Town in accordance with the following statement:

- *This site is considered by the Town of Claremont to be of some significance to the Town and its conservation is encouraged.*
- *The place should be conserved in accordance with the principles of the Burra Charter (The Australia ICOMOS for the conservation of places of cultural significance).*
- *The Council may also require its own heritage impact statement which will consider the heritage significance of a place, and the impact of the proposed development on significance, prior to consideration of a development application.*
- *The Town may require an interpretation plan and or implementation.*
- *The Town may require an archaeological survey.*
- TPS3
- DA required
- Town of Claremont Policy LV124 & Local Planning Policy 2/2015

Congregational Hall and Congregational Church

Congregational Hall and Congregational Church (262-264 Stirling Hwy) is not included within the proposed development site but given the scale and proximity of the proposed development there is potential for impact and this should be assessed and mitigated accordingly.

Congregational Hall and Congregational Church is included on the State Register of Heritage Places.

Congregational Hall and Congregational Church is entered in the Heritage List as a Category A Place. Development on Category A Places are managed by the Town in accordance with the following statement:

- *This place has been entered in the Heritage Council of Western Australia's Register of Heritage Places. All development applications must be referred to the Development Committee of the Heritage Council for approval.*
- *This place is considered by the Town of Claremont to be of exceptional significance to the Town and its conservation is required.*
- *The place should be conserved in accordance with the principles of the Burra Charter (The Australia ICOMOS for the conservation of places of cultural significance).*

¹ At the time of writing the new Heritage Act, 2018 is yet to be proclaimed. For the purposes of this report the new act will not alter the approval process.

- *It is recommended that a conservation plan or policy be prepared and adopted by Council and that any proposals for development be in accordance with its recommendations. If a conservation plan has not been prepared, Council may request the preparation of a conservation plan or policy prior to considering any proposed development of the place.*
- *The conservation plan or policy must be prepared in accordance with a brief approved by the Council and must be reviewed, approved and adopted by Council prior to approval to develop.*
- *The Council may also require its own heritage impact statement which will consider the heritage significance of a place, and the impact of the proposed development on significance, prior to consideration of a development application.*
- TPS3
- DA required
- Town of Claremont Policy LV124 & Local Planning Policy 2/2015

1.3.3 Heritage Significance

The cultural heritage significance of both the Half Way Tree Historic Site and Congregational Hall and Congregational Church is defined in their respective statements of significance included on the heritage listings:

Half Way Tree Historic Site

The Halfway Tree site is significant for the history as a meeting point for mail exchange until 1863, and thereafter a place of social interaction by the gentry of the area.

Congregational Hall and Congregational Church

This site has been attributed significance at both a local and State level and appears on two statutory heritage lists. The statements of significance for both lists is reproduced below:

Town of Claremont Statement of Significance:

Congregational Church and Hall Heritage Area is significant since development in 1896, despite its demise as a church function in the 1970s, the place still retains its significance for the history and the high-quality architecture that represents fine examples of Federation Gothic and Romanesque architecture respectively.

HCWA Statement of Significance:

Congregational Hall & Congregational Church, comprising a limestone, brick and iron Hall (1896) and a brick and iron Church (1906) has cultural heritage significance for the following reasons:

- the place is a landmark in the area;
- the place contributes to the sense of place of the Claremont community;
- the place illustrates the architectural diversity in Western Australia associated with the gold boom years; and,
- the Hall is a representative example of the Federation Gothic style of architecture and the Church is a fine example of the Federation Romanesque styles of architecture, exhibiting a high degree of stylistic creativity.

2. Historic Background

The following historic background has been informed by the Town of Claremont's place record documentation and updated following additional research undertaken by **element**.

In 1830, John Butler, a settler, set up an inn at Freshwater Bay (in modern-day Peppermint Grove) to attract travellers on the road from Perth to Fremantle. A wetland became known as Butler's Swamp (later Lake Claremont). After the arrival of convicts in the colony in 1850, work began on constructing the Perth to Fremantle Road (Stirling Hwy). The government allocated land on the foreshore and at Butler's Swamp to 19 pensioner guards and their families, and a permanent convict depot operated at Freshwater Bay until 1875.

By 1885 the Perth to Fremantle Road was formally constructed by convict labour and was largely developed. By the early 20th century the road was largely lined with residential and commercial properties, particularly around the commercial centre of Bay View Terrace. The suburb's population growth increased following the opening of the Railway in 1888 and the suburb became popular with emerging middle class families.

256 Stirling Hwy is a lot formed by the amalgamation of what we believe were three earlier lots as can be seen on Figure 4. Based on the 1929 photo of the Halfway Tree (Figure 5), these lots contained large residential properties which appear to date from the Federation Era. Further research would be required to confirm precise date of construction and former inhabitants of the lots.



Figure 4. The current lot boundary of 256 Stirling Highway (shown red) overlain on a 1953 aerial of the subject site (Landgate)

The Half Way Tree is believed to have been a tall Tuart Tree² used as a meeting point for the postmen from Perth and Fremantle to exchange their sacks of mail until 1863. It was later called the six-mile tree when the gentry from Perth drove there on afternoon drives. The tree was severely lopped in the early 20th century to make way for the overhead cables (refer to figure 4) and the stump remained until 1935.³

Around the time the Half Way tree was finally removed the West Australian newspaper features several articles on its history. One in particular dated 26 February 1935 records the recollections of one Mr JA Newman who recalled the plaque that was nailed to the base of the tree bearing the inscription 'Under this tree John Forrest and party camped on the first night of the journey from Fremantle to Adelaide in 1870.'

In 1935 an antique post box was located at the site of the halfway tree following a request of the Western Australian Historical Society to the Town of Claremont. A plaque was located on the pillar box and remains to this day. This same post box was moved and is now located at 262 Stirling Hwy.

In the early 1970's the federation era homes located on the subject site were demolished to make way for the two -storey commercial building which still remains on the lot.



Figure 5. The Half Way Tree c.1929 (Source: Claremont Freshwater Bay Museum)



Figure 6. Post Box in original location of Halfway Tree in 1950; (Source: Royal Western Australian Historical Society photographer F W Filer)

² Although the Town of Claremont's place record refers to it as a Tuart, contemporary accounts refer to it as a Jarrah.

³ Town of Claremont Place Record for the Halfway Tree Historic Site

3. Description of the Locality

The subject site is located on Stirling Hwy which is a major arterial road connecting Perth to Fremantle. The orientation of the proposed development will primarily address this Hwy. The subject site sits at the midpoint of a gradual rise in the topography which gets higher moving east.

In the immediate area surrounding the subject site, the built form can generally be classified as low rise (2 storey) 20th century commercial buildings which are typically set back from the road with parking in front of the main building. West of John Street there are some two-storey residential apartment blocks dating from the later 20th century, but these are not considered to form the immediate context of the subject site. The built environment in this section of Stirling Hwy forms the predominant context of the development and will be explored in more detail to understand the new development in that context.

The immediate context is defined by the Congregational Church and Congregational Hall which is a heritage landmark due to its prominent corner location and defined as a heritage area by the Town. The tower of the Congregational Hall sits prominently in the streetscape as it protrudes in front of the main building line established by the 20th century commercial buildings. There are no other heritage landmarks in the immediate locality.

Currently the north western portion of the subject site has a brick transformer building which partially blocks views to the ground floor of the Congregational Hall from the east.



Figure 7. Facing west down Stirling Highway. Subject site to the left of photo. (Source: element, 2019)



Figure 8. Congregational Church and Hall, facing south east (element, 2019)

element.

element.



Figure 9. Looking east along Stirling Highway (Source: Google Maps, 2018)



Figure 10. Looking west along Stirling Highway. Note the commercial character of the current context. (Source: Google Maps, 2018)

4. Proposal

4.1 Generally

The proposal will demolish the 1970s commercial building on the subject site and develop an eight-storey mixed use development designed in a contemporary style. The ground and first floors form a podium which is delineated from the upper storeys by using limestone cladding and a copper canopy. The height of the podium is lower than the ridge of the Congregational Hall.

The bulk of the building is divided into two distinct forms which sit over a podium that aligns with the lot boundary and the Congregational Hall. The proposal has removed the car parking from the front setback and located it in the new basement level meaning that the new built form has moved forward of the current building line.

Balconies project out from the bulk of the building. They have been angled reacting to the prevailing direction of the sun with angled privacy and sun screening also located on these balcony areas. A larger first floor balcony projects from the first floor communal area, which is proposed to be a green glass feature.

The materiality of the new building will be contemporary in its nature, but some natural materials have been used. The podium of the new building, which incorporates ground and first floors, will be clad in limestone and the upper storeys will be adonised steel in a copper-like finish. Spotted gum has been used to clad the lift core element which is partially external and visible from the street.

Cladding of the building is proposed to articulate the elevations which assists in breaking up the overall bulk. This is particularly notable on the western elevation which faces the Congregational Hall and Church.

The roof is a sculptural form comprised of an angled hood over the top floor apartment which increases the buildings height.

The front landscaping of the building will contain some large trees and the existing transformer building is retained in the north western corner of the lot.

4.2 Demolition

Demolition is only proposed to buildings with no heritage value located on the subject site.

4.3 Conservation and Interpretation

The subject site does not contain any historic built fabric and therefore conservation does not feature in the proposal. However, given the intangible values associated with Half Way Tree Historic Site there is an opportunity to include interpretation and this has been addressed in the proposed development with the incorporation of a mural on the fascia of the canopy over the ground floor (refer Figures 11 & 12). Spotted Gum cladding has been used to clad the vertical lifting circulation core of the new building which is intended to acknowledge the location of the Half Way Tree.



Figure 11. Proposal when viewed directly opposite from the north side of Stirling highway (render by Hartree Architects, 2019)



Figure 13. Perspective model illustrating the proposed setting of the Congregational Hall when viewed from the east. (Source: Hartree Architects, 2019)



Figure 12. Close up view of the proposed interpretive imagery to be incorporated on the balcony fascia (render by Hartree Architects, 2019)



Figure 14. Perspective model illustrating the proposed setting of the Congregational Hall and Church when viewed from the west. (Source: Hartree Architects, 2019)

element.

5. Assessment of the Proposal

As previously noted, the subject site is included on the Town's Heritage List and is adjacent to a historic landmark that's included on the State Register of Heritage Places, in addition to being a Heritage Area on the Town's Heritage List. Because of these statutory heritage listings all development on the site will be assessed against the established cultural heritage significance of those places.

Taking into consideration the above, the assessment of the proposal is divided into two sections:

- The potential impact on the *Half Way Tree Historic Site*
 - Town of Claremont Statement of Significance
- The potential impact on the *Congregational Hall and Congregational Church*
 - HCWA Statement of Significance
 - Town of Claremont Statement of Significance

5.1 Heritage Impact Assessment

Heritage Values	Discussion	Potential Heritage Impact	Mitigation of Impact
Half Way Tree Historic Site (256 Stirling Hwy)			
Town of Claremont Statement of Significance: <i>The Halfway Tree site is significant for the history as a meeting point for mail exchange until 1863, and thereafter a place of social interaction by the gentry of the area.</i>	The proposed development does not develop on the site once inhabited by the Half Way Tree as it was located in the road reserve. However, the interpretation proposed to be shown on the building will be a more accurate reflection of the original location. The interpretation will heighten public awareness of this historic site and its role in the development of Claremont.	Positive impact due to the new building incorporating interpretation of the Half Way Tree closer to the original location rather than the current post box location.	No further mitigation is required. However, relocating the post box to the original location would further enhance the outcome.
Congregational Hall and Congregational Church (262-264 Stirling Hwy)			
HCWA Statement of Significance Congregational Hall & Congregational Church, comprising a limestone, brick and iron Hall (1896) and a brick and iron Church (1906) has cultural heritage significance for the following reasons: <ul style="list-style-type: none"> the place is a landmark in the area; the place contributes to the sense of place of the Claremont community; the place illustrates the architectural diversity in Western Australia associated with the gold boom years; and, the Hall is a representative example of the Federation Gothic style of architecture and the Church is a fine example of the Federation Romanesque styles of architecture, exhibiting a high degree of stylistic creativity. 	<p>The materiality proposed has been informed by the traditional materials used on the Hall, namely the limestone cladding and the copper-like finish to the façade screening. This will assist in providing some visual continuity in the streetscape.</p> <p>While the orientation of the new building partially assists in retaining views to the Hall and Church buildings the setting will be altered due to the scale of the proposed development.</p> <p>Site lines to the Hall and Church will be largely retained from a pedestrian view point from the north, west and south. From the east along Stirling Hwy, the ground and first floors are setback to align with the Hall (excluding the existing transformer), but balconies may partially intrude on the views. This impact may be softened by the planting of established trees.</p> <p>The form does have potential to impact on the established landmark value of the place despite the steps taken to angle the new built form. This relates to the second storey and above which will sit in front of the Hall's primary frontage.</p> <p>The bulk of the new building has been broken up by the use of the cladding and angled balconies. The use of a podium with a limestone cladding also assists in grounding the building in its context. Its notable that the podium is lower than the ridge of the adjacent Hall.</p>	<p>Slight impact due to the scale of the new development being such that it will be greater than the established heritage landmark but the bulk has been well considered and helps to mitigate this impact.</p> <p>View lines to the building will be largely retained but there is some likelihood that the views to the Hall's tower from the east may be intruded on.</p> <p>There is no impact on the architectural quality of either the Church or the Hall and the presence of these buildings in the community will remain with no impact on the sense of place.</p>	<p>Its recommended that some realignment or setting back of the balconies be explored to allow clear views towards the Congregational Hall. From the east.</p>
Town of Claremont Statement of Significance <i>Congregational Church and Hall Heritage Area is significant since development in 1896, despite its demise as a church function in the 1970s, the place still retains its significance for the history and the high-quality architecture that represents fine examples of Federation Gothic and Romanesque architecture respectively.</i>	<p>Refer to the assessment against the HCWA statement of significance.</p> <p>The proposal does not directly affect the history or architectural quality of the buildings that are included on this site.</p>	There is no impact on the values expressed in the statement of significance prepare by the Town.	Refer to the assessment against the HCWA statement of significance.

element.

6. Conclusion

The proposal is considered an example of contemporary urban infill in the context of a major arterial road, thoughtfully designed to respond to the adjacent heritage listed Congregational Church and Congregational Hall in terms of its form, bulk and materiality. By incorporating the interpretation of the Half Way Tree Historic Site, it will heighten public awareness of this site and will have a positive heritage outcome.

The proposed building is generally in alignment with the Congregational Hall which assists the State Registered building retain its landmark value from the north, west and south, however the prominence of the new building in the streetscape is likely to partially diminish views from the east towards this heritage landmark.

This assessment has established that overall the proposal has no irreversible heritage impact on the statutory heritage values of the Halfway Tree Historic Site or Congregational Church and Congregational Hall. While the building slightly protrudes in front of the adjacent Congregational Hall the landmark value of that historic site will remain by virtue of its corner location. Despite the largely positive response this proposal has to its context, implementation of the following recommendations would further improve the outcome.

- Relocate the post box from 262 Stirling Highway back to its original location. This would restore the connection between the subject site and the Halfway Tree thereby enhancing the intangible historic values attributed to the site.
- Set back the balcony on the first floor to clear the view lines to the Congregational Hall from the east.
- Explore the removal of the transformer building to improve the current views towards the Congregational Hall from the east.

In our professional opinion we support the proposed development and suggest the recommendations are addressed prior to construction.

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the art and science of place

Level 18, 191 St Georges Tce, Perth WA 6000
T. (08) 9289 8300 – E. hello@elementwa.com.au
elementwa.com.au



Enquiries: Nicole Coaker on (08) 9323 6370
Our Ref: 16/7512 (D19#1052712)
Your Ref: DA2019.00078

11 December 2019

Chief Executive Officer
Town of Claremont
PO Box 54
CLAREMONT WA 6910

Email: toc@claremont.wa.gov.au

Dear Sir/Madam,

**DEVELOPMENT APPLICATION - DA2019.00078 - 256 STIRLING HIGHWAY, CLAREMONT
EIGHT STOREY MIXED USE DEVELOPMENT.**

In response to your correspondence received 2 December 2019, including; amended plans, updated swept path drawings and amended Traffic Impact Statement. Main Roads **does not** support the proposal as presented. However, Main Roads is willing to work with the applicant to formulate an achievable outcome.

The following issues are required to be address prior to Main Roads providing support for this application:

1. Access

Main Roads does not support the proposed access as presented. The applicant is required to demonstrate safe entry and exit to the development. The provided swept paths do not allow or illustrate safe passage for two-way vehicles. As the access is for left in left out, it is critical this can be achieved. It is important for Road Planners and Designers to be aware of the effects that different types of intersections/driveway control may have on delays to traffic and the safety of other road users (under various traffic demand situations).

2. Acoustic Assessment

The provided Acoustic Assessment provided is a preliminary review of the proposed development only and advises that traffic noise impact for the proposed development will need to be assessed in accordance with SPP 5. Therefore, Main Roads request the following:

1. An acoustic assessment or noise management plan must be prepared for the development in accordance with the SPP 5.4 and its guidelines (2019) to determine the likely level of transport noise and management/mitigation required.
2. For major roads, onsite noise monitoring must be conducted for a minimum of three valid 24-hour weekday period as per SPP 5.4 Appendix 1 of the guidelines.
3. The development must be designed to achieve acceptable indoor noise levels as per the SPP 5.4 noise target.
4. The development must provide an outdoor living area that complies with the SPP 5.4 noise targets. Furthermore, balcony noise and usability should be addressed in the acoustic assessment.

Main Roads Western Australia
Don Aitken Centre, Waterloo Crescent, East Perth WA 6004
PO Box 6202, East Perth WA 6892

mainroads.wa.gov.au
enquiries@mainroads.wa.gov.au
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mainroads
WESTERN AUSTRALIA

Should the Development Assessment Panel approve the proposal notwithstanding Main Roads concerns the following conditions are requested:

Condition

1. Access to Stirling Highway from Lot 102 is approved as Left in Left out only.
2. Design and construction of the crossover from Stirling Highway to lot 102 must be to the satisfaction of Main Roads as per MRWA supplement to Austroads guide to Road Design Part 4 & 4A – including the provision for 12.5m vehicles to enter and exit the property whilst allowing safe passage for other vehicles.
3. No waste collection is permitted from Stirling Highway.
4. No parking other than landscaping is permitted on the land as shown required in Main Roads land requirement plan numbered: 1.7139/1.
5. All traffic must exit in forward gear.
6. Awnings that overhang the land required as per Main Roads land requirement plan numbered: 1.7139/1, must be detachable.
7. Redundant driveways shall be removed and the verge and its vegetation reinstated at the applicant's cost. The applicant is to advise Main Roads when this has been completed.
8. Any services, infrastructure or roadside furniture that requires relocation as a result of the applicant's works will be at the applicant's cost.

Should the Town wish to discuss the application further, please do not hesitate to contact the officer or planninginfo@mainroads.wa.gov.au quoting the file reference above.

Yours sincerely

Ian Thompson
A/Manager Statutory Road Planning

Schedule of Submissions – 256 Stirling Highway, Claremont

Submissions in support	Nil
Submissions against	22
Support with noted concern	Nil

Submission address & comment	Officer's Comment
Submission 1 4/6 John Street <p>Whilst the site is obviously ripe for development the current proposal would seem to be too large and oppressive for the site and I would like to see it reduced in height and scale for several reasons.</p> <p>1/. The development is contiguous with two heritage listed sites and would completely dwarf and reduce if not destroy their significance.</p> <p>2/. The proposal shows there would be more than 20 balconies overlooking private residential properties. Each of these has the MINIMUM legal setback (in one case less than the legal amount). This would seem to be a gross infringement of privacy. The drawing shows that the relevant properties require 7 metre high shielding to obtain any sort of privacy for their back gardens and rear windows (this is surely excessive). Three of the properties have 20 year old wooden pergolas which cover only part of their rear boundary are any way not adequate shielding. The third property has no shielding structure. The available drawing is glaringly inaccurate with regard to these structures. Who is to pay for this screening?</p> <p>3/. The drawings show that the midwinter sun will be excluded from a small part of the residential properties. However the shielding described in 2/ above would put the back gardens and part of the houses in shade for some time. These observations are based on the unchecked drawing could the council please confirm they are correct?</p> <p>4/. Access via the lane way (lot 66) is extremely limited, it is 3metres wide and there is no possible passing for the first 40 metres. If two vehicles meet in this area one would have to back out into John St. The exit into John St. is totally blind and a grave risk to pedestrians, (lethal for a child in a pushchair). The lane is only suitable for limited use by private vehicles and should not be available to commercial</p>	<p>Noted.</p> <p>Design has been amended following comments from Heritage Council WA (HCWA). Setbacks to heritage building have been increased and HCWA are now supportive of proposal.</p> <p>There are five balconies that meet the Residential Design Codes minimum setback requirement of 7.5m. Overlooking from these balconies is restricted by the existing dividing fence on the affected properties. All other balconies are set back more than 20m. Overlooking from these balconies is screened by the rear of the development such that little if any actual overlooking will be possible. Drawings have been revised to correctly show pergola structures.</p> <p>Overshadowing diagrams were not available at the time of advertising. These diagrams show the development is compliant with the Acceptable Outcome A3.2.3 which allows for 25% overshadowing of the adjacent properties. However, it does not meet the associated Element Objective O3.2.2 as overshadowing affects the outdoor living areas and living areas of the adjacent dwellings.</p> <p>It is noted that the Right of Way (ROW) is currently available for the existing commercial development on the site with 25 car bays having sole access through the ROW. The proposed development is not expected to create significantly more traffic along the ROW as the majority of vehicles are expected to use the proposed Highway crossover. Safety at the entrance to the ROW is of concern however, as a</p>

Schedule of Submissions – 256 Stirling Highway, Claremont

Submission address & comment	Officer's Comment
<p>traffic. This lane way is very important to us as it is our only direct access to a public road</p> <p>6/.I am surprised that Main Roads will allow access for 53 residences directly onto Stirling and out of Highway in both directions, especially when they do not allow tuning into John St. from the West. The traffic analysis needs some explaining it seems to be based some strange formula using square metres, surely the number of parking bay is more relevant. The report seems to takes no account of clients going to the 5 office/showrooms perhaps this could be reassessed.</p> <p>Turning right from this site is difficult because the hill limits visibility to the right. At busy times exit is only possible when the traffic lights at Leura Avenue and Lock St. coincide, this can take up to 5 minutes (try turning right out of Goldsworthy St. in the rush hour!). This traffic will be diverted to the lane way and along Bernard St. This would appear to be a case of bad ribbon development.</p> <p>7/. What is the Town Council's policy on letting? Is it possible these apartments could be used for short term letting such as airbnb? And thus become a pseudo hotel?</p> <p>8/.The tree near the SW corner is not on their property so can hardly be a hindrance to access. It is one of the few native trees left in the area.</p> <p>9/. Is there an asbestos report available for the building to be demolished?</p>	<p>wall that restricts pedestrian sight lines is not part of the subject site.</p> <p>MRWA(MRWA) recommendation is to refuse the application due to access issues. Notwithstanding, direct access has been supported as the 3m ROW would create significant access issues were it the sole vehicle access to the property.</p> <p>Right turns will be prohibited as part of MRWA recommendation. Highway access will be limited to left-in and left-out.</p> <p>Short-term accommodation is considered a separate use to the long-term letting of residential properties. Development Approval is required for this use and would be considered on its merits and applicable planning framework at the time.</p> <p>This tree has been identified for retention. An arborist report has been provided demonstrating the tree can be successfully retained.</p> <p>No. Any asbestos encountered on site will need to be removed in accordance with the relevant health and building laws.</p>
<p>Submission 2 3/6 John Street</p>	
<p>I would like to express my concern regarding the above proposal, which is mainly in relation to the height and proposed 53 residential apartments.</p> <p>As the proposed development is on a high point in the Highway the suggested eight storeys will appear unnecessarily high and somewhat of an eyesore and the significant increase of traffic both in and out of Stirling Highway and the rear right of way would not only be hazardous but have a drastic affect on the amenity of adjoining home owners.</p>	<p>Noted.</p> <p>The proposed height exceeds the limit of 6 storeys established under the Stirling Highway Local Development Plan. This variation is not supported.</p> <p>The applicant's Traffic Impact Assessment demonstrates that the impact is acceptable and will not pose traffic safety issues. Use of the</p>

Schedule of Submissions – 256 Stirling Highway, Claremont

Submission address & comment	Officer's Comment
<p>I understand that ratepayers have little or no say in these matters but sincerely hope a reduction in the size of the proposed development will be seriously considered.</p>	<p>laneway will not be substantially greater than with the existing development.</p> <p>Noted.</p>
<p>Submission 3 21 Bernard Street</p>	
<p>Thank you for your letter informing me of the proposed eight storey development at 256 Stirling Highway. I visited the Council Chambers yesterday to view the plans. I also walked around the site. I have several concerns.</p> <p>This building would be by far the tallest building on Stirling Highway through Nedlands, Claremont and Cottesloe. This would set a precedent for future development along the highway.</p> <p>This section of Stirling Highway is a narrow strip of commercial properties abutting privately owned family homes. It is not acceptable to have the many apartments on the south face of this development overlooking these private homes thus invading their privacy.</p> <p>88 parking bays is inadequate for a building that size. It is totally unrealistic to assume 2 bedroom apartment owners or tenants will have only one car. Where will the others park- John St, Bernard St?</p> <p>Access to the site from Stirling Highway will cause further disruption to the traffic flow. Trucks exiting the site during the construction stage and the vast number of private cars during occupancy will cause further congestion.</p> <p>The small lane behind the church building is narrow with a blind exit to John St and is inadequate for this amount of traffic.</p>	<p>Noted.</p> <p>The Town's Stirling Highway Local Development Plan calls for 6-storey development along this section of the highway with 8-storey development permitted on select "landmark sites" (does not include the subject site).</p> <p>Majority of balconies will have no direct view of the adjacent private homes due to the design of the building. This is because the upper floor of the rear 2-storey apartments (apt 105-109) will effectively screen the closest back yards.</p> <p>The number of car bays complies with LPS3 and the R-Codes Vol.2 Apartments so long as sharing of residential and commercial visitor bays is permitted and controlled through a Parking Management Plan.</p> <p>A Traffic Impact Assessment has been provided by the applicant showing how these issues will be managed. Construction traffic can be managed by an appropriate management plan. Increases in traffic due to the development will have no impact on Stirling Highway given existing traffic volumes. Impact on residential streets will be minor and comparable to existing traffic levels generated by the building.</p> <p>It is noted that the ROW is currently available for the existing commercial development on the site with 25 car bays having sole access through the ROW. The proposed development is not expected to create significantly more traffic along the ROW as the majority of vehicles are expected to use the proposed Highway crossover. Safety at the entrance to the ROW is of concern however, as a wall that restricts</p>

Schedule of Submissions – 256 Stirling Highway, Claremont

Submission address & comment	Officer's Comment
<p>I am further concerned that, during the excavation stage, damaged will be caused to the heritage-listed buildings next door.</p>	<p>pedestrian sight lines is not part of the subject site.</p> <p>A full dilapidation report will be required prior to any construction works to ensure any damage is rectified by the builder. In addition, a condition is proposed to ensure building construction methods are employed such as chemical injection under the buildings to prevent soil collapse. These are matter for detailed consideration under the Building Permit.</p>
<p>Submission 4 15 Bernard Street</p>	
<p>We write to lodge our concerns at the proposed development above, outlined as follows:</p> <p>The building will be eight storeys high which will adversely affect our property significantly by overlooking our currently secluded back garden, as well as having a visual impact from the back of our house and garden.</p> <p>There will be a considerable shadow cast from such a tall building which will affect the houses backing on to this site.</p> <p>The height sets a dangerous precedent in this area, as there are two blocks of ageing flats within 50 metres, as well as many businesses which could be redeveloped into apartments.</p> <p>Whilst the architects state that the proposed development will not increase traffic flows on any roads adjacent to the site by any significant amount, the difficulty of turning right into Stirling Highway from this site means that John Street and Bernard Street will become the only means of vehicles gaining access to the northbound route along Stirling Highway. These are two quiet streets already made busier by being used as a "rat run" for school pick ups and drop offs, as well as people parking their cars for the day in order to catch public transport.</p> <p>I would question the number of projected cars domiciled at this building. If there are in excess of</p>	<p>Noted.</p> <p>The affected property is more than 60m from the closest point of overlooking. Any impact will be minimal.</p> <p>Overshadowing diagrams were not available at the time of advertising. These diagrams show the development is compliant with the Acceptable Outcome A3.2.3 which allows for 25% overshadowing of the adjacent properties. However, it does not meet the associated Element Objective O3.2.2 as overshadowing affects the outdoor living areas and living areas of the adjacent dwellings.</p> <p>Height of eight storeys exceeds the maximum of six storeys permitted under the Town's Stirling Highway Local Development Plan. This additional height is not supported.</p> <p>A Traffic Impact Assessment has been provided by the applicant showing how these issues will be managed. Left-in and out access to Stirling Highway will reduce the amount of traffic on nearby residential streets.</p> <p>On-street parking is actively managed by the Town. Timed or permit-only parking is able to be</p>

Schedule of Submissions – 256 Stirling Highway, Claremont

Submission address & comment	Officer's Comment
<p>50 apartments, there could well be up to 100 cars needing to be parked. Cars exceeding the car bay numbers will then have to be parked in surrounding streets, as has been evidenced in suburbs such as Subiaco.</p> <p>It is also worth noting that we consider the projections in this document to be conservative, and can attest to this fact as we have had two investment apartments in the past and the parking and traffic complaints from both occupiers and surrounding home owners were both valid and vexing.</p> <p>Visitors to the apartments will also choose the easier option of parking in adjacent streets, impacting on the neighbourhood significantly.</p> <p>There is a concern about the cumulative effect of increasing vehicles accessing this part of Claremont as the infrastructure cannot be easily changed; and as more apartments are built, the build up of traffic becomes untenable. One only has to look at the twice-daily problems at the intersection of Leura Avenue and Stirling Highway to see that we are already experiencing some of these issues.</p> <p>We are not objecting to the development of the site per se, but the scale. If the building was four or five storeys high, with a resultant fewer number of apartments, the differences would be significant.</p> <p>However, the town planning scheme needs to be considering the future problems of traffic build up and local area parking if the proliferation of apartments continues.</p> <p>We thank you for considering our thoughts on this matter</p>	<p>implemented should these issues arise (subject to agreement from residents of the street).</p> <p>Visitor parking is generally permitted in residential streets. Again, timed or permit-only parking is able to be implemented should these issues arise.</p> <p>Proposed upgrades to Stirling Highway by MRWA will significantly decrease congestion by providing turning lanes, priority bus lanes and cycling lanes. Main Roads advise that these upgrades are likely 10-20 years away.</p> <p>A desired building height of 6 storeys has been established under the Stirling Highway Local Development Plan.</p> <p>These matters are being considered as part of Scheme Amendment 138 (yet to be advertised). See detailed comments in the report.</p>
<p>Submission 5 20 Bernard Street</p>	
<p>I have recently been made aware of the development proposal for 256 Stirling Highway Claremont. We live at 20 Bernard St Claremont and the proposed development will be almost directly in front of our home. The development height is way beyond what we believe is acceptable to maintain the character of our heritage listed street and would cast significant shade and ugliness onto our homes and gardens.</p>	<p>20 Bernard Street is 120m south of the subject site. While the development will be visible from the property there will be no overshadowing.</p>

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<p>However, our main concern is the increased traffic that the development will attract in Bernard St as cars access John St and the rear way to the development. Travelling towards the city on Stirling Hwy if the entrance to the parking is John St, then the fastest route is Goldsworthy Rd, Bernard St and John St. We have young children and many pets in the street and the increase in traffic would diminish the character of our street.</p> <p>We do not believe there is a need for high density 8 storey residential developments at that location on Stirling Highway given the huge number of high density developments currently under construction around Claremont Oval and completed apartments at Claremont Quarter. The proposed development is in the backyards of established character homes with significant heritage value on Bernard St and it would be hugely detrimental to build a multi-storey apartment building in the middle of such an area.</p> <p>I am happy to make further comments on future applications for this site.</p>	<p>Bernard Street will likely experience a small increase in traffic due to right-turn restrictions at both John Street and the proposed highway crossover. Existing traffic on Bernard St is approximately 400 vehicles per day.</p> <p>Height of eight storeys exceeds the maximum of six storeys permitted under the Town's Stirling Highway Local Development Plan. This additional height is not supported. The LDP deliberately limits increased development to the properties that front Stirling Highway in order to preserve the character and amenity of adjacent residential areas.</p> <p>Noted.</p>
<p>Submission 6 2/6 John Street</p>	
<p>Our first reaction to the above matter was that the proposed development is far too big for the site.</p> <p>The problems which will arise as to vehicle traffic on Stirling Highway and John Street Claremont will be enormous and almost unmanageable.</p> <p>The question of privacy for existing neighbours seems to be of little concern to the developers.</p> <p>Access to and from the site to John Street is limited and any endeavour to alter would in our opinion cause real problems.</p> <p>Two heritage listed properties abounding the proposed site will be affected by such a gross development.</p>	<p>Height of eight storeys exceeds the maximum of six storeys permitted under the Town's Stirling Highway Local Development Plan. This additional height is not supported.</p> <p>A Traffic Impact Assessment has been provided by the applicant showing how these issues will be managed. Left-in and out access to Stirling Highway will reduce the amount of traffic on nearby residential streets.</p> <p>Majority of balconies will have no direct view of the adjacent private homes due to the design of the building. This is because the upper floor of the rear 2-storey apartments (apt 105-109) will effectively screen the closest back yards.</p> <p>See previous comment regarding Traffic Impact Assessment.</p> <p>Design has been amended following comments from HCWA. Setbacks to heritage building have been increased and HCWA are now supportive of proposal.</p>

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<p>The proposed development will have a considerable effect on sunlight reaching the properties on the south side of the development during the cold winter months.</p> <p>The above matters are some of our concerns but certainly not all: To introduce such major changes, 5 commercial tenancies, 53 residential apartments, commercial living facilities and a basement car park, <i>is</i>, in our opinion, a non achievable target and would greatly affect the lifestyle of the neighbours.</p> <p>We have no objections to the reasonable development of the area, but not the proposal as submitted namely, an eight storey complex. We suggest three to four storeys should be considered.</p>	<p>Overshadowing diagrams were not available at the time of advertising. These diagrams show the development is compliant with the Acceptable Outcome A3.2.3 which allows for 25% overshadowing of the adjacent properties. However, it does not meet the associated Element Objective O3.2.2 as overshadowing affects the outdoor living areas and living areas of the adjacent dwellings.</p> <p>Proposal is broadly in line with the anticipated level of development set out in the Town's Stirling Highway Local Development Plan.</p> <p>See previous comment regarding building height.</p>
<p>Submission 7 29 Bernard Street</p>	
<p>It has recently come to my attention that there is a proposal before the Claremont Town Council to erect an 8 Story building comprising mostly residential apartments with some commercial space.</p> <p>I am a long standing resident of Bernard Street and am very concerned that this proposal could have a detrimental impact on private residences nearby, as well as causing traffic and parking problems in Bernard, John and Scott streets.</p> <p>If an 8 storey building is approved it could set a precedent for more of the same. I hope the Council will take this into consideration when deliberating on this proposal and ensure that the residents nearby are not disadvantaged.</p>	<p>Noted.</p> <p>Impacts on nearby residences are assessed under the Residential Design Codes Vol.2 Apartments. A complete assessment is attached to this report. Traffic and parking impacts are addressed in the applicant's Traffic Impact Assessment.</p> <p>See previous comment regarding building height.</p>
<p>Submission 8 25 Bernard Street</p>	
<p>As a long term resident of Bernard St, I strongly oppose the scale of this development for the following reasons.</p> <p>The height limit should be restricted to four storeys.</p>	<p>Noted.</p> <p>See previous comment regarding building height.</p>

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<p>There are too many residential apartments.</p> <p>It will cause more traffic flow along Bernard and John Streets.</p>	<p>Number of apartments is not an issue as a key purpose of the Stirling Highway Local Development Plan is to concentrate new residential development in the eastern portion of Stirling Highway sufficient to meet the State Governments infill housing targets.</p> <p>John and Bernard Street will likely experience a small increase in traffic due to right-turn restrictions at both John Street and the proposed highway crossover. Existing traffic on John and Bernard St is approximately 300 and 400 vehicles per day respectively.</p>
<p>Submission 9. 1/6 John Street</p>	
<p>Of particular concern to me is the scale of the development and the impact it will have on nearby and adjacent property owners. The application for development approval also appears to not conform with the Stirling Highway Local Development Plan 2016 document.</p> <p>256 Stirling Highway, which falls within the "Precinct C – Eastern Highway" which states it had an objective to determine the likely extent of redevelopment and in the short to medium term but more importantly to determine the appropriate acceptable scale and form of development. This application appears to fall well short of the broad principles discussed in this document and this is based on the following criteria;</p> <p><u>Height & Setbacks</u> Heights along Stirling Highway should not exceed 6 Storeys unless it is a designated landmark. This site is not a designated landmark, as defined in your 2016 planning document so should not qualify for 8 Storeys. A similar nearby development, Freshwater Apartments, does not enjoy this proposed height level and was only allowed 5 Storeys. 8 Storeys would clearly create an over shadowing issue for the 6 John Street property owners, in a southerly direction. This would not meet your minimum 21 June, 12pm rule.</p> <p><u>Access</u> Increased traffic flow along the side laneway off John Street to access the 53 apartments and 5 commercial tenancies appears grossly inadequate. Based on your own rules this would be the only option given you would not allow</p>	<p>See previous comment regarding building height. In other regards the proposal is broadly in accordance with the Stirling Highway Local Development Plan.</p> <p>Noted.</p> <p>See previous comment regarding building height.</p> <p>Overshadowing diagrams were not available at the time of advertising. These diagrams show the development is compliant with the Acceptable Outcome A3.2.3 which allows for 25% overshadowing of the adjacent properties. However, it does not meet the associated Element Objective O3.2.2 as overshadowing affects the outdoor living areas and living areas of the adjacent dwellings.</p> <p>LPS3 does not permit direct access to Stirling Highway where an alternative is available. This clause can be varied under the Deemed Provisions contained in the Planning and Development (Local Planning Schemes) Regulations 2015 where a development meets</p>

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<p>access directly off Stirling Highway. This level of additional traffic will clearly create an increased danger and hazard for pedestrians on John Street and noise level disruption for the adjacent residential owners. Additionally this laneway would need appropriate widening, which doesn't seem feasible, to be safe.</p> <p>As the closest side street, John Street would also become the new overflow parking for visitors, especially on weekends.</p> <p><u>Disruption</u></p> <p>Hours of work during construction. This is likely to be a disruptor for up to 2 years during construction with noise, dust etc. What restrictions would be placed on the time that heavy work is completed and weekend work given the close proximity to existing residents. I, and other nearby residents, firmly believe the scale of this development would be a significant distractor for the immediate precinct and clearly does not conform with the Council's own plans for future density along Stirling Highway.</p>	<p>certain heritage-related criteria. The applicant has requested this be considered as access solely from the rear laneway is problematic due to it being 3m wide at the entrance to John Street.</p> <p>A Traffic Impact Assessment has been provided by the applicant showing how these issues will be managed. Left-in and out access to Stirling Highway will reduce the amount of traffic on nearby residential streets.</p> <p>Noise, dust and other impacts from construction are controlled under health and building legislation. Typical restrictions on noise-generating activities is 7am to 7pm Monday to Saturday.</p> <p>See previous comments regarding building height. Proposal is broadly in line with the anticipated level of development set out in the Town's Stirling Highway Local Development Plan.</p>
<p>Submission 10 1 Bernard Street</p>	
<p>I reside at 1 Bernard Street, Claremont, and my place of work is 251 Stirling Highway, Claremont. I am writing to submit an Objection to the proposed development at 256 Stirling Highway, Claremont. My objection is based on 3 main points:</p> <p>The scale of the development is not in keeping with the Towns LDP The site does not conform to being considered a Landmark Gateway site. Proposed vehicle access is not suitable.</p> <p><u>Scale of Development</u></p> <p>The proposed 8 storey development does not conform to the Towns LDP – which is set at 6 storeys. It is my belief that 6 storeys is also excessive as it is not in keeping with any nearby developments along Stirling Highway. The recently completed development at 272 Stirling Highway has 5 storeys (from Stirling Highway street level) and I believe this should be the absolute maximum level allowed for developments of this nature, in this area. Restricting the size of the development will also resolve the issue of residential visitor parking</p>	<p>Noted.</p> <p>See previous comments regarding building height. Proposal is broadly in line with the anticipated level of development set out in the Town's Stirling Highway Local Development Plan.</p> <p>See above comment.</p>

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<p>requirements – which in the current proposal, does not meet the standard requirements.</p> <p><u>Landmark Gateway Site</u> The developers argue that the site be considered a Landmark Gateway Site, and thus be allowed to be developed to 8 storeys. This site does not have any features that would allow it to be considered a Landmark Gate site, specifically it is NOT a corner block, is NOT in a position of prominence along Stirling Highway, and will cause overshadowing issues with neighbouring residential properties as currently proposed.</p> <p><u>Unsuitable Vehicle Access</u> The proposed development has its main vehicular access off Stirling Highway. This will cause significant disruption to the flow of traffic along Stirling Highway, in particular during times of peak hour and school pick-up/drop off. An addition of 60+ vehicles coming and going from a site of this size, particularly with no suitable alternative access, will add drastically to the traffic congestion already experienced along this stretch of Stirling Highway. As I have stated, I work opposite the proposed site, and it is already common for traffic to back up past the site during school pick-up times in the afternoon. This development is going to only add to this pre-existing problem. In addition, any east bound traffic that are looking to turn right across Stirling Highway cause significant back up as there are no designated right turning lanes along this stretch of the road. A development of this size, which includes commercial premises, will also require access for large delivery vehicles and waste collection vehicles, which will again cause an issue, with possible safety concerns, with direct access off Stirling Highway.</p> <p>It has been noted that the rear access laneway is not suitable as a main access point, due to its narrow width. It appears that there is currently no ability to widen the laneway, due to the positioning of the adjoining building, and even if there was the ability to widen the laneway at some future time, I would strongly object to that, based on the fact that the current surrounding streets, particular Bernard Street, are considered a Heritage precinct and are currently on the Towns Heritage Trail Walk. Re-directing this additional traffic down these streets would ruin the current street feel.</p>	<p>See previous comments regarding building height and overshadowing.</p> <p>Access to Stirling Highway is left-in and out only, right-turns will not be permitted. This will ensure traffic impacts are minimised. Note that MRWA recommends refusal as the proposed highway access is inadequate for large vehicles.</p> <p>As there is no designated parking area for delivery vehicles a management plan will be needed to ensure these vehicles are managed appropriately. The number of large delivery vehicle visits required by the proposed commercial premises is likely to be minimal as the total showroom area is only 271m².</p> <p>It is noted that the ROW is currently available for the existing commercial development on the site with 25 car bays having sole access through the ROW. The proposed development is not expected to create significantly more traffic along the ROW as the majority of vehicles are expected to use the proposed Highway crossover. Safety at the entrance to the ROW is of concern however, as a wall that restricts pedestrian sight lines is not part of the subject site.</p>

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Submission address & comment	Officer's Comment
Submission 11 19 Bernard Street	
<p>We are aware of plans to redevelop 256 Stirling Highway, replacing the current 2 storey commercial building with an 8 storey complex including 53 residential apartments.</p> <p>As a neighbour to this property and a long term resident of Claremont, we have a few concerns we would like you to consider when reviewing this application.</p> <p>1. The height of this development. At 8 storeys, this development is considerably higher than anything else in this area. I believe this exceeds the councils own requirement of 6 storeys. Even the recent developments around Claremont Oval have not been as high as 8 storeys.</p> <p>2. The impact on the neighbour's backyards in John Street and Bernard Street. As most of the storeys in the new complex have south facing balconies and windows, they will all be looking directly into our backyard at 19 Bernard street. This is even evident in the picture taken by the developer and included in their own submission. Our current private backyard for our 3 children will now have 53 resident apartments overlooking it.</p> <p>And secondly, our own view looking north will be dominated by the large complex. I've attached an image (below) of the outlook taken from our north facing doors into our garden. The red line indicates the current roofline of 256 Stirling Highway. If this property is increased from 2 to 8 storeys, it will be the only thing we see from our back yard. We will no longer have any sky view. Has this been considered by the council, as this affects most of the houses on the north side of Bernard Street, which all have north facing outlooks.</p> <p>3. The increase in traffic on John Street and Bernard Street The attraction for living on John Street and Bernard Street is that they are both small quiet roads with minimal traffic. Hence they are popular with families and we have many children walking/riding to school down Bernard street. With access to the property on John Street, we anticipate many residences will choose the easier option of using John Street and Bernard</p>	<p>Noted.</p> <p>See previous comments regarding building height.</p> <p>The affected property is more than 60m from the closest point of overlooking. Any impact will be minimal.</p> <p>Building will be visible from the location the photograph was taken however due to the distance will not have a significant impact on view of the sky.</p> <p>A Traffic Impact Assessment has been provided by the applicant showing how these issues will be managed. Left-in and out access to Stirling Highway will reduce the amount of traffic on nearby residential streets.</p>

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<p>Street for access to and from the property, given the traffic on Stirling hwy. With over 50 residences, plus commercial properties this will significantly increase the traffic flow on these quiet streets. By reducing the size of this development, it will reduce the impact.</p>	
<p>Submission 12 3B John Street</p>	
<p>1] Although the proposed building is not directly near our property it would impinge on us in the traffic build up and parking issues.</p>	<p>See previous comments in regards to traffic on John Street. On-street parking is actively managed by the Town. Timed or permit-only parking is able to be implemented should these issues arise (subject to agreement from residents of the street).</p>
<p>We feel that residents our side of John St. should have been included in the Council information hand out.</p>	<p>Noted. Properties on the western side of John Street were not consulted as there is no direct impact on these properties.</p>
<p>2] We think the development too big, too high, and has too many apartments, and will over shadow the Heritage listed Churches which adjoin.</p>	<p>Design has been amended following comments from HCWA. Setbacks to heritage building have been increased and HCWA are now supportive of proposal.</p>
<p>3] We are concerned about the precedent that may be set as our property is located on the Western side of John St, and there would be potential for a similar height development on the corner of John Stand Stirling Hwy. The existing property on that site is a rundown 1960's block of flats.</p>	<p>The Stirling Highway Local Development Plan allows the same scale of development on the site in question. The reduced depth of the site in question (40m compared to 50m at the subject site) means any redevelopment is likely to be lower in order to limit overshadowing.</p>
<p>The height of the proposed building will invade the privacy of properties in Bernard St. and John St. and any development on the John St. corner would create the same problems for John St and houses at the Western end of Bernard St.</p>	<p>The development and any similar future developments are required to comply with the privacy requirements of the RDC Vol. 2 Apartments. This ensures a reasonable level of privacy is maintained.</p>
<p>4] Parking is already an issue in this John St. even though it is 4 hour restricted parking area. We have issues of all day parkers moving the cars to park all day and many parked vehicles are too long for the parking space available and encroach on drive ways.</p>	<p>On-street parking is actively managed by the Town. Shorter-timed or permit-only parking is able to be implemented should these issues continue (subject to agreement from residents of the street).</p>
<p>This proposed development will make parking worse as many residents and visitors to residents will park all night in John St and Bernard St.</p>	<p>See above.</p>
<p>We question whether there is adequate resident parking in the development.</p>	<p>Parking complies with the RDC Vol.2 Apartments. Visitor parking will be shared with</p>

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<p>5] There will inevitably be an increase in traffic in the area as it is not possible to turn right from John St into Stirling Hwy if travelling to Perth. Turning right from the new development is not safe as there is a hill so it is difficult to see oncoming traffic and at certain times of the year the sun creates a visibility problem. This will direct traffic to John, Bernard and other adjoining streets.</p> <p>The peak hour traffic bottleneck between Goldsworthy and Queenslea Drive is already an issue and the accidents on the corner of Leura Ave another. The current school drop off and pickup times in the area already increase traffic density.</p> <p>6] The 3 meter wide ROW into John St is not safe for many reasons and should be closed off at the proposed development in our opinion. An onsite visit by the Council would be useful in seeing the shortcomings of this proposed entry and exit.</p> <p>7] We understand the State Governments plan to increase suburban infill but question whether the Claremont Council has already made a substantial contribution in the development around the Claremont Football Oval.</p> <p>We need to be aware that we don't lose the unique amenity of Claremont and become just another suburb.</p>	<p>commercial tenancies to ensure efficient use and this will minimise reliance on on-street parking.</p> <p>MRWA will not permit right-hand turns from John Street or the proposed crossover. Traffic increase in John and Bernard Streets will be minimal compared to the existing office use.</p> <p>The Traffic Impact Assessment provided by the applicant shows that the development will not have a significant impact on this intersection. Proposed upgrades to Stirling Highway by MRWA will significantly decrease congestion by providing turning lanes, priority bus lanes and cycling lanes. MRWA advise that these upgrades are likely 10-20 years away.</p> <p>It is noted that the ROW is currently available for the existing commercial development on the site with 25 car bays having sole access through the ROW. The proposed development is not expected to create significantly more traffic along the ROW as the majority of vehicles are expected to use the proposed Highway crossover. Safety at the entrance to the ROW is of concern however, as a wall that restricts pedestrian sight lines is not part of the subject site.</p> <p>Infill housing targets for Claremont require additional development beyond the Claremont Oval. The Town has been proactive in ensuring these targets are met or exceeded while protecting the vast majority of low density residential areas.</p> <p>The SHLDP only allows increased development on lots that directly front Stirling Highway. This is deliberate to ensure that the adjacent residential areas are affected as little as possible.</p>
<p>Submission 13 24 Bernard Street</p>	
<p>1. This proposal is not on a corner block to allow safe entry and exit by vehicles to the site. Having such traffic on Stirling Highway for such a number of apartments is clearly ridiculous, unsafe and would add to congestion to a very busy road. The laneway that borders the</p>	<p>The Traffic Impact Assessment provided by the applicant shows that the development will not have a significant impact on Stirling Highway, subject to resolution of the issues identified by MRWA.</p>

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<p>property off John Street is too narrow for heavy traffic and will result in chaos if it was accessed by this building.</p> <p>2. The proposal would unnecessarily increase traffic in Bernard Street if the lane access was approved.</p> <p>3. Clearly 8 storey development is out of place and impinges upon the privacy and amenity of the neighbours.</p>	<p>MRWA will not permit right-hand turns from John Street or the proposed crossover. Traffic increase in John and Bernard Streets will be minimal compared to the existing office use.</p> <p>The proposed height exceeds the limit of 6 storeys established under the Stirling Highway Local Development Plan. This variation is not supported.</p>
<p>Submission 14 13 Bernard Street</p>	
<p>I have just been informed of this proposed development on Stirling Highway for a mixed use development.</p> <p>Although the development per se will not impact on me, my main concern is the traffic problems that will ensue. There are many apartments in Claremont which are not yet occupied and the traffic is horrendous as it is. I feel this development will make matters much worse particularly for residents in the immediate vicinity. This is my only concern but I feel it is a relevant one.</p>	<p>A Traffic Impact Assessment has been provided by the applicant showing the impact of the development on the surrounding street network. Increases in traffic due to the development will have no impact on Stirling Highway given existing traffic volumes. Impact on residential streets will be minor and comparable to existing traffic levels generated by the building.</p>
<p>Submission 15 20 Bernard Street</p>	
<p>I write to you in regard the proposed development at 256 Stirling Highway. I would strongly ask the council to reject this applications for the following reasons.</p> <p>1. An 8 storey development would have significant overlooking issues for the adjoining properties. In particular from the top 2 levels.</p> <p>2. An 8 storey development is very high and would pose a significant visual impairment to the outlook/view of the properties on adjoining Bernard, John and Scott streets. In general there are very few buildings this high on the highway and none in Claremont. I don't believe the council should start allowing buildings of this height as they will detrimentally affect the local town scape.</p> <p>3. Due to the large number of apartments and the difficulty accessing direct from Stirling</p>	<p>Noted.</p> <p>The proposed height exceeds the limit of 6 storeys established under the Stirling Highway Local Development Plan. This variation is not supported.</p> <p>The Town's Stirling Highway Local Development Plan calls for 6-storey development along this section of the highway with 8-storey development permitted on select 'Landmark Development Site' (does not include the subject site).</p> <p>Existing traffic on John and Bernard St is approximately 300 and 400 vehicles per day</p>

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<p>highway due to traffic, numerous cars will be parked and drive on Bernard and John streets. This will have a significant traffic impact on these previously quiet streets.</p> <p>4. An apartment building of this size and location will also worsen traffic congestion on this part of Stirling highway. This will be exacerbated by the commercial element of the site.</p> <p>Whilst I am not opposed to development on this site in general, I believe any development should be low rise and have minimal impact on surrounding streets.</p>	<p>respectively. These streets will likely experience a small increase in traffic due to right-turn restrictions at both John Street and the proposed highway crossover. This is expected to be comparable to the traffic generated by the existing development (noting the site is currently unoccupied).</p> <p>A Traffic Impact Assessment has been provided by the applicant showing the impact of the development on the surrounding street network. Increases in traffic due to the development will have no impact on Stirling Highway given existing traffic volumes.</p> <p>See previous comment regarding the SHLDP.</p>
<p>Submission 16 250b Stirling Highway</p>	
<p>In principle, the adjoining landowners have no objection to the subject development, and are supportive of the scale and density of the proposal. It is considered to be the next big step for the Town of Claremont and its future growth, viability and relevance in a regional perspective. However, the landowner's do have significant concerns and reservations relative to specifics of the proposal, namely:</p> <p>1. Due Regard to Adjoining Properties –</p> <p>The applicant's detailed report has given due regard in design to the adjoining southern and western properties, but provided no consideration to the adjoining eastern properties. We feel as a result, the proposed development has taken advantage of the adjoining eastern property and imposed the majority of the building scale and bulk upon their boundary, significantly impacting their exposure to Stirling Highway.</p> <p>The current tenants of 250b Stirling Highway rely very heavily on their exposure to passing traffic on Stirling Highway. No regard has been given to the implications the proposed development will have on their traffic exposure which is the lifeblood of their business.</p> <p>2. Car parking for Non-Residential Uses –</p>	<p>Noted, the eastern section of Stirling Highway is proposed for development under the SHLDP.</p> <p>Noted. The proposal is setback in accordance with the Acceptable Outcomes of the RDC Vol 2 Apartments.</p> <p>Noted. The proposed front setback is generally in line with the current development on site due to taking into account future road widening requirements along the Highway, therefore exposure to passing traffic is unlikely to be significantly impacted.</p>

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<p>The applicant has stated 19 car bays are to be provided for the ground floor non- residential uses, whereas only 17.46 bays are required. It is our understanding that for showroom's less than 200sqm, a car parking requirement of 1 bay per 20sqm of GLA is applicable. This revised calculation would increase the required car parking to 25 bays, being a 6-bay shortfall.</p> <p>It could be argued that the small size of the two showroom tenancies are more consistent with that of a 'shop', which in turn has greater car parking requirements than a 'showroom' use.</p> <p>3. Non-residential Carparking Justification –</p> <p>The applicant has stated the 'showroom' and 'office' uses will not utilise their car parking requirements at the same time, in that the showroom use are more likely to receive customers outside of office hours. This is neither a substantive statement or argument. Both these uses operate during standard business hours, and therefore should accommodate parking for both uses as such. Furthermore, without the specific future tenant's business practice and requirements in place, the higher car parking requirement should be provided to ensure not future shortfall arises.</p> <p>Furthermore, the applicant has included a 20% reduction in their non-residential car parking assessment. We consider this to be unrealistic. Showroom based shopping undertaken by customers along Stirling Highway is largely comparative shopping, and not destination shopping. Therefore, multiple showrooms along a distance of Stirling Highway will be visited by the same customers. The realism that they will use public transport or alternative transport such as cycling to shop and buy items of a bulky nature (see definition of showroom), is extremely unlikely. The personal vehicle will be utilised instead thus requiring a full quota of onsite non-residential car parking.</p>	<p>The number of car bays complies with LPS3 and the R-Codes Vol.2 Apartments so long as sharing of residential and commercial visitor bays is permitted and controlled through a Parking Management Plan.</p> <p>The application is being assessed on its merits. If the proposal is approved and should a change of use from showroom to shop this would be assessed under the relevant planning framework, including parking requirements, at the time</p> <p>Under the provisions of LPS3 a one visitor bay parking shortfall for the commercial land uses is proposed which is not considered significant and may to be satisfied by a sharing arrangement with commercial bays.</p> <p>LPS3 provides for concessions where appropriate and is discussed in detail within the report. In this instance 15% could possibly be applied at the discretion of the Council.</p>
<p>4. Potential closure of direct vehicle access to Stirling Hwy –</p> <p>It is our experience MRWA generally require vehicle access to properties under redevelopment on Stirling Highway to be closed if there is alternative access from a side street.</p>	<p>Noted. MRWA is not supportive of the proposed development partially due to the proposed access to Stirling Highway having insufficient manoeuvrability.</p>

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Submission address & comment	Officer's Comment
<p>In this instance, as there is a R.O.W from John Street, we expect MRWA will require the existing crossover to be closed and not permit its relocation.</p> <p>The concern of the landowners is the closure of direct Stirling Highway access will push potential visitors to the subject site to utilise the available carparking on their property. This will allow visitors much easier and direct access from their cars to the ground floor tenancies of the proposed development, and to visit the 53 residences on the subject site. Parking at our site will allow visitors to avoid confusion when trying to access the John Street R.O.W, or find scarce street parking within a reasonable walking distance to the subject site.</p> <p>5. Unauthorised carparking on 250 Stirling Highway –</p> <p>Further to item 6 above, due to the shortfall non-residential carparking on site, and potential crossover closure, the concern the available car parking in the front setback area of 250b Stirling Highway will be a more attractive alternative to parking within the subject site due to its visibility and ease of vehicle access. This will have a direct impact on the available carparking for tenant's customers.</p> <p>The size of the proposed showrooms indicates a showroom use dissimilar to that of the current tenants at 250b Stirling Highway, who offer furniture for sale. Therefore, it is not expected that the showrooms proposed in the subject development will be comparative to the goods provided by the tenants. Therefore, those using 250b Stirling Highway to park and visit the proposed development, will not visit the tenants for their shopping experience, thus disadvantaging the tenants and owners of 250b Stirling Highway.</p>	<p>As noted above MRWA has recommended refusal based on the access to Stirling Highway, this does not predicate that the proposal will be supported by the relevant determining authority, it is considered likely that should the development be approve a left in left out crossover to Stirling Highway will result, alleviating concerns of the adjoining landowner.</p> <p>Noted, as discussed above</p> <p>See above.</p>
<p>Submission 17 6/6 John Street</p>	
<p>I would like to raise my objection to the proposed eight storey mixed use development. I see the following as having a negative impact on the surrounding areas of the development:</p> <ul style="list-style-type: none"> • the size and density of the proposed development and the resultant increase in activity around a residential area. 	<p>The proposed height exceeds the limit of 6 storeys established under the Stirling Highway Local Development Plan and exceeds the R100</p>

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Submission address & comment	Officer's Comment
<ul style="list-style-type: none"> • increased volume of cars using John Street and Bernard Street to travel east from the site. • increased burden on parking in John Street for visitors to commercial and residential units. • the right of way directly behind my unit at 6/6 John Street and the entry to it will only fit one car width. The entrance to this is a blind corner and does present a hazard to pedestrians at present. • The noise of vehicles in the right of way behind the current site does echo into the units at 6 John Street and vehicle noise can be heard inside the unit. • Access to parking from Stirling Highway. The traffic on this part of Stirling Highway is considerable at many times during the week and weekends. Gridlocked sometimes and thus provides a hinderance to entry and exit from the development. Traffic travels quickly going west on Stirling Highway. This comes over the crest of the hill to the exit of the development. Entering Stirling Highway from here would be dangerous at the best of times. Entering the highway from John Street is hard enough with the speed cars travel on the highway. the reduction in privacy, as eight storeys at the back of the development look directly at and down at the back yards of the the units 3, 4, 5 and 6 at 6 John Street. potential reduction in value of my unit due to the items above. 	<p>Plot Ratio, creating increased bulk. These variations are not supported.</p> <p>A Traffic Impact Assessment has been provided by the applicant showing the impact of the development on the surrounding street network. Increases in traffic due to the development will have no impact on Stirling Highway given existing traffic volumes.</p> <p>Visitor parking is generally permitted in residential streets. Again, timed or permit-only parking is able to be implemented should these issues arise.</p> <p>Safety at the entrance to the ROW is of concern however, a wall that restricts pedestrian sight lines is not part of the subject site. This wall is part of the grouped dwelling development on 6 John Street and removal of it is something that can potentially be discussed with the owners of the site (separate to this application). It is noted that the ROW in this location is presently half the normal width and providing for one-way traffic movement due to development fronting John Street to the immediate north.</p> <p>As noted above the TIS does not identify any increase in traffic congestion will be generated by the proposed development.</p> <p>Noted however overlooking complies with the RDC Vol.2 Apartments and the design of the building ensures that the majority of south facing balconies will not be able to provide for overlooking into the adjacent properties.</p> <p>Noted however impact on property values is not a valid planning consideration.</p>
<p>Submission 18 17 Bernard Street</p>	
<p>I am writing to ask the planning committee to review this application and to consider the following points.</p>	

Schedule of Submissions – 256 Stirling Highway, Claremont

Submission address & comment	Officer's Comment
<p>I write as an owner of a house in Bernard Street Claremont, which is the road directly to the south of Stirling Highway. I am writing as the proposed development will have a significant impact on Bernard Street, Scott Street, Thompson Road and Goldsworthy Road where an 8 storey development will overlook these streets, will be visible on the skyline and will have a negative impact on the general character of the area. It is also place next to a significant old church building on Stirling Highway.</p> <p>Local planning policy 123 addresses the retention of residential character of our town. The streets above contain some of the oldest and most characteristic buildings in Claremont giving streetscape character for which Claremont is renown. The Town of Claremont planning policy seeks to put in place measures designed to protect this neighbourhood character and streetscape.</p> <p>Local planning policy 124 is in place to ensure that 'the heritage places, areas and precincts that contribute to the cultural heritage and significance of the Town are retained and that development does not reduce the heritage value of the heritage places areas or precincts.'</p> <p>An 8 storey building overseeing a prime character residential area in our town will significantly detract from the sense of character and streetscape in this area, and will negatively impact on the heritage value of this small residential area. Please would the planning committee consider very carefully whether an 8 storey building in this site is really in line with the Town of Claremont's planning policy as in my view it is most definitely not.</p> <p>Please accept this as a serious and significant objection to the height of this development which in my view should be no higher than the surrounding buildings.</p>	<p>Noted. However overlooking complies with the RDC Vol.2 Apartments and the design of the building ensures that the majority of south facing balconies will not be able to provide for overlooking into the adjacent properties. While the building will be visible from Bernard Street the impact will not be significant as these properties are at least 60m away from the subject site and 80m away from the highest parts of the building.</p> <p>LPP 123 does not apply in this instance. SHLDP sets a height of 4 storeys. Consideration under SHLDP is given to adjoining properties in limiting overshadowing to RDC requirements.</p> <p>In this instance it has been established the proposed development will not have a detrimental impact on the adjacent Heritage Buildings.</p> <p>The proposed height exceeds the limit of 6 storeys established under the Stirling Highway Local Development Plan. This variation is not supported.</p> <p>Noted, however approved SHLDP provides for 4 storey development along the highway.</p>
<p>Submission 19 17 Bernard Street</p>	
<p>I would be grateful if the planning committee takes into account the following issues in relation to this application.</p> <p>I own a house in Bernard Street, parallel and immediately to the south of this proposed</p>	<p>Noted however while the building will be visible from Bernard Street the impact will not be</p>

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Submission address & comment	Officer's Comment
<p>development. The development would seriously impact the local skyline and will have a significant effect on the general character of this beautiful area.</p> <p>As you will be aware, local planning policy 123 addresses the retention of residential character of our town. The local streets contain some of the oldest and most characteristic buildings in Claremont giving streetscape character for which Claremont admired. The Town of Claremont planning policy seeks to put in place measures designed to protect this neighbourhood character and streetscape.</p> <p>In addition, local planning policy 124 operates to ensure that the heritage areas and precincts that contribute to the cultural heritage and significance of the Town are retained and that development does not reduce the heritage value of the heritage places areas or precincts.</p> <p>An eight storey building overseeing a prime character residential area in our town will impact on the heritage value of this small residential area and will damage the sense of character and streetscape. I request that the planning committee consider very carefully whether such a building is really in line with the Town of Claremont's planning policy.</p> <p>Please accept this as a serious and significant objection to the height of this development which in my view should be no higher than the surrounding buildings.</p>	<p>significant as these properties are at least 60m away from the subject site and 80m away from the highest parts of the building.</p> <p>LPP 123 does not apply in this instance. SHLDP sets a height of 4 storeys. Consideration under SHLDP is given to adjoining properties in limiting overshadowing to RDC requirements.</p> <p>In this instance it has been established the proposed development will not have a detrimental impact on the adjacent Heritage Buildings.</p> <p>The proposed height exceeds the limit of 6 storeys established under the Stirling Highway Local Development Plan. This variation is not supported.</p> <p>Noted, however approved SHLDP provides for 4 storey development along the highway.</p>
<p>Submission 20 250 Stirling Highway</p>	
<p>We are the tenants of the abutting eastern property at 250 Stirling Highway, operating Trilogy Furniture and Homewares. Please accept this submission responding to the proposed development on the subject site.</p> <p>In principle, we have no objection to the proposed development, but have significant concerns that we consider will have significant impact on our business, and our future viability as a long-term business of the Town of Claremont.</p> <p>1. Due Regard to Adjoining Properties –</p>	<p>Noted, the eastern section of Stirling Highway is proposed for development under the SHLDP.</p>

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Submission address & comment	Officer's Comment
<p>The design of the proposed development appears to have given due regard to the adjoining southern and western properties, but provided no regard to the adjoining eastern property which we tenant. We feel the proposed development has taken advantage of the adjoining eastern property and imposed the majority of the building scale and bulk upon our boundary, significantly impacting our business exposure to Stirling Highway.</p> <p>As one of the current tenants of 250 Stirling Highway, we rely very heavily on our exposure to passing traffic on Stirling Highway. No regard has been given to the implications the proposed development will have on our traffic exposure which is the lifeblood of our business.</p> <p>2. Loss of Traffic Exposure –</p> <p>A significant portion of our business is generated from passing traffic. We are very concerned the reduced front setback of 3.5m to the proposed development, and the Ornamental Pear Trees being planted in the front corner of the subject property, will block our exposure to the east bound traffic on Stirling Highway. Our main pylon sign is positioned just 3m from the common boundary with the subject development which will result in complete signage obstruction to east bound traffic. This will have significant impact on our business viability, and potentially our future longevity.</p> <p>3. Car parking for Non-Residential Uses –</p> <p>We have been advised the applicant is providing 19 car bays for the ground floor non-residential uses, but actually requires 25 bays. If sufficient car parking is not provided on site, we expect visitors to the development will use our bays instead for convenience. This will further impact on the service we can provide to our customers.</p> <p>4. Non-residential Carparking Justification –</p> <p>The applicant has stated the 'showroom' and 'office' uses will not utilise their car parking requirements at the same time, in that the showroom use are more likely to receive customers outside of office hours. We do not find this to be the case with our business, as we welcome customers during all opening hours every day of the week that we are open. We</p>	<p>Noted. The proposal is setback in accordance with the Acceptable Outcomes of the RDC Vol 2 Apartments.</p> <p>Noted. The proposed front setback is generally in line with the current development on site, therefore exposure to passing traffic is unlikely to be significantly impacted.</p> <p>The application is being assessed on its merits. If the proposal is approved and should a change of use from showroom to shop this would be assessed under the relevant planning framework, including parking requirements, at the time.</p> <p>Under the provisions of LPS3 a one bay parking shortfall for the commercial land uses is proposed which is not considered significant.</p> <p>The number of car bays complies with LPS3 and the R-Codes Vol.2 Apartments so long as sharing of residential and commercial visitor bays is permitted and controlled through a Parking Management Plan. LPS3 provides for concessions where appropriate and is discussed in detail within the report. In this instance 5%</p>

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Submission address & comment	Officer's Comment
<p>would expect the same for our future neighbouring tenants. Furthermore, the applicant has included a 20% reduction in their non-residential car parking assessment. We consider this to be unrealistic. Showroom based shopping undertaken by customers along Stirling Highway is largely comparative shopping, and not destination shopping. Therefore, multiple showrooms along Stirling Highway will be visited by the same customers. The realism that they will use public transport or bicycles to shop and buy items of a bulky nature is very unlikely. The private car will be used instead.</p> <p>5. Potential closure of direct vehicle access to Stirling Hwy –</p> <p>We understand it is MRWApolicy that crossovers to properties under redevelopment on Stirling Highway will be closed if there is alternative access from a side street. In this instance, as there is a R.O.W from John Street, can we expect MRWA will require the existing crossover to be closed and not permit its relocation?</p> <p>Our concern is the closure of direct Stirling Highway access will push potential visitors to the subject site to utilise the available carparking at the front of our tenancy on 250 Stirling Highway. This will allow visitors much easier and direct access from their cars to the ground floor tenancies and apartments of the proposed development. Parking at 250 Stirling Highway will allow visitors to avoid confusion when trying to access the John Street R.O.W, or find scarce street parking within a reasonable walking distance to the subject site.</p> <p>6. Unauthorised carparking on 250 Stirling Highway –</p> <p>Further to item 6 above, due to the shortfall non-residential carparking on site, and potential crossover closure, we are concerned the available car parking in the front setback area of 250 Stirling Highway will be a more attractive alternative to parking due to its visibility and ease of vehicle access. This will have a direct impact on the available carparking for our customers.</p>	<p>could possibly be applied at the discretion of the Council.</p> <p>Noted. MRWA not supportive of the proposed development partially due to the proposed access to Stirling Highway having insufficient manoeuvrability.</p> <p>As noted above MRWA has recommended refusal based on the access to Stirling Highway, this does not predicate that the proposal will be supported by the relevant determining authority, it is considered likely that should the development be approve a left in left out crossover to Stirling Highway will result, alleviating concerns of the adjoining landowner.</p> <p>Noted, as discussed above</p>

Schedule of Submissions – 256 Stirling Highway, Claremont

Submission address & comment	Officer's Comment
Submission 21 262-264 Stirling Highway	
<p>This letter is to object to the proposed development at 256 Stirling Highway, Claremont.</p> <p>The Congregational Hall and Congregational Church at 262 – 264 Stirling Highway, Claremont has cultural heritage significance for the following reasons:</p> <ol style="list-style-type: none"> 1. Both buildings contribute to the sense of place within the Claremont community. 2. The place is a landmark in the area. 3. The place exhibits a high degree of stylistic creativity. 4. The place illustrates the architectural diversity in Western Australia following the gold boom years. 5. The place provides a representative example of Federation Romanesque and Federation Gothic styles of Architecture. <p>I have viewed the plans of the new proposed development at 256 Stirling Highway, Claremont, along-side the above. I strongly object to this proposed development for the following reasons:</p> <ol style="list-style-type: none"> 1. The mixed use development is out of scale with all other developments adjacent and along -side this proposed development. 2. The architectural design of this building is not sympathetic to the heritage listed properties at 262 and 264 Stirling Highway. In fact, the design of the building and possible architectural significance for the future seems to be lost in the modern consideration of "maximum use of residential and commercial space for maximum intrinsic value and return to the developers". 3. The proposed development of eight storeys is too high for the area. It imposes a "monolithic structure" that stands alone in gaudiness and self- serving appreciation. The roof structure is out of scale with the building size. 	<p>Noted. The Congregational Hall and Church buildings are listed on the State Register of Heritage Places.</p> <p>Noted. The proposed 8 storey height of the building is not supported.</p> <p>Noted, however the design has been amended following comments from HCWA. Setbacks to heritage building have been increased and HCWA are now supportive of proposal.</p> <p>Noted, see above, height variation is not supported.</p>

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Submission address & comment	Officer's Comment
4. The height of the building will cast severe shadow and darkness at various seasonal times of the year to both the neighbours directly south and west of this development.	Noted, it is considered that overshadowing does not meet the overshadowing EO of the RDC Vol.2 Apartments.
5. Window openings appear to be proposed for the western side of the development giving a direct line of sight into the privacy areas of 262 and 264 Stirling Highway, Claremont.	Minor cone of vision intrusions occur into the neighbouring carpark and side setback of the Congregational Hall building, however the setbacks under the RDC Vol.2 Apartments required in this instance as they do not apply to non-residential development.
6. No consideration has been given to the privacy of 4 residential units at the rear of 264 Stirling Highway, Claremont. All of their privacy areas, including their common balcony are in visual display from windows and oversized balconies located on the Western side of the development.	Noted, however the Setbacks to the residential development behind the Congregational Hall are consistent with the RDC Vol.2 Apartments EO and AO, with minimal views to the balconies.
7. The common right of way located at the rear of 264 Stirling Highway, Claremont will clearly be compromised, not only because of its "half width" size that may contribute to walls being damaged by larger construction vehicles but also the peace, quiet and tranquillity of residents in the units.	It is noted that the ROW is currently available for the existing commercial development on the site with 25 car bays having sole access through the ROW. The proposed development is not expected to create significantly more traffic along the ROW as the majority of vehicles are expected to use the proposed Highway crossover. Safety at the entrance to the ROW is of concern however, as a wall that restricts pedestrian sight lines is not part of the subject site.
8. This development can only be accessed by driving in a westerly direction on Stirling Highway. The increased traffic flow will be detrimental to the peaceful enjoyment of the area and prospective customers that frequent the commercial activity at 262-264 Stirling Highway, Claremont.	The proposal includes a left-in and out crossover to Stirling Highway. As discussed in the applicant's TIS, the increase in traffic will be minor when compared to the potential traffic from the existing two-storey commercial development (noting that there is no traffic being generated at present due to the building being unoccupied).
9. Noise consideration for the entire area will have to be undertaken with a report to all residents and commercial tenants.	Should the development be supported and acoustic report should be necessary to address the noise generated by traffic on Stirling Highway.
10. Such a proposed development will not add any significance in a cultural sense to a heritage listed area that has been over a century in the making.	The heritage assessment is that the proposed development will not have a significant impact on the heritage values of the adjoining site, and has been supported by the HCWA.
The above points are an initial, short synopsis of our objections. We have instructed our lawyers	Further information has not been requested.

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Submission address & comment	Officer's Comment
<p>that there may be a requirement for a more detailed objection analysis on this proposed development. We will wait for the Council's response to see if further documentation is required.</p> <p>We are also able to supply a heritage listed conservation plan prepared by heritage architect, John Taylor on the significance of the site bound by 262 and 264 Stirling Highway, Claremont. This report will detail the cultural value built within the Claremont community since 1896. Anything that is built on either side of this site must provide for enhancement of the area for the people of Claremont and Western Australia</p>	<p>A heritage assessment has been undertaken by the HCWA in relation to the adjoining site.</p>

Appendix F: Response to summarised submissions

Summary of issues raised in submissions	Response
Height, Scale, Density, Overshadowing and Overlooking	Overlooking
The height of the development at a high point on the Highway and the number of apartments proposed will be somewhat of an eyesore.	<p>The height of the proposed development has considered the applicable planning framework, the context of future development and the existing natural ground level at the site from which building height is measured. The building is highly articulated and a quality design solution by an award-winning architect.</p> <p>It would not be an appropriate outcome to limit the height of a building based on its natural ground level being higher than that of other landholdings. Such a restriction would result in a uniform skyline that has no regard to natural topography.</p>
<p>There will be a considerable shadow cast from such a tall building, which will affect houses backing onto the property.</p> <p>The height of the building will cast severe shadow and darkness at various seasonal times of the year to both neighbours directly south and west.</p>	<p>The proposed development has been specifically designed to limit the extent of overshadowing on adjoining properties through stepping back of the building bulk away from the southern boundary.</p> <p>The overshadowing is compliant, and the amount of shadow cast is well less than 25% of the adjoining site area permitted by the R-Codes as advocated by the LDP.</p>
The proposed development does not conform with the Stirling Highway Local Development Plan. Development should not exceed 6 storeys unless it is a dedicated landmark site, which it is not. 8 storeys would clearly create an overshadowing issue for 6 John Street and would not meet the 21 June, 12pm rule.	<p>The vision for the Stirling Highway outlined in the Local Development Plan is:</p> <p><i>"The gradual transformation of Stirling Highway from a suburban highway strip into an urban activity corridor that offers opportunities for living and working within an easy walk of public transport and the shops and cafes of the Claremont town centre, and which enables the development industry to meet the growing demand for higher density living choices without diminishing the character of the leafy local residential streets in the hinterland".</i></p> <p>Under Schedule 2, Part 6, clause 56(1) of the Planning and Development (Local Planning Schemes) Regulations 2015, the effect of a local development plan is set out as follows:</p> <p>'A decision-maker for an application for development approval in an area that is covered by a local development plan that has been approved by the local government must have due regard to, but is not bound by, the local development plan when deciding the application.'</p> <p>Given the above, the proposed development is able to be approved, irrespective of the eight (8) storeys proposed in lieu of six (6) storeys set out under the LDP, where the proposed development is consistent with orderly and proper planning. The proposed development is largely consistent with the guiding development provisions contained in the LDP and the</p>

	<p>additional height is considered appropriate for the following reasons:</p> <ol style="list-style-type: none"> 1. The design of the building considers the historic significance of this site, considered to be a landmark site where the Halfway Tree once stood and could be seen from many kilometres away. 2. The 'stepping back' of the design ensures surrounding properties are not detrimentally impacted by overshadowing impacts (refer to response above), have diminished bulk and scale impacts and compliant visual privacy requirements.
<p>At 8 storeys, the development is considerably higher than anything else in the area.</p> <p>The building would be the tallest building by far on the Highway in Nedlands, Claremont and Cottesloe. This would set a precedent for future development along the Highway</p> <p>Not even recent developments around Claremont Oval have been as high as 8 storeys.</p>	<p>Refer to vision statement above.</p> <p>Claremont Quarter apartments are approximately 27m above ground level.</p> <p>The Town's Scheme is over 20 years old and is in need of being updated to reflect the strategic planning and development direction of the State. The potential for development along Stirling Highway is subject to change in the near future as outlined in the LDP. The City of Nedlands now has a new Scheme that allows for significant development to occur along the Highway due to no maximum building height limits in place. This is likely to be the case for the rest of the Highway in the future, providing future context for the building</p>
<p>The proposed development has had no regard to the adjoining eastern properties. The proposed development has taken advantage of the adjoining eastern boundary and imposed the majority of the building scale and bulk upon their boundary, significantly impacting their exposure to Stirling Highway.</p>	<p>There are no side setbacks specified by the LDP with the provisions advocating for a 4 storey 'street wall' with reduced front setbacks. The development is setback 7.3 metres from the current property boundary at its eastern end which generally aligns with the existing building.</p>
<p>An eight storey building will significantly detract from the sense of character and streetscape in this area. Local Planning Policy 123 addresses the retention of residential character of our Town and seeks to put in place measures designed to protect this neighbourhood character and streetscape.</p> <p>Local Planning Policy 124 is in place to ensure that the heritage places, areas and precincts that contribute to the cultural heritage significance of the Town are retained and that development does not reduce the heritage value of the heritage places, areas or precincts.</p>	<p>The application of the Town's Local Planning Policy 123 – Retention of Residential Character specifically only applies to single dwelling residential development.</p> <p>The Town's Local Planning Policy 124 – Retention of Heritage Property and Assets does apply to the proposed development, but the development nevertheless has had regard to the guidance provided in the policy. Issues raised by the State Heritage Office (SHO) have been addressed by the revised design.</p> <p>It should be noted that the entire design ethos is based around the story of the Half-Way Tree which was located on this site.</p>
<p>More than 20 balconies overlook private residential properties. This would seem to be a gross infringement of privacy.</p>	<p>The proposed development complies with the visual privacy requirements of the R-Codes.</p>

The development will invade the privacy of properties in Bernard Street and John Street.	The setback distances then significantly increase as the height of the development increases.
Access, Parking and Traffic	
Laneway access is extremely limited being only 3m wide and no ability to pass another vehicle for 40m. This will result in vehicles reversing onto John Street which is totally blind.	The development has access to both Stirling Highway and the laneway. The existing neighbouring property has a passing point after 20 metres and there is room for cars to use the driveway under the building if required, however, the Traffic Impact Statement (TIS) prepared by Transcore advises that the traffic movements along the proposed R.O.W would not be more than 30 vehicles per day and given the length would be approximately 30m, the 3m width is not considered to be problematic when considered against Section 3.2.2 of the AS 2890.1.
The right of way is narrow and contains a blind exit to John Street. It is inadequate for the amount of traffic associated with the development.	The existing right of way at the rear of the subject site will be sufficient to allow for passing vehicles. There is no ability to widen those areas owned by other landowners as part of this application.
Direct access to Stirling Highway will be difficult due to traffic volumes and hill limiting visibility.	There is an existing crossover to Stirling Highway. The TIS prepared by Transcore supports direct access to the Highway and the applicant supports a left in left out vehicles movement.
Traffic assessment does not take into account clients going in and out of commercial premises and assessment should be based on the number of bays and not the square metres.	The TIS considers vehicle trip rates and estimates these in accordance with the ITE Trip Generation Manual 10th Edition.
John Street and Bernard Street will become the only means of vehicles gaining access to the northbound route along Stirling Highway and would further increase the rat run currently occurring due to School pick-ups etc.	The TIS is showing that 14 vehicles in the AM peak and only 3 in the PM peak using John Street and there is sufficient capacity in the road network to accommodate this increase (noting that the existing development had 22 movements during each of the AM and PM peak hours and staff parking at the rear of the development.) There is also the ability for left turn movements and then right turn movements at the Service Station or Leura Avenue and back around at Guger Street depending on the traffic on Stirling Highway.
The rear right of way would be hazardous and drastically affect the amenity of adjoining landowners.	The existing development has been using the ROW for many years with similar traffic movements. Given the small volume of traffic anticipated to utilise the existing R.O.W at the rear of the property there is not considered to be any detrimental impact on adjoining landowners.
The development does not provide enough car parking bays. It is unrealistic to assume that two-bedroom dwellings will only have one car. Where will the others park?	The proposed development provides a suitable amount of car parking spaces, in accordance with the Town of Claremont's Scheme requirements as well as the parking provisions set out under the R-Codes. Additional vehicle bays and cycling facilities are also provided to meet the needs of visitors to the site.

Access to Stirling Highway will cause further disruption to traffic flow and construction traffic will cause further disruption.	<p>There is existing access to Stirling Highway. The redesign of the crossover will increase the manoeuvrability into the site and with a left in left out movement there will be less disruption to Stirling Highway traffic flow.</p> <p>It is anticipated that a condition of approval will require the preparation of a construction management plan and that it be implemented throughout the construction period.</p>
<p>Visitors will choose the easier option of parking on the street instead of using dedicated visitor bays.</p> <p>Parking is already an issue on John Street even though it is 4 hour restricted. All day parkers move cars to park all day and many are too long to fit within the parking space available and encroach on driveways.</p>	<p>It is anticipated that visitors will utilise the available bays, which are located in a safe and easily accessible location as part of the development.</p> <p>There is sufficient parking provided on site to satisfy the Town of Claremont Scheme.</p> <p>The Town of Claremont are responsible for the ongoing enforcement of street parking within the local government area and should be advised of any parking issues as they arise.</p>
Peak hour traffic between Goldsworthy and Queenslea Drive is already an issue and the accidents on the corner of Leura Avenue another.	<p>The TIS prepared by Transcore considered the existing and proposed vehicle movements associated with the proposed development and potential impact on Stirling Highway as being appropriate.</p> <p>The proposed development will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of 100 vehicles per day or more to warrant further analysis. The impact on the surrounding road network is considered to be insignificant and acceptable.</p>
The applicant has stated that 19 car bays are to be provided for the ground floor non-residential uses, whereas only 17.46 bays are required. It is our understanding that a requirement of 1 bay per 20sqm of GLA is required for a showroom. This calculation would increase the required parking to 25 bays, being a 6-bay shortfall.	<p>The parking provision for Showrooms outside the Town Centre is 1 per 40m² GLA plus the 20% reduction applies (refer below).</p> <p>T1 requires 3 bays – provided T3 requires 4 bays - provided</p> <p>There is no shortfall of commercial parking.</p>
The application of a 20% reduction in non-residential car parking is unrealistic as the realism that they will use public transport or alternative transport such as cycling to shop and buy items of a bulky nature (see definition of 'showroom'), is extremely unlikely.	<p>Clause 31A of LPS3 outlines a number of matters that will be considered when applying a concession to car parking standards beyond the requirements outlined in Table 2 of LPS3. Relevant considerations for the proposed development include the proximity to high frequency bus routes, Claremont Train Station and public car parks, and the provision of bike bays and end of trip facilities.</p> <p>These factors allow for a 20% reduction of the non-residential car parking calculations.</p>
Applicant has stated that the showroom and office uses will not utilise their parking requirements at the same time in that showroom uses are more than likely to receive customers outside of office hours.	The statement was that the office and showroom parking will largely be available for residential visitors after standard business hours when residential visitor parking is likely to be at its peak and the showrooms and offices are closed.

This is neither a substantive statement nor argument.	There are 15 dedicated commercial car parking bays, 4 of which (27%) may be used by residential visitors after the offices and showrooms have closed.
Main Roads generally require vehicle access to properties under redevelopment along Stirling Highway to be closed off if there is an alternative access from a side street. The concern of landowners is that this will push visitors to utilise available parking on street or other unauthorized parking at nearby/adjoining properties.	The existing centrally located crossover is being relocated to a more appropriate location on site and likely to be a left in left out only. Sufficient parking is provided on site.
An apartment building of this size and location will worsen traffic congestion on this part of Stirling Highway and it will be exacerbated by the commercial element of the office.	The TIS concludes that the proposed development will not cause any detrimental impacts on the existing traffic conditions on Stirling Highway.
Density and Land Use	
The State government plan to increase suburban infill but question whether the Claremont Council has already made a substantial contribution in the development around the Claremont Football Oval.	The Town has likely already met the density targets set out in Directions 2031 through development at Claremont on the Park and indeed through other developments within the Town. This does not limit further redevelopment especially in suitable locations such as Stirling Highway where it is advocated by the planning framework.
There is no need for high density residential apartments in this location along Stirling Highway given the huge number of high-density development currently under construction around Claremont Oval and completed apartments at Claremont Quarter.	Refer to response above.
Concern that the apartments can be used for short stay accommodation such as Air BnB.	<p>The proposed development seeks approval for 5 ground floor commercial uses and 53 residential dwellings. This proposed development does not seek approval for the apartments to be used for temporary accommodation like that found advertised through Air BnB.</p> <p>If an owner was looking to utilise an apartment for short stay accommodation, a separate application would need to be determined by the Town.</p>
Heritage	
Bernard Street is considered a Heritage precinct and is currently on the Town's Heritage Trail Walk. Re directing additional traffic down this street will ruin the feel of the street.	Refer to comments on traffic above.
The development will overshadow the Heritage listed Churches which adjoin.	<p>The separation and impact on the adjoining heritage buildings has been addressed and considered by the Heritage Council of WA.</p> <p>The development complies with the overshadowing requirements of the LDP.</p>
The architectural design of the building is not sympathetic to the heritage listed properties at 262 and 264 Stirling Highway.	Refer above.

It imposes a monolithic structure that stands alone in gaudiness and self-serving application. The roof structure is out of scale with the building.	
Such a proposed development will not add any significance in a cultural sense to a heritage listed area that has been over a century in the making.	The development whole design ethos is around telling the story of the Halfway Tree which is incorrectly commemorated at 262 Stirling Highway. This proposal will restore the original location of the Halfway Tree with interpretation that celebrates the cultural heritage of the locality and the story of the Halfway Tree.
Concerns that the construction will cause damage to the existing heritage listed buildings.	It is anticipated that the Town will require a construction management plan to be prepared to its satisfaction prior to the commencement of development. This will outline appropriate measures to ensure surrounding properties are not damaged and may include the requirement to undertake a dilapidation survey.
Other	
Is an asbestos report available for the demolition of the building?	Any asbestos on the property will be removed and disposed of in accordance with the relevant legislation.
Disruption will be caused by noise and dust during the construction period for up to 2 years. What restrictions would be placed on the time that heavy work is completed and weekend work given close proximity to existing residents.	It is anticipated that the Town will require a construction management plan to be prepared to its satisfaction prior to the commencement of development. This will detail matters such as the hours of construction and mitigation measures for noise and dust etc.
Potential reduction in land value as a result of traffic, height and visual privacy concerns.	The potential impact on land values are not a valid planning consideration.

13.1.2 HATCHETT PARK DESIGN REVIEW AND PUBLIC CONSULTATION PROCESS**File Number:** PRK/00078, D-19-41965**Author:** Andrew Smith, Director Infrastructure and Assets**Authoriser:** Liz Ledger, Chief Executive Officer**Attachments:**

1. **Concept Design from Folium Landscapes** [!\[\]\(e3f8612927870f2e0f9f5989e6dd3064_img.jpg\)](#) 
2. **Revised Design for Community Consultation** [!\[\]\(ce158fc5e55633398941d0898ae45661_img.jpg\)](#) 
3. **Summary of Responses, Q3 and Q4** [!\[\]\(802fbc25d869d680d37bfef9949fa598_img.jpg\)](#) 

PURPOSE

To review the feedback from the community consultation process for the Hatchett Park Design Review process, as commissioned by Council, and consider the implementation of a plan for the Park.

BACKGROUND

In February 2019 the Council resolved to;

- 1. Approve the engagement of a landscape architect to review the current design of Hatchett Park and to consider the inclusion of new elements as suggested by users groups and identified during any review process.**
- 2. Reconsider the subsequent draft design for Hatchett Park once completed and its further consultation with the community.**

Following this resolution, Folium Landscapes were engaged to review the current layout of the Park, taking into consideration the matters as presented to Council and the 82 person petition received by the Council, and prepare a concept design that could be used for further community engagement purposes.

A copy of the concept design is provided as an attachment to this report.

The design was undertaken (and articulated in the supporting documentation) as a summary of a number of parts and ideas, rather than a single proposed design. By using this approach any of the items as shown on the design could be deleted, changed, supported or objected to, in forming an opinion and providing feedback.

DISCUSSION

The concept design prepared by Folium Landscapes was then used to create an overview of the project better suited to community consultation and providing explanatory information.

A copy of this document is also attached to this report.

In undertaking community consultation, it was accepted that Hatchett Park was a local open space reserve and as such, consistent with accepted open space delivery methodology, and considered to service a catchment within a walkable distance of 400 metres from the reserve.

In order to consult this catchment, letters were distributed to all residents within this 400m radius, accompanied by A3 copies of the concept designs for the park and a copy of the online survey.

An online survey was also developed to enable residents to provide feedback in respect to the project overall and also in respect to any specific item of the design that they wanted to provide comment or input upon.

To further support this, an on-site meeting was arranged at Hatchett Park on a Saturday morning with residents invited to come and view the proposed plans (in a larger format) as well as meet and ask questions of Council officers and the project architect.

Approximately 40-50 residents attended the Saturday morning event, with the event providing an excellent opportunity to discuss issues with residents and for residents to share ideas and thoughts on the proposal and individual elements in the design.

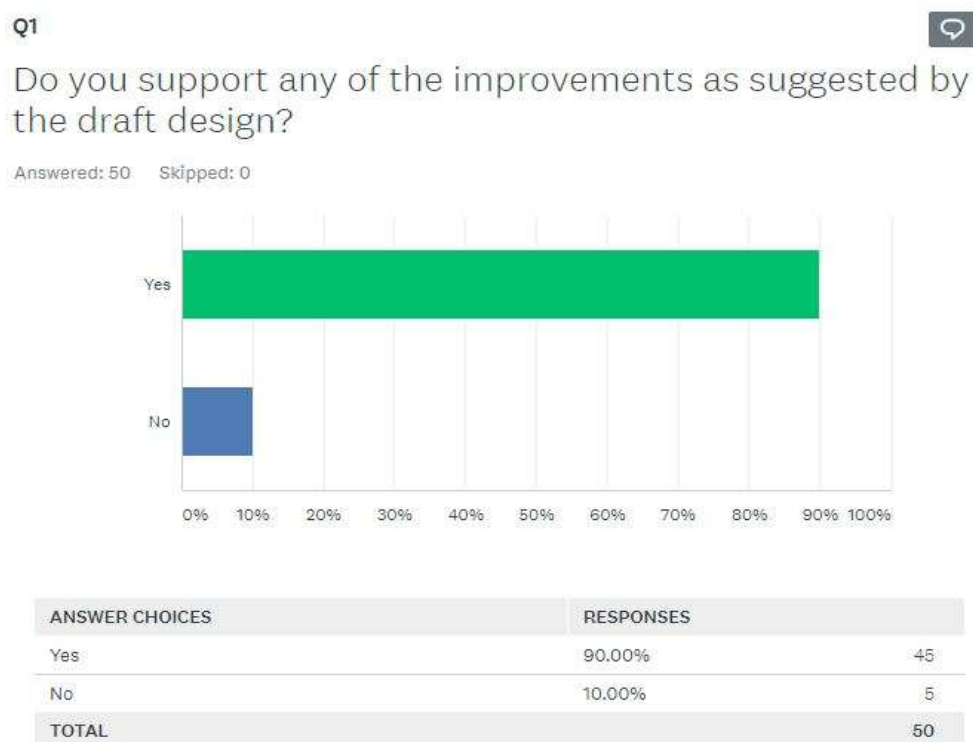
Residents were encouraged to provide their thoughts via the on line portal (the address for which had been provided to everyone) however hard copy surveys were also provided for those that preferred to remain off line.

At the close of the consultation period, feedback had been received from 50 residents, with individual comments also received in respect to 7 different design elements plus a range of general comments and feedback.

The questionnaire posed 4 specific questions;

- Do you support any of the improvements as suggested by the draft design?
- Of the following proposed additions to the park, please check all those that you support?
- Do you have any additional suggestions that you would like to see included in any review of Hatchett Park?, and
- What do you like/dislike about the proposed design?

Whilst the last two questions prompted written responses, the first 2 questions prompted a YES/NO answer with the opportunity for supporting comments to also be provided. The baseline results from the feedback received for these two questions was as follows;

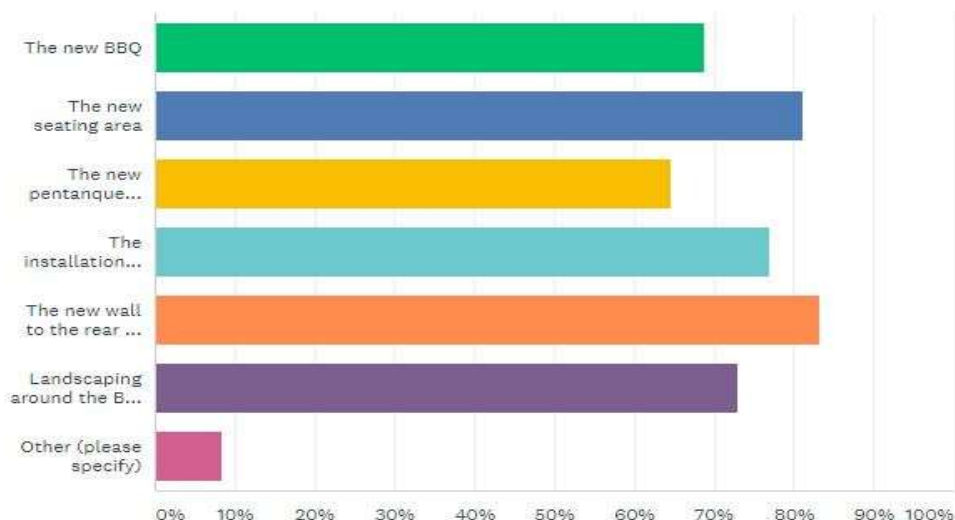


Q2



Of the following proposed additions to the park, please check all those that you support

Answered: 48 Skipped: 2



In addition to recording the response received to the YES/NO questions as posed, the specific feedback received was also captured and then collated so that it related to the specific topic or subject heading relative to this feedback.

A table comprising of all feedback received for the last two questions is provided as an attachment to this report.

The written feedback received also reflected much of the verbal feedback provided during the on-site meeting, which provided some confidence that the consultation process had been effective and had provided a suitable methodology by which residents could engage with the Town and provide comments on the proposal.

Key Issues from Feedback

Whilst the feedback received is substantial and covers a wide range of content and opinions, there were consistent themes that arose through this feedback, and during the on-site meet and greet;

Petanque Court

The petanque court created some division amongst residents as a proposal, with some residents strongly in favour, whilst others were strongly opposed, suggesting that there was limited interest in such a facility. Support for the facility was not surprising given that this had been specifically requested in the original petition to Council.

Whilst the design showed a purpose built petanque court, during discussions with many residents the concept of staging the installation of the proposed petanque court was also discussed.

If located on the lower (south west) section of the park (as proposed by the design), this could be achieved through the removal of the central portion of the line of bricks that define the boundary walls of the former primary school classrooms to create a linear green space, that could be readily used for both petanque (and other activities).

By also retaining the outer most bricks that define the boundary walls (shown in View C on the attached Concept Design), retention of the heritage design element could also be achieved, the location of the former boundary walls still shown, yet the upper level green space could be better used to provide recreational opportunities for the local community (current very limited due to the bricks installed to define the boundary walls).

This strategy whilst not supporting the immediate development of a dedicated purpose built petanque court (as shown in the design) would allow the space to be used for this (and other) purposes, simply by creating a grassed linear space. If there was then a genuine demand for the use of this area as petanque court beyond this initial stage, then the installation of a purpose built court could be considered by Council as a second stage to the project.

Playground Area

The playground area proved through the consultation process to be a very difficult challenge. Feedback on the playground area ranged from a desire to see the area deleted and not replaced to a desire to see it upgraded and enhanced (more consistent with the Concept Design).

Whilst there was a majority of residents who supported the retention and upgrade of the playground (evidenced by the feedback images provided), just how this might be improved and where the playground should be located within the park was also a topic of some debate.

The Concept Design showed the installation of a shade structure over the playground area, which whilst required in order to generate shade over the playground (of which there is none at the moment), and consistent with Policy of Council, was always expected to generate substantial (and reasonable) objection from the adjacent property owner.

The playground area is currently only a short distance from their northern boundary, with their kitchen window and outdoor entertaining area closest to the playground facility. The installation of a shade structure would have a direct and detrimental impact on their property as it would place the structure at eye line from their windows and would also generate substantial shade into that side of their property.

The problem however with the playground area is that its location in the northern portion of the park provides almost no opportunity to naturally shade the area due to the distances between the playground area and where existing trees and any future trees could be planted. This problem is further exacerbated by the use of white sand (common through many of the playground areas in the Town) which is highly reflective.

This could be resolved through the planting of trees along the northern boundary of the park, as this would generate the shade required, but would also have a further impact on the adjacent residents as it would block any view that they would have of the park from that side of their property.

The resident at this side of the park also reported regular incidents of the playground area being used at night by teenagers as a meeting place, which whilst not generating particularly anti-social behaviours (based on reported incidents) was still having a detrimental impact on their property due to the proximity of the playground to their house and their southern boundary.

If it is accepted that the playground should remain in the park, then there are two questions that arise;

- What playground equipment should be included in this area (including the material used for softfall)?
- How can the playground area be shaded?, and
- Where in the park can it be located?

In terms of equipment, this matter can be resolved later, and may well be better determined once the Council's proposed open space strategy is completed and the hierarchical structure of service delivery (including playgrounds) is determined.

In terms of location of the playground area within the park, this will also need to consider the ease with which the proposed facility can be shaded.

Clearly the current location of the playground limits the ability to effectively shade the facility, without significantly impacting on the adjacent property. If it is therefore accepted that providing shade for this type of facility is the desired outcome (and this is endorsed by Council Policy), then the only appropriate option is to relocate the facility within the park, which given that the design will likely suggest both new equipment and (most likely) new softfall, the additional cost of locating the facility would be comparatively minimal.

In a practical sense, using trees to generate the shade required over the playground is difficult to achieve as the shade generated during the hotter months (when the shade is most required) is much less than that generated in winter months.

If therefore the playground requires a dedicated shade structure to be included, then the location of the playground should only be considered where this has minimal impact on adjacent owners. Review of the site plan suggests that either the south west portion of the reserve, due to its distance from the neighbouring property, or the south east portion of the property, due its larger overall area and less potential for adverse impact on the adjacent property (if properly located) appear to be most suitable.

If the north western portion is then returned to grass (as requested in several submissions), providing a larger grassed area for general use and recreation, and the proposal is to locate the petanque court at the south west of the park, then a playground area towards the northern portion of the south east part of the park might be an appropriate option.

This could potentially be located far enough away from the residents at the south east boundary to avoid adverse impact, as well as being at the same grade as the proposed table/chair facility that would provide seating for parents whose children are using the playground.

Given that it is recommended to defer the individual play elements that make up the playground until after the open space strategy is complete, it is also suggested that a final decision in respect to the location and use of shade as part of the playground facility at Hatchett Park is also deferred pending further options for locations being proposed, and consultation undertaken with adjacent residents. This would also provide opportunity to consider issues of conflict between any proposed location of the playground and its proximity to Devon Road.

Seating/Table facility and BBQ

Whilst the installation of the seating and table facility generated little resistance (over 80% of those surveyed in favour), the BBQ facility was a little less popular with less than 70% in favour.

In addition, during the meet and greet and through the comments provided, a considerable number of people questioned the demand for such a facility, often predicated on the availability of a BBQ at Maclagan Park.

Given however that Hatchett Park has clearly become a meeting place for local residents, to deny the delivery or provision of services at a local context because there is an alternate duplicate facility over 400m away might not be appropriate.

The consultation process did however generate considerable concerns from the property owners nearest to the location of the BBQ, with concerns of late night events, overflowing bins, and demand for parking (impacting on the adjacent right of way).

Discussions with officers in respect to the same type of facilities in Maclagan Park has revealed no history of anti-social behaviour once the BBQ was installed and no record of complaints.

The BBQ area however was seen by some residents as potentially divisive and there was also a broad acceptance and desire to avoid adverse impact on some, to benefit the many.

To this end discussions were then held with residents as to a staged approach to this process, where the first stage could include the seating and table area, the new paving and landscaping. Residents would then be encouraged to bring their own BBQ to the location (consistent with current practice) and if there was a continued demand for a BBQ beyond the first stage, this could then be installed as part of a second stage of the project.

In respect to any adverse impact to the adjacent right of way (Needs Lane), it is proposed to monitor this following any upgrades to the park and if it is deemed that controls might be required to prevent adverse impact on residents in the south west corner of this area, consider these at that point in time.

The additional advantage of this process is that it might demonstrate the impact of the new area on adjacent residents, and either mitigate concerns, or validate concerns and cause a reconsideration of the second stage of works.

Plantings/Trees

Whilst landscaping around the BBQ received only just over 70% support, there was broad support for the planting of additional trees in the park and particularly on the southern boundary with the right of way, where trees had been planted before, but lost over time.

A number of questions were also asked during the meet and greet in respect to the landscaping around the BBQ, which was explained as a more attractive alternative to fencing or other forms of physical barrier, to prevent falls from the upper level once the seating and table area was installed.

It is recommended that the trees and landscaping as proposed is progressed as part of stage 1 of this project.

Creation of Linear Green Space

One issue that arose during the consultation phase was the absence of linear open space within the reserve and the lack of anywhere to 'kick a ball'.

Whilst the scale of local open space makes most ball sports very difficult to accommodate, casual use and recreation is often able to be accommodated if provided for in the design.

With Hatchett Park, this is made up of 3 distinct green spaces;

- The North West corner – this is a linear space, interrupted only by the playground to the east of this section. During consultation the re location of the playground was also supported on the basis that this would provide a linear green space if the grass was reinstated.
- The South West corner – this section is already impacted on by the presence of brick paved lines across the grass to delineate the location of the classroom boundaries. Most residents complained that this space did not allow for use at all by residents, and
- The South East corner – this is the largest of the grassed sections, however is impacted upon by 5 brick plinths which are located in the middle of the grassed area.

In locating proposed facilities at the park, the opportunity to also generate linear (uninterrupted by other facilities or structures) green space was seen as an additional benefit of this project, and consistent with much of the feedback received from the residents.

Currently either the relocation of the playground or the removal of the brick plinths would create this linear green space.

Conclusions

Many of the comments received from residents that either did not support improvements to the park (in part or in whole) referenced the proximity of other open space to Hatchett Park (particularly MacLagan Park), and how the suggested improvements were unnecessary duplications of facilities already available within 'a few minutes' walk'.

Whilst it recognised that McLagan Park is in the same vicinity as Hatchett Park, it is also pertinent to consider that this is still almost 400m away from the nearest possible point of each park.

Given that local open space is designed to function for a walkable catchment of 400m it is reasonable to accept that a proportion of residents to the north of Hatchett Park would be serviced by both McLagan and Hatchett Park, given their relative location, however for residents between the south of Hatchett Park and the railway line, Hatchett Park would provide the only local open space provision.

It is also relevant to consider that the Town does not currently have an open space strategy, that defines the hierarchy of its open space delivery or the standards, equipment and facilities proposed to be delivered by Council at each open space location. As such, whilst avoidance of duplication is important, this is only relevant if the Council feels that provision of any of these facilities within a local open space is inconsistent with its vision for how local open space will function (in the absence of a local open space strategy).

It is also clear from discussion with many residents during this consultation phase that Hatchett Park functions as a genuine local open space reserve, providing a meeting place and means of social connection for many residents within the immediate vicinity of the park. As such provision of facilities that support the role of this park and its importance to many members of the community is considered to be appropriate.

Throughout the process, the one central theme that arose was the use of a staged approach to the project, so that it did not become overdeveloped or the park could evolve as the demands changed or were able to be demonstrated.

Certainly elements such as the petanque court and the table/seating and BBQ area were all well supported particularly on the basis of a staged approach.

Other facilities such as the playground area, whilst broadly supported both in terms of retention and upgrade, were also recognised by many as having a possible adverse impact on adjacent residents, once experiences were shared by those residents at the meet and greet.

The consultation process showed a genuine desire to try and resolve these problems if possible, whilst still maintaining a broad support for the upgrade of the playground area. Given that there are also limitations resulting from a desire to shade the facility, and the impact that this would have on adjacent residents, a review of the playground facility, both in respect to its location in Hatchett Park and in respect to the open space strategy is recommended.

In considering changes to Hatchett Park, Council needs to consider that Hatchett Park was designed to reflect the prior use of the site as the former Swanbourne Primary School. Discussion with the Town's Heritage Officer has indicated that the place is entered in the Heritage List which imposes an obligation on any proposed changes, as to not impact on the identified heritage values of the place.

There is however no legal obligation on the Council to maintain exactly the current heritage interpretation. The current Municipal Inventory provides only that this is the "*site of the Swanbourne Primary School (which) is significant in representing the strong historical association with the school from 1905.*"

In the opinion of the Town's Planning Officer, Council is free to develop any use for the space provided the "*strong historical association*" is maintained.

This is a matter of either implementing a new interpretation plan for the site or demonstrating that the proposed changes have little to no impact on the historical interpretation.

In terms of varying the heritage elements within Hatchett Park, this is currently proposed to be limited to only the removal of the central bricks in the south west corner that currently delineates the prior boundaries of the classrooms. By retaining the outer bricks at these delineated boundaries, the

location of the classrooms can still be seen, however the central part of the grassed area will also be able to be used for other purposes.

Many residents also that when using the same area, the bricks created trip hazards.

It is therefore considered that removing these bricks from the central part of these delineated lines will have little or no impact on the historical interpretation of the park, but will provide a greater flexibility in the use of this space by residents.

PAST RESOLUTIONS

Ordinary Council Meeting held on 19 February 2019;

That Council:

- 1. Approve the engagement of a landscape architect to review the current design of Hatchett Park and to consider the inclusion of new elements as suggested by users groups and identified during any review process.*
- 2. Reconsider the subsequent draft design for Hatchett Park once completed and its further consultation with the community.*

FINANCIAL AND STAFF IMPLICATIONS

Resource requirements are in accordance with existing budgetary allocation.

POLICY AND STATUTORY IMPLICATIONS

The development of a local open space strategy will provide further framework for the delivery of services and facilities at a local level.

EN309 – Shade over Public Playgrounds

Council supports the following:

- The planting of deciduous, wide canopy trees around playgrounds to provide natural shade in the first instance (in line with Council's Tree Preservation Policy EN306 and Street Tree Policy EN305)
- The use of shade structures (e.g. shade sails) as permanent installations where natural shade is not a practical option.
- The possible use of shade structures (e.g. shade sails) as interim measures until trees have grown sufficiently.

COMMUNICATION / CONSULTATION

The Hatchett Park Design Review has been subject to considerable community consultation including;

- Distribution of the draft design, on line survey and project outline to all residents within a 400m catchment of the reserve,
- Meet and greet event at Hatchett Park where residents could come and review the design and meet with officers and the project architect to discuss the design
- On line survey process, resulting in 50 responses and considerable written comments, and
- Ongoing contact and discussion with the coordinator of the original 82 person petition which acted as the catalyst for the original resolution of Council in February 2019.

STRATEGIC COMMUNITY PLAN

Liveability

We are an accessible community with well-maintained and managed assets. Our heritage is preserved for the enjoyment of the community.

- Develop the public realm as gathering spaces for participation, prosperity and enjoyment.

People

We live in an accessible and safe community that welcomes diversity, enjoys being active and has a strong sense of belonging.

- Effectively manage and enhance the Town's community facilities in response to a growing community.
- Promote and encourage an active lifestyle through supporting local community clubs, groups and recreation and leisure facilities.

Leadership and Governance

We are an open and accountable local government; a leader in community service standards.

- Our stakeholders are well informed and we provide opportunities for community engagement.

URGENCY

No urgency exists in respect to this matter.

VOTING REQUIREMENTS

Simple majority decision of Council required.

OFFICER RECOMMENDATION

That Council;

1. **Consider the implementation of the Hatchett Park Design Review as 2 stages;**

Stage 1 –

Installation of table and seating unit, brick paving and landscaping as defined as items 5 and 7 on the Concept Design.

Removal of header bricks from the south western lawn to provide an area that can be used for petanque or other sports, but retention of the outer bricks so as to retain the definition of the original primary school classrooms.

Planting of trees on the south west boundary of the park, as defined as item 8 on the Concept Design

Stage 2 –

Review the following elements to determine if they should be further developed or installed;

- **Installation of a BBQ facility adjacent to the table and seating area,**
 - **Development of a purpose built petanque court on the south west portion of the reserve**
2. **Consider the removal of bricks from the centre of the lines that delineate the prior boundaries of the classrooms of the former Swanbourne Primary School will have little to no impact on the historical interpretation of the park, but will provide a greater flexibility in the use of this space by residents.**
 3. **Review the provision of playground equipment and the location of the playground facility within Hatchett Park following the adoption of a Parks and Open Space Strategy.**
 4. **Fund the works for Stage 1 of this project from General Ledger 1104/28230 with funds set aside for non-planned parks improvements in the 2019/20 budget**

5. **Consider Stage 2 of this project during the 2019/20 midyear budget review or during deliberations for the 2020/21 annual budget.**
6. **Request officers to monitor any adverse impact in respect to on street parking and restrictions on access to residents on Needs Lane as a result of these improvements.**

Hatchett Park Proposed Improvements



View A - New play equipment that uses existing sand pit. New brick wall / seat installed to stop sand moving to the road. Possible equipment options shown include net climber, sand play table, sand cup and digger. Shade sail optional.



View B - New park shelter, table and electric BBQ within new concrete hard stand area



View C - Gravel filled Petanque court(15x4m) installed to existing grassed area



Plan key

- | | | | |
|---|---|---|---|
| 1 | Install new wall / seat to prevent sand movement to road | 5 | Landscaped garden between wall and BBQ shelter area |
| 2 | Existing play area to be covered with new shade sail (optional) | 6 | Electric BBQ with single stainless steel hotplate |
| 3 | Replace play equipment | 7 | Park shelter with wheel chair accessible table |
| 4 | Petanque court (15 x 4m), concrete edged and filled with gravel | 8 | Line of new deciduous shade trees |

FOLIUM LANDSCAPE ARCHITECTURE



YOUR COMMUNITY – YOUR SAY

HATCHETT PARK | Proposed Design Concepts



New path, shelter, table and stools, BBQ with new concrete hard paved area

BBQ

This is proposed to be located on the top level of the park so that it is more readily accessible to disabled park users. Positioned near the proposed new seating, this will provide additional convenience and usability. The style of the BBQ is proposed to be similar to that used elsewhere in the town.

Table/seating

Again proposed to be located on the top level to provide access, this is proposed to be near to the proposed Petanque Court and the proposed BBQ to encourage use. The style of the table/seating is indicative only and may change.

Landscaping around BBQ and seating area

The plan indicates a new area of shrub planting immediately adjacent to the proposed BBQ and seating area and next to the wall. This planting is proposed as there is a substantial change in levels at this point, so the use of a planted boundary creates a physical separation and ensures safety, yet reduces the need for a fence or other form of formal barrier construction.



New equipment in playground area

It is proposed to update the playground area with new equipment, consistent with the hierarchy of the park in terms of the type of equipment, and the catchment and age groups of children that the playground will accommodate.

The images shown on the design are indicative only and are not intended to suggest specific equipment. If the Council approves the upgrade of playground equipment (and this is supported by the community), then further consultation with the community will occur in respect to the details of this upgrade and the specific facilities proposed.

Raised wall at rear of playground area

The current playground is sand filled, which is consistent with most playgrounds in the district. However, sand currently flows from the playground area over the low wall and into the parking area and the easement to the east of the park. In an effort to reduce this impact, the construction of a small wall will create a barrier, therefore keeping sand within the playground area and improving amenity for nearby residents.

New shade over playground area

The design of Hatchett Park makes it very difficult to shade the playground area naturally through the use of mature trees. The distance between the southern edge of the playground area and the planting area is too large for trees to be effective, and the use of substantial shade trees on the northern boundary of the playground would have a direct impact on the adjacent resident. The installation of a shade structure is one element that could be considered in this design.



1. Install new wall / gate to provide good movement to road
2. Landscaping area to be covered with new shrubs and leguminous
3. New play equipment
4. Petanque court (13 x 40) concrete edged and filled with gravel

5. Landscaped garden between wall and BBQ/shadow area
6. Upgrade BBQ with larger stainless steel supports
7. Park shelter with solid, clear, insecticide table
8. Use of new decorative shade trees



Petanque (bocce) court

This has been designed with proposed dimensions of 13m x 40m. The court is proposed to be filled with compacted gravel, similar to the style and manner of construction seen in many areas of Europe. It is also proposed to have a concrete edge around the perimeter to keep the gravel in the court.

Gravel Road Petanque court (13x40) related to seating/grass area

www.claremont.wa.gov.au

Q3. Do you have any additional suggestions that you would like to see included in any review of the design of Hatchett Park?

Statement	Response
General Position on Plan/Project	
Brick wall looks dangerous.	The brick wall assumes the retention of the playground in its current location, and the retention of sand as the soft fall material. The spread of sand from the park to the adjacent rear access road and resident's properties is a known issue.
Landscaping unnecessary.	The landscaping is proposed at the top level near to the BBQ and table area to provide a safe separation from the two levels. If not incorporated into the design, some form of fence or physical barrier would be required to limit possible accidents at this point.
OK as presented.	Noted
Ensure it is well lit at night.	Lighting has not been considered within the design but can be assessed as part of any final design proposed
Support a shade sail for summer - it could be removed over winter, as happens at Davies Road Pool.	Shade sail would be removed over winter as per other existing similar installations
No - new proposal looks adequate. Thanks.	Noted
No additional suggestions	Noted
No additional improvements	Noted
Nothing to add. Great to see the pro-activity in creating a fine usable community facility :-)	Noted
All I would like to see is a couple of benches under the plane trees shade.	There are currently 3 seats on the lower side of the park, with an additional 2 at the upper side of the park. The proposed design also suggests the installation of a new seating and table facility to accommodate the BBQ area. Further seats could also be included through the use of the existing brick alcoves

We really love it exactly as it is. It is a green open space with trees, grass to play on and has historical value. We really would like it to stay just as it is.	Noted
No. I don't really have any views on the proposal as my family lives in Bellevue Terrace and there is no real reason for us to use Hatchett Park	Noted
The park is to provide amenity for local residents' family and friends and not to attract more or larger groups with additional activities.	Noted. Consultation has included residents within a 400m catchment of the reserve, defined as the catchment for a local open space. Feedback received is therefore considered representative of the broader community opinion
Proposed BBQ	
I question the need for a BBQ as there is one close by in MacLagan Park	Whilst a BBQ is located at McLagan Park, this is approximately 450m from the centre of Hatchett Park. As such if it is considered that a BBQ is a reasonable level of service to provide at a local open space, then it can be reasonably concluded that locating one in Hatchett Park is appropriate.
We strongly object to BBQs!! It encourages rubbish, rats and drinking, not to mention noise from gatherings right next to our house. We enjoy our peace. We have BBQs at MacLagan Park. It's trying to fit too much in a small space. The park is mainly used by dog owners and children.	This response is noted. Comment in respect to proximity of BBQ as per comment above. The resident/s closest to the location of the proposed BBQ area (from whom this comment is assumed to have been provided) met with officers during the meet and greet event and expressed these specific concerns. Whilst the presence of vermin and other similar such concerns can be controlled or mitigated, locating new facilities on this side of the park will have an obvious impact on the residents nearest to these facilities.
Maximise available shade/ sun refuge areas Definitely for child play. Adjacent or over bbq area. Adjacent bocce/ petanque court. Reason: skin cancer risk minimisation.	Whilst additional shade is proposed to accommodate any retention of the existing playground area, shade at the BBQ area is limited to the installation of the proposed table/chair unit.

BBQ & table to be shaded by trees rather than man made structure	No artificial shade structure is proposed at the BBQ area, however it is also quite difficult to generate substantial shade using trees in the Park due to the design and the spacing between planted edges, without the use of very large tree specimens
Maximise available shade/ sun refuge areas Definitely for child play. Adjacent or over bbq area. Adjacent bocce/ petanque court. Reason: skin cancer risk minimisation	No artificial shade structure is proposed at BBQ area, however it is also quite difficult to generate substantial shade using trees in the Park due to the design and the spacing between planted edges, without the use of very large tree specimens. This will need to be considered in the final form of the design
Proposed Bocce Court	
If the bocce court is to proceed, suggest it be surfaced with artificial turf or industrial matting. A gravel surface will wear, be damaged by rain, and loose gravel will spill onto the adjacent grass and cause problems to mowing.	Comment is noted. The final design of any proposed court is yet to be confirmed, and the material shown in the design is for comment only. Construction of a defined boundary around the edge of the court will however prevent spread of gravel from the court to other areas.
Re Bocce Court: Prefer grass area without the existing stone separating. Happy to suggest nibs be left to denote school room perimeters.	Noted. The retention of the grassed area to delineate the bocce court was a common theme during the meet and greet event, rather than constructing the court in gravel or some other introduced material.
No (The new Petanque (Bocce) Court is the best suggestion.)	Noted
Remove the low brick "lines" that cross the main southern lawn. They are a tripping hazard and don't serve a useful historic purpose (for which they were intended).	Noted. The brick lines delineate the location of the prior class room boundaries and formed an integral part of the historical interpretation incorporated in the original design of the park
Think boule court could be a timber edged section of turf rather than introducing gravel. liked the discussed notion of largely removing the brick 'class room' dividers and introducing boule to that space.	Noted. The retention of the grassed area to delineate the bocce court was a common theme during the meet and greet event, rather than constructing

	the court in gravel or some other introduced material.
Petanque can be played on grass.	Noted. The retention of the grassed area to delineate the bocce court was a common theme during the meet and greet event, rather than constructing the court in gravel or some other introduced material.
Continue the educational theme with play equipment and games such as hopscotch and four square rather than bocce.	Whilst introducing other play elements is beneficial, this is very small linear open space, so trying to accommodate a range of users and demographics is the ideal outcome. It should also be noted that there was considerable comment received that questioned the need for the playground area at all.
Bocce Court won't get used. Dogs and children love to run up and down. The Bocce Court won't allow this on the grass.	Noted. If the bocce court was constructed in grass, then the space could be multi used when not in use
Maximise available shade/ sun refuge areas Definitely for child play. Adjacent or over bbq area. Adjacent bocce/ petanque court. Reason: skin cancer risk minimisation	No artificial shade structure is proposed at the bocce area, however it is also quite difficult to generate substantial shade using trees in the Park due to the design and the spacing between planted edges, without the use of very large tree specimens. This will need to be considered in the final form of the design
Playground Area	
I am in favour of most suggested ideas and am particularly pleased you are keeping the play area as I know one neighbour wanted it removed. However, I believe nothing is more joyful for a child than a swing and recommend a swing be retained. As a grandparent, I and other families I have observed, make good use of the play area. Thank you for this opportunity.	Noted.
Playground swings need to be heightened. They currently are impossible, even for small children, Two different heights are needed for little and bigger kids.	Noted. If the playground area is retained, then the equipment to be retained or installed will need to be considered in further detail.
Climbing apparatus is desirable	Noted.

As we have young children (3 & 6) and new play equipment would be a bonus. We usually get into the car and drive to Jasper Green or Allen Park to play as they have more equipment. To walk to a park with more play equipment would be amazing. Also over the past 3 years Wood Street has seen a huge influx of children under 10.	Review of play equipment if the playground is retained, should be undertaken relative to a suggested hierarchical system, so that it reflect the role of the park as a local open space area, and recognizes the proximity of other equipment to the same catchment
Not supportive of shade covering - ugly structure. Use of trees for shade would be more attractive.	Noted. Use of trees to shade the existing playground area is very limited due to distance to planting areas or adverse impact on adjacent property owners.
I believe the playground equipment and sand can be removed and replaced by grass to alleviate the sand issue for the nearby residents.	Noted. Retention of playground equipment should be determined based on a suggested hierarchical system, so that it reflect the role of the park as a local open space area, and recognizes the proximity of other equipment to the same catchment
Would love to see nature play encompassed into new playground equipment and would like this area to be shaded, as it is currently unusable in summer.	Noted. Installation of shade is one proposal, however use of trees as shade is limited due to the location of the playground area. If the playground area is retained, then the equipment to be retained or installed will need to be considered in further detail.
Do not think that a shade structure is necessary-shade can be provided by trees.	Use of trees to shade the existing playground area is very limited due to distance to planting areas or adverse impact on adjacent property owners
Maximise available shade/ sun refuge areas Definitely for child play. Adjacent or over bbq area. Adjacent bocce/ pétanque court. Reason: skin cancer risk minimisation.	Use of trees to provide shade is restricted by setbacks, however an additional row of trees to the southern boundary adjacent to the right of way is proposed
We would like the playground swing moved from its current existing position to the middle of the park. It is in the wrong location to be naturally shaded. We request that the sand under and around the swings be removed and replaced with lawn. The sand is a major issue with the winds blowing it into the landscaped gardens, down the laneway, into people's garages and even into our bedrooms on the	The design of the park limits options in terms of where the playground can and should be located. As the park is linear in design, there is no 'centre' of the park that does not impact on adjacent property owners. Suggestion to locate the BBQ and table/chair at the southern side (highest part) of the park, have been

<p>second storey of our house due to winds. We find that sometimes older children loiter around these swings at night time in this dark area. We hear them as they are on our boundary line. If the swing was to be relocated to the middle upper level of the park it is well lit in that location. Moving the swings to be around the light will deter some of this behaviour at night time. Returning this area to lawn will provide local residents with a larger lawn space to kick around soccer balls etc. - there is no area up top to do this really with brick work everywhere ... this larger lawn area was used a lot by children prior to the swings going in and now is rarely used which is disappointing. Moving the swings and reinstating the lawn will be a big positive for the park.</p>	<p>met with concerns from adjacent owners, so grouping the proposed bocce court, BBQ area and the playground in this one area would perhaps be considered unreasonable in terms of impact to residents.</p> <p>The current facility has limitations and causes issues relating to the impact of sand from the soft fall (suggested improvements include replacement with rubber soft fall or installation of a low brick wall to limit movement of sand), the quality of the equipment installed (it is proposed to review this consistent with an acceptable hierarchical system for playground delivery)</p>
<p>I think the reference to shade over the playground in the letter was a good one</p>	<p>The use of a shade structure whilst recognised as an appropriate outcome, is not broadly supported based on feedback received especially given its proximity to the adjacent property</p>
<p>Reduction of size of sandy site of playground area and equipment suitable for children between the ages of 4 and 7</p>	<p>Noted, If the playground area is retained, then the equipment to be retained or installed will need to be considered in further detail.</p>
<p>Would like the existing swings in the play area to be kept as young kids really enjoy it.</p>	<p>If the playground area is retained, then the equipment to be retained or installed will need to be considered in further detail.</p>
<p>The only thing that would be beneficial to change is the playground area as this is causing problems for residents. We love the idea of a nature playground at a place that least impacts the residents</p>	<p>If the playground area is retained, then the equipment to be retained or installed will need to be considered in further detail.</p> <p>The location of the playground will also have to be considered as part of this process</p>
<p>Existing sand play area to be returned to original grassed area & play equipment to be relocated to upper level with a synthetic base. No sand or wood chips.</p>	<p>The design of the park limits options in terms of where the playground can and should be located. As the park is linear in design, there is no 'centre' of the</p>

	park that does not impact on adjacent property owners.
Other Equipment	
Fitness stations/ circuit Adventure style playground (lovely to see some development on the site of my primary school years)	If the playground area is retained, then the equipment to be retained or installed will need to be considered in further detail.
Proposed Seating Area/Tables	
It would be nice to have two tables in the seating area to accommodate more than one family	The space for the proposed seating is relatively small, and already requires extension of the paving area (and reduction of grassed area) to accommodate this paved area. If the final solution includes a seating/table area and this proves to be very popular, then expansion to include a further seating/table facility can be considered
One or two bench seats as in other public parks.	There are currently 3 seats on the lower side of the park, with an additional 2 at the upper side of the park. The proposed design also suggests the installation of a new seating and table facility to accommodate the BBQ area.
There is a current dearth of seating picnic benches etc. would form part of design	The draft design includes the provision of a seating/table/picnic style table.
Maximise available shade/ sun refuge areas Definitely for child play. Adjacent or over bbq area. Adjacent bocce/ petanque court. Reason: skin cancer risk minimisation.	Installation of shade is one proposal to respond to this issue, use of trees as shade is limited due to the location of the playground area.
General Recreation	
I'd like to see more grass area for kids (10 to 15) to play ball sports. At the moment the bottom strip of grass has a playground where an errant football could hit a toddler and a bad kick goes over the fence into someone's backyard! The ricks on top of the grass strip means stubbed toes and scratches! Remove the bricks and my kids will be playing there 2 or 3 times a week!	One proposal is to remove the playground area, providing a linear grassed space on the bottom section. Another includes staging the installation of the bocce court so that the bricks are removed and the area retained as grassed. This may provide additional play area. The third area, not considered by the design is to remove the 4 plinths on the top grassed section.

	This would provide a clear and unobstructed grassed area for play.
Chin-up bar	If the playground area is retained, then the equipment to be retained or installed will need to be considered in further detail. This could include standalone equipment for other ages elsewhere in the park.
Other Issues	
Is there appropriate lighting in the area?	Lighting will need to be considered as part of the final detailed design
I'm not opposed to upgrading facilities for the common well. However there are more critical aspects that this funding could be directed to: 1) Restore the lighting along foot/bike path beside rail line from Swanbourne to Claremont. 2) Restore/provide lighting on road: Guger St between Warden Street and underpass at Rowe Park. This is a dark curve with much risk. Both of these are critical for safety and both areas	Whilst the issues as raised can be considered separately, it is not considered that this project and the proposed design is being accommodated within the Council budget at the cost of or as an alternative to other required projects.
A small communal vegetable patch.	This could be accommodated in latter evolutions of the Park, perhaps within the large garden beds to the north of the park may be suitable
would like to see greater screening of adjacent houses housing/service roads etc. understand Cpted issues but think a balance is required particularly after some larger healthy existing trees died on the site.	The3 planting of trees on the southern side of the park, parallel with the right of way is proposed. This will provide shade as well as screening for/from the adjacent property on the southern side.
Drinking water	A water fountain could be considered within the detailed design
Happy with avenue of trees as suggested.	Noted

Q.4 What do you like/dislike about the proposed design?

Dog Exercise and Off Lead	
I use this park a lot to let my dog off lead to play with his ball. Will we still be able to do so, if the petanque site is installed? That is my concern. Why not put it at MacLagan Park where there is far more room?	There is no plan to vary the current classification of this reserve with respect to dog exercise.
Petanque Court	
Petanque court is great if it is used regularly. If not, it becomes an unusable (what else do you do on it) and an eyesore! Thanks.	Noted. The concept of staging the development of the court to monitor its use before a full court was constructed was raised by several residents
I like the fact that our basic requests (for bocce and BBQ areas) have been incorporated. I do not like the fact the low brick outlines of the original classrooms have only been partially removed. This will prove HAZARDOUS for people walking alongside the bocce pitch while looking at the game.	Noted. The outer bricks have been retained so that their reference to the foundations of the primary school classrooms is not lost, which is an important part of the heritage of the site and the current design of the park.
Although we have no interest in using the Petanque Court, if the majority of nearby residents wish to have this facility then we have no objection. However the owners of #13 Derby may not wish to have the Petanque Court so close. Good that the historical layout of classrooms is to be retained.	The impact of any development on the upper level and its proximity to the residents at 13 Derby Street is recognised, and this is being considered in the design being proposed to Council.
I don't think the petanque court will get used and as this is proposed to be gravel, the space will become unusable.	Noted. If the development of the court was staged and its use monitored before a full court was constructed then the risk of developing an unused facility could be avoided.
The BBQs + Petanque Court - not against them but question the need.	Noted.
A good idea to improve the facilities. Particularly like the petanque court.	Noted
Like: bocce court. Good for community involvement of all ages.	Noted
The Petanque Court hides the original layout of the old school and changes the park.	The proposal is to retain the outer course of bricks so that the reference to the school classrooms can be retained

More up to date play equipment would attract more people to the park as would the BBQ and Petanque court. It creates a sense of community.	Noted
I like the fact that our basic requests (for bocce and BBQ areas) have been incorporated. I do not like the fact the low brick outlines of the original classrooms have only been partially removed. This will prove HAZRDOUS for people walking alongside the bocce pitch while looking at the game.	The outer bricks have been retained so that their reference to the foundations of the primary school classrooms is not lost, which is an important part of the heritage of the site and the current design of the park
There is no requirement for additional activities or attracting large groups, the Petanque Court will be difficult to maintain. All that is required increased amenity and maintenance of existing facilities	Maintenance of the petanque court will be relative to its manner of construction. If retained as grads in the initial phase, this will actually be easier to maintain than the current layout
Think the grassed area is really valuable for kids and not sure why we would dig it up and put bocce court	Much of the feedback suggested that opening this area up by removing the brick courses would improve its function, which is currently very limited
If a petanque court is to be installed we feel this should be on the grass (no gravel or road base to be used) and we can then see who uses it before deciding to spend the funds and install a dedicated court that may not potentially be used.	Noted.
I dislike the bocce court amongst the original school foundations when there are other lawn areas for equipment and play areas	It was considered that the original school foundations area (which are representative only and not the actual foundations) was discouraging use. This was confirmed through engagement of residents who suggested that the brick courses detract from its use for any purpose.
BBQ Area/ Table and Seating	
A barbeque will clutter the small size of the park alongside which the need to access. There are barbeques available nearby in bigger parks.	Whilst BBQ's are available at other parks, Hatchett Park is considered to be a local open space reserve and therefore should provide services consistent with local open space functionality. This may or may not include a BBQ, however given that the nearest alternate location is McLagan Park which is over 430m from this location, if a BBQ is considered to be function of local open space, then its

	inclusion in Hatchett Park is appropriate.
It all looks OK to me, although unsure about the design of the new shelter. Otherwise the proposed improvements should increase the functionality and use of the park.	Design of the new shelter is indicative only and would need to be considered This design is however consistent with that used successfully at Lake Claremont Reserve
This is a very fine public facility. Improved BBQ and surrounds very useful. As both of us are 76 years old we are unable to comment on playground equipment. Even our grandchildren are past that phase. A Bocce Court would be wonderful addition.	Noted
The BBQs + Petanque Court - not against them but question the need.	There has been some suggestion that both of these facilities could be staged, as this would validate the extent of demand for them and their evolution/upgrade to meet this demand.
Also it is a great idea that BBQ facilities will be added including a shelter	Noted
There are already parks in the area with BBQs and seating which have better parking/access. -	If a BBQ is considered to be function of local open space, then its inclusion in Hatchett Park is appropriate. Parking relative to the reserve is an issue that will be need to be considered and how this might impact on the adjacent right of way
Encourages more usage of the park; particularly the BBQ.	Noted
We support the new seating area (Item 7 on plan)	Noted
I think the BBQ might encourage occasional rowdy gatherings to the detriment of those nearby.	The installation of the BBQ at McLagan Park, whilst being located close to residents of Mitford Street has not resulted in
So we are strongly opposed to the barbeque area. We are strongly opposed to anything creating extra noise that is not able to be controlled for the consideration of nearby residents	Whilst the fear of this is understood, experience with the BBQ installed at McLagan Park has revealed that there has been no incidence of anti-social behaviour as a result of this installation
I think a BBQ could be quite a nice thing for the local community enabling neighbours to get together and hold street parties. As our family lives in Bellevue terrace, we would not use these facilities.	Noted

Trees/Shade	
Not confident that trees on south side will provide sufficient shade northwards.	There is already a line of large mature trees centrally through the park, the proposed trees to the south of the park are proposed as replacements for those that were lost from the original plantings
Lack of shaded sitting areas.	Noted. The use of trees to improve shade in seating areas is proposed, however the design of the park and location of the planting areas limits these opportunities
The planting of trees is supported	Noted
We support the line of trees being added to the park (Item 8 on plan).	Noted
Playground Area	
Do not like sand pit play area in present position or the sand. Do not like gravel Petanque Court. Not in favour of gravel being used.	Alternates to a gravel court are being considered. The replacement of the sand filled playground with a rubber soft fall alternate is possible, however the complete relocation of the playground to another location with the park is difficult to accommodate.
The playground equipment needs upgrading. I would love to see a mini basketball hoop for older children. Please see Question 3 about what we don't like.	The equipment to be used if the playground is to be retained will need to be considered. Its location relative to adjacent properties may limit the installation of a basketball facility of any kind
I like the new addition of a shade/sail to the play area and the net climber.	Whilst improving shade over the playground area is considered beneficial, the manner by which this can be achieved is a cause for some concern. Use of trees is limited due to set backs and the installation of shade structure will have detrimental impacts to adjacent properties.
I don't want to see the swings removed in any play equipment upgrade. -	Noted. The equipment to be used if the playground is to be retained will need to be considered
Concern of shade over area of playground as it may reduce sunlight onto residences adjacent to park. Danger of some equipment as suggested for injuries with no mention of emergency first aid. Close by residents would	Whilst improving shade over the playground area is considered beneficial, the manner by which this can be achieved is a cause for some concern. Use of trees is limited due to set backs and the installation of shade

probably be called on to provide assistances with injuries	structure will have detrimental impacts to adjacent properties. In terms of safety, all equipment would need to be provided by a recognised and licensed provider. Provision of a first aid station or nearby equipment has not been considered at this stage.
More up to date play equipment would attract more people to the park as would the BBQ and Petanque court. It creates a sense of community.	Noted
Playground definitely needs an upgrade	Noted
We strongly oppose the new playground designs and potential shade sail over them (plan items 1, 2 and 3). We live adjacent to the park and are the most effected house by the current location of the swing in the park. The proposed wall behind the swings will not stop any sand blowing as it is swept up so high by the prevailing winds which at times are very strong. The erecting of a shade sail will impact upon the natural light we have coming in our windows flanking the park. We designed our house windows on the ground floor to capture light - the sail will prevent this and make that section of the house dark and cold. The setbacks required to provide shade over the swings will block the natural light all year round. Currently we have a beautiful park view which lets light in - we will view an ugly shade sail which prevents natural light from coming in the elongated shape of the park and the direction it faces does not support the current position of the swings they should have been installed in a different location that would allow for the natural shading of the swings and also maintain the privacy of the surrounding properties. No playground equipment should be located as close to a property as this swing set and playground currently is.	<p>Whilst improving shade over the playground area is considered beneficial, the manner by which this can be achieved is a cause for some concern. Use of trees is limited due to set backs and the installation of shade structure will have detrimental impacts to adjacent properties.</p> <p>The effectiveness of the proposed wall to stop sand being blown over the adjacent areas is central to its installation. If this cannot be assumed then use of soft fall or another type of material may be the most appropriate option.</p> <p>It is recognised that the location of the Playground area restricts the opportunity to naturally shade the area through the use of trees. Alternate options for the location of the playground is however limited due to the split level elongated design of the park.</p>
Shade sail should ideally cover the seating adjacent to the playground equipment.	Noted
More up to date play equipment would attract more people to the park as would the BBQ and Petanque court. It creates a sense of community.	Noted











Other Comments	
Overdone	Noted
We think it would be a great asset to the neighbourhood. It would be used more than at present and would encourage neighbours to get together.	Noted
These upgraded to the park are nice-to-have. I'm not opposed to it in principle, but when obvious safety is being neglected then these nice-to-haves are a divergence. I have seen many potential and near miss incidents along the footpath between Claremont & Swanbourne at night especially during winter in shorter days.	It is unclear as to the location of the near misses that have been seen, however the redesign of Hatchett Park is not predicated on other works being delayed or issues of safety not being addressed.
The proposed design is entirely a great improvement. The park is a very important feature of outdoor exercise for my grandchildren and local similar preschool and primary school aged students.	Noted
I like it all and I hope that it will encourage more use of the park and resident participation and enjoyment.	Noted
It seems quite people/child friendly.	Noted
Allows the community to use the space, focus on external activities rather than everyone being in their home.	Noted
Like it all. Thanks.	Noted
Encouraging of greater community interaction - thereby promoting health and happiness.	Noted
Maclagan and Cresswell Park facilities that are within a couple of hundred metres of Hatchett Park. If needed the proposed funds for this proposal could be used to enhance the existing facilities of Maclagan and Cresswell Park.	Maclagan Park is 450m away from Hatchett Park, whilst Cresswell Park is 400m from the nearest point. As such Hatchett Park does not duplicate already existing open space provision and is deemed to be a local open space within a 400m catchment
As discussed at the meeting our problems are not related to the proposals as much as to the design of the existing park. The lack of containment within the space doesn't create a park that one wishes to go to- overlooking from adjacent houses balconies imparts a feeling of private space rather than one for all residents/visitors in the area; the planting design is odd and certainly not related to the sites former use-the reliance on succulent planting hedging and small ornamental prunus	Noted. As a further extension of this design review, a review of plantings might be appropriate to alter the 'feel' of the park and create an atmosphere more in keeping with its location and the prevailing architecture of the area

etc. results in a high maintenance park with little seasonal variation and no attraction for birds etc.	
There is nothing about this design that I like. The area as is, provides a wonderful green space that provides an important element of open, free flow connection through the suburbs without the visual pollution of climbing frames, BBQ's etc. The space is way too small to fit in all the elements of the proposed design. The design would simply make the space cluttered and disconnected. For those residents seeking the changes I would encourage them to use	Noted. Whilst it is recognised that concerns are held as to the additional elements proposed for the park, in practice this is most likely limited to a BBQ and table/seating facility, as the Petanque court can be accommodated informally without materially changing the grassed area and the playground area is already located at the Park.
All good, but I would also create an area for kids to kick a football or play a small game of cricket. Bocce is more of an adult's sport (ask any kid how often they play bocce vs kicking a ball). So I would also remove the abstract wall stubs in the south eastern lawn area to provide an area for bigger (7-12year old) kids to play ball. Those supposedly historic wall stubs are ironically stopping children from using the space.	Whilst the scale and design of the park make many ball sports very difficult to accommodate, consistent with most local open space reserves, the removal of the brick plinths on the north west section of the park would provide an additional linear area for some ball sports and other recreation. When the initial draft designs were being proposed for community comment, it was assumed that the brick plinths held some heritage value or significance to the overall site, so they were left untouched. A review of the original plan for the park however failed to identify any heritage significance of the plinths and what they were either designed for, or what they were intended to represent.
I like all that is proposed. Hopefully this will lead to more interaction between residents.	Noted
Except for the wall, I can't see any need for the above additions to the park. There is a park a couple of minutes down Devon Road which has all these amenities needed for families. I would like this money to pay for the sealing of the laneway between Shenton Road and Claremont Crescent which can no longer be called a lane as it is more of a thoroughfare for the local community accessing the shops and train station.	Noted. The nearest park with the same types of facilities is MacLagan Park, which is over 400m away. Given that Hatchett Park is a local open space reserve with an expected catchment of 400m, it is considered appropriate that appropriate facilities consistent with a local open space reserve and Council's opinion on levels of service delivery is considered. The reference to the laneway between Claremont Crescnet and Shenton

	Road is unclear, however it is assumed may relate to one of several privately owned right of ways in this area, over which the Council has no jurisdiction
Would be good to make the park more attractive to local community, but is a small park so think it should be fewer items in design	Noted
No need to alter the park from what it currently is really - the aesthetics of the park are beautiful as it is. It is a credit to the council how well the park is maintained. It is a relaxing and peaceful park where it is used by many people relaxing, sitting, walking dogs, etc. If I want a park for activity I can walk in any 4 directions (less than a kilometre) and I have 4 major parks with excellent grass and playing facilities (Allen Park, Claremont Hill, Lake Claremont and Devon road park).	Noted. The only additional 'activity' proposed by the concept design (if adopted without any change) is the addition of the petanque court and a BBQ area and seating.
Anything that encourages more parents and grandparents playing with their children is a welcome addition. Please bear in mind that Maclagan Park down the road and Mount Claremont also have great facilities so anything you can do minimises rates whilst maximising utility would be appreciated.	Noted. The proposal is not intended to duplicate already existing services in other parks, but to provide a level of service consistent with Council opinion and community expectations for local open space reserves.
We think the space is too small for it to be used as a social gathering space and will be too impacting on the neighbours or residents close to the park	Noted. The design of the park provides some limitations as to use, due to the proximity of adjacent residences. Where possible it is suggested that facilities are provided in areas of the park where there is some separation.

13.1.3 162-164 ALFRED ROAD SWANBOURNE - RECONSIDERATION CHILD CARE CENTRE**File Number:** 01PEA/19/0180, D-19-42348

Attachments:

1. Location and Submission Map [↓](#) 
2. Photograph [↓](#) 
3. Applicant Letter [↓](#) 
4. Transcore Transport Report [↓](#) 
5. Acoustic Report Environmental [↓](#) 
6. Acoustic Report Traffic Noise [↓](#) 
7. Noise Management and Child Supervision Policy [↓](#) 
8. JDAP Determination [↓](#) 
9. Submissions Table [↓](#) 
10. Plans - Confidential
11. Submissions - Confidential
12. Required Road Modifications [↓](#) 

Author: Lisa Previti, Manager Planning and Building
David Vinicombe, Director Planning and Development

Authoriser: Liz Ledger, Chief Executive Officer

Proposed Meeting Date: 17 December 2019

Date Prepared: 4 December 2019

DA No.: DA2019.00047

60/90 Days Due Date: 14 July 2019

Property Owner: Sharon Property Pty Ltd and Kenby Property Pty Ltd

Applicant: Rowe Group

Lot No.: 18 and 19

Area of Lot: 979 plus 870 - 1,849m²

Zoning: Residential with an R20 coding

Enabling Legislation:

- Planning and Development Act 2005 (PD Act)*
- Planning and Development (Local Planning Schemes) Regulations 2015 (LPS Regs)*
- Planning and Development Act (Development Assessment Panels) Regulations 2011 (DAP Regs)*
- State Administrative Tribunal Act 2004 (SAT Act)*
- Local Planning Scheme No. 3 (LPS3)
- Local Planning Policy 206 – Child Care Centres (LPP 206)
- Western Australian Planning Commission (WAPC) Planning Bulletin 72/2009 – Child Care Centres (PB 72/2009)
- Child Care Services (Child Care) Regulations 2006 (Child Care Regs)*

SUMMARY

- Application for Development Approval received on 15 April 2019 for Child Care Centre for 90 children at 162-164 Alfred Road, Swanbourne.

- The applicant elected for the application to be determined by the Development Assessment Panel (DAP) as the estimated cost of development exceeded \$2M (\$2.1M).
- Proposal did not comply with Local Planning Scheme No. 3 (LPS3) requirements for Non-Residential Development Abutting a Residential Zone and Local Planning Policy 206 – Child Care Centres (LPP 206) in relation to various matters including land use, location, setbacks, traffic, design and parking.
- 47 Neighbours were originally consulted and 107 submissions were received, five in support and 102 objecting to the proposal.
- Submissions raised a number of concerns including:
 - Substantial increase in traffic and related safety concerns for vehicles and pedestrians
 - Inappropriate location for a commercial land use
 - Commercial land use creep into the Residential zone
 - Impact on residential amenity and noise
 - Future uses of the proposed building if the proposed land use fails, and
 - Impact on property values.
- The plans were amended to address some of the neighbour's and administration's concerns, however the intrinsic locational concerns were unable to be addressed. The site specific issues were not addressed given the proposal is a large commercial operation located on the corner of a road containing a high volume of traffic and a short cul-de-sac in a residential area well removed from a commercial centre.
- It was considered the proposal was not consistent with the provisions of LPS3 and LPP 206, and proposed in an inappropriate location.
- The JDAP refused the application at its meeting held 12 July 2019. A State Administrative Tribunal (SAT) application for review was subsequently lodged, which proceeded directly to mediation with the JDAP.
- Following mediation, a SAT order for a Section 31 reconsideration was issued. Amended plans were lodged with the Town for a reduction to 65 children. The modifications to the plans included a two storey building, landscaping and play areas, and access and car parking layout. A revised Traffic Impact Statement (TIS), acoustic report and child management report have also been submitted.
- The amended application was advertised by mail to 41 nearby landowners and occupants, and by email to the 107 who made submissions on the original proposal. It is noted that the SAT and JDAP timeframe only allowed for a one week consultation period. 102 submissions were received, 32 in support and 70 objecting.
- Concerns raised in the submissions were the same as with the original consultation, with a significant focus on traffic impact, and safety given a number of recent accidents in the immediate vicinity, and also the associated reduced amenity relating to the traffic.
- It is considered that the proposed Child Care Centre is not an appropriate land use at this location and will have a detrimental impact on the amenity of the locality.
- It is recommended that the Officer's report recommending the Joint Development Assessment Panel refuse the development be endorsed by Council.

PURPOSE

For Council to:

- (i) Firstly, be informed the State Administrative Tribunal (SAT) has made an order for a Section 31 reconsideration under the *State Administrative Tribunal Act 2004* (SAT Act).

- (ii) Secondly, consider the officer recommendation regarding the development of a new Child Care Centre at 162-164 Alfred Road, Claremont.
- (iii) Thirdly, be informed that the applicant has requested the application be referred to the Joint Development Assessment Panel (JDAP) for its determination in accordance with the *Planning and Development (Development Assessment Panel) Regulations 2011* (DAP Regs).

BACKGROUND

The proposed Child Care Centre straddles Lots 18 and 19 Alfred Road, Swanbourne. The lots are 979m² and 870m² respectively (totalling 1,849m²) and are situated on the corner of Alfred Road and the Butler Avenue cul-de-sac.

On assessing the original proposed Child Care Centre it was noted that the Town was intending to use Planning Bulletin 72/2009 Child Care Centres to assess and make comment to the JDAP on this application, however on review of the Bulletin, it was noted that it made recommendations for local government to adopt a Local Planning Policy to guide the location and requirements for Child Care Centres. With this in mind, the Town prepared Draft Local Planning Policy 206 – Child Care Centres (LPP 206) based on the Planning Bulletin requirements. Draft LPP 206 was referred to Council on 7 May and was advertised for public comment until 3 June in accordance with the deemed provisions contained in Schedule 2, Part 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (LPS Regs). Following consultation, the Policy was adopted by Council 18 June 2019 (see Past Resolutions below) and the required Notice to formalise the Policy was published in the Post Newspaper on 29 June 2019.

It was considered the proposal was not consistent with the provisions of LPS3 and LPP 206, and proposed in an inappropriate location.

Following the Responsible Officer's Report (RAR) recommending refusal of the application (endorsed by Council on 2 July 2019), the JDAP refused the application at its meeting held 12 July 2019. A SAT application for review was subsequently lodged, which proceeded directly to mediation with the JDAP.

Following mediation, a SAT order for a Section 31 reconsideration was issued. Amended plans were lodged with the Town for a reduction from 90 children to 65 children. The modifications to the plans included a two storey building, modified landscaping and play areas, and changes to the access and car parking layout.

The following table outlines key dates regarding this proposal:

Date	Item/Outcome
15 April 2019	Development Application received by Council.
17 April 2019	Application undergoes internal DCU assessment.
6 May 2019	Advertising commenced.
15 May 2019	Additional information requested from applicant.
21 May 2019	Advertising closed.
30 May 2019	Additional information received from applicant.
24 July 2019	Report prepared for Council.
2 July 2019	Application considered by Council.
12 July 2019	Application considered by JDAP
15 July 2019	JDAP determination issued.
7 August 2019	SAT application lodged.
16 October and 6 November 2019	SAT mediation.
6 November 2019	SAT order for Section 31 reconsideration made.
21 November 2019	Amended plans received by Council.
22 November 2019	Advertising commenced.
29 November 2019	Advertising closed.
10 December 2019	Report prepared for Council.

PAST RESOLUTIONS

At its meeting held 18 June 2019, Council resolved to adopt LPP206 – Child Care Centres, with minor modifications in response to the submissions received during the advertising of the Draft Policy (Resolution No. 68/19).

In respect of the application for the Child Care Centre, at its meeting held on 2 July 2019 Council resolved to:

1. *Support the Officer recommendation to the Metro West Joint Development Assessment Panel that Development Approval be refused for the development of a Child Care Centre at Lots 18-19 (162-164) Alfred Road, Swanbourne for the reasons detailed in the Council report.*
2. *Authorise the Director Planning and Development to forward a report on the application to the Metro West Joint Development Assessment Panel.*

Statutory Considerations

Development Assessment Panel

The applicant elected to have the application determined by a DAP in accordance with Regulation 7 of the DAP Regs. The Regs permit applicants to elect a DAP assessment for developments valued between \$2 million and \$10 million.

Where an application is to be determined by a DAP, the local government cannot issue Development Approval. The Town is therefore required to forward the application to the JDAP for their formal determination on behalf of Council together with an RAR. This also applies to the Section 31 Reconsideration.

In preparing an RAR for the JDAP, the Town is required to undertake a full assessment of the proposal, including advertising and consultation, as per LPS3 requirements.

State Administrative Tribunal

As indicated above, further to the refusal issued by the JDAP the applicant lodged an application for review with the SAT. Following the SAT mediation process between the JDAP and the applicant, the SAT has made an order for a Section 31 reconsideration under the SAT Act. The Town is required to reconsider the application and prepare a RAR for the consideration of the JDAP.

Heritage

The property is not included on the Town's Heritage List.

COMMUNICATION/CONSULTATION

The application was advertised in accordance with Council Policy LG525, however the SAT and JDAP timeframe only allowed for a one week consultation period. The amended application was advertised by mail to 41 nearby landowners and occupants, and by email to the 107 who made submissions on the original proposal. 102 submissions were received, 32 in support and 70 objecting.

A summary table of the submissions are provided as Attachment 9, and full copies are included as confidential Attachment 11. An independent Traffic Impact Statement has also been submitted by concerned residents, and is included with the full copies of the submissions.

Submissions raised a number of concerns including increase in traffic and safety concerns for vehicles and pedestrians, parking, inappropriate location for a commercial land use, creep of commercial land uses into the residential zone, impact on residential amenity and noise, impact on property values, demand for child care services, size of the building and future uses of the proposed building if the proposed land use fails, discussed in detail below.

Submissions in support of the proposal noted a perceived shortfall of child care facilities in the immediate vicinity.

DISCUSSION

Description

The amended application proposes a Child Care Centre over two lots, 162-164 Alfred Road, Swanbourne. It is proposed to accommodate 65 children (in lieu of the previous 90) and 12 staff (in lieu of 13), and operate Monday to Friday from 7am to 6pm.

The proposed building is double storey (total floor area of 635m²), with pitched roof and verandah / balcony surrounding. The building proposes separate activity areas for different age groups:

Activity 01 - 1-2 years	8 children (55.44m ²)
Activity 02 - 0-1 years	8 children (47.29m ²)
Activity 03 - 2-3 years	10 children (63.11m ²)
Activity 04 - 3-5 years	19 children (61.98m ²)
Activity 05 - 3-5 years	20 children (101.21m ²)

The building also proposes a sleep area and bathrooms for the children, reception, administration office, storage, laundry and staff amenities. 19 car parking bays are proposed with dual access from Butler Avenue and a left in only access from Alfred Road discussed below. Outdoor play areas are proposed adjacent to the eastern boundary, and to the southern and eastern sides of the building. The second storey also includes an outdoor play area balcony to the east and north. A landscaped buffer is proposed to the adjoining property boundaries. Vegetation is to be retained on site where possible, and verge trees are also to be retained.

The major changes from the original proposal are:

- Reduction from 90 children to 65 children, and from 13 staff to 12 staff
- Two storey building (total floor area of 635m²) in lieu of single storey (total floor area 624m²)
- Traditional pitched roof profile in lieu of skillion
- Masonry boundary fencing to neighbouring residential properties in lieu of colorbond
- Increased side setbacks to the eastern and southern residential properties
- Landscaped buffers to boundaries, including a 6m wide landscaped buffer to the southern residential property
- Reconfiguration of car parking and accessways to be 5m from adjoining residential properties, additional left in access from Alfred Road and reduction in parking bays from 20 to 19
- Additional shade trees within the car parking area.

Compliance

The modified development proposes the following variations to the provisions of LPS3 and LPP 206 – Child Care Centres. Where development does not comply with the provisions of LPS3, a variation can only be considered if provided for under the terms of the Scheme. Council must have regard to the Policy requirements, however this does not mean that Council cannot vary the Policy requirements where such a variation is considered appropriate.

Local Planning Scheme No. 3

Land Use

The proposed Child Care Centre is an 'SA' use within LPS3 Table 1 – Land Use Table, meaning that the land shall not be used for the purpose indicated but that in exceptional cases the Council may specially approve of such use where the application has been publicly advertised and the Council has considered all submissions and is satisfied that the use will not have any adverse or detrimental effect on the residents or amenity in the locality.

In considering the application the Council needs to take into account the impact on adjoining land owners and occupiers. Reducing the number of children from 90 to 65 has not decreased the size of the building, which has increased by 11m² despite the reduction in children. An additional 228 car movements have been forecast, which is 242% above the existing average 161 residential car movements on the Butler Avenue cul-de-sac. Taking into account the left in access from Alfred Road the increase in traffic on Butler Avenue could be in the order of 220%. The introduction of a commercial land use into a predominantly residential area is likely to detrimentally impact on amenity of the area through noise disturbance from parking and increased traffic, which may in turn result in safety issues. The site's location on a busy street (Alfred Road), and also being located on a short

cul-de-sac (Butler Avenue), is of concern. As noted below the Town's Engineering Services have concerns that the trip distribution has not been correctly modelled, and safety issues have not adequately been addressed. The current availability of on street parking in Butler Avenue may also be compromised, noting also the restrictions in parking which also apply along Alfred Road in this location. It is considered the proposal will have a detrimental impact on the amenity of residents in the locality and the land use at this scale is therefore not supported.

Clause 46 – Objectives of the Residential Zone

Clause 46(3) of LPS3 refers to *"the continuation of the domestic scale and architectural character of the area..."* The amended plans have a traditional gable roof and has more of an appearance of a double storey dwelling. The scale of the dwelling however is bulky given that the total floor area has not been reduced. In addition, with the inclusion of a 19 bay car parking located within the setbacks to Alfred Road and Butler Avenue, the residential appearance of the development is diminished.

(Clause 37A – Non-Residential Development Abutting a Residential Zone)

Clause 37A of LPS3 contains specific requirements for setbacks from the adjoining residential properties.

Clause 37A(1)(a) requires:

(a) *The following building setbacks from the Residential zoned land area provided:*

- (i) *Six (6) metres for the ground floor and first floor with all other floors being set back six (6) for each additional storey;*
- (ii) *Notwithstanding (i) above Council may accept the ground floor being constructed up to the boundary of the Residential zoned land providing the wall on the boundary does not at any point exceed a height of two (2) metres above natural ground level (measured at the common boundary) of the adjacent residential land."*

The amended design proposes a compliant 10m setback to the southern boundary and a 6m setback to the eastern boundary.

Local Planning Policy 206 – Child Care Centres

Guidelines on Child Care Centres have been prepared by the Western Australian Planning Commission (WAPC) in Planning Bulletin 72/2009 Child Care Centres (BP 72) to assist Local Government in preparing a LPP to address common issues relating to this matter. Based on BP 72, and modified to address local amenity concerns, LPP 206 – Child Care Centres adopted by Council on 18 June 2019 to provide guidance on the appropriate location of Child Care Centres, setting out provisions to minimise the impact of Centres on the surrounding locality and the impact of the area of the Centre, and consider the health and safety of children attending the centre.

The proposed Child Care Centre is inconsistent with the following provisions of LPP 206:

Location Requirements

LPP 206 outlines preferred locations for centres:

- *Close to or part of commercial, recreation or community nodes and education facilities, with preferred locations on lots zoned "Local Centre", "Town Centre", "Highway", or "Educational", or on "Residential" lots immediately adjacent to these zones.*

The proposed Centre is on a lot zoned "Residential" in a locality which is not adjacent to commercial or community nodes.

- *Areas where adjoining land uses are compatible, serviced by public transport and considered suitable from a traffic engineering / safety view.*

The site immediately abuts residential properties. Traffic and safety has also been raised as a significant concern given the increase which will result in Butler Avenue, discussed below. Butler Avenue currently has an average of 161 residential vehicle movements per day. There is a forecast of 228 vehicle trips to be generated, with 194 on Butler Avenue, which is a 220% increase above the current volumes on Butler Avenue. If the development is approved, it would be appropriate to include

a condition the application be required to improve the road design by constructing a median splitter island at the Butler Avenue and Alfred Road intersection to improve safety conditions by reducing ability for vehicles to cut the corner and provide a pedestrian refuge. A median island on Alfred Road is also recommended to prevent illegal turns into the Alfred Road crossover and access from the west. Additionally, the independent Traffic Impact Assessment submitted by Cardo recommends a channelised right turn lane at the Butler Avenue intersection and basic auxiliary left turn treatment from the east. These modifications are indicatively shown on Attachment 12. These can also be requested as conditions should the application be approved.

- *Site of sufficient size to accommodate the development without impacting on the amenity of the surrounding area.*

Given the amended plans have not reduced the floor area of the building, the car parking area has been increased to create a disproportionate amount of hardstand, and outdoor play areas are still located adjacent to the eastern boundary, This demonstrates the site is being overdeveloped, and that a Child Care Centre for 65 children and 12 staff is not appropriate for this site.

- *Not to be located where access is from major roads, close proximity to major intersections or where access is from a local access street which may result in traffic, parking or associated amenity concerns.*

Access is proposed left in from Alfred Road (District Distributor) and full movement access is proposed from Butler Avenue which is classified as a Local Access Street. The increase in traffic and street parking on Butler Avenue is likely to result in a negative impact on the amenity of the locality. Being a cul-de-sac the single entry and egress means that the majority of vehicle movements from residents and visitors, and customers and staff of the Centre are concentrated at that intersection, with no available flow through to other streets. With vehicle movements concentrated at the intersection that would otherwise be available on a through road the adverse impact on amenity of the residents is effectively doubled.

- *Not to be located where noise from nearby roads are likely to have an adverse impact on the site.*

In this instance the Centre is located on Alfred Road which has a high volume of traffic braking and accelerating relative to the Myera Street signalised intersection. As noted above, a condition can be recommended to the JDAP should they support the application for acoustic protection to be included in the building construction as per the recommendations in the Acoustic Report.

Site Requirements

LPP 206 states *sites should be of sufficient size, shape and dimension to accommodate the development (inclusive of buildings with required setbacks, parking, outdoor play areas and landscape buffer strips); and be level/non elevated sites to reduce impacts on access and noise transfer/mitigation.*

Whilst on a level site, the variations proposed and bulkiness of the building demonstrates the size of the Centre is too large for the site. Non-compliant outdoor play areas are proposed adjacent to residential development and large parking hard surfaces within the front setback, (discussed below).

Development Requirements

In addition to requirements applicable under LPS3 (in particular cl.36(6) and cl.37(A)), LPP 206 addresses the following:

- *Visual appearance of developments should reflect the character of the area, and enhance its amenity.*

As noted above, it is considered that while the proposed built form is more consistent with the residential character of the area, the large hardstand parking area diminishes the residential amenity.

- *Parking for staff and children is to be at a rate of one space per five children. Where located in areas or with access from streets with limited capacity to accommodate overflow parking, on-site parking should be increased at a rate of 0.5 bays per staff member.*

Given the site gains access from Butler Avenue which has limited capacity to accommodate overflow parking, the increased rate of 0.5 bays per staff member is recommended, resulting in a car parking requirement of 19 bays, which has been provided on the site plan. It is noted that two of the bays are in tandem formation, for these to be supported they will need to be for staff parking only. Should the JDAP support the application a condition is recommended that the internal tandem bay be marked for Staff Only. It is noted that loading and waste collection will not occur during peak times so will have limited impact on the availability of parking bays, which can also be recommended as a condition. A further condition that any parent gatherings be held at different times for the different age groups may also assist in minimising overspill of parking onto local roads.

- *Outdoor play areas to be in a safe location away from high traffic areas and also away from any adjoining noise sensitive premises such as dwellings.*

The outdoor areas located adjacent to the future dwelling to be constructed to the east is not consistent with LPP 206 and is not supported given that noise impacts on the adjoining properties need to be mitigated. Should the JDAP support the application a condition is recommended that the proposal be redesigned to separate play areas from neighbouring residential properties.

- *A traffic impact statement shall be provided with all applications which addresses the site and its location, the expected trip generation, parking requirements and parking area design (including access located in accordance with LPS3 requirements), existing and future traffic conditions, current road safety conditions including crash history in the immediate locality, and the expected impact on existing and future traffic conditions.*

The revised Traffic Impact Statement (TIS) submitted with the application states that traffic operations of the road network will not be adversely affected by the additional traffic. However the actual increase in traffic will be in the order of 220% above the existing volumes on Butler Avenue, which is a significant impact on the amenity of the local street. It is noted that the residents submitted an independent TIS which makes a number of recommendations for modifications to the road network to improve traffic and pedestrian safety which cannot be accommodated due to specific constraints identified at this location, further indicating that the site is not suitable for the development. In respect of the revised TIS concerns are discussed in the response to submissions:

- *No access permitted from a Primary or Regional Distributor Road, a Right of Way or short Access Road such as a cul-de-sac or no through roads.*

Access is now also proposed from Alfred Road (District Distributor) left in only. This is not ideal, however it has been proposed in order to reduce the concentration of the additional traffic on the Butler Avenue. Access is also proposed from Butler Avenue which is classified as a Local Access Street, and given it is a short no-through road, the increase in traffic and potential street parking on Butler Avenue is likely to result in a negative impact on the amenity of the locality.

- *A noise impact assessment shall be provided with all applications which address the prime objectives of limiting the impact of a Child Care Centre on adjacent residential properties and also limit the impact of external noise sources on the Child Care Centre.*

The acoustic assessment submitted with the application identifies the proposal will be compliant with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed hours of operation. The additional acoustic report also demonstrates that noise ingress mitigation can be achieved with standard construction, with additional height of balustrading and glazing to the northern site of Activity Room 4. Should JDAP approve the proposal a condition should be recommended that the building comply with the recommendations of the acoustic report.

- *All servicing and deliveries to the site are to take place during the operational hours and not during peak morning drop-off or peak afternoon pick-up periods of the Child Care Centre.*

The application indicates that rubbish collection will be carried out outside of peak hours. Should JDAP approve the proposal a condition should be recommended that servicing and deliveries, including waste collection, be limited to the above, but restricted to 10.00am to 3.00pm to reduce the impact on the amenity of the neighbours.

- *Where located adjacent to noise sensitive uses, all noise generating activities such as outdoor and indoor play areas, parking areas to be located away from the noise sensitive use. Amenity impacts are to be mitigated by appropriate fencing, non-openable and double glazing (or equivalent) windows together with landscaping.*

As noted above a play area is located adjacent to boundary of the eastern residential property. As above, should the JDAP support the application a condition is recommended that the proposal be redesigned to separate play areas from neighbouring residential properties.

- *The design and construction of the Day Care Centre is to also mitigate against impacts from external noise and vibration sources.*

An assessment of external noise of Alfred Road on the centre has been provided. As above, should JDAP approve the proposal a condition should be recommended that the building comply with the recommendations of the acoustic report.

- *In order to assess the impact to the local community that a proposed Child Care Centre has on the level of service of similar or approved facilities, applications are to include information on the level of existing (or proposed) services in the locality, proximity to other centres, population catchments for the proposed centre and the number of primary schools and kindergartens in the locality, together with the number of students at these facilities.*

No information has been provided, however it is acknowledged the application for Development Approval was lodged prior to the Council adoption of LPP 206. However WAPC Planning Bulletin 72/2009 – Child Care Centres specifically notes that impact on existing facilities should be assessed by the proponent at time of application. Without this information the Town is not able to determine whether there will be an impact on existing Child Care Centres and Family Day Care operators in the vicinity.

- *Approvals should only be issued where it can be demonstrated that the Child Care Centre will have minimal impact on the functionality and amenity of an area and will not create or exacerbate any unsafe conditions for children and families using the centre, or for pedestrians, cyclists or road users.*

It is considered the introduction of a commercial Child Care Centre into the predominantly residential area will likely have a detrimental impact on the amenity of the locality in regards to traffic and parking, and consequent safety issues.

Responses to Submissions

The following applicant and officer comments are made in response to the submissions:

Traffic and Safety

Significant concerns have been raised regarding traffic and safety, and the negative impact on residential amenity this will have. Concerns have been raised that current safety issues will be exacerbated due to the existing high level of traffic using Alfred Road, increase in traffic generated by the Centre, sight issues (line of sight, blind spot and setting sun) on Alfred Road, and proximity to traffic lights and other intersections. Turning in and out of Butler Avenue may become increasingly dangerous and vehicles queueing on Butler Avenue are likely to block the driveways of adjacent houses, disrupting neighbourhood amenity. Residents are concerned the proposal does not comply with the WAPC Planning Bulletin 72/2009 – Child Care Centres (PB 72/2009). In regards to the applicant's TIS, it has been noted by residents that the number of vehicles expected to visit the site and the length of vehicle queues has been substantially underestimated, and the assumption that 70% of peak AM traffic comes from the west is not realistic. The TIS also doesn't sufficiently consider adjacent intersections. Accidents in the locality stated in the TIS are not accurate.

The independent TIS from Cardno commissioned by the surrounding residents found:

- Sight lines at Alfred Road are impeded and the increase in traffic could potentially exacerbate the safety issues at the intersection.
- The additional turning traffic necessitates upgrades to the intersection (channelised right turn, auxiliary right turn and auxiliary left turn)

- Queues from the Rochdale Road intersection are expected to extend beyond Butler Avenue impacting on the operations of Alfred Road, Butler Avenue and Mayfair Street.
- Crossovers to be designed for pedestrian path to have priority.
- Crossover on Alfred Road is undesirable given high traffic volumes, safety concerns and visibility issues. Butler Avenue crossover is located 40m from the Alfred Road intersection which is not in accordance with AS2890.1.

Applicant's response:

"Transcore have prepared a revised Transport Impact Statement ('TIS') which includes modelling beyond the requirements of the Western Australian Planning Commission ('WAPC') Transport Impact Assessment Guidelines ('TIA Guidelines'). The revised TIS includes 'worst-case-scenario' traffic generation/distribution and network modelling with the Alfred Road and Rochdale Road signalised intersection.

The TIS found no safety issues with the Butler Avenue and Alfred Road intersection or Rochdale Road and Alfred Road intersection, or indication that the proposed development will create or contribute to any safety issues. All overhead power lines in the area have been moved underground, resulting in the removal of power poles which had the potential to create a blind spot. The Town will ensure that street trees are maintained to ensure maintenance of sight-lines.

In terms of the impacts on the intersection of Butler Avenue and Alfred Road, Transcore's traffic modelling confirms as follows:

- *Depending on the post development movement, the number of queued vehicles on Butler Avenue turning left onto Alfred Road would remain unchanged (i.e. one (1) vehicle). The average delay for the same movement would increase marginally (less than 1 second);*
- *Depending on the post development movement, the number of queued vehicles on Butler Avenue turning right onto Alfred Road would remain unchanged (i.e. one (1) vehicle). The average delay for the same movement would increase marginally (i.e. 5 and 2 seconds during AM and PM peak, respectively);*
- *Depending on the post development movement, the number of queued vehicles on Alfred Road turning right into Butler Avenue would remain unchanged (i.e. one (1) vehicle). The average delay for the same movement would increase marginally (less than 1 second).*

Based on the traffic modelling, the impact of the proposal on the existing traffic movements associated with the existing Butler Avenue residential properties is minor with no significant impact to the queuing length of the vehicles or delay time for vehicles waiting to turn onto Butler Avenue from Alfred Road or onto Alfred Road from Butler Avenue. The proposed development will therefore have a negligible impact on the how residents access their property on Butler Avenue.

It is important to note that PB 72/2009 is a guiding document only and is not binding on the decision making of the Council. Further, the provisions outlined in PB 72/2009 are generally recommendations as to how the objectives of the document may be met, as opposed to prescribed requirements.

Noting the above, with regard to the location of child care centres, Clause 3.3 of PB 72/2009 states the following provisions relating to road safety:

The appropriate location of a child care centre is crucial in meeting the needs of children and their families. It also is crucial in limiting the impact a child care centre may have on surrounding activities and vice versa.

This may be achieved by located child care centres on sites that are:...

- d) *served by public transport (where available);*
- e) *considered suitable from a traffic engineering/safety point of view; and...*

Child care centres generally would not be suitable where:...

- j) access is from a major road or in close proximity to a major intersection where there may be safety concerns;
- k) access is from a local access street which may impact on the amenity of the area due to traffic and parking;...

It is considered that the proposal complies with the above provisions relating to road safety for the following reasons:

- *The subject site is serviced by public transport, with a high frequency bus route located directly adjacent on Alfred Road;*
- *The proposal is considered suitable from a traffic engineering/safety point of view, as outlined in the TIS;*
- *Access is not located in close proximity to a major intersection, and the TIS has identified no safety concerns relating to the proposal; and*
- *Access is from a local access street, however this will not impact on the amenity of the area for the following reasons:*
 - *The largest traffic increases during the peak hour of operation will be in order of 34vph on Alfred Road, hence the anticipated impact on the surrounding road network will not be significant and would be well within the capacity and function of the relevant roads;*
 - *Depending on the post development movement, the number of queued vehicles on Alfred Road and Butler Avenue would remain unchanged, and the average delay for the same movement would increase marginally;*
 - *The expected level of service of the Alfred Road / Rochdale Road intersection would not be materially impacted by the proposal;*
 - *The expected level of service of the Alfred Road / Butler Road intersection will only be marginally impacted by the proposal; and*
- *The proposal is fully compliant with LPP 206 with respect to parking.*

PB 72/2009 also states the following with regard to traffic impacts:

A traffic impact statement/assessment should be required for the development of a child care centre.

This statement/assessment should address:

- a) *the site characteristics and surrounding area;*
- b) *the proposal and its expected trip generation;*
- c) *parking requirements, including the design of parking area, and any pick-up and drop-off facilities;*
- d) *existing traffic conditions and any future changes expected to the traffic conditions;*
- e) *current road safety conditions, including a crash history in the locality; and*
- f) *the expected impact of the proposed development on the existing and future traffic conditions.*

A child care centre should be approved only if it can be demonstrated that it will not create or exacerbate any unsafe conditions for children and families using the centre, or for pedestrians or road users.

As discussed previously, a TIS has been provided with the Application which addresses each of the above considerations. The TIS finds that the proposal will not create or exacerbate any road safety issues.

As noted previously, the TIS found no evidence that the proposal will result in unreasonable increase in traffic. The impact of the proposal was found to be negligible.

In respect to the proximity to the traffic lights at the Rochdale Road and Alfred Road intersection, no issues have been identified by Transcore in the preparation of the TIS.

The car parking area is designed to accommodate full vehicle manoeuvrability, and access and egress in forward gear, including right turns onto Butler Avenue. Visitors will not be required to turn around at the cul-de-sac 'head' of Butler Avenue. The TIS found no indication that the proposed development will create or contribute to any safety issues. The majority of trips would not be impacted by the setting sun.

The traffic modelling conducted by Transcore includes 'worst-case-scenario' traffic generation and distribution. This includes both a 70/30 and 30/70 east/west distribution. As a result, the TIS found no safety issues with the surrounding streets, or indication that the proposed development will create or contribute to any safety issues.

Any crashes which are considered substantial, including those involving pedestrians and cyclists, are reported and included in the Main Roads WA crash rate data. The TIS prepared by Transcore in accordance with the WAPC TIA Guidelines and submitted with the Application was prepared based on this data. The TIS identifies 6 crashes at the Alfred Road and Butler Avenue intersection, of which none involved pedestrians or cyclists. None of the crash factors are denoted as higher than expected.

In regards to the Cardno report, any existing substantial vegetation within the road verge that may affect the intersection sightlines should be regularly maintained and pruned. This is the responsibility of local government and such issues are not be responsibility of the developer.

Furthermore, any potential geometry, operational or safety issue identified for an existing road or intersection is the responsibility of the asset owner, which in this case is the local authority. As such, it is the responsibility of the particular local authority, and not the developer, to address any of these potential existing issues.

The intersection SIDRA capacity assessment does not identify any such requirement for channelising and auxiliary lane treatments. The level of turning traffic from Alfred Road into Butler Avenue does not meet the relevant turn pocket warrants.

The eastbound traffic flows on Alfred Road are pronounced during the typical weekday morning peak commute period and accordingly some slowdown and queueing at traffic signals may be occasionally experienced on the western approach to the traffic signals. However, this situation is a common occurrence at traffic signals within an urban environment during peak weekday periods. Importantly, any queues on the western approach to the signals are generally cleared after the light turns green and within one signal phase. As such any delays associated with the right-turn out movements from Alfred Road would only be temporary and occasional.

Furthermore, Butler Avenue outbound movements as well as right-turns from Alfred Road into Butler Avenue are greatly assisted by the proximity of traffic signals and resultant creation of gaps in westbound traffic flows along Alfred Road."

Officer Comment

The main concerns raised in the submissions relate to the proposed increase in traffic on Butler Avenue and Alfred Road, and associated safety concerns, which would result from the proposed Child Care Centre, with approximately 228 daily trips forecast to and from this site. This is an increase to 220% of the current traffic volumes using Butler Avenue.

An increase to 220% of the existing traffic volumes will require upgrades to the adjacent road layout, requiring traffic islands be constructed. It is also worth noting that whilst some of the traffic generated will be spread over the day, the peak hour drop off and pick up times coincide with the existing peak hour traffic on Butler Avenue, increasing congestion and queueing at the intersection.

The TIS submitted by the applicant has been prepared in accordance with WAPC Transport Impact Assessment Guidelines Volume 4, which allows for a TIS to be prepared on the basis that the traffic increase is deemed to have only a Moderate Impact if within the road's capacity level of 3,000 vehicles per day. However this is an assumption based on the hierarchy classification of the road being a local access road. It does not consider the context of this street which is a cul-de-sac abutting native bushlands with current traffic volumes of 161 vehicles on an average day. The categorisation of the road based on its hierarchy is therefore not agreed as a good basis for the requirements of a

more details analysis. It is not commensurate with a quiet, slow speed cul-de-sac, and does not reflect the current usage and amenity enjoyed by the residents of the street.

The Town's Engineering Services have undertaken a review of the TIS submitted by the applicant. It is considered that:

- The TIS provided with the development application is flawed as its conclusions and modelling is predicated on an arbitrary vehicle trip distribution which does not consider trip continuation to local activity centres such as schools or commercial areas. It also fails to consider the existing operation of the local road network, or the limited number of routes available to the site originating within the locality due to geographic constraints such as the Lake Claremont bushlands.
- The SIDRA analysis provided by the applicant shows a noteworthy decrease in the level of service of the Alfred Road and Butler Avenue reclassifying levels of service from a category C to a category D. This is without a more critical analysis being undertaken considering any trip continuation, which would likely increase delays even further.
- The applicant has suggested that the increase in traffic is minor when the number of vehicles are considered in relation to the hierarchy of the intersecting roads. This however fails to reflect the existing amenity of the road for the residents. The projected actual increase in volumes is a 220% increase from the current usage of Butler Avenue. This is considered significant in the context of the existing usage of the road and intersection.
- Butler Avenue is a cul-de-sac. The TIS has assumed that visitors to the proposed Child Care Centre will not utilise the on road parking or use the entire length of Butler Avenue to drive down and turn around to return to the intersection to depart. It is considered likely that some vehicles will traverse the length of the cul-de-sac, and also potentially drive into nearby residential crossovers, and thus impact on residential amenity in one form or another. The forecast peak hours will coincide with the existing am peak hour usage by the residents and it is considered likely this additional traffic will delay them from exiting from their driveways, further impacting the amenity of the street that residents currently enjoy.
- Analysis of the operation of the adjacent intersections has been undertaken and some of the results are questionable. The input parameters have not been provided with the report, however it appears to demonstrate that the level of service at the Alfred Road and Rochdale Road intersection improves due to the increased volume of traffic generated by this development, which is counter intuitive. It would seem more likely that delays will increase.
- The traffic analysis of the local intersections fails to consider Mayfair Street in the SIDRA analysis despite being within 10m of Butler Avenue on the north side of Alfred Road making it effectively a staggered four way intersection. It is considered likely that the inclusion of this intersection as part of the network analysis would result in a further increase in delays at the Butler Avenue intersection and increase safety concerns due to driver behaviour. Longer delays may increase the occurrence of drivers taking dangerous risks, also parking in Mayfair Street and subsequent pedestrians (including small children) crossing Alfred Road to the Centre, adding again to the existing safety concerns.
- The Town informed the applicant of two recent crashes which have occurred within 40m of the development site where children were crossing while walking home from a local school. Both accidents were caused by vehicles turning from a side road into Alfred Road and hitting crossing pedestrians. It was reported that in one of these cases a child was hospitalised with spinal injuries. Despite being provided with this information the applicant has made no mention of the incidents within subsequent traffic and road safety analysis, nor mentioned it as a matter for consideration as a site specific issue. This lack of consideration demonstrates that the reports provided are inadequate and the applicant is not satisfactorily addressing the safety concerns of the Town and local community.
- In order to improve safety aspects of the design crossovers need to be designed for pedestrian path to have priority as per the independent TIS. Should the development be approved this can be included as a condition.

- Due to the impact of the development on the current traffic operation, road modifications (Attachment 12) are recommended to improve the road design and better accommodate the development. A splitter median island is recommended at the Butler Avenue and Alfred Road intersection in order to provide a safe pedestrian refuge as per the applicant's TIS. A median island on Alfred Road opposite the proposed left in crossover will act to prevent incidents of the left in crossover being misused. These modifications necessitate minor consequential changes to the intersection geometry of Butler Avenue and Alfred Road and associated pedestrian path links to improve the operation of the splitter island, and a recommended relocation of the Alfred Road crossover 5m to the west of the proposed crossover location to place improved constraints on potential entry from the west along Alfred Road without impacting on the residential crossover movements opposite. These upgrades would be subject to detailed design to be determined by the Town of Claremont at the cost of the applicant and can be included as conditions should the application be approved. Other intersection upgrades suggested by the independent TIS for channelised right turn and auxiliary left turn (deceleration left turn pocket) on Alfred Road cannot be accommodated within the existing road constraints (proximity of the intersection with Mayfair Street and restricted sight lines from Butler Avenue).

Parking

Concerns were raised that there will be a negative impact on the current residential amenity due to overflow parking on the road which will limit parking available for visitors to surrounding residential dwellings.

Applicant response

"The proposal is compliant with the Town of Claremont ('Town') Local Planning Policy 206 – Child Care Centres ('LPP 206') with regard to parking. LPP 206 requires the provision of car parking in excess of the recommendation in PB 72/2009, and includes an additional provision for parking if the subject site is located on a street unable to facilitate verge parking. Given its compliance with LPP 206, the proposed development will not need to rely upon verge or street parking.

The proposal also aims to encourage parents and children to utilise active forms of transport including walking and cycling, through the provision of bicycle racks, proximity to the adjacent high-quality shared pedestrian and cycle path on Alfred Road, and location within a residential area.

The proposal is well-connected to public transport, with a high frequency bus route located adjacent to the subject site on Alfred Road, which can be utilised by staff in particular. The nearest bus stops are serviced on weekdays between 6:25am to 6:59pm towards Perth, and between 7:05am and 7:04pm from Perth."

Officer comment

It is considered unlikely that public transport, cycling and walking will be utilised by customers of the centre due to the nature of the land use. It is considered very likely that any overflow parking will occur on Butler Avenue, and may even be the preferred 'easier' option for some customers. Whilst it is acknowledged there is compliant parking on site, this does not take into account human behaviour, which may result in parking on the street which will affect the amenity of residents in Butler Avenue.

Inappropriate Land Use and Impact on Residential Amenity

Concerns were raised that the proposal is a commercial development in a residential area and will have a negative impact on the amenity of the locality.

Applicant response

"The proposal is capable of approval within the 'Residential' zone and is consistent with the objectives of the 'Residential' zone. The location of the proposal is intended to accommodate local families by reducing travel times and number of car trips, and encouraging active transport options including walking and cycling. The anticipated impact on the surrounding road network is expected to be negligible.

The proposal has been designed to be consistent with the surrounding built form and character of the area. The proposal incorporates extensive landscaping, and building materials and finishes which draw inspiration from both nature and the surrounding residential character.

The proposal has been designed to comply with the Environmental Protection (Noise) Regulations 1997 ('Noise Regulations')."

Officer comment

As discussed below, it is considered the proposed land use is inappropriate within the 'Residential' zone. LPP 206 recommends preferred locations for Centres near commercial, recreation or community nodes and education facilities, with preferred locations on lots zoned 'Local Centre', 'Town Centre', 'Highway', or 'Educational', or on 'Residential' lots immediately adjacent to these zones. The proposed Centre is on a lot zoned 'Residential' in a locality which is not adjacent to commercial or community nodes. It is considered the increase in traffic, and on street parking which will result from the proposed Centre is likely to have a detrimental impact on the amenity of the residential locality and it therefore not suitable to be located within the 'Residential' zone as required by the Scheme.

There are a number of land uses that can be considered within a 'Residential' zone, however it is the intent that these uses be fully compatible with residential land uses, and incorporate into the 'Residential' zone as additional land uses rather than a large stand-alone land use, for example Home Offices and Home Occupations, Aged Care, or Family Day Care where five or six children are cared for. Although reduced in size from the initial proposal, the proposed Centre is a significantly large commercial operation, with 65 children and 12 staff, and still incompatible with the adjoining residential land uses.

As noted above it is considered the large Child Care Centre land use is not appropriate within the 'Residential' zone, as it is likely to have an adverse impact on the residential amenity of the locality. It is the expectation of existing residents that the "Residential" zone will be maintained for residential purposes. It is considered the considerable increase in traffic on the short Butler Avenue cul-de-sac will have a significant impact on the amenity of the quiet cul-de-sac. At the R20 density it would normally be the expectation that the combined lots could be redeveloped with four dwellings, resulting in an increase of daily vehicle movements in the order of around 30 trips from three additional dwellings, and limited impact on residential amenity and traffic movement.

Noise

Concerns were raised the noise impact from the centre will detrimentally affect the amenity of surrounding neighbours. The Noise Management and Child Supervision Policy is unrealistic and difficult to implement.

Applicant response

"As noted previously, the proposed built form has been designed to comply with the Noise Regulations. The proposal also includes additional provisions in order to further reduce the impact of noise on residential amenity. These measures include a wide landscaping buffer to the southern boundary, brick boundary walls, glass screening to the balconies, and a detailed Noise Management and Child Supervision Policy ('NMCSP')."

The NMCSP is based on a standard policy which has been implemented in many child care centres throughout Perth. Its provisions relating to the supervision and management of children, such as limiting the number of children playing outside, and the locations in which they play, are standard and common measures for child care centres.

Further, the proposal is compliant with the Noise Regulations without the implementation of the NMCSP. The proposed built form has been designed to comply with the Noise Regulations in itself. The proposal includes a number of additional provisions, including the NMCSP, which go above and beyond the Noise Regulations in order to significantly reduce the impact of noise on residential amenity."

Officer comment

Whilst it is noted the Acoustic Assessment for the proposed Child Care Centre demonstrates the noise levels will comply with *Environmental Protection (Noise) Regulations 1997*, the application has not taken into account the amenity of adjoining residences, with an outdoor play immediately adjacent common boundaries.

Visual Impact and Size of Building

Concerns were raised that the scale of the proposal is large, and the building too high in relation to existing properties. The size of the building has increased, which could provide for the developer to apply for an increase the number of children which can be facilitated by this proposal.

Applicant response

"The footprint of the proposed development is approximately 328m². This is similar to other houses located on Butler Avenue and the wider surrounding residential area. Therefore, the proposed footprint of this development is consistent with the footprint of existing development in the area.

Furthermore, the footprint of the proposed development is considered to be lesser as the development is across two (2) lots, with a combined site area of approximately 1,860.6m². This means the site coverage is only approximately 17.6% which is considerably lower than all other development in the area.

The height and scale of the development is similar to that of a two-storey single house within a residential area and is reflective of the height and scale of other residential development in the area. In addition, the building height and setbacks are compliant with the provisions of the Town's Local Planning Scheme No. 3. Therefore, the physical size of the development is not significant.

A landscaping strip is provided between the car parking area and street boundaries in order to partially screen the cars from view from the public realm, and improve the visual amenity. Mature trees are also proposed between every three bays, in accordance with the Town's Local Planning Scheme No. 3 requirements.

The proposed development has the appearance of a single house when viewed from Butler Avenue and Alfred Road both in terms of both scale and character. The scale of the development is similar to that of a single house within a residential area and is reflective of the scale of other residential development in the locality.

The proposed development has been designed purposely to reflect the character of the surrounding residential properties. Meyer Shircore Architects has undertaken a character study of the locality to determine key architectural features, construction materials and colours. The findings of this study has influenced the design and form of this development. Similar design elements (such as a traditional pitched roof, a balcony, vertical windows) and construction materials (such as colorbond, weatherboard, feature stone walls, masonry) from the surrounding area have been incorporated into the proposed development to ensure this consistency. Therefore, the proposed built form is a proper representation of the surrounding residential character.

This Application seeks approval for up to 65 children and 12 staff. There are no prescriptions on the maximum size of child care centre developments in the Town of Claremont or under PB 72/2009. This Application is required to determined based on what is proposed. Should this proposal be approved any changes will require further application. "

Officer comment

It is acknowledged the building has a low site cover and the building has traditional residential elements incorporated into the design. However the building is still considerably larger than required, having increased in floor area from the original proposal, now being 635m² in lieu of the original 624m² proposed as single storey, creating additional unnecessary building bulk. The internal play areas are 50% (117m²) larger than required for the proposed 65 children and could theoretically accommodate 36 additional children (total 101 children) under the provisions of the *Child Care Services (Child Care) Regulations 2006* (Child Care Regs). This raises concerns that should this application be approved, a future application could be submitted to increase the number of children at the Centre in the future. While it is acknowledged that any future application will be dealt with on its merits, the provision of a larger Centre in the first instance only encourages this as a potential

outcome. It is considered appropriate that the Centre should be purpose built and therefore reduced in size commensurate with the Child Care Regs requirements for 65 children. Should this application be approved it is recommended that a condition be included to reduce the size of the building accordingly. The site also includes a significantly large hard stand area for parking and accessways for the entire dual street frontage of the property. This is not considered in keeping with the residential streetscape and will impact negatively on the current residential amenity.

Precedent and Future Use of Building

Concerns are raised that a commercial development in a residential area will set a negative precedent for future commercial development, or other after-hours uses of the proposed premises.

Applicant response

"A child care centre is capable of approval within the 'Residential' zone under the Town's LPS3. In addition, the Town is required to consider each Application on its merits and just because the Town may have supported one type of non-residential development within the 'Residential' zone does not ensure support for another."

Officer comment

Concerns were raised that if the proposed Child Care Centre land use fails, future non-residential commercial land uses on the site would create additional adverse impacts on the amenity of the residential area. As a result of the design, it is considered the building would be highly unlikely to be retrofitted as a residence. However any future land uses on the site would need to comply with LPS3, Local Laws and any relevant Local Planning Policy requirements. There are several non-residential land uses which can be considered by the Town in the 'Residential' zone under LPS3. If the proposed Child Care Centre were to proceed and subsequently fail, impacts on the surrounding residential land uses would need be carefully considered should any future applications for a change of use be proposed.

Demand for Child Care Services

Concerns are raised that the demand for child care services in the area is not established.

Applicant response

"PB 72/2009 notes that legal decisions have confirmed that the demand for a commercial facility is not a relevant planning consideration, unless there is a demonstrable impact on the amenity of an area. It is considered that the proposal is consistent with the amenity of the surrounding residential area, for the following reasons."

The proposal is a use that LPS3 allows to be approved in the Residential zone. The proposal will have a negligible impact on the surrounding roads and will comply with the Noise Regulations. The proposal will provide an additional facility to those families with young children. Given the above it is not expected that the proposal will be inconsistent with the zoning or surrounding uses."

Officer comment

No information has been provided to demonstrate a need for Child Care Centres in the area, however submissions of support do provide anecdotal (but unsubstantiated) comments that there is a demand for services in the area. LPP 206 requires applications to include information on the level of existing or proposed services in the locality, proximity to other Centres, population catchments and number of Primary School and Kindergartens in the locality and their number of students. PB 72/2009 specifies that in instances where development may have an adverse impact on amenity, further information in regard to level of existing services (as per LPP 206) can be requested for assessment. In this instance, the further information to demonstrate the need for the facility has not been provided.

Officer Recommendation to JDAP

As this application is to be determined by the JDAP, Council is required to submit its recommendation and accompanying RAR to the JDAP. The officer's recommendation to the JDAP is as follows:

Recommend that the Metro West JDAP refuse the proposed Child Care Centre at Lots 18-19 (162-164) Alfred Road, Swanbourne, for the following reasons:

1. The proposed Child Care Centre is inconsistent with Town of Claremont Local Planning Scheme No. 3 with respect to:
 - a. Day Care Centre is an 'SA' use within Table 1 – Land Use Table. It is considered the proposal will have a significant detrimental impact on the existing quiet residential amenity of residents in the locality by way of increased traffic volumes and safety, on street parking and visual amenity. Accordingly the land use is not considered to be an appropriate land use within the 'Residential' zone.
 - b. Clause 46(3) which requires *"the continuation of the domestic scale and architectural character of the area..."* It is considered the bulk of the building and the excessive area of hardstand for parking is not fully in keeping with the residential character of the area
2. The proposed Child Care Centre is inconsistent with Town of Claremont Local Planning Policy 206 – Child Care Centres with respect to:
 - a) Location requirements as:
 - i. The proposal is not contained within a preferred zone, nor immediately adjacent to a preferred zone.
 - ii. The proposal does not adjoin a compatible land use and the traffic increase has not been demonstrated to be suitable from an engineering view.
 - iii. The site is not of sufficient size to accommodate the development without impacting on the amenity of the surrounding area.
 - iv. Access to the site includes access from a local access street which is likely to result in traffic, parking and associated amenity concerns.
 - v. The proposal is located on a high traffic volume road where noise is likely to have an adverse impact on the site.
 - b) Site requirements, as the site is not of sufficient size to accommodate the development with required outdoor play areas suitably located.
 - c) Development requirements as:
 - i. The visual appearance of the parking associated with the development does not reflect the residential character of the area with excessive hardstand area.
 - ii. Outdoor play areas are located adjacent to the residential boundary to the east and considered to be disruptive to residential amenity.
 - iii. The Traffic Impact Statement does not take into consideration the locational circumstances of the site. The increase in traffic will have a detrimental impact on levels of service for the Alfred Road and Butler Avenue intersection, and may result in increased safety risks. It is noted that the residents submitted an independent Traffic Impact Statement which makes a number of recommendations for modifications to the road network to improve traffic and pedestrian safety which cannot be accommodated due to specific constraints identified at this location, further indicating that the site is not suitable for the development.
 - iv. Access is proposed from Butler Avenue which is a short no-through Access Road and is likely to have a significantly detrimental impact on the amenity of residents and locality.
 - v. Outdoor play areas are located adjacent to boundaries with residential properties, which may have a negative impact on the adjoining residents.
 - vi. The introduction of a commercial Child Care Centre into the predominantly residential area will likely have a detrimental impact on the amenity of the locality in regards to traffic and parking, and consequent safety issues.

3. The proposed building significantly exceeds the requirements for internal and external play areas under the *Child Care Services (Child Care) Regulations 2006*. This unnecessarily increases the bulk of the building, impacting on the existing residential amenity of the area. It also provides an opportunity for an application to be made in the future to increase the number of children at the centre, which could then potentially have an even greater impact on residential amenity.

Should the Metro West JDAP decide to approve the application, the following conditions and advice notes are recommended:

1. All development shall occur in accordance with the approved drawings (Development Application DA2019.00047), as amended by these conditions.
2. Prior to the issue of a Building Permit Lot 19 (164) Alfred Road and Lot 18 (162) Alfred Road shall be amalgamated and a Certificate of Title issued to the satisfaction of the Town of Claremont. Alternatively, the applicant may apply for amalgamation and enter into a legal agreement with the Town prior to the issue of a Building Permit to ensure amalgamation occurs within 12 months of the issue of a Building Permit. The legal agreement shall be prepared by the Town of Claremont's solicitors, with all associated cost to be paid for by the applicant, and shall be entered on the Certificate of Title as an Absolute Caveat.
3. A maximum of 65 children and 12 staff are to be accommodated on the site at any time.
4. The Child Care Centre operation shall be carried out in accordance with the Noise Management and Child Supervision Policy to the satisfaction of the Town of Claremont.
5. Any parent gatherings and meetings shall be staggered to be conducted at different times for the different age groups.
6. A minimum of 19 car parking bays are to be provided on site, and all car parking and accessways are to be no closer than 5m to any adjoining property boundary to the satisfaction of the Town of Claremont. The internal tandem car parking bay shall be marked "Staff Only".
7. The dimensions of all car parking bays, aisle widths and circulation areas complying with the Australian Standard AS/NZS 2890.1/2004.
8. A median splitter island with associated intersection geometry and changes to the pedestrian path linkages shall be constructed on Butler Avenue at the intersection with Alfred Road to improve traffic and pedestrian safety at the intersection to the satisfaction and design requirements of the Town of Claremont at the cost of the applicant.
9. A median island shall be constructed opposite the left in only Alfred Road crossover which is to be relocated 5m to the west (and signposted as "No Exit") to prevent vehicles turning right into the crossover from the west and vehicles exiting the crossover to the satisfaction and design requirements of the Town of Claremont, at the cost of the applicant.
10. The building layout shall be redesigned so that outdoor play areas are not directly abutting the adjoining residential property boundary to the east in accordance with Town of Claremont Local Planning Policy 206 – Child Care Centres.
11. The size of the building shall be reduced to meet the requirements of the *Child Care Services (Child Care) Regulations 2006* for indoor and outdoor play areas to accommodate 65 children to the satisfaction of the Town of Claremont.
12. The construction materials of the Child Care Centre is to include all recommendations from the Acoustic Assessments, to the satisfaction of the Town of Claremont.
13. All proposed signage is to comply with Town of Claremont Local Law Relating to Signs.
14. A Waste Management and Delivery Plan shall be submitting prior to the issue of a Building Permit. All servicing and deliveries, including waste collection, for the site are to take place during the operational hours and not during peak morning drop-off or peak afternoon pick-up periods of the Child Care Centre, and limited to 10.00am to 3.00pm on weekdays to the satisfaction of the Town of Claremont.

15. Masonry fencing to a height of 2m shall be installed along the eastern and southern adjoining property boundaries.
16. All fencing along the northern and western street boundaries shall comply with the Town of Claremont Fencing Local Law 2000.
17. No building, wall, fence or landscaping greater than 0.75 metres in height, relative to the verge or footpath, is to be constructed within 1.5 metres of a vehicular access way unless such wall or fence is constructed with a 1.5 metre truncation where the driveway intersects the verge or footpath to the satisfaction of the Town of Claremont.
18. A Construction and Site Management Plan detailing access to the site, the delivery and storage of materials and the parking of tradespersons is to be approved by the Town of Claremont prior to the issue of a Building Permit and implemented for the duration of construction.
19. Street tree removal is not approved as part of this Development Approval.
20. The existing crossovers are to be removed and the verge reinstated prior to occupation of the development to the satisfaction of the Town of Claremont.
21. New crossovers are to be designed for pedestrian path to have priority to the satisfaction of the Town of Claremont.
22. Vehicle access is to be designed in such a manner as to prevent storm water entering the property from the road and footpath to the satisfaction of the Town of Claremont.
23. The external materials and colour finishes of the development are to be to a standard such that it complies with the requirements of Clauses 76 and 77 of the Town of Claremont Local Planning Scheme No. 3, to the satisfaction of the Town of Claremont.
24. All storm water is to be retained on the site. Details are to be provided on the application for Building Permit to the satisfaction of the Town of Claremont.
25. Prior to the issue of a Building Permit, a Crime Prevention Through Environmental Design audit of the proposed development inclusive of any design detail modifications.

Advice Notes:

- (i) This is not an approval to commence development. A Building Permit must be obtained from the local government's Building Services prior to the commencement of any building works.
- (ii) The applicant/owner is advised of the following health requirements from the Town's Health Services. For further information please contact the Town's Health Services on 9285 4300:
 - The development and use of the land is required to comply with the *Environmental (Noise) Regulations 1997*.
 - The applicant is required to remove any hazardous materials encountered during construction/demolition at their own expense and in accordance with the Code of Practice on Safe Removal of Asbestos (NOHSC: 2002 (1988) as stipulated by the *Occupational Health and Safety Regulations 1996*, and disposed of in accordance with the *Health (Asbestos) Regulations 1992* and the *Environmental Protection (Controlled Waste) Regulations 2004*.
 - All plant and machinery (such as air-conditioners and pool pumps) are to be suitably sound proofed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* and so as not to cause an adverse impact on the amenity of any adjoining residential properties.
 - Under the *Environmental Protection (Noise) Regulations 1997* no work is to be permitted or suffered to be carried out:
 - a) Before 7.00am or after 6.00pm Monday to Saturday inclusive, or
 - b) On a Sunday or on a public holiday.

- (iii) If the applicant is aggrieved by this determination a right of review may exist under the *Planning and Development Act 2005*. An application for review must be lodged with the State Administrative Tribunal (www.sat.justice.wa.gov.au) within 28 days of the determination.

FINANCIAL AND STAFF IMPLICATIONS

Nil

POLICY AND STATUTORY IMPLICATIONS

Nil

STRATEGIC COMMUNITY PLAN

Liveability

We are an accessible community with well-maintained and managed assets. Our heritage is preserved for the enjoyment of the community.

- Balance the Town's historical character with complementary, well designed development.

URGENCY

As the Town is required to provide a RAR to the Metro West JDAP secretariat by midday on Wednesday 18 December 2019, Council is now required to reconsider the application for Development Approval.

CONCLUSION

Based on the above, it is recommended that the recommendation be supported by Council and the Officer's RAR be forwarded to the JDAP.

VOTING REQUIREMENTS

Simple majority decision of Council required.

OFFICER RECOMMENDATION

JDAP Recommendation

THAT Council:

1. Support the Officer recommendation to the Metro West Joint Development Assessment Panel that Development Approval be refused for the development of a Child Care Centre at Lots 18-19 (162-164) Alfred Road, Swanbourne for the reasons detailed in the Council report.
2. Authorise the Director Planning and Development to forward a report on the application to the Metro West Joint Development Assessment Panel.

Location & Submission Plan – 162-164 Alfred Road, Swanbourne Child Care Centre - Consultation Area



OBJECTIONS ● SUPPORT ● RECEIVED OFF MAP

MT CLAREMONT ●

Mayfair Street 18, 31, 44, 45, 54, 55b, 59, 64 +2 no number
Rochdale Road 16, 149
Lisle Street 3, 34, 35 + 1 from Lisle Villages
Strickland Street 22, 40, 40A, 59 + no number given
62 Adderly Street
Finch Way no number given

Address not given - 9 Objections ● 22 support ●

SWANBOURNE ●

11a Cornwall Street
33 Fern Street
Swanway Crescent 23, 25, 26
Nidjalla Loop 1, 4, 8
8 Narla Road x 2 submissions
7 Milyarm Rise

61 Strickland + 1 no number ●
Alfred Road 136A ●

COTTESLOE ●

47 Griver ●

Lots 18 & 19 (162-164) Alfred Road, Claremont



Lot 19 (162) Alfred Road, Claremont



Lot 18 (164) Alfred Road, Claremont

Job Ref: 8981
21 November 2019

Chief Executive Officer
Town of Claremont
PO Box 54
CLAREMONT WA 6910

Sent via email to: lpreviti@claremont.wa.gov.au

Attention: Ms Lisa Previti – Manager Statutory Planning and Building

Dear Madam

**REVISED PLANS AND ADDITIONAL INFORMATION
SHARON PROPERTY PTY LTD AND PRESIDING MEMBER OF METRO WEST
JOINT DEVELOPMENT ASSESSMENT PANEL**

Rowe Group acts on behalf of the landowner of Lots 18 and 19 (No. 162-164) Alfred Road, Claremont (the subject site) in relation to DR 161 of 2019, Sharon Property Pty Ltd and the Presiding Member of the Metro West Joint Development Assessment Panel (the SAT Matter). We write in relation to the 16 October 2019 mediation (the October Mediation) and 6 November 2019 mediation (the November Mediation) held at the State Administrative Tribunal (the Tribunal) in which representatives of the Town of Claremont (the Town), the Department of Planning, Lands and Heritage, the Presiding Member of the Metro West Joint Development Assessment Panel (JDAP), State Solicitors Office and the Applicant were present.

As per the 6 November 2019 Tribunal Orders, the Applicant is to provide revised plans and additional information to the Town by 21 November 2019. The revised material will be assessed by the Town and presented to the JDAP for reconsideration in January 2020.

Please find enclosed the following revised material:

- Revised floor and elevation plans of the proposed development;
- A Revised Traffic Report prepared by Transcore addressing traffic matters;
- A revised Acoustic Report assessing the proposed modified development against the *Environmental Protection (Noise) Regulations 1997* and a Traffic Noise Ingress Acoustic Assessment;



Level 3
369 Newcastle Street
Northbridge 6003
Western Australia
p: 08 9221 1991
f: 08 9221 1919
info@rowegroup.com.au
rowegroup.com.au

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- A Noise Management and Child Supervision Policy detailing how children will be supervised and when children will be using outdoor play spaces; and
- The following additional information.

PROPOSED MODIFICATIONS

The proposal includes the following modifications to the proposed development considered by the JDAP at its 12 July 2019 meeting:

- The number of children has reduced from 90 to 65.
- The number of staff has reduced from 13 to 12.
- Operation hours remain unchanged.
- The number of parking bays has reduced from 20 to 19. The revised proposal is consistent with the car parking requirement of one (1) bay per five (5) children, plus 0.5 bay per staff contained in the Town's Local Planning Policy No. 206 – Child Care Centres ('LPP 206').
- The proposal has changed from a single storey building to a two (2) storey building with a smaller footprint. The original single storey proposal had a footprint of approximately 624m² (approximately 33% of the site area). The proposed two (2) storey proposal has a footprint of 328m² (approximately 17.7% of the site area). The overall building size and footprint area is less than a number of dwellings in the locality. It is important to note that the building is set within the equivalent of two (2) lots.
- The roof profile has changed from a hybrid skillion roof / pitched roof to a traditional pitched roof constructed of colorbond consistent with other dwellings in the surrounding area.
- The outdoor playspace is proposed along the southern and eastern portions of the subject site. Landscaping will be planted along the southern and eastern lot boundaries of the subject site, consistent with Clause 37A(3) of the Town's Town Planning Scheme No. 3 (TPS 3). Additional landscaping and playspace equipment will be located throughout the outdoor playspace. This will be subject to a detailed landscape plan post-approval.
- A 6m wide landscape area, which is not to be used as outdoor playspace, is proposed along the southern boundary.
- Outdoor playspace is also provided on the first floor fronting Alfred Road and Butler Avenue. This outdoor playspace on the first floor is screened on the southern and eastern elevations from the adjoining residential properties, consistent with Clause 37A(1)(b) of TPS 3.
- First floor windows on the southern and eastern elevations of the proposed building will be obscured and inoperable, consistent with Clause 37A(1)(b) of TPS 3.
- The proposed building is set back 6m from the eastern boundary and 10m to 11m from the southern boundary. This is consistent with the setback requirements contained under Clause 37A(1)(a)(i) of TPS 3.
- The single storey proposal included car parking bays within approximately 0.5m of the southern lot boundary. The Town has interpreted Clause 37A(1)(c) of TPS 3 as meaning no accessway and parking being within 5m of 'Residential' Zoned land. We disagree with this interpretation of Clause 37A(1)(c) of TPS 3. We are of the view Clause 37A(1)(c) of TPS 3 refers to accessways (or crossovers) only, not internal vehicle



access areas. However, we have modified to plans by setting the car parking bays approximately 5m back from the adjoining residential properties to the east and south of the subject site. This means the two (2) storey proposal to be consistent with the Town's interpretation of this setback requirement.

- Shade trees within the car parking area every three (3) bays, consistent with Clause 37A(1)(d) of TPS 3.
- Vehicle access to the subject site for the single storey proposal was via a single crossover from Butler Avenue. The two (2) storey proposal includes two (2) vehicle access points, one from Butler Avenue and one from Alfred Road. The Butler Avenue crossover remains unchanged from the original proposal. The Alfred Road crossover is designed to permit left-in movements only. A Revised Traffic Report has been prepared by Transcore containing its assessment of this proposed access and this is enclosed to this advice (Attachment 2).
- The original single storey proposal included a colorbond fence along the southern and eastern boundaries. The two (2) storey proposal replaces the colorbond fence with a solid masonry fence. Advice we have received from our acoustic consultant, Herring Storer Acoustics, confirms a colorbond fence would have ensured compliance with the noise level requirements under the *Environmental Protection (Noise) Regulations 1997* ('Noise Regulations'). The proposed solid masonry fence will further attenuate noise within the property. In addition, a masonry fence is in keeping with the character of the existing residential properties on Butler Avenue and Alfred Road.

Refer Attachment 1 – Revised Plans.

In addition to the above, the built form of the two (2) storey proposal has been designed to reflect the character of a single dwelling. The building incorporates a traditional pitched roof profile, which when viewed from Butler Avenue, will have the appearance of a single house. This is assisted by the small footprint of the building (i.e. equivalent to that of a single house). The car park will be brick paved to a similar standard of other residential properties in Butler Avenue. The existing trees within the verge area will be retained and additional planting will be provided. Additional landscaping is proposed between the car parking area and the western and northern lot boundaries. Therefore, it is our view the proposed development is designed to reflect the character of the surrounding residential area.

FURTHER TRAFFIC INVESTIGATIONS

As agreed at the November Mediation, Transcore has undertaken further investigation and traffic modelling of the proposed development. This includes remodelling of the traffic generated by the proposed development based on the revised children and staff numbers and Alfred Road and Butler Avenue access arrangements.

Refer Attachment 2 – Revised Traffic Report.

The Revised Traffic Report demonstrates the traffic operations of the road network in the vicinity of the proposed development would not be adversely impacted by the associated additional traffic.



FURTHER ACOUSTIC INVESTIGATIONS

As agreed at the November Mediation, Herring Storer Acoustics has undertaken further investigations and noise modelling of the proposed development. This includes confirming the revised development complies with the Noise Regulations, undertake actual noise readings from traffic noise on Alfred Road and a noise ingress assessment from road traffic noise associated with Alfred Road. In addition, a Noise Management and Child Supervision Policy has been prepared by the child care centre operator. The noise modelling by Herring Storer Acoustics has been undertaken on the basis of the Noise Management and Child Supervision Policy.

Refer Attachment 3 – Revised Acoustic Report and Traffic Noise Ingress Acoustic Assessment and Attachment 4 – Noise Management and Child Supervision Policy.

The Revised Acoustic Report demonstrates the proposal complies with the *Environmental Protection (Noise) Regulations 1997* ('Noise Regulations').

AMENITY IMPACT

In respect to the amenity impact from the proposal, noise and traffic impacts must be considered. In this regard, the proposal causes no detrimental amenity impact from noise or traffic perspectives and the visual appearance of the development. In addition, the amenity of an area is also defined by the availability of and proximity to essential services.

Noise

When buying a property within the 'Residential' Zone in the Town of Claremont, it should be expected that some non-residential uses (such as a child care centres, home offices, small shops, etc.) are capable of being approved within the 'Residential' Zone. Child care centres are located within residential areas across Perth. This is not an unusual type of development within the 'Residential' Zone. As such, there is the possibility of such non-residential uses being approved and developed on an adjoining property and this should be expected.

Noise from children playing outdoors is a regular occurrence in the backyards of residential properties and is a type of noise which is to be expected in and associated with residential areas. The requirement for outdoor play areas will result in children playing outside as part of this proposal. Therefore, what is being proposed will not generate a noise unusual in this setting.

Efforts have been made as part of this proposal to ensure the attenuation of noise. A solid 2m high masonry fence is proposed along the southern and eastern boundaries of the subject site. A large landscaped area is proposed to be situated between the outdoor play space and the southern boundary. Whilst this landscaped area is not required in order to ensure compliance with the Noise Regulations, it will assist in providing some separation between the outdoor play space and the outdoor living area on adjoining property to the south. In addition, the outdoor play space will be used in accordance with a Noise Management and Child Supervision Policy. The Noise Management and Child Supervision Policy outlines when groups of children will play outside



and in which area of the outdoor play space. This will be implemented by staff of the child care centre and will minimise noise in the outdoor play space areas.

On the basis of the above, there will not have an adverse amenity impact caused by noise generated by the proposed development.

Visual Appearance

The proposed development has the appearance of a single house when viewed from Butler Avenue and Alfred Road both in terms of both scale and character. The scale of the development is similar to that of a single house within a residential area and is reflective of the scale of other residential development in the area. The proposed development has been designed purposely to reflect the character of the surrounding residential properties. Similar design elements (such as a traditional pitched roof, a balcony, vertical windows) and construction materials (such as colourbond, weatherboard, feature stone walls, masonry) from the surrounding area have been incorporated into the proposed development to ensure this consistency.

The footprint of the proposed development is approximately 328m². This is similar to other houses located on Butler Avenue and the wider surrounding residential area. Therefore, the proposed footprint of this development is consistent with the footprint of existing development in the area. Furthermore, the footprint of the proposed development is considered to be lesser as the development is across two (2) lots, with a combined site area of approximately 1,860.6m². This means the site coverage is approximately 17.6% which is considerably lower than all other development in the area.

The outdoor play spaces are not visible from the adjoining properties to the south and east of the subject site. Furthermore, a large landscaped area is proposed to be situated between the outdoor play space and the southern boundary. This will provide a buffer between the proposed development and the property to the south. Therefore, children playing in the outdoor play spaces will not have any visual impact on the adjoining properties.

On the basis of the above, the proposal will have no adverse impact on amenity, but rather represents a well landscaped building that has considerable setbacks to the adjoining properties. It is considered that the proposal will positively contribute to the amenity of the area.

Traffic

Vehicles coming to and from a property is not unusual in a residential area. Likewise, parents and children getting into and out of cars at a property in a residential area is not unusual. In addition, waste collection in residential areas is undertaken on a weekly basis. Therefore, waste collection vehicles which would come to and from the subject site on an infrequent but regular basis is also not unusual within residential areas. Therefore, the types of vehicle movements associated with the proposed development are to be expected.



In relation to the vehicle movements associated with this development, it is expected that vehicles will always turn right when exiting the subject site in order to get to Alfred Road as Butler Avenue is a cul-de-sac street. Therefore, the proposal will not cause an undue impact on the properties on Butler Avenue.

In terms of the impacts on the intersection of Butler Avenue and Alfred Road, Transcore's traffic modelling confirms as follows:

- Depending on the post development movement, the number of queued vehicles on Butler Avenue turning left onto Alfred Road would remain unchanged (i.e. one (1) vehicle). The average delay for the same movement would increase marginally (less than 1 second);
- Depending on the post development movement, the number of queued vehicles on Butler Avenue turning right onto Alfred Road would remain unchanged (i.e. one (1) vehicle). The average delay for the same movement would increase marginally (i.e. 5 and 2 seconds during AM and PM peak, respectively);
- Depending on the post development movement, the number of queued vehicles on Alfred Road turning right into Butler Avenue would remain unchanged (i.e. one (1) vehicle). The average delay for the same movement would increase marginally (less than 1 second).

Based on the traffic modelling, the impact of the proposal on the existing traffic movements associated with the existing Butler Avenue residential properties is minor with no significant impact to the queuing length of the vehicles or delay time for vehicles waiting to turn onto Butler Avenue from Alfred Road or onto Alfred Road from Butler Avenue. Therefore, the proposed development will have a negligible impact on the how residents access their property on Butler Avenue. Thus, no amenity impact from the traffic generated by this proposal.

The subject site is considered to be well located within the residential catchment and will provide a service needed by the local residents. Accordingly, the proposal will positively impact on the overall amenity and the proximity to essential services of the area.

Availability of and Proximity to Essential Services

Essential services provide a function which allows community cohesion. The proximity to these services improves walkability, streetscape and overall amenity of residential communities. Likewise, the lack of essential services reduces amenity in these communities. Child care centres are considered an essential service.

As previously mentioned, the proposal will positively contribute to the amenity of the area by providing a much needed and essential service within the locality. The subject site is considered to be well located within a well-established residential catchment, along a key transport route and with the availability of public transport, footpaths, signalised pedestrian crossings, parks and schools. Therefore, the proposal will improve the proximity to essential services within this residential catchment.

On this basis, the proposal will improve the availability of and proximity to an essential service in this locality.

**SUMMARY**

In light of the above, and the enclosed supporting material we request the Town of Claremont recommend the Metro West Joint Development Assessment Panel favourably reconsider this Application.

Should you require any further information or clarification in relation to this matter, please contact the undersigned on 9221 1991.

Yours faithfully,

Nathan Stewart

Rowe Group

CC. Client

CC. State Administrative Tribunal

CC. Development Assessment Panel Secretariat

Encl.

Attachment 1 – Revised Plans

Attachment 2 – Revised Traffic Report

Attachment 3 – Revised Acoustic Report and Traffic Noise Ingress Acoustic Assessment

Attachment 4 – Noise Management and Child Supervision Policy



Proposed Childcare Centre
Lots 18 (164) & 19 (162) Alfred
Road, Swanbourne
Transport Impact Statement - Revised

PREPARED FOR:
Rowe Group

November 2019

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Project manager: Behnam Bordbar

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APPENDIX B – SIDRA OUTPUTS

APPENDIX C – TURN PATH PLANS

APPENDIX D – SISD SIGHTLINE ASSESSMENT PLAN

1.0 Introduction

In April 2019 Transcore prepared a Transport Impact Statement report with respect to the proposed childcare centre to be located at Lots 18 (164) & 19 (162) Alfred Road, Swanbourne, Town of Claremont (2019 TIS).

The originally proposed development contemplated a childcare centre (CCC) accommodating a total of 90 children (various age groups) and 13 staff. A total of 20 on-site parking bays (including one ACROD) were proposed for the development comprising 11 staff and 9 parent/visitor bays. The development access system comprised single, full-movement crossover on Butler Avenue.

The proposal was rejected at the MWJDAP meeting held on 12 July 2019 in line with the RAR recommendations citing a number of reasons including car park design, traffic, parking and amenity. Following a SAT Mediation process, the applicant has agreed to prepare a revised application addressing the reasons of refusal.

Accordingly, the intention of the now revised childcare centre proposal is to address the issues identified by the MWJDAP through the redesign of the original site plan, reduction in children enrolments and staff numbers, revised access/egress system and upgrade of the adjacent Alfred Road/Butler Avenue intersection to incorporate a pedestrian crossing facility. Hence, an update to the April 2019 TIS is necessitated by the proposed reduction in maximum enrolment numbers and proposed modifications to the access/egress system. This revised Transport Impact Statement now addresses the revised development proposal and includes additional capacity assessments of the key local intersections of Alfred Road/Rochdale Road/Myera Street and Alfred Road/Butler Avenue, as requested by the Town.

The subject site is located at the northwest corner of the existing Alfred Road/Butler Avenue intersection as shown in **Figure 1**.

The Transport Impact Assessment Guidelines (WAPC, Vol 4 – Individual Developments, August 2016) states: “A Transport Impact Statement is required for those developments that would be likely to generate moderate volumes of traffic¹ and therefore would have a moderate overall impact on the surrounding land uses and transport networks”. Section 6.0 of Transcore’s report provides details of the estimated trip generation for the proposed development. Accordingly, as the total peak hour vehicular trips are estimated to be less than 100 trips, a Transport Impact Statement is deemed appropriate for this development.

The subject site (approximately 1850.5m² in size) is bounded by Butler Avenue to the west, Alfred road to the north, a vacant land to the east and existing residential dwelling to the south. Vehicle access and egress to the childcare centre is proposed via a single crossover on Butler Avenue.

¹ Between 10 and 100 vehicular trips per hour



Figure 1: Location of the subject site

It is advised that the childcare centre would cater for 65 children with a total of 12 staff.

The key issues that are addressed in this report include the traffic generation and distribution of the proposed development, parking, access and egress movement patterns and capacity assessment of local intersections.

2.0 Proposed Development

The development proposal is for a childcare centre to be located at Lots 18 (164) & 19 (162) Alfred Road, Swanbourne, in the Town of Claremont.

The revised proposal for the subject site is for a childcare centre comprising the following elements:

- Double-storey child care centre building;
- Outdoor playing areas; and,
- On-site car park providing 19 car bays including one ACROD bay.

The child care centre is anticipated to accommodate up to 65 children and 12 staff.

The revised access system proposed to serve the development comprises:

- A full-movement crossover on Butler Avenue, approximately 35m south of Alfred Road intersection; and,
- A left-in only crossover on Alfred Road, approximately 40m west of Alfred Road/Rochdale Road/Myera Street traffic signals.

An undercroft bicycle parking area with two bike rails is provided at the south west corner of the CCC building.

Bin store is located on the southeast side of the building adjacent to the car park for easy collection on specified days.

The pedestrian access to the childcare centre is available directly from Butler Avenue and Alfred Road frontages via existing path network on surrounding roads.

Refer to **Appendix A** for plans of the proposed development.

3.0 Vehicle Access and Parking

3.1 Access

According to the revised plans prepared by Meyer Shircore & Associates, the proposed car park would be serviced via a single full-movement crossover on Butler Avenue and a left-in only crossover on Alfred Road leading directly into the car park area. The proposed Butler Avenue crossover to the childcare centre is proposed to be 6.0m wide while the in-only crossover on Alfred Road is proposed to be 4.0m wide.

3.2 Parking Demand and Supply

Based on the advice provided to Transcore the parking requirements applicable for the revised proposed childcare centre is 1 space per 5 children for visitors and 0.5 space per each employee where on-street parking is not available.

On-street parking is presently permitted on Butler Avenue. Furthermore, as Butler Avenue is 8.5m wide (kerb to kerb), which according to WAPC Liveable Neighbourhoods Policy classifies it as Access Street C - most common residential street type, on-street parking is desirable and recommended as a speed-control measure. Accordingly, Butler Avenue is clearly designed to accommodate on-street parking and as such there is no requirement to provide additional staff parking at a rate of 0.5 bays/employee. However, the proponent has agreed to provide the additional parking bays in order to be compliant with the Town's LPP No. 206 - Child Care Centres.

Accordingly, the total parking requirement equates 19 parking bays, 13 bays for visitors and 6 bays for staff.

The subject childcare provides 6 car bays for staff and 13 bays for visitors which is a total of 19 on-site car parking bays (including one ACROD) and meets the parking requirement for the proposed development. There is one pair of tandem bays with the rest being single parking bays. The tandem bays will be allocated to staff.

4.0 Provision for Service Vehicles

No specific provision is made for service vehicles within the site as it is anticipated that the proposed development will only generate a small volume of service vehicle traffic, primarily associated with deliveries for the childcare centre.

The waste collection should take place maximum twice per week outside childcare centre peak operation hours so to reduce the potential for internal site conflict between the waste collection vehicle and employees/visitors.

In this case it is also recommended that smaller vehicles such as vans be used for deliveries and all service vehicle activities to occur outside peak operating times so that parking bays are available for this purpose.

5.0 Hours of Operation

The proposed childcare centre is expected to operate during weekdays between 6:30AM and 6:30PM with heaviest traffic movements during morning drop-off and afternoon pick-up hours, typically between 8:00-9:00AM and 4:30-5:30PM.

6.0 Daily Traffic Volumes and Vehicle Types

In order to assess the potential traffic impact from the proposed childcare centre, a traffic generation and distribution exercise was undertaken. The aim of this exercise was to estimate the traffic that would be generated by the proposed development and to establish the level of traffic increases on the surrounding road network.

6.1 Traffic Generation/Distribution

In order to establish an accurate traffic generation rate for this centre, a number of traffic count surveys undertaken by Transcore at similar centres in the Perth metropolitan area, were sourced.

Discussions with the respective centre managers revealed that the peak drop-offs and pick-ups for each of these centres occur between the hours of 7:00AM– 10:00AM and 3:00PM–6:00PM.

From the total number of children at each of the centres on the surveyed days, the following average generation rates were established for the morning and afternoon surveyed periods:

- 🚗 7:00AM–10:00AM: 1.58 trips per child (52% in/48% out); and,
- 🚗 3:00PM–6:00PM: 1.67 trips per child (47% in/53% out).

From this information, the traffic generation rate for the combined period of 7:00AM–10:00AM and 3:00PM–6:00PM was calculated as 3.25 trips per child. To convert this figure to a daily generation rate, this figure was increased to 3.5 trips per child to account for any trips outside of the surveyed times. It was assumed that the daily in and out split for vehicle trips was 50/50.

Furthermore, the following average peak hour generation rates were established from the surveys for the child care centres:

- 🚗 Morning peak hour: 8:00AM–9:00AM: 0.75 trips per child (52% in/48% out); and,
- 🚗 Afternoon peak hour: 4:30PM–5:30PM: 0.49 trips per child (43% in/57% out).

Comparison of the six-hour generation rates and the peak hour generation rates confirms that the distribution of traffic from these centres is spread over the peak periods and that full concentration of traffic does not occur in the peak hour. The AM peak hour represents 47% of the 3-hour AM peak period traffic generation and the typical school PM and road network PM peak hours represent 36% and 29% of the 3-hour PM peak period traffic generation, respectively. As such, childcare centres operate quite differently to schools as their peak period is spread out.

Accordingly, assuming a maximum of 65 children being present at the centre (i.e. centre operating at full capacity), the following number of trips was estimated for the proposed centre:

- 🚗 AM road network peak hour: 49 trips generated (26 in/23 out);
- 🚗 PM road network peak hour: 32 trips generated (14 in/18 out); and,
- 🚗 Daily traffic generation: 228 trips generated (114 in/114 out).

6.2 Traffic Flow

As with similar centres, an overwhelming majority of patrons would originate from within the local area with only a marginal number of patrons arriving from afar.

Hence, based on the general spatial distribution of residential developments in the immediate area, permeability of the local road network and the proposed access/egress system, the Centre's traffic distribution adopted for this analysis is as follows (hereafter Option 30/70):

- 🚗 70% to/from the residential areas east of Alfred Road; and,
- 🚗 30% to/from the residential areas west of Alfred Road.

Figure 2 illustrates trip generation and traffic distribution over the local road network for the proposed Centre for Option 30/70.

As a sensitivity analysis, as requested by Town, Transcore also analysed a reverse distribution (hereafter Option 70/30):

- 🚗 30% to/from the residential areas east of Alfred Road; and,
- 🚗 70% to/from the residential areas west of Alfred Road.

Figure 3 illustrates trip generation and traffic distribution over the local road network for the proposed Centre for Option 70/30.



Figure 2. Estimated traffic movements for the subject development – morning peak, afternoon peak and total daily trips (Option 30/70)



Figure 3. Estimated traffic movements for the subject development – morning peak, afternoon peak and total daily trips (Option 70/30)

6.3 Impact on Surrounding Roads

The WAPC *Transport Impact Assessment Guidelines* (2016) provides guidance on the assessment of traffic impacts:

“As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road, but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where the development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”

From **Figure 2** and **Figure 3** it can be seen that the largest traffic increases during the peak hour of operation will be in order of 34vph on Alfred Road, hence the anticipated impact on the surrounding road network will not be significant and would be well within the capacity and function of the relevant roads.

6.4 Impact on Local Intersections


Capacity assessment was undertaken for the existing and post-development stages (both 30/70 and 70/30 options as agreed through SAT mediation) to ascertain the impact of the development on the operation of Alfred Road/Rochdale Road/Myera Street and Alfred Road/Butler Avenue intersections.

For the purpose of this assessment turn count surveys were undertaken at the two intersections during the combined development peak traffic activity and peak road network morning and afternoon peak activity periods (8:00-9:00AM and 4:30PM-5:30PM) on 21st October 2019. These counts were combined with Alfred Road/Rochdale Road/Myera Street SCATS data for the same peak periods in order to establish the existing traffic patterns.

The detailed capacity analysis of centre's crossover on Butler Road was not undertaken as combination of traffic volumes at the crossover and on Butler Road is well below the potential capacity thresholds. Similarly, as Alfred Road crossover is proposed to operate as inbound only and as such capacity will not be an issue here.

SIDRA NETWORK modelling was undertaken for the existing and post development scenarios for these intersections using the SIDRA computer package. This package is a commonly used intersection-modelling tool by traffic engineers for all types of intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service (LoS), Average Delay and 95% Queue. These items are defined as follows:

- 🌟 **Degree of Saturation:** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for varied traffic flow up to one for saturated flow or capacity.
- 🌟 **Level of Service:** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e. free flow) and Level of Service F the worst (i.e. forced or breakdown flow).
- 🌟 **Average Delay:** is the average of all travel time delays for vehicles through the intersection.

 **95% Queue:** is the queue length below which 95% of all observed queue lengths fall.

The results of the analysis are presented in **Table 2** through to **Table 13** appended in **Appendix B** of this report and discussed in the following paragraphs.

Alfred Road/Rochdale Road/Myera Street

This intersection currently operates at about 63% and 57% capacity during the AM and PM peaks and with an overall intersection LoS B during the critical AM and PM weekday peak periods. The longest queues are reported (also observed) on the western approach (about 90m) during the AM peak hour and on the eastern approach (about 50m) during the PM peak hour (refer **Table 2** and **Table 3** for more details).

The addition of the childcare centre-generated traffic (both 30/70 and 70/30 scenarios) will result in no change in overall intersection LoS which remains at LoS B. As expected, the intersection degree of saturation (capacity) has increased marginally to 68%/58% (30/70 scenario) and 66%/57% (70/30 scenario) for the AM and PM peaks, respectively. It should be noted that the intersection queues on Alfred Road west approach in the post-development scenario combine queues from the Alfred Road/Rochdale Road/Myera Street intersection and the new Alfred Road crossover as this crossover is proposed between the Butler Road and Rochdale Road/Myera Street intersections. Refer **Table 4** through to **Table 7** for more details.

Accordingly, it is concluded that the proposed centre will not have a material impact on the operation of the adjacent Alfred Road/Rochdale Road/Myera Street intersection during the critical weekday peak hours.

Alfred Road/Butler Avenue intersection

This intersection currently operates at about 51% and 39% capacity and LoS A/C² and B/C on the critical Butler Avenue approach during the AM and PM peaks, respectively, with minimal queues, which matches several site observations undertaken by Transcore (refer **Table 8** and **Table 9** for more details).

The addition of the childcare centre-generated traffic (both 30/70 and 70/30 scenarios) has resulted in change in LoS on Butler Avenue approach to B/D for the AM and no change in the PM peak with associated increase in delays of up to 5sec (AM peak) and 2sec (PM peak). Accordingly, it can be concluded that both 30/70 and 70/30 scenarios would have a similar impact on the operation of this intersection which remains satisfactory with moderate increases in delays. Refer **Table 10** through to **Table 13** for more details.

² LoS A/C indicates the left turn out is at LoS A and the right turn out is at LoS C

Alfred Road crossover:

The results of the SIDRA assessment suggest that this left-in only crossover would operate satisfactorily, with an overall LoS A and no delays/queues. Refer **Table 14** to **Table 17** for more details.

7.0 Traffic Management on the Frontage Streets

Butler Avenue is an 8.5m wide single undivided carriageway (one lane in each direction) with a 1.5m wide pedestrian path along eastern side of the road in the immediate vicinity of subject site. On-street parking is presently permitted on both sides of Butler Avenue along its entire length. Butler Avenue is a no through road at the south end. Refer **Figure 4** and **Figure 5** for more details.

Butler Avenue operates under a default built-up area speed limit of 50km/h. Butler Avenue is classified as Access Road in the Main Roads WA *Metropolitan Functional Road Hierarchy* document.



Figure 4. Northbound view along Butler Avenue towards Alfred Road



Figure 5. Southbound view along Butler Avenue

Alfred Road at this location is constructed to a single divided carriageway with one lane in each direction. Pedestrian footpath is in place along the both sides of the road.

Alfred Road in the immediate vicinity of the subject site operates under a speed limit regime of 60km/h. Refer **Figure 6** and **Figure 7** for more details.



Figure 6. Eastbound view along Alfred Road in the vicinity of the site



Figure 7. Westbound view along Alfred Road from Butler Avenue intersection

Alfred Road is classified as *Distributor A Road* in the *Main Roads WA Metropolitan Functional Road Hierarchy* document.

Based on the latest available traffic data for this road sourced from Main Roads WA, Alfred Road (east of West Coast Hwy) carried approximately 11,647vpd in 2017/2018.

Butler Avenue forms a priority-controlled T-intersection at the northern end with Alfred Road immediately adjacent to the subject site.

Main Roads WA *Intersection Crash Ranking Report* provides detailed crash data for the Alfred Road/Butler Avenue intersection over the 5-year period ending 31 December 2017. Crash report information for this intersection is presented in **Table 1**.

Table 1. Crash history for the Alfred Road/Butler Avenue intersection

Intersection				Total Crashes	Casualty
Alfred Road/Butler Avenue				6	1
Right Angle	Rear End	Pedestrian	Cycle	Wet	Night
1	0	0	0	0	0

A crash reported is of right-angle type. Importantly, no crashes involved pedestrians or cyclists. None of the crash factors are denoted as “higher than expected” in *Intersection Crash Ranking* report.

8.0 Public Transport Access

The subject site is served by bus route number 27, operating along Alfred Road as shown in **Figure 8**. This bus service provides connectivity to Claremont railway station and Shenton Park railway station securing access to Fremantle railway line. Two closest bus stops are located on Alfred Road, which are approximately 14m north and approximately 90m west of the subject. Both bus stops are accessible via existing path network.

As such it is concluded that the subject site has a good public transport coverage.



Figure 8: Existing bus services (source: TransPerth)

9.0 Pedestrian Access

Pedestrian access to the subject site is available directly from Butler Avenue and Alfred Road via the existing footpaths on surrounding roads.

Pedestrian crossing opportunities on Alfred Road are in place at the signalised Alfred Road/Rochdale Road/Myera Street intersection, which is located approximately 65m east of the subject site.

As requested by Town of Claremont, Transcore investigated installation of a splitter island with pedestrian refuge on Butler Avenue at the Alfred Road intersection to improve the safety of pedestrians crossing at this location. A concept plan for this splitter island was prepared and tested for a 10.5m rigid waste collection truck template to confirm the suitability of the design.

Accordingly, swept path assessment plans for the Alfred Road/Butler Avenue splitter island design are attached in **Appendix C**.

10.0 Cycle Access

The subject site has direct cycle access to the high-quality shared path which is in place along the southern side of Alfred Road. It also provides connectivity to Perth bicycle network as illustrated in **Figure 9**.



Figure 9: Extract from Perth Bicycle Network (Department of Transport)

11.0 Site Specific Issues

No particular site-specific issues have been identified for this proposed childcare centre.

12.0 Safety Issues

A sightline investigation of Alfred Road/Butler Avenue intersection with respect to traffic approaching from the east via Alfred Road/Rochdale Road/Myera Street intersection has been undertaken to confirm the suitability of the currently available sightlines.

The relevant sight distance factor in this case is the safe intersection sight distance (SISD). The SISD is defined as "minimum sight distance which should be provided on major road at any intersection". The *Austrroads Guide to Road Design Part 3 and Part 4A* publications provide guidance as to how to establish the minimum SISD requirements for a particular intersection. These sightlines are measured 3m back from the hold line, between the eye level of a driver (1.1m) and the top of target car (1.25m) and vice versa.

As the subject intersection is an existing one the appropriate Extended Design Domain (EDD) values of SISD should be regarded in this case. The EDD are values outside of the Normal Design Domain (NDD) that through research and/or operating experience, particular road agencies have found to provide a suitable solution in constrained situations (typically at brownfield sites). The EDD typically includes reviewing geometry of existing roads and intersections.

Accordingly, using the appropriate formula and site-specific factors (some of which are conservative for robustness) such as: 85th percentile traffic speed (source: Main Roads WA), observation and reaction time (higher speed urban roads), deceleration coefficient (norm-day and norm-night sealed roads) and longitudinal road grade the required SISD has been calculated to be 95m. This would equate to a vehicle driver travelling in the westbound direction along Alfred Road and just passing the Alfred Road/Rochdale Road/Myera Street traffic signals being able to observe the top of a stationary vehicle at Butler Road intersection (and vice versa). The site observation suggests that this is the case. Sightlines along Alfred Road to the west of Butler Avenue are unrestricted (refer SISD assessment plan attached **Appendix D** in for more details.)

Furthermore, Western Power recently undertook power undergrounding works which resulted in the removal of powerline poles along the southern side of Alfred Road including a pole which was previously located at the southeast corner of the Alfred Road/Butler Avenue intersection. This pole may have previously impacted on the sightlines for traffic approaching the Butler Avenue intersection from the east no longer poses an issue.

Similarly, any existing substantial/overgrown vegetation within the road verge that may affect the intersection sightlines should be regularly maintained and pruned.

No other potential safety concerns have been identified for this development.

13.0 Conclusions

This revised Transport Impact Statement provides information on the revised proposal for a childcare centre development to be located at Lots 18 (164) & 19 (162) Alfred Road, Swanbourne, Town of Claremont.

The site features good connectivity via the existing road network and has convenient and easy access to public transport services. The site is well served by the existing pedestrian facilities and cyclist facilities which are presently in place along Alfred Road.

The Centre is proposed to cater for 65 children and 12 staff.

Vehicle access to and from the site will be via a full-movement crossover on Butler Avenue and a left-turn in only crossover on Alfred Road which lead to a 19-bay on-site car park inclusive of one ACROD bay.

Based on the assessment undertaken in this report, the proposed total on-site parking supply of 19 bays is considered to be sufficient to cater for the needs of the proposed childcare centre.

The traffic generation, distribution and capacity analysis documented in Section 6.0 of this report demonstrates that the traffic operations of the road network in the vicinity of the proposed childcare centre would not be adversely impacted by the additional development traffic.

Accordingly, it is concluded the traffic related issues should not form an impediment to the approval of this childcare centre.

Appendix A

PROPOSED REVISED DEVELOPMENT PLAN



Appendix B

SIDRA OUTPUTS

Table 2. SIDRA results for the Alfred Road/Rochdale Road/Myera Street intersection – weekday AM peak period (Existing situation)

Movement Performance - Vehicles													
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queue	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV % veh/h	Total HV %		v/c	sec		Vehicles veh	Distance m			km/h
South: Myera St (S)													
10	L2	3	0.0	3	0.0	0.040	21.6	LOS C	0.3	2.4	0.78	0.78	32.4
11	T1	5	0.0	5	0.0	0.040	17.0	LOS B	0.3	2.4	0.78	0.78	39.2
12	R2	8	0.0	8	0.0	0.040	21.6	LOS C	0.3	2.4	0.78	0.78	41.0
Approach		16	0.0	16	0.0	0.040	20.2	LOS C	0.3	2.4	0.78	0.78	39.3
East: Alfred Road (E)													
1	L2	3	0.0	3	0.0	0.075	12.4	LOS B	1.0	7.5	0.52	0.52	48.9
2	T1	263	5.2	263	5.2	0.274	8.9	LOS A	3.5	26.8	0.61	0.61	46.1
3	R2	20	5.2	20	5.2	0.274	15.2	LOS B	3.5	26.8	0.64	0.64	46.9
Approach		286	5.1	286	5.1	0.274	9.4	LOS A	3.5	26.8	0.61	0.61	46.2
North: Rochdale Rd (N)													
4	L2	82	5.2	82	5.2	0.181	22.4	LOS C	1.8	13.6	0.82	0.82	40.0
5	T1	17	0.0	17	0.0	0.616	20.8	LOS C	6.3	47.8	0.93	0.93	37.2
6	R2	231	5.2	231	5.2	0.616	25.4	LOS C	6.3	47.8	0.93	0.93	29.8
Approach		330	4.9	330	4.9	0.616	24.5	LOS C	6.3	47.8	0.91	0.93	33.6
West: Alfred Road (W)													
7	L2	286	5.2	286	5.2	0.308	13.3	LOS B	4.4	33.5	0.60	0.60	38.5
8	T1	604	5.2	604	5.2	0.629	10.0	LOS B	11.7	89.6	0.76	0.76	46.8
9	R2	5	0.0	5	0.0	0.629	15.4	LOS B	11.7	89.6	0.76	0.76	40.6
Approach		895	5.2	895	5.2	0.629	11.1	LOS B	11.7	89.6	0.71	0.70	43.8
All Vehicles		1527	5.1	1527	5.1	0.629	13.8	LOS B	11.7	89.6	0.73	0.69	41.1

Table 3. SIDRA results for the Alfred Road/Rochdale Road/Myera Street intersection – weekday PM peak period (Existing situation)

Movement Performance - Vehicles													
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queue	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV % veh/h	Total HV %		v/c	sec		Vehicles veh	Distance m			km/h
South: Myera St (S)													
10	L2	2	0.0	2	0.0	0.014	17.4	LOS B	0.1	1.0	0.68	0.68	34.8
11	T1	2	0.0	2	0.0	0.014	12.6	LOS B	0.1	1.0	0.68	0.68	40.9
12	R2	4	0.0	4	0.0	0.014	17.4	LOS B	0.1	1.0	0.68	0.68	42.9
Approach		8	0.0	8	0.0	0.014	16.2	LOS B	0.1	1.0	0.68	0.68	40.9
East: Alfred Road (E)													
1	L2	8	0.0	8	0.0	0.157	15.7	LOS B	2.1	15.9	0.64	0.64	46.7
2	T1	477	5.2	477	5.2	0.571	12.7	LOS B	8.6	65.4	0.77	0.77	41.9
3	R2	49	5.2	49	5.2	0.571	19.1	LOS B	8.6	65.4	0.82	0.82	44.5
Approach		534	5.1	534	5.1	0.571	13.3	LOS B	8.6	65.4	0.77	0.77	42.5
North: Rochdale Rd (N)													
4	L2	35	5.2	35	5.2	0.057	17.7	LOS B	0.6	4.8	0.69	0.69	42.1
5	T1	14	0.0	14	0.0	0.547	16.2	LOS B	6.5	49.5	0.86	0.86	39.0
6	R2	275	5.2	275	5.2	0.547	20.8	LOS C	6.5	49.5	0.86	0.86	32.1
Approach		324	5.0	324	5.0	0.547	20.3	LOS C	6.5	49.5	0.84	0.84	34.1
West: Alfred Road (W)													
7	L2	187	5.2	187	5.2	0.243	16.0	LOS B	3.2	24.6	0.67	0.67	36.7
8	T1	261	5.2	261	5.2	0.325	11.1	LOS B	4.7	35.9	0.70	0.70	45.8
9	R2	1	0.0	1	0.0	0.325	16.5	LOS B	4.7	35.9	0.70	0.70	39.8
Approach		449	5.2	449	5.2	0.325	13.2	LOS B	4.7	35.9	0.68	0.68	41.5
All Vehicles		1315	5.1	1315	5.1	0.571	15.0	LOS B	8.6	65.4	0.76	0.69	39.7

Table 4. SIDRA results for the Alfred Road/Rochdale Road/Myera Street intersection – weekday AM peak period (Post development 30/70 option)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows	Arrival Flows	Deg Satn	Average Delay	Level of Service	95% Back of Queue	Prop Queue	Effective Stop Rate	Aver. No. Cycles	Average Speed			
		Total veh/h	HV Total % veh/h	HV %	veh	sec	Vehicles Distance veh m				km/h			
South: Myera St (S)														
10	L2	3	0.0	3	0.0	0.043	23.3	LOS C	0.3	2.6	0.82	0.64	0.82	31.4
11	T1	5	0.0	5	0.0	0.043	18.8	LOS B	0.3	2.6	0.82	0.64	0.82	38.5
12	R2	8	0.0	8	0.0	0.043	23.3	LOS C	0.3	2.6	0.82	0.64	0.82	40.2
Approach		16	0.0	16	0.0	0.043	21.9	LOS C	0.3	2.6	0.82	0.64	0.82	38.5
East: Alfred Road (E)														
1	L2	3	0.0	3	0.0	0.075	11.9	LOS B	1.0	7.4	0.50	0.40	0.50	49.2
2	T1	272	5.2	272	5.2	0.272	8.3	LOS A	3.5	26.8	0.59	0.51	0.59	46.8
3	R2	20	5.2	20	5.2	0.272	14.6	LOS B	3.5	26.8	0.62	0.54	0.62	47.2
Approach		295	5.1	295	5.1	0.272	8.8	LOS A	3.5	26.8	0.59	0.51	0.59	46.9
North: Rochdale Rd (N)														
4	L2	82	5.2	82	5.2	0.195	23.4	LOS C	1.8	14.0	0.84	0.74	0.84	39.6
5	T1	17	0.0	17	0.0	0.681	22.7	LOS C	6.8	52.2	0.96	0.87	1.06	36.5
6	R2	240	5.2	240	5.2	0.681	27.4	LOS C	6.8	52.2	0.96	0.87	1.06	28.9
Approach		339	4.9	339	4.9	0.681	26.2	LOS C	6.8	52.2	0.93	0.84	1.01	32.7
West: Alfred Road (W)														
7	L2	291	5.2	291	5.2	0.303	11.1	LOS B	4.3	32.8	0.58	0.72	0.58	39.1
8	T1	615	5.2	615	5.2	0.668	9.3	LOS A	9.6	73.4	0.74	0.66	0.74	46.9
9	R2	5	0.0	5	0.0	0.668	13.0	LOS B	9.6	73.4	0.74	0.66	0.74	40.3
Approach		911	5.2	911	5.2	0.668	9.9	LOS A	9.6	73.4	0.69	0.68	0.69	44.0
All Vehicles		1561	5.1	1561	5.1	0.681	13.4	LOS B	9.6	73.4	0.72	0.68	0.74	40.9

Table 5. SIDRA results for the Alfred Road/Rochdale Road/Myera Street intersection – weekday PM peak period (Post development 30/70 option)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV % veh/h	Total	HV %	veh	sec		Vehicles	Distance m				km/h
South: Myera St (S)														
10	L2	2	0.0	2	0.0	0.014	17.4	LOS B	0.1	1.0	0.68	0.59	0.68	34.8
11	T1	2	0.0	2	0.0	0.014	12.8	LOS B	0.1	1.0	0.68	0.59	0.68	40.9
12	R2	4	0.0	4	0.0	0.014	17.4	LOS B	0.1	1.0	0.68	0.59	0.68	42.9
Approach		8	0.0	8	0.0	0.014	16.2	LOS B	0.1	1.0	0.68	0.59	0.68	40.9
East: Alfred Road (E)														
1	L2	8	0.0	8	0.0	0.159	15.7	LOS B	2.1	16.2	0.64	0.53	0.64	46.7
2	T1	483	5.2	483	5.2	0.578	12.7	LOS B	8.7	66.4	0.77	0.67	0.77	41.9
3	R2	49	5.2	49	5.2	0.578	19.2	LOS B	8.7	66.4	0.82	0.72	0.82	44.5
Approach		540	5.1	540	5.1	0.578	13.4	LOS B	8.7	66.4	0.78	0.68	0.78	42.4
North: Rochdale Rd (N)														
4	L2	35	5.2	35	5.2	0.057	17.7	LOS B	0.6	4.8	0.69	0.68	0.69	42.1
5	T1	14	0.0	14	0.0	0.556	16.3	LOS B	6.6	50.4	0.86	0.80	0.86	39.0
6	R2	279	5.2	279	5.2	0.556	20.9	LOS C	6.6	50.4	0.86	0.80	0.86	32.1
Approach		328	5.0	328	5.0	0.556	20.4	LOS C	6.6	50.4	0.84	0.79	0.84	34.0
West: Alfred Road (W)														
7	L2	192	5.2	192	5.2	0.250	14.4	LOS B	3.3	25.3	0.67	0.73	0.67	36.8
8	T1	269	5.2	269	5.2	0.335	11.2	LOS B	4.9	37.2	0.70	0.59	0.70	45.0
9	R2	1	0.0	1	0.0	0.335	14.8	LOS B	4.9	37.2	0.70	0.59	0.70	38.9
Approach		462	5.2	462	5.2	0.335	12.5	LOS B	4.9	37.2	0.69	0.65	0.69	41.1
All Vehicles		1338	5.1	1338	5.1	0.578	14.8	LOS B	8.7	66.4	0.76	0.69	0.76	39.5

Table 6. SIDRA results for the Alfred Road/Rochdale Road/Myera Street intersection – weekday AM peak period (Post development 70/30 option)

Movement Performance - Vehicles													
Mov ID	Turn	Demand	Flow's	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		veh/h	% veh/h	Total	HV %	veh	sec		Vehicles	Distance			km/h
South: Myera St (S)													
10	L2	3	0.0	3	0.0	0.043	23.3	LOS C	0.3	2.6	0.82	0.82	31.4
11	T1	5	0.0	5	0.0	0.043	18.8	LOS B	0.3	2.6	0.82	0.82	38.5
12	R2	8	0.0	8	0.0	0.043	23.3	LOS C	0.3	2.6	0.82	0.82	40.2
Approach		16	0.0	16	0.0	0.043	21.9	LOS C	0.3	2.6	0.82	0.82	38.5
East: Alfred Road (E)													
1	L2	3	0.0	3	0.0	0.074	11.9	LOS B	0.9	7.2	0.50	0.50	49.2
2	T1	267	5.2	267	5.2	0.268	8.3	LOS A	3.4	26.3	0.59	0.59	46.8
3	R2	20	5.2	20	5.2	0.268	14.6	LOS B	3.4	26.3	0.62	0.62	47.2
Approach		290	5.1	290	5.1	0.268	8.7	LOS A	3.4	26.3	0.59	0.59	46.9
North: Rochdale Rd (N)													
4	L2	82	5.2	82	5.2	0.195	23.4	LOS C	1.8	14.0	0.84	0.84	39.6
5	T1	17	0.0	17	0.0	0.664	22.4	LOS C	6.6	50.6	0.95	0.86	36.6
6	R2	235	5.2	235	5.2	0.664	27.0	LOS C	6.6	50.6	0.95	1.04	29.0
Approach		334	4.9	334	4.9	0.664	25.9	LOS C	6.6	50.6	0.93	0.99	32.9
West: Alfred Road (W)													
7	L2	288	5.2	288	5.2	0.300	11.1	LOS B	4.2	32.4	0.58	0.58	39.1
8	T1	609	5.2	609	5.2	0.657	9.3	LOS A	9.6	73.4	0.73	0.73	46.9
9	R2	5	0.0	5	0.0	0.657	12.9	LOS B	9.6	73.4	0.73	0.73	40.3
Approach		902	5.2	902	5.2	0.657	9.9	LOS A	9.6	73.4	0.68	0.68	44.1
All Vehicles		1542	5.1	1542	5.1	0.664	13.3	LOS B	9.6	73.4	0.72	0.73	41.0

Table 7. SIDRA results for the Alfred Road/Rochdale Road/Myera Street intersection – weekday PM peak period (Post development 70/30 option)

Movement Performance - Vehicles													
Mov ID	Turn	Demand	Flow's	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		veh/h	% veh/h	Total	HV %	veh	sec		Vehicles	Distance			km/h
South: Myera St (S)													
10	L2	2	0.0	2	0.0	0.014	17.4	LOS B	0.1	1.0	0.68	0.68	34.8
11	T1	2	0.0	2	0.0	0.014	12.8	LOS B	0.1	1.0	0.68	0.68	40.9
12	R2	4	0.0	4	0.0	0.014	17.4	LOS B	0.1	1.0	0.68	0.68	42.9
Approach		8	0.0	8	0.0	0.014	16.2	LOS B	0.1	1.0	0.68	0.68	40.9
East: Alfred Road (E)													
1	L2	8	0.0	8	0.0	0.158	15.7	LOS B	2.1	16.0	0.64	0.53	46.7
2	T1	480	5.2	480	5.2	0.574	12.7	LOS B	8.6	65.9	0.77	0.77	41.9
3	R2	49	5.2	49	5.2	0.574	19.1	LOS B	8.6	65.9	0.82	0.82	44.5
Approach		537	5.1	537	5.1	0.574	13.3	LOS B	8.6	65.9	0.77	0.77	42.4
North: Rochdale Rd (N)													
4	L2	35	5.2	35	5.2	0.057	17.7	LOS B	0.6	4.8	0.69	0.69	42.1
5	T1	14	0.0	14	0.0	0.549	16.2	LOS B	6.5	49.8	0.86	0.80	39.0
6	R2	276	5.2	276	5.2	0.549	20.8	LOS C	6.5	49.8	0.86	0.86	32.1
Approach		325	5.0	325	5.0	0.549	20.3	LOS C	6.5	49.8	0.84	0.79	34.1
West: Alfred Road (W)													
7	L2	189	5.2	189	5.2	0.246	14.4	LOS B	3.3	24.9	0.67	0.67	38.8
8	T1	264	5.2	264	5.2	0.329	11.2	LOS B	4.8	36.4	0.70	0.59	45.0
9	R2	1	0.0	1	0.0	0.329	14.8	LOS B	4.8	36.4	0.70	0.59	38.9
Approach		454	5.2	454	5.2	0.329	12.5	LOS B	4.8	36.4	0.69	0.69	41.1
All Vehicles		1324	5.1	1324	5.1	0.574	14.8	LOS B	8.6	65.9	0.76	0.69	39.6

Table 8. SIDRA results for the Alfred Road/Butler Avenue intersection – weekday AM peak period (Existing situation)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV % veh/h	Total veh/h	HV % veh/h	v/c	sec		veh	m				km/h
South: Butler Avenue (S)														
1	L2	4	0.0	4	0.0	0.051	9.8	LOS A	0.1	1.0	0.73	0.93	0.73	39.4
3	R2	8	0.0	8	0.0	0.051	24.6	LOS C	0.1	1.0	0.73	0.93	0.73	22.9
Approach		12	0.0	12	0.0	0.051	19.6	LOS C	0.1	1.0	0.73	0.93	0.73	31.0
East: Alfred Road (E)														
4	L2	4	0.0	4	0.0	0.254	5.4	LOS A	0.0	0.0	0.00	0.00	0.00	54.6
5	T1	493	5.2	493	5.2	0.254	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		497	5.2	497	5.2	0.254	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
West: Alfred Road (W)														
11	T1	887	5.2	887	5.2	0.505	0.0	LOS A	0.1	0.6	0.01	0.00	0.01	59.9
12	R2	3	0.0	3	0.0	0.505	9.3	LOS A	0.1	0.6	0.01	0.00	0.01	55.3
Approach		890	5.2	890	5.2	0.505	0.1	NA	0.1	0.6	0.01	0.00	0.01	59.8
All Vehicles		1399	5.1	1399	5.1	0.505	0.2	NA	0.1	1.0	0.01	0.01	0.01	59.5

Table 9. SIDRA results for the Alfred Road/Butler Avenue intersection – weekday PM peak period (Existing situation)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows		Arrival Flows		Deg Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Prop Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV % veh/h	Total veh/h	HV %	v/c	sec		veh	m				km/h
South: Butler Avenue (S)														
1	L2	6	0.0	6	0.0	0.020	11.9	LOS B	0.1	0.5	0.64	0.91	0.64	43.1
3	R2	3	0.0	3	0.0	0.020	17.8	LOS C	0.1	0.5	0.64	0.91	0.64	27.6
Approach		9	0.0	9	0.0	0.020	13.9	LOS B	0.1	0.5	0.64	0.91	0.64	40.1
East: Alfred Road (E)														
4	L2	6	0.0	6	0.0	0.386	5.4	LOS A	0.0	0.0	0.00	0.00	0.00	54.6
5	T1	748	5.2	748	5.2	0.386	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		754	5.2	754	5.2	0.386	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
West: Alfred Road (W)														
11	T1	448	5.2	448	5.2	0.231	0.1	LOS A	0.0	0.3	0.01	0.00	0.01	59.8
12	R2	2	0.0	2	0.0	0.231	10.5	LOS B	0.0	0.3	0.01	0.00	0.01	55.3
Approach		448	5.2	448	5.2	0.231	0.1	NA	0.0	0.3	0.01	0.00	0.01	59.8
All Vehicles		1211	5.1	1211	5.1	0.386	0.2	NA	0.1	0.5	0.01	0.01	0.01	59.6

Table 10. SIDRA results for the Alfred Road/Butler Avenue intersection – weekday AM peak period (Post development 30/70 option)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows	Arrival Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed			
		Total veh/h	HV % veh/h	Total HV %	v/c	sec	Vehicles veh	Distance m						
South: Butler Avenue (S)														
1	L2	12	0.0	12	0.0	0.175	10.2	LOS B	0.5	3.7	0.79	0.96	0.80	37.4
3	R2	25	0.0	25	0.0	0.175	29.2	LOS D	0.5	3.7	0.79	0.96	0.80	20.7
Approach		37	0.0	37	0.0	0.175	23.3	LOS C	0.5	3.7	0.79	0.96	0.80	28.4
East: Alfred Road (E)														
4	L2	4	0.0	4	0.0	0.268	3.5	LOS A	0.0	0.0	0.00	0.00	0.00	53.8
5	T1	519	5.2	519	5.2	0.268	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		523	5.2	523	5.2	0.268	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.9
West: Alfred Road (W)														
11	T1	934	5.2	934	5.2	0.488	0.1	LOS A	0.3	2.3	0.03	0.01	0.04	59.5
12	R2	12	0.0	12	0.0	0.488	9.9	LOS A	0.3	2.3	0.03	0.01	0.04	55.1
Approach		945	5.1	945	5.1	0.488	0.2	NA	0.3	2.3	0.03	0.01	0.04	59.4
All Vehicles		1505	5.0	1505	5.0	0.488	0.7	NA	0.5	3.7	0.04	0.03	0.04	58.5

Table 11. SIDRA results for the Alfred Road/Butler Avenue intersection – weekday PM peak period (Post development 30/70 option)

Movement Performance - Vehicles														
Mov ID	Turn	Demand Flows	Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed		
		Total veh/h	HV % veh/h	Total HV %	v/c	sec		Vehicles veh	Distance m					
South: Butler Avenue (S)														
1	L2	12	0.0	12	0.0	0.086	12.6	LOS B	0.3	2.0	0.73	0.98	0.73	41.1
3	R2	17	0.0	17	0.0	0.086	19.9	LOS C	0.3	2.0	0.73	0.98	0.73	24.9
Approach		29	0.0	29	0.0	0.086	16.9	LOS C	0.3	2.0	0.73	0.98	0.73	34.3
East: Alfred Road (E)														
4	L2	6	0.0	6	0.0	0.406	3.5	LOS A	0.0	0.0	0.00	0.00	0.00	53.8
5	T1	787	5.2	787	5.2	0.406	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		794	5.2	794	5.2	0.406	0.0	NA	0.0	0.0	0.00	0.00	0.00	59.8
West: Alfred Road (W)														
11	T1	469	5.2	469	5.2	0.248	0.2	LOS A	0.1	1.0	0.03	0.01	0.03	59.4
12	R2	6	0.0	6	0.0	0.248	11.1	LOS B	0.1	1.0	0.03	0.01	0.03	55.0
Approach		476	5.1	476	5.1	0.248	0.3	NA	0.1	1.0	0.03	0.01	0.03	59.3
All Vehicles		1298	5.0	1298	5.0	0.406	0.5	NA	0.3	2.0	0.03	0.03	0.03	58.9

Table 12. SIDRA results for the Alfred Road/Butler Avenue intersection – weekday AM peak period (Post development 70/30 option)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Flows		Arrival Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV % veh/h	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h
South: Butler Avenue (S)													
1	L2	21	0.0	21	0.0	0.128	10.1	LOS B	0.4	2.8	0.69	0.93	40.1
3	R2	16	0.0	16	0.0	0.128	29.7	LOS D	0.4	2.8	0.69	0.93	23.7
Approach		37	0.0	37	0.0	0.128	18.5	LOS C	0.4	2.8	0.69	0.93	35.6
East: Alfred Road (E)													
4	L2	4	0.0	4	0.0	0.268	3.5	LOS A	0.0	0.0	0.00	0.00	53.8
5	T1	519	5.2	519	5.2	0.268	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		523	5.2	523	5.2	0.268	0.0	NA	0.0	0.0	0.00	0.00	59.9
West: Alfred Road (W)													
11	T1	934	5.2	934	5.2	0.498	0.2	LOS A	0.6	4.4	0.05	0.01	59.1
12	R2	22	0.0	22	0.0	0.498	10.0	LOS A	0.6	4.4	0.05	0.01	54.6
Approach		956	5.1	956	5.1	0.498	0.5	NA	0.6	4.4	0.05	0.01	58.9
All Vehicles		1516	5.0	1516	5.0	0.498	0.8	NA	0.6	4.4	0.05	0.03	58.4

Table 13. SIDRA results for the Alfred Road/Butler Avenue intersection – weekday PM peak period (Post development 70/30 option)

Movement Performance - Vehicles													
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV % veh/h	Total veh/h	HV %	v/c	sec		Vehicles veh	Distance m			km/h
South: Butler Avenue (S)													
1	L2	20	0.0	20	0.0	0.067	12.6	LOS B	0.2	1.7	0.68	0.95	42.5
3	R2	8	0.0	8	0.0	0.067	20.0	LOS C	0.2	1.7	0.68	0.95	26.8
Approach		28	0.0	28	0.0	0.067	14.8	LOS B	0.2	1.7	0.68	0.95	39.9
East: Alfred Road (E)													
4	L2	6	0.0	6	0.0	0.406	3.5	LOS A	0.0	0.0	0.00	0.00	53.8
5	T1	787	5.2	787	5.2	0.406	0.0	LOS A	0.0	0.0	0.00	0.00	59.8
Approach		794	5.2	794	5.2	0.406	0.0	NA	0.0	0.0	0.00	0.00	59.8
West: Alfred Road (W)													
11	T1	469	5.2	469	5.2	0.256	0.4	LOS A	0.3	2.0	0.06	0.02	58.9
12	R2	13	0.0	13	0.0	0.256	11.2	LOS B	0.3	2.0	0.06	0.02	54.6
Approach		482	5.1	482	5.1	0.256	0.6	NA	0.3	2.0	0.06	0.02	58.6
All Vehicles		1304	5.0	1304	5.0	0.406	0.6	NA	0.3	2.0	0.04	0.03	58.7

Table 14. SIDRA results for the Alfred Road Crossover – weekday AM peak period (Post development 30/70 option)

Movement Performance - Vehicles													
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV % veh/h	Total % veh/h	HV %	w/c	sec		Vehicles veh	Distance m			km/h
East Alfred Road (E)													
4	L2	19	0.0	19	0.0	0.275	3.7	LOS A	0.0	0.0	0.00	0.00	47.3
5	T1	519	5.2	519	5.2	0.275	0.0	LOS A	0.0	0.0	0.00	0.00	57.6
Approach		538	5.0	538	5.0	0.275	0.1	NA	0.0	0.0	0.00	0.00	57.0
West Alfred Road (W)													
11	T1	942	5.2	942	5.2	0.482	0.0	LOS A	2.0	14.3	0.00	0.00	59.9
Approach		942	5.2	942	5.2	0.482	0.0	NA	2.0	14.3	0.00	0.00	59.9
All Vehicles		1480	5.1	1480	5.1	0.482	0.1	NA	2.0	14.3	0.00	0.00	58.7

Table 15. SIDRA results for the Alfred Road Crossover – weekday PM peak period (Post development 30/70 option)

Movement Performance - Vehicles													
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV % veh/h	Total % veh/h	HV %	w/c	sec		Vehicles veh	Distance m			km/h
East Alfred Road (E)													
4	L2	11	0.0	11	0.0	0.408	3.7	LOS A	0.0	0.0	0.00	0.00	48.1
5	T1	787	5.2	787	5.2	0.408	0.0	LOS A	0.0	0.0	0.00	0.00	59.0
Approach		798	5.1	798	5.1	0.408	0.1	NA	0.0	0.0	0.00	0.00	58.8
West Alfred Road (W)													
11	T1	473	5.2	473	5.2	0.242	0.0	LOS A	0.0	0.0	0.00	0.00	59.9
Approach		473	5.2	473	5.2	0.242	0.0	NA	0.0	0.0	0.00	0.00	59.9
All Vehicles		1271	5.2	1271	5.2	0.408	0.0	NA	0.0	0.0	0.00	0.00	59.2

Table 16. SIDRA results for the Alfred Road Crossover – weekday AM peak period (Post development 70/30 option)

Movement Performance - Vehicles													
Mov ID	Turn	Demand	Flows	Arrival	Flows	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total veh/h	HV % veh/h	Total % veh/h	HV %	w/c	sec		Vehicles veh	Distance m			km/h
East Alfred Road (E)													
4	L2	8	0.0	8	0.0	0.270	3.7	LOS A	0.0	0.0	0.00	0.00	48.1
5	T1	519	5.2	519	5.2	0.270	0.0	LOS A	0.0	0.0	0.00	0.00	58.8
Approach		527	5.1	527	5.1	0.270	0.1	NA	0.0	0.0	0.00	0.00	58.6
West Alfred Road (W)													
11	T1	942	5.2	942	5.2	0.482	0.0	LOS A	1.8	13.0	0.00	0.00	59.9
Approach		942	5.2	942	5.2	0.482	0.0	NA	1.8	13.0	0.00	0.00	59.9
All Vehicles		1469	5.2	1469	5.2	0.482	0.0	NA	1.8	13.0	0.00	0.00	59.4

Table 17. SIDRA results for the Alfred Road Crossover – weekday PM peak period (Post development 70/30 option)

Movement Performance - Vehicles													
Mov ID	Turn	Demand Flow	Flow	Arrival Flow	Deg. Satn	Average Delay	Level of Service	95% Back of Queue	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total veh/h	HV % veh/h	Total HV %		sec		Vehicles	Distance				
East Alfred Road (E)													
4	L2	4	0.0	4	0.0	0.405	3.7 LOS A	0.0	0.0	0.00	0.00	0.00	48.4
5	T1	787	5.2	787	5.2	0.405	0.0 LOS A	0.0	0.0	0.00	0.00	0.00	59.5
Approach		792	5.2	792	5.2	0.405	0.0 NA	0.0	0.0	0.00	0.00	0.00	59.4
West Alfred Road (W)													
11	T1	469	5.2	469	5.2	0.240	0.0 LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		469	5.2	469	5.2	0.240	0.0 NA	0.0	0.0	0.00	0.00	0.00	59.9
All Vehicles		1261	5.2	1261	5.2	0.405	0.0 NA	0.0	0.0	0.00	0.00	0.00	59.6

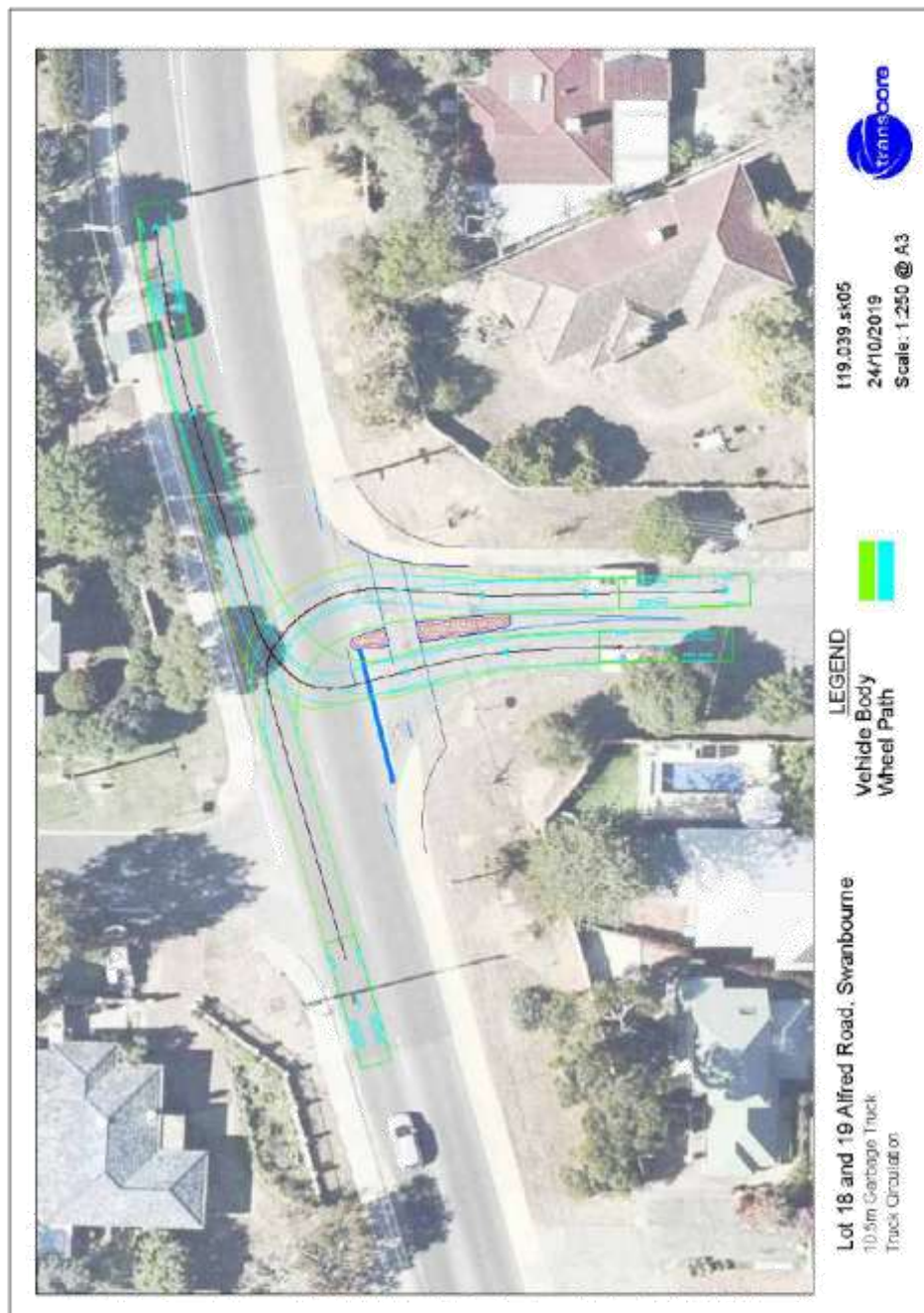
Appendix C

TURN PATH PLANS



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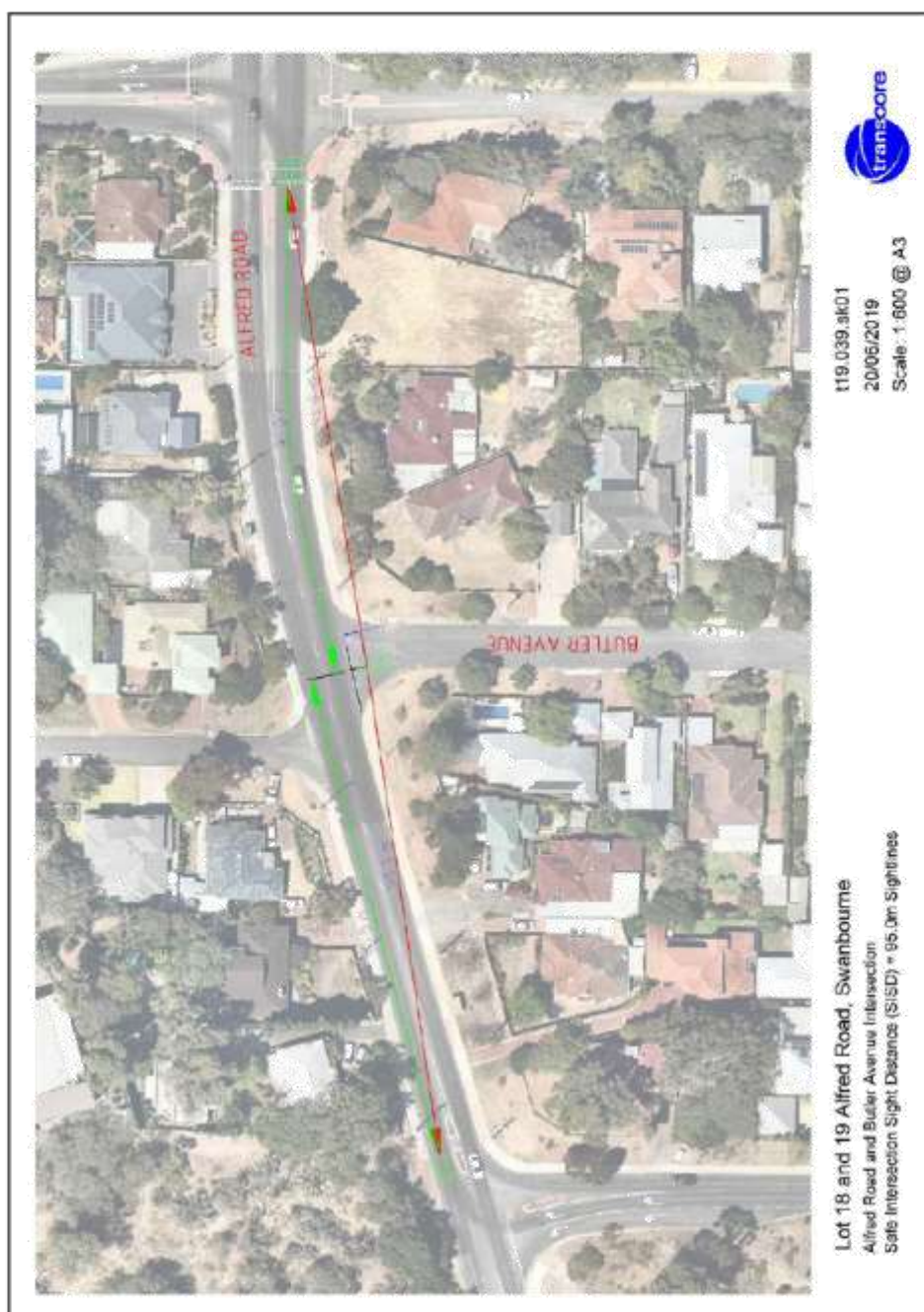


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Appendix D

SISD SIGHTLINE ASSESSMENT PLAN



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PROPOSED CHILD CARE CENTRE

**162 – 164 ALFRED ROAD
SWANBOURNE**

ENVIRONMENTAL ACOUSTIC ASSESSMENT

NOVEMBER 2019

OUR REFERENCE: 25087-3-19081-02

Reichardt Holdings Pty Ltd A.B.N. 95 009 049 067 trading as:
HERRING STORER ACOUSTICS
P.O. Box 219, Como, W.A. 6952
(08) 9367 6200
hsa@hiraoustics.com.au



Herring Storer Acoustics

DOCUMENT CONTROL PAGE

ENVIRONMENTAL ACOUSTIC ASSESSMENT

CHILD CARE CENTRE - SWANBOURNE

Job No: 19081-02

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FOR

ROWE GROUP

DOCUMENT INFORMATION				
Author:	Tim Reynolds	Checked By:	George Watts	
Date of Issue:	19 November 2019			
REVISION HISTORY				
Revision	Description	Date	Author	Checked
1	Clarification of outdoor play numbers relating to Noise Management and Child Supervision Policy	20/11/19	TR	N/A
2	Updated Plans	21/11/19	TR	N/A
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1	3	Rowe Group Attn : Nathan Stewart Email : Nathan.Stewart@rowegroup.com.au		✓

This report has been prepared in accordance with the scope of services and on the basis of information and documents provided to Herring Storer Acoustics by the client. To the extent that this report relies on data and measurements taken at or under the times and conditions specified within the report and any findings, conclusions or recommendations only apply to those circumstances and no greater reliance should be assumed. The client acknowledges and agrees that the reports or presentations are provided by Herring Storer Acoustics to assist the client to conduct its own independent assessment.

Herring Storer Acoustics

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1. INTRODUCTION

Herring Storer Acoustics were commissioned to undertake an acoustic assessment of noise emissions associated with the revised design for the proposed child care centre to be located at 162 – 164 Alfred Road, Swanbourne.

This report assesses noise emissions from the premises with regards to compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*. For this development of a Child Care Centre, the noise sources considered as part of this assessment include :

- Mechanical Services; and
- Children within the outdoor play area.

We note that from information received from DWER, the bitumised area would be considered as a road, thus noise relating to the “propulsion and braking of motor vehicles is exempt from the *Environmental Protection (Noise) Regulations 1997*. We note that these noise sources are rarely critical in the determination of compliance. However, for completeness, they have been included in the assessment, for information purposes only.

For reference, a site plan of the proposed development is attached in Appendix A.

2. SUMMARY

From information supplied, we understand that the child care centre normal operating hours being 0700 and 1800 hours, Monday to Friday (closed on public holidays). It is understood that the centre would also be open, between the above times, 2 or 3 times per year on a Saturday. It is also understood that the proposed childcare centre will cater for a maximum of 65 children, including 8 babies.

It is noted that the Saturday day period has the same assigned noise levels as for Monday to Friday (excluding Public Holidays). Thus, noise received at the neighbouring residences from the child care centre needs to comply with the assigned day period noise level.

Noise received at the neighbouring premises from children playing in the outdoor areas would comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*, for the proposed hours of operation, provided :

- the boundary walls to the east and south are 2 metres high; and
- the balustrade to the first floor outdoor play area needs to be 1.6 metres high.

Noise from cars, including closing of doors and engine start-up, would also comply with the relevant noise criteria.

Finally, although at this stage of the development the mechanical services have not been finalised, to achieve compliance at the neighbouring premises, the condensing units should be located near the bin store.

Thus, noise emissions from the proposed development would be deemed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997* for the proposed hours of operation.

3. CRITERIA

The allowable noise level for noise sensitive premises in the vicinity of the proposed Facility site is prescribed by the *Environmental Protection (Noise) Regulations 1997*. Regulations 7 and 8 stipulate maximum allowable external noise levels or assigned noise levels that can be received at a premise from another premises. For residential premises, this noise level is determined by the calculation of an influencing factor, which is then added to the base levels shown below. The influencing factor is calculated for the usage of land within two circles, having radii of 100m and 450m from the premises of concern. The base assigned noise levels for residential premises are listed in Table 3.1.

TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: highly sensitive area	0700 - 1900 hours Monday to Saturday (Day)	45 + IF	55 + IF	65 + IF
	0900 - 1900 hours Sunday and Public Holidays (Sunday / Public Holiday Day)	40 + IF	50 + IF	65 + IF
	1900 - 2200 hours all days (Evening)	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	35 + IF	45 + IF	55 + IF

Note: L_{A10} is the noise level exceeded for 10% of the time.
 L_{A1} is the noise level exceeded for 1% of the time.
 L_{Amax} is the maximum noise level.
 IF is the influencing factor.

It is a requirement that received noise be free of annoying characteristics (tonality, modulation and impulsiveness), defined below as per Regulation 9.

- “impulsiveness”** means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax(Slow)}$ is more than 15 dB when determined for a single representative event;
- “modulation”** means a variation in the emission of noise that –
- (a) is more than 3 dB L_{AFast} or is more than 3 dB L_{AFast} in any one-third octave band;
 - (b) is present for more at least 10% of the representative assessment period; and
 - (c) is regular, cyclic and audible;
- “tonality”** means the presence in the noise emission of tonal characteristics where the difference between –
- (a) the A-weighted sound pressure level in any one-third octave band; and
 - (b) the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,
- is greater than 3 dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as L_{ASlow} levels.

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Where the noise emission is not music, if the above characteristics exist and cannot be practicably removed, then any measured level is adjusted according to Table 3.2 below.

TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+5 dB(A)	+5 dB(A)	+10 dB(A)

Note: These adjustments are cumulative to a maximum of 15 dB.

For this development, the closest residential premises of concern are located, as shown on Figure 3.1 below.



FIGURE 3.1 – AREA AROUND PROPOSED FACILITY

The neighbouring residences are shown in Figure 3.1. The neighbouring residences north, east and south east are within 100 metres of both Alfred Road and Rochdale Road, which are both secondary roads. Thus, the influencing factor for these residences would be +4 dB and the assigned noise levels would be as listed in Table 3.3. For the other neighbouring residences, being within 100 metres of Alfred Road, the Influencing Factor would be +2 dB and the assigned noise levels would be as listed in Table 3.4.

**TABLE 3.3 - ASSIGNED OUTDOOR NOISE LEVEL
NEIGHBOURING RESIDENCES TO NORTH, EAST AND SOUTH EAST**

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _{A,10}	L _{A,1}	L _{A,max}
Noise sensitive premises : Highly sensitive area	0700 - 1900 hours Monday to Saturday	49	59	69
	0900 - 1900 hours Sunday and Public Holidays	44	54	69
	1900 - 2200 hours all days	44	54	59
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	39	49	59

Note: L_{A,10} is the noise level exceeded for 10% of the time.
L_{A,1} is the noise level exceeded for 1% of the time.
L_{A,max} is the maximum noise level.

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**TABLE 3.4 - ASSIGNED OUTDOOR NOISE LEVEL
NEIGHBOURING RESIDENCES TO SOUTH AND WEST**

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises : Highly sensitive area	0700 - 1900 hours Monday to Saturday	47	57	67
	0900 - 1900 hours Sunday and Public Holidays	42	52	67
	1900 - 2200 hours all days	42	52	57
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	37	47	57

Note: L_{A10} is the noise level exceeded for 10% of the time.
 L_{A1} is the noise level exceeded for 1% of the time.
 L_{Amax} is the maximum noise level.

4. PROPOSAL

From information supplied, we understand that the child care centre normal operating hours being 0700 and 1800 hours, Monday to Friday (closed on public holidays). It is understood that the centre would also be open, between the above times, 2 or 3 times per year on a Saturday. It is also understood that the proposed childcare centre will cater for a maximum of 65 children, including 8 babies.

It is noted that the Saturday day period has the same assigned noise levels as for Monday to Friday (excluding Public Holidays). Thus, noise received at the neighbouring residences from the child care centre needs to comply with the assigned day period noise level.

For reference, a plan of the proposed development is attached in Appendix A.

5. MODELLING

Modelling of the noise propagation from the proposed development was carried out using an environmental noise modelling computer program, "SoundPlan". Calculations were carried out using the EPA worst case weather conditions as stated in the Environmental Protection Authority's "Draft Guidance for Assessment of Environmental Factors No.8 - Environmental Noise".

Noise emissions from the development, include:

- Mechanical Services.
- Car movements on Site.
- Car engine start and door closing.
- Children in Outdoor play area.

The calculations were based on the sound power levels listed in Table 5.1.

TABLE 5.1 – GENERAL SOUND POWER LEVELS

Item of Equipment	Sound Power Level, (dB(A))
Children Playing	83 (per 10 children)
Air Conditioning Condensing Units	4 @ 68
Cars moving	79
Car Start	85
Car Door	87

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The above noise sources need to comply with the following assigned noise levels :

L_{A10}	-	Outdoor play and mechanical services.
L_{A1}	-	Car movements.
L_{AMax}	-	Car starts and doors closing.

With regards to noise emissions, the following are noted:

- 1 Noise associated with the mechanical services does not take into account any diversity of operation. Thus, this is a conservative assessment. At this stage of the project, the mechanical services have not been designed. Therefore, the noise sources have been based on designs used for the same or similar developments.
- 2 It has been assumed that the mechanical services would be located on the northern side of the development, near the bin store.
- 3 From the "Noise Management and Child Supervision Policy" for the proposed child care centre it is noted that during the morning period not all the children would be outside at the same time. However, during the afternoon period all the children could be outside at the same time. Thus, even though the noise emissions from babies and children below 3 years is less than the noise level stated in Table 5.1, being for the older children (ie 3 – 5 years), the acoustic modelling of outdoor play noise was, to be conservative, based on 6 groups of 10 children and one group for 5 children (which would have a sound power level of 80 dB(A)) with sound power levels distributed as plane sources.
- 4 Noise modelling was also based on the boundary fencing being 2 metres high. Additionally, to control noise ingress of road traffic noise to the first floor outdoor space, the balustrading was modelled at 1.6 metre high.

Thus, noise modelling was undertaken to the neighbouring premises, as shown on Figure 3.1. To simplify the analysis, only the results for the worst case locations have been listed.

6. RESULTS

The results of the noise modelling are listed in Table 6.1.

From previous measurements, noise emissions from children playing is a broadband noise and does not contain any annoying characteristics. Noise emissions from the mechanical services could be tonal. However, given the usage of the child care centre (ie day period) and the proximity to Alfred Road, noise received at the neighbouring residences from the mechanical services is unlikely to contain any annoying characteristics. Even so, to be conservative, a +5 dB(A) penalty, as shown in Table 6.1, has been applied to noise received at the neighbouring residences from the mechanical services.

Based on the definitions of tonality, noise emissions from car movements and cars starting, being an L_{A1} and an L_{AMax} respectively and present for less than 10% of the time, would not be considered tonal. However, the closing of a car door could be impulsive, thus a +10 dB(A) penalty, as shown in Table 6.1, has been applied to noise received at the neighbouring residences from the car doors.

TABLE 6.1 – CALCULATED NOISE LEVELS

Location	Noise Source / Calculated Noise Levels (dB(A))				
	Outdoor Play	Mechanical Services	Car Movement	Car Start	Car Door
Residences to North	42	34 (39)	40	43	44 [54]
Residence to East	47	25 (30)	32	34	36 [46]
Residence to South East	44	10 (15)	29	24	25 [35]
Residence to South	46	18 (23)	36	36	38 [48]
Residence to West	41	31 (36)	41	44	45 [55]

[] Includes +5 dB(A) penalty of a tonal component

[] Includes +10 dB(A) penalty for impulsiveness

7. ASSESSMENT

The assessment for the noise sources that are required to achieve compliance are outlined below.

7.1 L_{A10} NOISE EMISSIONS

Tables 7.1 and 7.2 summarise the applicable Assigned Noise Levels, and assessable noise level emissions associated for the sources needing to comply with the L_{A10} criteria.

TABLE 7.1 – ASSESSMENT OF L_{A10} NOISE LEVEL FOR OUTDOOR PLAY

Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L _{A10} Noise Level (dB)	Exceedance to Assigned Noise Level (dB)
Residences to North	42	Day Period	49	Complies
Residence to East	47	Day Period	49	Complies
Residence to South East	44	Day Period	49	Complies
Residence to South	46	Day Period	47	Complies
Residence to West	41	Day Period	47	Complies

TABLE 7.2 – ASSESSMENT OF L_{A10} NOISE LEVEL FOR MECHANICAL SERVICES

Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L _{A10} Noise Level (dB)	Exceedance to Assigned Noise Level (dB)
Residences to North	39	Day Period	49	Complies
Residence to East	30	Day Period	49	Complies
Residence to South East	15	Day Period	49	Complies
Residence to South	23	Day Period	47	Complies
Residence to West	36	Day Period	47	Complies

7.2 L_{A1} NOISE EMISSIONS

Tables 7.3 summarises the applicable Assigned Noise Levels, and assessable noise level emissions for car movements.

TABLE 7.3 – ASSESSMENT OF L_{A1} NOISE LEVEL EMISSIONS FOR CAR MOVEMENTS

Source	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L _{A1} Noise Level (dB)	Exceedance to Assigned Noise Level (dB)
Residences to North	40	Day Period	59	Complies
Residence to East	32	Day Period	59	Complies
Residence to South East	29	Day Period	59	Complies
Residence to South	36	Day Period	57	Complies
Residence to West	41	Day Period	57	Complies

7.3 L_{AMAX} NOISE EMISSIONS

Tables 7.4 and 7.5 summarises the applicable Assigned Noise Levels, and assessable noise level emissions for car starts and car doors closing.

TABLE 7.3 – ASSESSMENT OF L_{AMAX} NOISE LEVEL EMISSIONS FOR CAR START

Source	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L _{AMAX} Noise Level (dB)	Exceedance to Assigned Noise Level (dB)
Residences to North	43	Day Period	69	Complies
Residence to East	34	Day Period	69	Complies
Residence to South East	24	Day Period	69	Complies
Residence to South	36	Day Period	67	Complies
Residence to West	44	Day Period	67	Complies

TABLE 7.4 – ASSESSMENT OF L_{AMAX} NOISE LEVEL EMISSIONS FOR CAR DOOR

Source	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned L _{AMAX} Noise Level (dB)	Exceedance to Assigned Noise Level (dB)
Residences to North	54	Day Period	69	Complies
Residence to East	46	Day Period	69	Complies
Residence to South East	35	Day Period	69	Complies
Residence to South	48	Day Period	67	Complies
Residence to West	55	Day Period	67	Complies

Note : Noise from cars doors closing would also comply during the night period. Thus, the noise received at the neighbouring residences from staff arriving prior to 0700 hours would also be compliant with the regulatory requirements.

Noise received at the neighbouring premises from children playing in the outdoor areas would comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*, for the proposed hours of operation, provided :

- the boundary walls to the east and south are 2 metres high; and
- the balustrade to the first floor outdoor play area needs to be 1.6 metres high.

APPENDIX A

PLAN





PROPOSED CHILD CARE CENTRE

**162 – 164 ALFRED ROAD
SWANBOURNE**

TRAFFIC NOISE INGRESS ACOUSTIC ASSESSMENT

NOVEMBER 2019

OUR REFERENCE: 25090-2-19081-02

Reschdale Holdings Pty Ltd A.B.N. 28 009 049 067 trading as:
HERRING STORER ACOUSTICS
P.O. Box 219, Como, W.A. 6952
(08) 9367 6200
hsa@hsacoustics.com.au



Herring Storer Acoustics

DOCUMENT CONTROL PAGE

NOISE INGRESS ACOUSTIC ASSESSMENT

CHILD CARE CENTRE – ALFRED ROAD, SWANBOURNE

Job No: 19081-02

Document Reference: 25090-2-19081-02

FOR

ROWE GROUP

DOCUMENT INFORMATION				
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Date of Issue :	20 November 2019			
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Herring Storer Acoustics

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4.	MEASUREMENTS	2
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APPENDICIES

A	Child Care Centre Plans
B	Noise Monitoring

1. INTRODUCTION

Herring Storer Acoustics was commissioned to undertake a noise ingress assessment for the proposed child care centre to be located at 162 – 164 Alfred Road, Swanbourne with regards to vehicles travelling along Alfred Road. The acoustic assessment is to comply with the requirement of State Planning Policy 5.4 *“Road and Rail Transport Noise and Freight Considerations in Land Use Planning”* (SPP5.4).

Although, Alfred Road is not considered as a major road and would not require any acoustical assessment under State Planning Policy 5.4, it is understood that council has requested a noise ingress assessment be undertaken. As part of this assessment, the following was carried out:

- Monitor noise levels received at the development site.
- Determine by modelling, the noise that would be received at the child care centre from traffic on Alfred Road.
- Assess the predicted noise levels for compliance with the appropriate criteria.
- If exceedances are predicted, comment on possible noise amelioration options for compliance with the appropriate criteria.

For information, plans for the child care centre are attached in Appendix A.

2. SUMMARY

It is noted that the child care centre is only occupied during the day period, thus under State Planning Policy 5.4 *“Road and Rail Transport Noise and Freight Considerations in Land Use Planning”* only the criteria for the day period is applicable.

For the “sleep” rooms, the internal criteria would be 35 dB(A). For other rooms, such as the activity rooms, the internal acoustic criteria would be 40 dB(A).

The “sleep” rooms are positioned on the southern side of the development, away from Alfred Road. Given the design of the child care centre and the barrier requirements for the first floor balustrade, with the exception of the northern glazing to activity room 4, that requires 6mm toughened glass, no upgrade in construction (ie “Quiet” house design) is required to achieve compliance with the internal criteria within the activity rooms.

Based on the noise modelling undertaken, noise received within the outdoor areas would exceed the external acoustic criteria of an $L_{Aeq}(\text{Day})$ of 55 dB(A). Under the policy, the noise received at the outdoor area need to be reduced with an aim of achieving compliance with the external criteria as far as practical. To comply with this requirement, the barriers as shown on Figure 5.1 in Section 6 are required.

3. CRITERIA

It is noted that the Child Care Centre is only occupied during the day period, thus under State Planning Policy 5.4 *"Road and Rail Transport Noise and Freight Considerations in Land Use Planning"* only the criteria for the day period is applicable.

Under the policy, the external acoustic criteria for this development would be an $L_{Aeq(Day)}$ of 55dB(A). With regards to the policy, this criteria is to provide "a reasonable degree of acoustic amenity for living areas on each residential lot". The policy recognises that "it may not be practicable to meet the outdoor noise targets".

We also note that under the policy, there is an internal criteria that should also be achieved. Under the Policy, for non-residential noise sensitive premises, internal noise levels should meet the design sound levels as listed in Table 1 of AS/NZ 2107:2000 "Acoustics – Recommended design sound levels and reverberation times for building interiors". Under AS 2017, the internal criteria would be:

Sleep Rooms	-	$L_{Aeq(Day)}$ of 35 dB(A).
Play Rooms	-	$L_{Aeq(Day)}$ of 40 dB(A).

For the "sleep" room, the internal criteria would be 35 dB(A). For other rooms, such as the activity rooms, the internal acoustic criteria would be 40 dB(A).

4. MEASUREMENTS

To determine the noise that would be received at the proposed child care centre from vehicles travelling along the roads, noise data logging was undertaken on the site. The noise monitoring was carried out between Wednesday 13th November and Tuesday 19th November 2019. However, an error occurred in the monitor on Saturday 16th November and only 2 days of monitoring was recorded. However, as shown by the results attached as Figure B1 in Appendix B, the noise levels recorded during the day period were relatively constant, thus this monitoring would be considered valid and was used in the assessment. A summary of the noise level recorded are listed in Table 4.1.

TABLE 4.1 - SUMMARY OF MEASURED NOISE LEVELS

$L_{Aeq,Day}$ (8am to 10pm)	(Operating Hours) L_{Aeq} (7am to 6pm)
64.7	65.2

Note : The noise monitor was located in front of 162 Alfred Road, at 7 metres from the edge of Alfred Road.

5. MODELLING

To determine the noise received at the child care centre from vehicles travelling along Alfred Road, noise modelling was carried out using SoundPlan, in accordance with the "Implementation Guidelines" for the State Planning Policy 5.4.

Ground contours were as obtained from Google Earth.

Noise modelling was undertaken based on the plans attached in Appendix A.

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Traffic flows obtained from the MRWA traffic map and used in the noise model for Alfred Road was 11,647 vehicles per day (vpd).

Using the noise levels as listed in Table 4.1 for assessment purposes, to comply with the external acoustic criteria, as practicable as possible, the barriers, as shown on Figure 5.1 are required.



FIGURE 5.1 – RECOMMENDED BARRIERS

6. ASSESSMENT

With the walls / barriers installed as shown of Figure 5.1, noise received at the outdoor areas of the child care would be considered compliant with the external acoustical criteria.

With regards to noise ingress to within the child care, we note that for the ground floor, activity rooms 1 and 2 and the sleep rooms have been located on the southern side of the development. Thus, compliance with the internal criteria can be achieved with standard constructions. For the first floor, with the 1.6m high balustrading (as shown on Figure 5.1) the internal acoustic criteria can be achieved with standard construction, with the exception of the glazing to the northern side of activity room 4. For the noise received within activity room 4 to comply with the internal acoustic criteria, the glazing to this room is to be 6mm toughened glass.

APPENDIX A

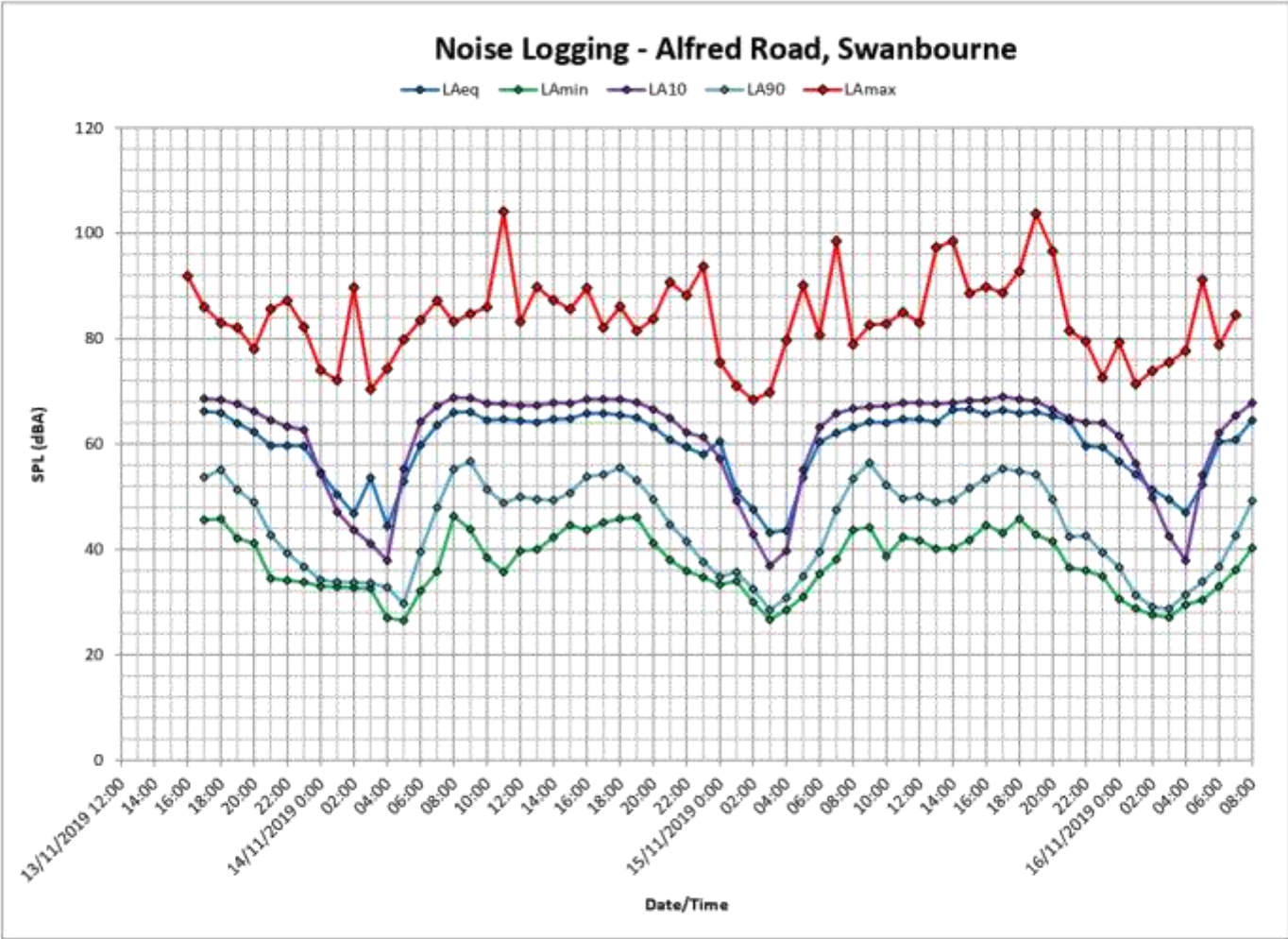
PLANS





APPENDIX B

NOISE MONITORING



Herring Storer Acoustics
Job No : 19081 -02
Date : 20 November 2019

Figure B1
Appendix B

Noise Management and Child Supervision Policy

Atlantis Group

**Child Care Centre at Lots 18 and 19 (No. 162 and
164) Alfred Road, Swanbourne**

1. INTRODUCTION

The following information has been prepared support of a proposed child care centre at Lots 18 and 19 (No. 162 and 164) Alfred Road, Swanbourne ('the subject site'). The purpose of this Noise Management and Child Supervision Policy ('the Policy') is to outline how and when children will play outside during both the summer and winter months. This Policy will ensure potential impacts on adjoining properties from the playing of children in the outdoor areas at the subject site are minimised.

This Policy has been prepared in collaboration of Rowe Group, Atlantis Group and Herring Storer Acoustics and to ensure the number of children playing outside at any given time are in line with the recommendations of the Acoustic Consultant (Herring Storer Acoustics).

2. NOISE MANAGEMENT PLAN

The following section outlines when children will be allowed to play outside during both the summer and winter months.

In considering the following management strategies, it should be noted that the following times may vary slightly due to UV levels on any given day.

In addition, all rooms and age groups are encouraged but not forced to participate in outdoor play. Outdoor play is run with a free flow philosophy, whereby the children can flow between indoor and outdoor areas. Educators are in place to monitor the number of children accessing both areas to ensure that the maximum number of children allowed outside at any one time is not exceeded.

Southern Outdoor Play Space

Summer:

The children in room Activity 01 (up to eight (8)) will be outside from 7.00am to 8.00am, before the UV levels get to high. Between 8.00am to 9.00am, the Activity 06 children will be outside. After lunch and once the UV level drops, the Activity 06 children will be outside from 2.30pm to 4.30pm.

Winter:

The children in room Activity 01 (up to eight (8)) will be outside from 8.00am to 9.00am, before the UV levels get to high. Between 9.00am to 10.00am, the Activity 06 children will be outside. After lunch and once the UV level drops, the Activity 06 children will be outside from 3.00pm to 5.00pm.

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Eastern Outdoor Play SpaceSummer:

The children in room Activity 05 will be outside from 7.00am to 8.00am, before the UV levels get to high. Between 8.00am to 9.00am, the Activity 06 children will be outside. After lunch and once the UV level drops, the Activity 05 children will be outside from 2.30pm to 4.30pm.

Winter:

The children in room Activity 05 will be outside from 8.00am to 9.00am, before the UV levels get to high. Between 9.00am to 10.00am, the Activity 06 children will be outside. After lunch and once the UV level drops, the Activity 05 children will be outside from 3.00pm to 5.00pm.

Western Covered Outdoor Play SpaceSummer:

Nursery children (0-1 years) (up to eight (8)) will be outside from 7.00am to 8.00am, before the UV levels get too high. After lunch and once the UV levels drop, the Nursery children will access outside area from 2.30pm to 3.30pm.

Winter:

Nursery children (0-1 years) (up to eight (8)) will be outside from 9.00am to 10.00am, before the UV levels get too high. After lunch and once the UV levels drop, the Nursery children will access outside area from 2.00pm to 3.00pm.

First Floor Outdoor Play SpaceSummer:

The children in room Activity 04 will be outside from 7.00am to 8.00am, before the UV levels get to high. After lunch and once the UV levels drop, the Activity 01 and 04 children will access the first floor outside area from 2.30pm to 4.30pm.

Winter:

The children in room Activity 04 will be outside from 8.00am to 9.00am, before the UV levels get to high. After lunch and once the UV levels drop, the Activity 01 and 04 children will access the first floor outside area from 3.00pm to 5.00pm.

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The following table summarises where each outdoor play space will be used and by which age group:

Summer:

TIME	SOUTHERN PLAY SPACE	EASTERN PLAY SPACE	WESTERN PLAY SPACE	FIRST FLOOR PLAY SPACE
7.00AM TO 7.30AM	Activity 01	Activity 05	Nursery	Activity 04
7.30AM TO 8.00AM				
8.00AM TO 8.30AM	Activity 06	Activity 06		
8.30AM TO 9.00AM				
9.00AM TO 9.30AM				
9.30AM TO 10.00AM				
10.00AM TO 10.30AM				
10.30AM TO 11.00AM				
11.00AM TO 11.30AM				
11.30AM TO 12.00PM				
12.00PM TO 12.30PM				
12.30PM TO 1.00PM				
1.00PM TO 1.30PM				
1.30PM TO 2.00PM				
2.00PM TO 2.30PM				
2.30PM TO 3.00PM	Activity 06	Activity 05	Nursery	Activity 01 and 04
3.00PM TO 3.30PM				
3.30PM TO 4.00PM				
4.00PM TO 4.30PM				
4.30PM TO 5.00PM				
5.00PM TO 5.30PM				
5.30PM TO 6.00PM				

Winter:

TIME	SOUTHERN PLAY SPACE	EASTERN PLAY SPACE	WESTERN PLAY SPACE	FIRST FLOOR PLAY SPACE
7.00AM TO 7.30AM				
7.30AM TO 8.00AM				
8.00AM TO 8.30AM	Activity 01	Activity 05	Nursery	Activity 04
8.30AM TO 9.00AM				
9.00AM TO 9.30AM	Activity 06	Activity 06		
9.30AM TO 10.00AM				
10.00AM TO 10.30AM				
10.30AM TO 11.00AM				
11.00AM TO 11.30AM				
11.30AM TO 12.00PM				

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TIME	SOUTHERN PLAY SPACE	EASTERN PLAY SPACE	WESTERN PLAY SPACE	FIRST FLOOR PLAY SPACE
12.00PM TO 12.30PM				
12.30PM TO 1.00PM				
1.00PM TO 1.30PM				
1.30PM TO 2.00PM				
2.00PM TO 2.30PM				
2.30PM TO 3.00PM				
3.00PM TO 3.30PM	Activity 06	Activity 05	Nursery	Activity 01 and 04
3.30PM TO 4.00PM				
4.00PM TO 4.30PM				
4.30PM TO 5.00PM				
5.00PM TO 5.30PM				
5.30PM TO 6.00PM				

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3. MANAGEMENT STRATEGIES AND CHILD SUPERVISION POLICIES

The outdoor play area will be designed with key equipment located close to the building, to encourage children to play away from the boundary fences.

Whilst we encourage free play, groups of children playing close to the boundary fences will be redirected away from the fences. Staff supervision points will include the outer perimeter of the play areas to ensure noise levels at the boundary are kept to a minimum.

At no time are children allowed to bang on the fencing on the southern and eastern boundaries. Any child banging on the fence will be immediately redirected to another area of the play area and encouraged to participate in an alternative activity. The use of loud musical instruments such as drums, bells, whistles etc. is prohibited from the outdoor play spaces. Any children bringing instruments outside will be requested to return them to inside immediately.

A landscaped buffer between the building and the southern boundary is also proposed to further mitigate noise.

All staff will be educated of the above policies and management strategies upon induction at the Centre.

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Government of Western Australia
Development Assessment Panels

LG Ref: DA2019-00047
DAP Ref: DAP/19/01600
Enquiries: (08) 6551 9919

Mr Nathan Stewart
Rowe Group
Level 3, 369 Newcastle Street
Northbridge WA 6003

Dear Mr Stewart

METRO WEST JDAP - TOWN OF CLAREMONT - DAP APPLICATION - DA2019-00047 - DETERMINATION

Property Location:	Lots 18-19 (162-164) Alfred Road, Claremont
Application Details:	Child Care Centre to existing residential site

Thank you for your Form 1 Development Assessment Panel (DAP) application and plans submitted to the Town of Claremont on 18 April 2019 for the above-mentioned development.

This application was considered by the Metro West JDAP at its meeting held on 12 July 2019, where in accordance with the provisions of the Town of Claremont Local Planning Scheme No. 3, it was resolved to **refuse** the application as per the attached notice of determination.

Please be advised that there is a right of review by the State Administrative Tribunal in accordance with Part 14 of the *Planning and Development Act 2005*. Such an application must be made within 28 days of the determination, in accordance with the *State Administrative Tribunal Act 2004*.

Should you have any queries with respect to the reasons for refusal, please contact Ms Lisa Previti on behalf of the Town of Claremont on 9285 4300.

Yours sincerely,

DAP Secretariat

15 July 2019

Encl: DAP Determination Notice
Refused Plans

Cc: Ms Lisa Previti
Town of Claremont

Postal address: Locked Bag 2506 Perth WA 6001 Street address: 140 William Street Perth WA 6000
Tel: (08) 6551 9919 Fax: (08) 6551 9961 TTY: 6551 9007 Infoline: 1800 626 477
daps@dph.wa.gov.au www.dph.wa.gov.au
ABN 68 565 723 484



Government of Western Australia
Development Assessment Panels

Planning and Development Act 2005

Town of Claremont Local Planning Scheme No. 3

Metro West Joint Development Assessment Panel

**Determination on Development Assessment Panel
Application for Planning Approval**

Property Location: Lots 18-19 (162-164) Alfred Road, Claremont

Application Details: Child Care Centre to existing residential site

In accordance with regulation 8 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, the above application for planning approval was **refused** on 12 July 2019, subject to the following:

1. **Refuse** DAP Application reference DAP/19/01600 and accompanying plans Attachment 3 in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and the provisions of Part V of the Town of Claremont Local Planning Scheme No. 3, for the following reasons:

Reasons

1. The proposed Child Care Centre is inconsistent with Town of Claremont Local Planning Scheme No. 3 with respect to:
 - a) Day Care Centre is an 'SA' use within Table 1 – Land Use Table. It is considered the proposal will have a detrimental impact on the amenity of residents in the locality by way of increased traffic and on street parking and the land use is therefore not considered to be an appropriate land use within the 'Residential' zone,
 - b) Clause 46(3) which requires "*the continuation of the domestic scale and architectural character of the area...*" It is considered the architectural style was not fully in keeping with the residential character of the area, and
 - c) Clause 37A – Non-Residential Development Abutting a Residential Zone including:
 - i. Clause 37A(1)(a) boundary setbacks and wall heights to the eastern and southern boundaries being closer than 6m and higher than 2m,
 - ii. Clause 37A(1)(c) internal accessway setback less than 5m from the southern boundary,
 - iii. Clause 37A(1)(d) insufficient tree planting in between car parking spaces, and
 - iv. Clause 37A(2) lack of 2m high masonry wall to the eastern and southern boundaries.
2. The proposed Child Care Centre is inconsistent with Town of Claremont Local Planning Policy 206 – Child Care Centres with respect to:

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Government of Western Australia
Development Assessment Panels

- a) Location requirements as:
- i. The proposal is not contained within a preferred zone, nor immediately adjacent to a preferred zone,
 - ii. The proposal does not adjoining a compatible land use, the traffic increase has not been demonstrated to be suitable from an engineering view,
 - iii. The site is not of sufficient size to accommodate the development without impacting on the amenity of the surrounding area,
 - iv. Access to the site is proposed from a local access street which is likely to result in traffic, parking and associated amenity concerns, and
 - v. The proposal is located on a high traffic volume road where noise is likely to have an adverse impact on the site.
- b) Site requirements, as the site is not of sufficient size to accommodate the development with required setbacks, parking and outdoor play areas suitably located.
- c) Development requirements as:
- i. The visual appearance of the development does not reflect the residential character of the area,
 - ii. The proposal has a significant parking shortfall of nine bays, which is likely to result in parking on the Butler Avenue road reserve,
 - iii. Outdoor play areas are located adjacent to residential boundaries to the east and south, and a high traffic volume road to the north,
 - iv. Masonry fencing has not been provided to the adjoining residential property boundaries to the east and south,
 - v. The Traffic Impact Statement does not take into consideration the locational circumstances of the site. It is likely the increase in traffic will have a detrimental impact on levels of service for the Alfred Road and Butler Avenue intersection, and on the nearby road network and intersections,
 - vi. Access is proposed from Butler Avenue which is a short no-through Access Road and is likely to have a detrimental impact on the amenity of residents and locality,
 - vii. The Acoustic Assessment does not address the impact of external noise sources on the proposed Child Care Centre,
 - viii. Outdoor play areas are located adjacent to boundaries with residential properties, which may have a negative impact on the adjoining residents, and
 - ix. The introduction of a commercial Child Care Centre into the predominantly residential area will likely have a detrimental impact on the amenity of the locality in regards to traffic and parking, and consequent safety issues.
3. The development's size, scale, layout and intensity of use, including hours of operation, is not considered compatible with the residential amenity, and the planning framework.

DEVELOPMENT
ASSESSMENT PANEL

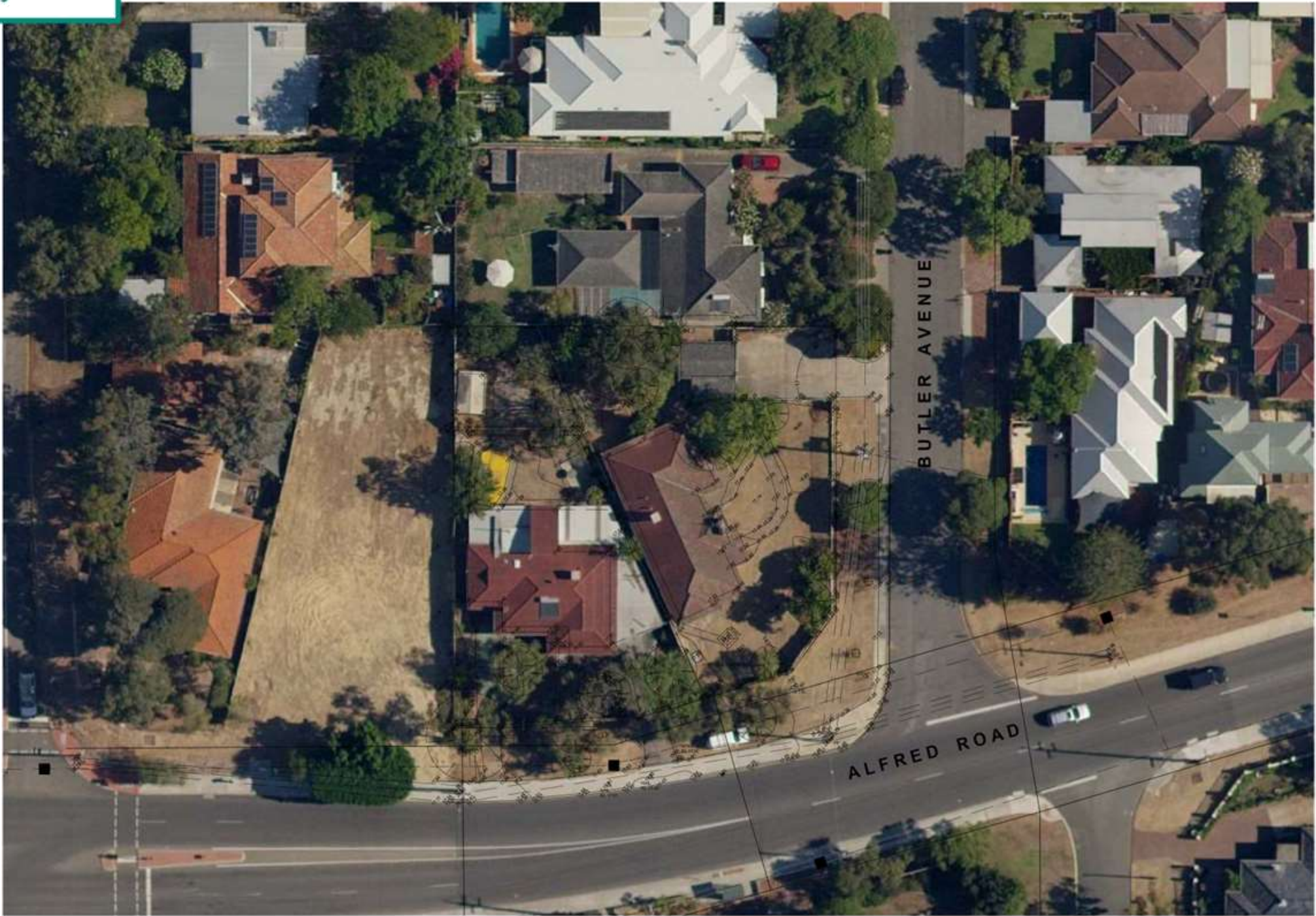
REFUSED

12-Jul-2019

TOWN OF CLAREMONT

REVISED PLANS

RECEIVED 30 MAY 2019



CHILDCARE CENTRE

LOCATION:162 & 164 ALFRED ROAD, SWANBOURNE

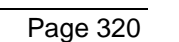
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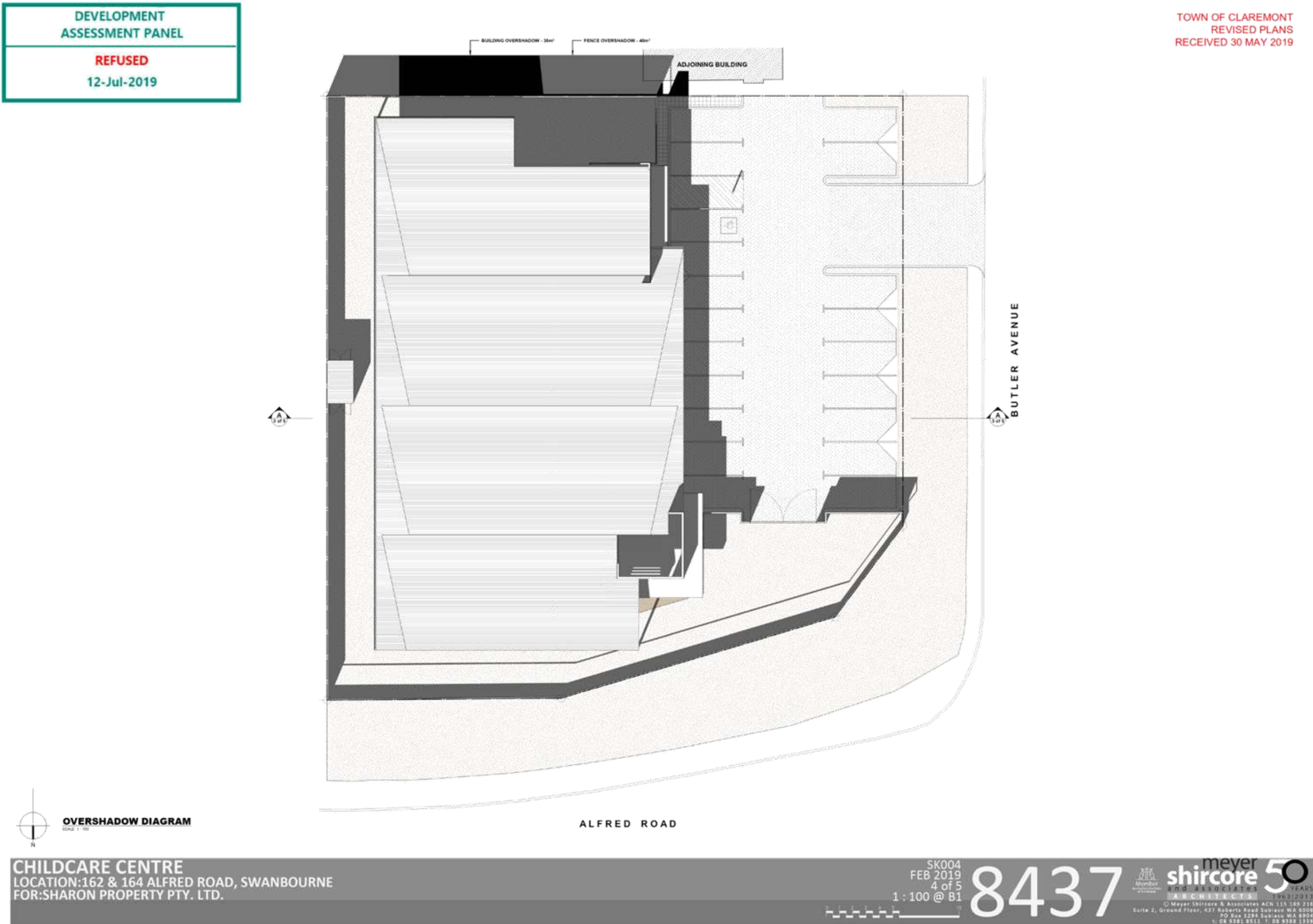
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shircore 50
ARCHITECTS
© Meyer Shircore & Associates ACN 115 185 215
Suite 2, Ground Floor, 437 Roberts Road Subiaco WA 6008
PO Box 1284 Subiaco WA 6904
T: 08 9382 9515 F: 08 9382 1319

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DEVELOPMENT
ASSESSMENT PANEL

REFUSED

12-Jul-2019

TOWN OF CLAREMONT
REVISED PLANS
RECEIVED 30 MAY 2019



PHOTOGRAPHS OF LOCAL RESIDENTIAL CHARACTER



CHILDCARE CENTRE
LOCATION:162 & 164 ALFRED ROAD, SWANBOURNE
FOR:SHARON PROPERTY PTY. LTD.

SK004
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5 of 5
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Suite 2, Ground Floor, 437 Roberts Road Subiaco WA 6008
PO Box 1284 Subiaco WA 6904
T: 08 9381 9511 F: 08 9381 9319

Submissions Received	
Submission address and comment	Officer Comment
<p>1. 54 Mayfair Street, Mt Claremont My comments on the need to reject the Child Care Centre application still apply despite any planning changes.</p>	<p>Noted. It is considered that the proposed modifications to the application to slightly reduce the scale is likely to still result in a negative impact on the residential amenity of the locality as discussed in the body of the report.</p>
<p>2. No address given I refer to the recently published plans and the very short time allowed for those affected, by the large scale commercial development, to comment. I comment below as a local resident who really, sincerely wishes to see negative impacts solely for developer commercial profit, such as this, stopped when the impact on the residents is so large. There is NO residential benefit here for those people living nearby. It will make their lives a complete misery. Just not fair. Labour governments are supposed to be caring for the established community, thereby not allowing it to be destroyed.</p> <p>1. It is NOT reasonable to negatively impact an established residential area.</p> <p>2. The scale is too large with inadequate parking/access provision.</p> <p>3. On street parking is assumed. Why should people have all those vehicles outside their homes all day and every day?</p> <p>4. Service vehicles are to be small scale. How can you police that and insist on it when operating the centre. Clearly large vehicles will be give a major impact daily</p> <p>5. No off-street space for deliveries or vehicle turning.</p> <p>6. Emergency access insufficient</p>	<p>Noted. The brief comment period was as a result of the SAT and JDAP timeframe requirements meaning that Council had to consider the proposal at its meeting on 17 December 2019.</p> <p>Being an 'SA' land use it is considered the large scale Child Care Centre is not an appropriate land use on this site and may negatively impact on the current neighbourhood amenity. This is discussed in detail in the report.</p> <p>It is considered that the proposed modifications to the application are likely still result in a negative impact on the residential amenity of the locality.</p> <p>Parking complies with LPP 206 – Child Care Centres, however the hardstand area is disproportionately large and not consistent with a residential streetscape, which may impact on the current residential amenity.</p> <p>Should the JDAP approve the development a condition can be recommended that the hours of service vehicles be limited to 10.00am to 3.00pm to limit the negative impact on residential amenity, as discussed in the report.</p> <p>Noted, however the proposed through access doesn't necessarily require turning on site.</p> <p>Emergency access will be required to comply with BCA and Child Care Regs requirements.</p>

<p>7. Exit and entrances too narrow for the types of vehicle that will need access. Access queues will occur and the number of vehicles arriving and leaving have been very much under estimated to suit the developer.</p>	<p>The Town has concerns that the TIS has not adequately addressed likely trip routes and may have underestimated queuing.</p>
<p>8 Major under estimate of the number and type of vehicles accessing the site each day.</p>	<p>See above.</p>
<p>9. Playgrounds will generate major noise levels close to existing boundary houses to an intolerable level.</p>	<p>Noise may impact on the residential amenity of the locality. Should the JDAP approve the development a condition can be included on any approval that the noise mitigation requirements of the acoustic reports be implemented, including the Noise Management Plan. However it is considered the playground adjacent to the eastern boundary should be relocated or redesigned. This has been included as a recommended condition should the application be approved.</p>
<p>10. This is (#9) obvious when the noise management plan calls for more outside staff to stop children doing what is natural. Such as playing, shouting, making a noise, screaming, banging on fences, etc., The supervision controls plan clearly recognises that children will have to be controlled beyond the norm because all playgrounds are too close to existing houses and the area is too small for proper playing. In other words this centre would be in the wrong place!</p>	<p>Noted.</p>
<p>11. Sound ingress monitoring was insufficient, monitoring execution having been cut short.</p>	<p>See above, noise mitigation construction can be recommended as a condition should the application be approved.</p>
<p>12. Double glazing is required for energy and noise efficiencies. Glass barriers do not work nor do brick walls.</p>	<p>The Acoustic consultant has recommended 6mm glazing to the activity room fronting Alfred Road and balcony to mitigate noise into these areas.</p>
<p>13. Food cooking and waste smells will be obvious.</p>	<p>Noted. Any odours may have a negative impact on residential amenity.</p>
<p>14. Mechanical services such as heating and cooling equipment impacts have not been assessed. Sound proofing provision must be installed</p>	<p>Noted, impacts from mechanical services can be addressed via acoustic screening.</p>
<p>15. Visual impact is massive in that 20 cars will be visible from the street all day and everyday . Screening provision is poor.</p>	<p>Noted. Screening vegetation has been proposed however it is considered that the large hardstand of the car parking will have a detrimental impact on visual amenity.</p>

<p>16. Environmental impact is unacceptable for a residential area. Drainage and sewer impacts will arise.</p> <p>17. Each peak hour arrival and departure period will create back ups and raise risk for accidents because the site location, with poor access and space is in the WRONG place.</p> <p>18. The building is too high relative to the existing properties.</p> <p>I request this building venture be rejected and houses in keeping with the surrounding area be allowed only.</p>	<p>Development will need to be connected to reticulated sewerage.</p> <p>It is considered the TIS inputs may be flawed and that significant impacts on the local road traffic may occur, resulting in adverse impacts on residential amenity. It is of concern that trip continuation has not been rigorously analysed and reflected in the TIS.</p> <p>The larger building is not commensurate with accommodating 65 children, being in the order of 50% larger in internal play areas than necessary. The added bulk from the extra unnecessary floor area may impact negatively on the residential amenity of the locality.</p> <p>The site is residential and the large scale development is not consistent with the neighbourhood context and is likely to have a significant detrimental impact on the current residential amenity.</p>
<p>3. 31 Mayfair Street, Mt Claremont We strongly oppose the application for a childcare facility on this site for the following reasons:</p> <p>1. During peak traffic conditions (7.30 to 9.30pm and 3-6pm), including Swanbourne school drop off and pick up periods, this section of Alfred Road is extremely congested and dangerous. A child care facility will not only increase traffic congestion, but more importantly increase the risk of pedestrian and vehicle incidents given the intersection is frequented by families walking to/from school and children riding to/from school. It is for that very reason, the City of Nedlands established cross walking lights at the Alfred and Rochdale intersection in recognition of the congestion and improve the safety of pedestrians/bike riders.</p> <p>2. The families attending the proposed day care will also be at risk due to the parking constraints.</p> <p>3. I am an owner/occupier on Mayfair street and often have long wait periods before the traffic is clear to exit my street. In many cases, those clearance windows are so short, I have to really power my vehicle to exit</p>	<p>Noted.</p> <p>It is considered the proposed development may exacerbate traffic volumes with an adverse effect on safety due to a mix of driver behaviour and additional vulnerable child pedestrians. This is discussed in detail in the report.</p> <p>Parking on site is consistent with LLP 206, however this will not prevent patrons parking on the street if it is the easier option, likely impacting on the current residential amenity.</p> <p>Mayfair Street has not been considered within the TIS and the development may impact on traffic queues on this street, possibly resulting in drivers taking unnecessary risks, which is of concern considering the number of children</p>

<p>safely. Such a development on Butler Ave will significantly enhance these issues.</p> <p>4. A round-about positioned on the Naria/Alfred intersection would alleviate these issues somewhat. This road-about should be considered regardless of whether the Childcare facility is approved. It would also assist in slowing vehicle speeds travelling east down the Alfred hill.</p> <p>5. Furthermore, in the afternoon, this section of road is highly dangerous when driving west due to the visual impairment created by the sun setting. I am always concerned about being rear-ended when I turn into my home on Mayfair street. Having additional cars entering and exiting Alfred road from the Child Care facility during this time significantly increases this hazard.</p>	<p>pedestrians in the locality. This intersection is wholly contained within the City of Nedlands and would require their input on any road modifications.</p> <p>A round-about assists with consistency of traffic flows and is not advantageous to pedestrians. This is not considered to be a benefit in this situation.</p> <p>It is considered that safety issues within the existing road network may be exacerbated by the proposed development due to increased queues resulting in drivers taking risks.</p>
<p>4. 8 Naria Road, Claremont</p> <p>I do not understand why the Council would consider allowing a large business in a residential area. If it was an application to run a dress shop of course you would say no, but it seems to be OK to run a large business with about 10 times the traffic volume of a small dress shop. The term 'children' conjures images of sweet and nice but we are talking about hundreds of cars going in and out of a centre. People do not just drop babies/children at the sidewalk. They park, take them in and settle them until the baby/child is OK. I fully support small day care centres in suburban areas but these need to have a maximum of 20 to 25 children. Even those numbers will have an impact on the busy Alfred Road and increase traffic in what is an unsafe area anyway.</p> <p>Children will die if you put a large centre on a busy street and the council will be partly responsible for not obeying its own policies.</p> <p>Please reject the application to put a big business in a residential area.</p>	<p>Noted. Child Care Centre is an 'SA' land use and is considered inappropriate at this scale in this location, see comments above.</p> <p>Traffic congestion and safety are a concern, and may adversely impact amenity of the residential area, see above.</p> <p>Recent serious accidents involving school children has not been taken into account in the TIS.</p> <p>The scale of the development is considered likely to have an adverse impact on the current residential amenity.</p>
<p>5. 22 Strickland Street, Mt Claremont</p> <p>I am writing to object to the proposal for a Commercial Childcare Development on the site at 162 & 164 Alfred Road Swanbourne. I have viewed the revised plans and strongly object to the proposal.</p>	<p>Noted.</p>

<p>This location is zoned R20 which is a residential Zoning. When any person buys or owns property in this zoning, they are entitled to expect the area will be residential until there are zoning changes or changes to Town Planning Schemes. This area is purely residential.</p> <p>Additionally during peak traffic conditions including Swanbourne school drop off and pick up periods, this section of Alfred road is extremely congested and dangerous. A child care facility with 12 staff and 65 children will not only significantly increase traffic congestion, but more importantly increase the risk of pedestrian and vehicle incidents given the intersection is frequented by families walking to/from school and children riding to/from school.</p> <p>We are owner/occupiers on Strickland Street and have children attending Swanbourne Primary School and are very concerned as the additional traffic will increase risks to our children when riding to school. The traffic report in the submission did not include the neighbouring intersection 65m away (Alfred/Rochdale) where 2 Swanbourne Primary Children have been hit by cars riding to school this year alone. One of these incidents was extremely serious and the second (from what I am aware) is an ongoing hit and run investigation. This intersection has traffic lights and pedestrian crossing to increase safety and these incidents have still occurred. The Butler intersection is without the safety of lights with pedestrian crossing. The proposed childcare facility with a significant increase in traffic for the intersection will therefore be increasing the risk to children travelling to and from Swanbourne Primary and as a result I lodge my objection to these plans.</p>	<p>Child Care Centre is an 'SA' land use and is considered inappropriate at this scale in this location, see comments above.</p> <p>Traffic congestion and safety are a concern, and may adversely impact amenity of the residential area, see above.</p> <p>Two accidents have occurred recently involving school children, see above. It is considered traffic and safety concerns have not adequately been addressed.</p>
<p>6. No address given</p> <p>I am writing to object to the proposal for a Commercial Childcare Development on the site at 162 & 164 Alfred Road Swanbourne. I have viewed the revised plans and strongly object to the proposal.</p> <p>This location is zoned R20 which is a residential Zoning. When any person buys or owns property in this zoning, they are entitled to expect the area will be residential until there are zoning changes or changes to Town Planning Schemes. This area is purely residential.</p> <p>Additionally during peak traffic conditions including Swanbourne school drop off and pick up periods, this section of Alfred road is extremely congested and dangerous. A child care facility with 12 staff and 65 children will not only</p>	<p>Noted, See above.</p> <p>See above.</p>

<p>significantly increase traffic congestion, but more importantly increase the risk of pedestrian and vehicle incidents given the intersection is frequented by families walking to/from school and children riding to/from school.</p> <p>We are owner/occupiers on Strickland Street and have children attending Swanbourne Primary School and are very concerned as the additional traffic will increase risks to our children when riding to school.</p> <p>The traffic report in the submission did not include the neighbouring intersection 65m away (Alfred/Rochdale) where 2 Swanbourne Primary Children have been hit by cars riding to school this year alone. One of these incidents was extremely serious and the second (from what I am aware) is an ongoing hit and run investigation. This intersection has traffic lights and pedestrian crossing to increase safety and these incidents have still occurred. The Butler intersection is without the safety of lights with pedestrian crossing.</p> <p>The proposed childcare facility with a significant increase in traffic for the intersection will therefore be increasing the risk to children travelling to and from Swanbourne Primary and as a result I lodge my objection to these plans.</p>	<p>See above.</p> <p>See above.</p> <p>See above.</p>
<p>7. Fern Street, Swanbourne</p> <p>Thankyou for providing the link to the modified plans and the revised traffic report resulting from mediation at SAT. I remain concerned about the traffic impact on the corner of Narla Road and Alfred Road. It is disappointing the mediation process required an assessment on the impact of the Rochdale Road / Alfred Road intersection but not the Narla Road intersection. The Rochdale Road intersection is controlled by traffic lights and I agree that the traffic generated by the Child care centre is unlikely to impact on this intersection.</p> <p>I am unable to comment on the Bulter Avenue / Alfred Road intersection because I never make turns in or out of this street. However, the Narla Road intersection during morning peak and afternoon peak (starting at just after 3.00pm) is very difficult. During these times, to make a right hand turn out of Narla Road into Alfred (travelling towards the City) it is necessary to rely on the gaps in traffic created by the traffic lights at Rochdale or West Coast Highway. It is often not possible because the gap created by lights at Rochdale coincides with a flow of traffic from the lights at West Coast and visa versa. Similarly, a car traveling from West Coast Highway may queue in</p>	<p>Noted. The TIS has only considered limited intersections and has not referred to the Narla Road or Mayfair Street intersections.</p> <p>This intersection has not been assessed in the TIS therefore queuing delays and restrictions cannot be confirmed at this point.</p>

<p>the turning right lane to wait for a gap in traffic from the Rochdale lights to turn into Naria; thus preventing a turn right movement from Naria into Alfred.</p> <p>There is no round-about and there are no traffic lights to assist the turn right movements out of Naria. Because of the local geography (lake Claremont) there only three intersections I can use heading north/ north-east/ east from Fern Street or the Scotch College vicinity: Alfred / West Coast; Alfred / Naria; and Alfred / Davies. Because of the geography and the location of Schools, an unusually large amount of traffic (unusual for a 50km small suburban street) uses Naria Road to turn right into Alfred including buses. As traffic has been increasing the gaps/ shadows created by the traffic lights at Rochdale and Alfred are getting less frequent and smaller especially in the peak hours.</p> <p>The impact of the child care centre will be that cars travelling west from the Childcare centre during peak periods will get first use of the gaps in traffic created by the Rochdale lights. This will reduce even further the opportunities to turn right out of Naria. Inevitably the Council will have to carry the cost of managing this intersection (a possible round-about (challenging because of the gradients?)).</p> <p>At this stage, extra traffic from the Childcare Centre will have a negative impact on amenity and possibly safety. It will add a source of peak hour traffic to an intersection which is already overloaded at peak hours. The loss of amenity is unnecessary. The child care centre is poorly located (reference state and local planning policies). It is an opportunistic proposal based on obtaining relatively cheap land. The developer's benefits from opportunity should not over ride the adverse impact on amenity. Of greater concern is the likelihood of accidents at the intersection of Naria. I have noticed an increase in risky decision making by drivers (frustrated at the amount of time in the queue at Naria Road) they turn into gaps which are not quite big enough, causing cars travelling along Alfred to brake. Please do not ignore this intersection. It is disappointing and surprising it has not been part of the mediated outcome.</p>	<p>A round-about is not being considered as it could exacerbate unsafe conditions for traffic breaks and pedestrians, see above.</p> <p>Noted, the TIS has not analysed the Naria Road intersection, a round-a-bout is not appropriate, see above.</p> <p>The proposal is not locationally consistent with LPP 206 and PB 72/2009. It is considered that additional traffic will exacerbate safety issues and adversely impact on the amenity of the residential neighbourhood. If the application is approved road modifications are considered appropriate to facilitate traffic movements and improve safety conditions.</p>
<p>8. 6 Butler Avenue, Swanbourne I write to you as a concerned nearby resident who will be impacted by a proposed childcare centre at 162 & 164 Alfred Road Swanbourne, should the proponent's development application be ultimately approved. As you may be aware, the application was rejected by the Town of Claremont earlier this</p>	<p>Noted.</p>

<p>year, and then subsequently by the State Panel. The developer has now submitted a revised application and has appealed to the Tribunal.</p> <p>I believe that the proposed facility, catering for 65 children, is in an inappropriate location with respect to the amenity of neighboring residents, especially those living in Butler Avenue Swanbourne. Butler Avenue, which is a relatively short length cul-de-sac, would provide the primary access for the centre.</p> <p>The revised application and design have not alleviated the fundamental concerns that I have with regard to the increased traffic burden that will be imposed by a facility of this scale. The location of the centre on the corner of Alfred Road and Butler Avenue, is in my view, entirely impractical. This is on the basis of the already substantial volumes of traffic passing through the intersection during week day peak periods.</p> <p>Traffic and parking congestion difficulties will very likely arise in Butler Avenue during these peak periods when customers are dropping off and collecting children. Furthermore, I believe that there will exist a traffic safety hazard at the Alfred Road and Butler Avenue intersection should this development proceed and achieve its commercial target of 65 children under care. The intersection, which is close to traffic lights on Rochdale Road, is already hazardous for motorists entering and leaving Butler Avenue. I don't believe that the applicant has adequately and impartially assessed the added traffic volumes and the consequential impact.</p> <p>I am not averse to redevelopment of the site, currently occupied by two houses, but would prefer to see a development that is thoroughly planned and not just an overt commercial enterprise within a residential area.</p> <p>Thank you very much for receiving this correspondence, and I do hope that you may be able to see the proponent's application for what it really is, ie a hazardous and ill-conceived development in the wrong location.</p>	<p>It is considered the location is not appropriate and may adversely impact on the amenity of the locality. See above.</p> <p>The scale of the modified development is still too large to be considered appropriate as it may impact on the current residential amenity. See above.</p> <p>See above.</p> <p>It is considered residential development would be more appropriate for the site, consistent with the current residential amenity.</p> <p>Traffic and safety are of concern, with subsequent impact on current residential amenity see above.</p>
<p>9. 59 Mayfair Street, Mt Claremont I am a resident of Mt Claremont living just up the road from the proposed childcare centre. I am writing to express my concern about this Proposed Child Care Centre and it's revised application for 162&164 Alfred Road Swanbourne. This application is for a large scale, commercial childcare</p>	<p>Noted. See above.</p>

<p>centre located in a residential area. I strongly object to this development on the grounds of safety, traffic and impact on residential amenity.</p> <p>The reasons for my objection are as follows:</p> <p>Excessive traffic in the area during school drop off time. It is very difficult turning right from Mayfair street now. The child care centre would make this problem worse.</p> <p>I ask that the Council strongly reject this application and provide a compelling case to MWJDAP to also reject this inappropriate application. I look forward to your response.</p>	<p>Mayfair Street has not been analysed in the traffic modelling and level of service may drop, which could cause drivers to take additional risks, It is considered the TIS does not adequately consider the site specific issues, See above.</p>
<p>10. Mayfair Street, Mt Claremont I am a resident on Mayfair Street in Mt Claremont and a frequent user of Alfred Road.</p> <p>I have concerns about the new application for 162&164 Alfred Road Swanbourne – Proposed Child Care Centre. I strongly oppose to this development on the basis of safety of pedestrians and particularly the young community around the area, the increase in thoroughfare will have a massive impact on Butler Street, Alfred Road and Mayfair Street. The safety for all involved should be of concern.</p> <p>I don't feel the new application has changed to be honest other than the amount of children and staff. I ask that the Council strongly reject this application.</p>	<p>Noted, see above.</p>
<p>11. 163 Alfred Road, Mt Claremont As an a owner of an immediately affected property in Mt Claremont, we write to you to express our concern about the revised application for 162&164 Alfred Road Swanbourne – Proposed Child Care Centre. This application is for a large scale, commercial childcare centre located in a residential area. I strongly object to this development on the grounds of safety, traffic and impact on residential amenity.</p> <p>The reasons for my objection are as follows:</p>	<p>Noted, see above.</p>

<p>We oppose the development based on the following concerns:</p> <ul style="list-style-type: none"> • Already adequate Childcare facilities nearby. What is the case study for this site. • Existing residential R20 zoning and longstanding suburban setting seems to be completely at odds with commercial premises which has been initiated with no consultation with the council. • Operating Hours of Centre in suburban setting noting we have not yet viewed the draft Council policy on neighbourhood child care centres and specific Licensing conditions proposed for the centre. • Grave concerns on alternative allowable uses if Child Care Centre fails. Grave concerns on alternative uses allowable or unauthorised uses after child care operating hours- other user groups or renting for other uses, ie band practice, exercise, hobby interest groups, family relationship or intervention/counselling groups. • Likely hood of facility being developed and sold. Protections that bind new owners to conditions. • Light pollution dusk to dawn if security lights burn during the night. <p>Noise pollution:</p> <ul style="list-style-type: none"> • Potential for early start & late finish of centre and associated noise from staff and young children. • Parent meetings, Parties etc after operating hours. • Children at play. • PA music or other amplified annunciations. • Plant and equipment attenuation and visual consideration. ie not on roof tops. 	<p>No empirical evidence has been provided by the applicant to demonstrate need for a Centre on this location.</p> <p>See above.</p> <p>Operating hours are proposed from 7am to 6pm.</p> <p>Any additional or future uses would be subject to DA and assessed on their merits.</p> <p>Any conditions of approval run with the land.</p> <p>Light pollution can be monitored and addressed if required.</p> <p>Noise will be limited to EPA Noise Regulations and conditions are recommended that any approved development comply with the recommendations of the acoustic reports.</p>
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<p>The Traffic Study does not address specific data to the area, and relies on preferential selection of reference data from elsewhere.</p> <p>I can see no real consideration for the following:</p> <ul style="list-style-type: none"> • Butler avenue is no through road. No through traffic. What goes in must come out same way. Traffic jams up that street very likely. • Traffic Lights & existing Traffic jams. • Bus stop and the specifics of the proximity to the lights, no pull off bay , already affecting driveways, side street with Traffic jams. • Swanbourne Primary School & Scotch college traffic. • Peak hour traffic schools and workers. • SAS, ARIA apartments traffic • Population growth affect under City of Nedlands Scheme 3 Infill adding density- projections to be considered in traffic study. • Potential for Inappropriate use of Kennedia lane to bypass traffic lights. More users. • Median strip or turning bay. • Vehicle, light & Heavy, Bicycle, • Movement across Alfred road by Pedestrians, in front or behind buses or banked traffic. Already bad related to school. • Banked traffic blocking driveways of 159, 161 and 163 Alfred road, <p>The proposed building looks lightweight and out of place in the setting specifically:</p>	<p>It is considered the TIS does not adequately consider the site specific issues, see above.</p> <p>Whilst the modified plans are more in keeping with residential character of the locality, the building is larger than required to accommodate 65 children, adding unnecessary bulk and adversely impacting on residential amenity, see above. Play areas are also constrained by the building and the large</p>
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<ul style="list-style-type: none"> • The external form looks as if it is a multi-retail/commercial development. With not much adjustment to the internal layout it looks as if the development could be easily repurposed as 4 or 5 commercial units. • Unusual attributes added to the design such as roller shutters and service gates that really look like provisions for an intended alternate use. • The long continuous external walls is very commercial, and I question its suitability for enhancing the street scape. • The play areas look narrow, and surround the building, with no real indication of play equipment, sand pits etc. • No adequate consideration for plant equipment such as external Air conditioning condensing units to be housed on plantrooms or acoustic enclosures. Locating this sort of equipment must surely but secured away from play areas, adjacent boundaries, and not be permissible on roof tops in the visual field as so often is done on low cost commercial developments. • No added mature plantings have been shown, or anything to further conceal the intended commercial nature of the site. • There is no notes relating to intended enhancements to streetscape. I ask that the Council strongly reject this application and provide a compelling case to MWJDAP to also reject this inappropriate application. I look forward to your response. 	<p>area of car parking hardstand, with one located adjacent to the eastern residential boundary, which contributes to the impact on residential amenity.</p>
<p>12. 10 Butler Avenue, Swanbourne As owners of property in Butler Ave Swanbourne we oppose the amended plans for a child care centre at 162/164 Alfred Road Swanbourne. The amended plans still do not address the issues of traffic and noise. The complicated traffic modelling does not address the issue of traffic entering the centre from the cul de sac of Butler Ave. It must be challenged for its accuracy. We oppose the large scale development in a residential area. Please find below our concerns from the original plans, as they still are relevant as the amended plans go no way to reducing any issues these points raise.</p>	<p>Noted, see above.</p>

<p>Large scale commercial development for 103 people is not appropriate for a residential area. The development will exacerbate the traffic congestion in this area of Alfred Road and it will be unsafe. Butler Ave has an extreme incline on it and is not very safe near the top end with decreased visibility for drivers. The plans to allow the entrance on Butler Avenue would be unsafe.</p>	<p>Noted. It is considered Butler Avenue is not appropriate for this scale of development due to its short length and topography, exacerbating safety issues.</p>
<p>The plans do not align with the WAPC Planning Bulletin 72/2009. In particular</p>	<p>It is considered the proposal is not locationally appropriate, see above.</p>
<ul style="list-style-type: none"> Needs to be considered suitable from a traffic/safety point of view – it is not, due to blind spot for westbound traffic (together with merging), 4 intersections in close proximity, Butler Ave has limited visibility. Should not be located where access is from major roads or in close proximity to a major intersection where there may be safety concerns or parking concerns in the street. (All three of these are violated). The planned child care facility is close to a major intersection (Rochdale & Alfred) and an intersection that is already under pressure (Butler Ave & Alfred Road) Parking access should be located at the front of the building (it is not – plans indicate it is on the side). No access is to be permitted directly from a Primary or Regional Distributor Road, a Right of Way or Short Access Road, such as a cul-de-sac or no through roads (Butler Ave is a cul-de-sac). In peak hour, getting out of Butler Ave onto Alfred Road is difficult due to high volumes of traffic. The impact of additional 322 cars per day (161 in/161 out) will have a significant impact on the surrounding neighbourhood (300% increase in traffic) and amenities. Visibility on Alfred Road for westbound traffic is poor. There is a bend in the road and a driver cannot see beyond the curve of the road on the left side. Travelling westbound between Rochdale & Butler, the traffic also merges which during peak hours causes congestion. This would be exacerbated. 	<p>Parking is at the front and side.</p> <p>Noted, locationally inappropriate see above.</p>

- Given the limited parking, it is likely visitors to the childcare facility will also park in Mayfair Street on the north side of Alfred Road. Trying to cross Alfred Road with young children is dangerous in peak hour.
- In the last year, there have been 2 accidents on the Butler Avenue and Alfred Road intersection.
- In the morning, turning right onto Alfred from Butler Ave, the visibility can be poor depending on where the sun is (rising in the east). Sometimes you cannot see the road at all – looking to the east.
- If there was a backlog of vehicles trying to get back onto Alfred Road, it would not easily be visible to vehicles coming from the south end of Butler Ave due to the steep incline. In recent times, one resident had her parked car written off due to a car moving at speed from south to north along Butler Ave.
- The intersection directly west – Naria Road and Alfred Road, is extremely busy and is in close proximity. Naria/ Devon Roads are popular access roads to Claremont Centre rather than going via 2 main roads (West Coast Highway & Davies Road). This will put more pressure and traffic on these local roads.
- A large commercial childcare centre like this would increase the traffic congestion on Rochdale and Alfred. Butler Ave would be extremely busy as people would need to go to the bottom of the street to turn around due to the incline. This impact the amenities for the residents.
- Many people with dogs access Lake Claremont via Butler Ave and for most of the avenue there is no footpath. With increased traffic, and the steep incline, this would increase the risk profile of the street.
- The traffic reports done by the developers' consultant states that there have been no accidents which is inaccurate. In the last year alone, there have been at least 2 accidents which were not reported to police. One involved a bike and a car (due to incline of the street and limited visibility) and the other – someone trying to pull out of Butler Ave onto Alfred Road.

<ul style="list-style-type: none"> • There are more appropriate sites along Stirling Highway or near other commercial or educational hubs for this type of development. • There have been too many childcare centres in Claremont and Nedlands with over supply and limited demand. Proof of this is that 2 shut down in recent times due to low numbers. These were: Mulberry Tree Child Care located at My Claremont Primary School Alfred Road. Little Buckets at 175 Stirling Highway, Nedlands. 	
<p>13. 7 Milyarm Rise, Swanbourne I would like to add my objection to the childcare facility at 162-164 Alfred Road. It beggars belief that this would be allowed in this location. The Town of Claremont has said no to the development, as has The State Panel. Surely that is evidence enough to stop this. Hopefully you will be able to apply some much needed sanity to this situation.</p>	<p>Noted, see above.</p>
<p>14. 150A Alfred Road, Swanbourne I would like to object to the development on the grounds of road safety. My son uses the bus stop between Butler Ave and Naria road on a daily basis to get home from school and I am concerned about the impact the development will have on him being able to safely continue to cross Butler road on the way home and Alfred road at the traffic light intersection when this is considered with the new road rule that motorbikes can pass through stationary traffic. With traffic queueing motorbikes weaving between stationary vehicles becomes highly probable and will thus make crossing roads in the area far more dangerous especially as there are merge point on Alfred road and no central crossing safety zones for pedestrians. We all know parents are busy and you only have to view the kiss and go zones at any of the local schools to see on a daily basis the inconsideration of parents, I'm sure that they don't set out to be so inconsiderate or uncaring but extreme work and life pressure make for poor choices combined with inattention and this coupled with phone use and music by pedestrians (my son is a teenage over 6ft tall and I'm still concerned) lead to a dangerous combination and the potential loss of a talented and gifted child and the social impact on the local community. If common sense is ignored and greed is allowed to succeed. We have all heard the story this month of corruption accused public servants Paul Whyte and the impact of lack of strong governance on greed.</p>	<p>Noted, delays in traffic and queuing can cause drivers to take risks which may exacerbate safety issues involving young (inexperienced) child pedestrians, see above.</p>

<p>I would also like to point out that the area in question has a wide mix of residents and the impact on the elderly will be just as significant as the bus stop provides a vital lifeline into Claremont for some of the local residents who can no longer drive.</p>	<p>It is considered that the proposal is likely to have an adverse effect on residential amenity.</p>
<p>15. Strickland Street, Swanbourne I am writing to object to the proposal for a Commercial Childcare Development on the site at 162 & 164 Alfred Road Swanbourne. I have viewed the revised plans and strongly object to the proposal.</p> <p>This location is zoned R20 which is a residential Zoning. When any person buys or owns property in this zoning, they are entitled to expect the area will be residential until there are zoning changes or changes to Town Planning Schemes. This area is purely residential.</p> <p>Additionally during peak traffic conditions including Swanbourne school drop off and pick up periods, this section of Alfred road is extremely congested and dangerous. A child care facility with 12 staff and 65 children will not only significantly increase traffic congestion, but more importantly increase the risk of pedestrian and vehicle incidents given the intersection is frequented by families walking to/from school and children riding to/from school.</p> <p>We are owner/occupiers on Strickland Street and have children attending Swanbourne Primary School and are very concerned as the additional traffic will increase risks to our children when riding to school.</p> <p>The traffic report in the submission did not include the neighbouring intersection 65m away (Alfred/Rochdale) where 2 Swanbourne Primary Children have been hit by cars riding to school this year alone. One of these incidents was extremely serious and the second (from what I am aware) is an ongoing hit and run investigation. This intersection has traffic lights and pedestrian crossing to increase safety and these incidents have still occurred. The Butler intersection is without the safety of lights with pedestrian crossing.</p> <p>The proposed childcare facility with a significant increase in traffic for the intersection will therefore be increasing the risk to children travelling to and from Swanbourne Primary and as a result I lodge my objection to these plans.</p>	<p>Noted, see above.</p>

<p>16. 45 Mayfair Street, Mt Claremont</p> <p>I am a resident of Mt Claremont and my children attend Swanbourne Primary school which is the local Primary school to which the children of many Mount Claremont residents are zoned. We must enter and exit our street from Alfred Road as this end of Mayfair Street is a cul-de-sac. We are therefore frequent users of Alfred Road and I am writing to express my concern about the revised application for 162&164 Alfred Road Swanbourne – Proposed Child Care Centre.</p> <p>This application is for a large scale, commercial childcare centre located in a residential area. I strongly object to this development on the grounds of safety, traffic and impact on residential amenity.</p> <p>The reasons for my objection are as follows:</p> <ul style="list-style-type: none"> - The proposed Centre's proximity to the intersection at Rochdale Road. This is a major intersection which is already very dangerous. - The banking up of traffic during peak hour (7.30am – 9am and 3pm – 6pm) which already occurs in the area, not to mention how difficult it would be with the added extras of day care patrons during peak hour. - Safety and traffic impact. Every morning my family use Alfred Road in one of three ways... <p>1. My 13-year-old daughter crosses Alfred Road by foot to catch the school bus from the bus stop on the south side of Alfred Road between Butler Avenue and Narla Road. While as a parent, I would prefer my daughter walk east to the Rochdale Road lights in order to cross Alfred Road, human nature and reality means she does not do this and instead runs the gauntlet and often waits 2-3 minutes to cross Alfred Road from North to South. I worry for her safety every morning as the hundreds of cars which travel west to east in the morning down this stretch are either moving very quickly due to the pace picked up coming down the hill from the west, or are banked up from the Rochdale Road lights all the way back west to Narla Road due to the hold up at the Rochdale Road lights. I am extremely worried about the chaos which will occur with even more traffic stopping and starting and turning at this intersection with the addition of a large-scale childcare centre in this immediate location.</p>	<p>Noted, see above.</p>
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2. My two younger boys ride their bikes to Swanbourne Primary school most mornings. I insist they cross Alfred Road at the Rochdale Road lights, which they do. This means they are then riding along Alfred Road from east to west and always cross Butler Avenue as they head west along Alfred Road towards Narla Road to head towards Swanbourne Primary school. These are two young boys who also ride with friends who also live in Mount Claremont and attend Swanbourne Primary school to which they are all zoned. I worry for them every day.

3. One or two mornings each week, I drive my children to Swanbourne Primary school, and I am always held up, often for 3-4 minutes, at the bottom of Mayfair Street where it meets Alfred Road. I must turn right from Mayfair onto Alfred Road in order to go to Swanbourne Primary. This right hand turn is so busy, I make a note to turn off the radio and tell my children to be quiet so I can concentrate to find a gap in the traffic. I must frequently power my vehicle to its full power in order to turn out and "find a gap" to enter Alfred Road. The addition of a childcare centre at this intersection will turn this section of the road into absolute chaos and I feel it would only be a matter of time before another serious accident or death occurs in this location.

- I personally know two of the local children who have been hit by cars on Alfred Road around the Rochdale Road traffic lights in the past three months.

I am so worried my children will be the next ones hit.

- The rising and setting sun has always been a problem along Alfred Road and has caused many crashes and accidents over the years. The sun is a problem heading east in the morning and west in the afternoon. Cars turning right from Alfred Road into Butler Avenue in the morning to drop off children, will be holding up the traffic flow towards the East. If a Childcare Centre is approved here there will be rear-ending in this location in the mornings as drivers struggle to see other cars stopping to turn right into Butler Avenue at this point.

0 The majority of cars travelling along Alfred Road in the morning peak hour, are travelling towards the East to head into the CBD to work, and into the rising sun. The majority morning eastbound traffic does not appear to be acknowledged in the traffic report submitted with the revised Childcare

<p>Centre plan. Of course the prevailing traffic direction in the afternoon is westbound, and again into the setting sun. This adds further danger to the already dangerous intersection of Butler Avenue and Alfred Road and Mayfair Street.</p> <p>- The location of this proposed Childcare Centre is in a purely residential area zoned R20 Residential. Home owners in this area are entitled to expect this area would be purely residential. It may be understandable to develop a childcare centre close to other commercial hubs like high street shops, a train station, or other built-up areas, but this location is completely surrounded by residential homes. The size and scale of the proposed centre is completely out of proportion with the surrounding properties.</p> <p>- The proposed parking for staff is insufficient. The bus service to Alfred Road is not frequent. The #27 bus services the CBD but does not travel frequently, which means it is unlikely staff will realistically use the bus to travel to and from work, and will instead drive cars and will then park on streets like Mayfair Street and Butler Avenue, which are local streets not designed to hold multiple cars parking on them. This behaviour will cause even more chaos and visibility difficulties at this intersection.</p> <p>I ask that the Council strongly reject this application and provide a compelling case to MWJDAP to also reject this inappropriate application. I look forward to your response.</p>	
<p>17. 8 Naria Road, Swanbourne</p> <p>I am a resident of Swanbourne and I am writing to express my concern about the revised application for 162&164 Alfred Road Swanbourne – Proposed Child Care Centre.</p> <p>This application is for a large scale, commercial childcare centre located in a residential area. I strongly object to this development on the grounds of safety, traffic and impact on residential amenity.</p> <p>The reasons for my objection are as follows:</p> <p>This proposal is for a big business in a residential area. If I asked to put a shop on this block of land with 1/3 of the cars of this proposal, you would not allow it but for some reason there is an idea that a child care centre is good</p>	<p>Noted, see above.</p>

<p>for local people. Small centres (around 20 places) are fine but we are talking about a big business with over a hundred cars visiting per day.</p> <p>Alfred Road is already busy. It is hard to get from my home from Naria Road onto Alfred each day. Yet you are hoping to increase the amount of traffic on what is a busy road. How long before a child is killed.</p> <p>The suburb has no through roads. People will have to drive down Butler, turn around then go back to Alfred Road turning either right or left into the traffic. It will be a disaster. What was a quiet street is now going to be used by over 100 people every day. Their amenity will be ruined.</p> <p>Parents dropping children at day care centres do not just drop them. They park and carry or walk their children in and stay for a while if the child is unsettled. If you have 50 parents arriving around 8 am where will they park? I ask that the Council strongly reject this application and provide a compelling case to MWJDAP to also reject this inappropriate application. I look forward to your response.</p>	
<p>18. 64 Mayfair Street, Mt Claremont</p> <p>The ridiculous proposal to build a childcare facility for 65 children and 12 staff at 162-164 Alfred Rd breaks every rule in the WA Planning Commission's book and pays no attention to its hazardous location.</p> <ol style="list-style-type: none"> 1. The site is 100m west of and close to the very busy Rochdale/Alfred Rd intersection, especially in the morning and evening peak traffic. I know because I cross Alfred Rd/Butler Avenue intersection daily with my dog. 2. The site is on the Butler/Alfred intersection so directly affects the amenity of ALL Butler, Alfred and Mayfair Street residences. 3. The site is NOWHERE NEAR a commercial, recreation, community or education centre. In fact it is plonked into a fully occupied residential area trying to shield itself from excessive traffic and developments. <p>Swanbourne School is two blocks away. Perhaps the childcare centre could have been incorporated in the Aria Apartments Complex which took land from the school in the first place. Alternatively, the facility might be better sited near the Mount Claremont Community Centre, where a small day care centre</p>	<p>Noted, see above.</p>

<p>already operates. Perth must adhere to strict guidelines for development to preserve its standard of living or fall into the trap of developmental mayhem.</p> <p>Ask any Butler Street (or Mayfair Street which is opposite) resident how dangerous and tricky it is to exit their street into Alfred Rd on the opposite side. Kennedia Lane (parallel to Alfred Rd) is now a preferred exit for Mayfair St residents to quickly access Rochdale Rd and avoid the Alfred Rd chaos. Adding another 60-80 vehicles twice a day at the same time will be disastrous. Check the Swanbourne Primary School scenario!</p> <p>In this case I hope the Towns of Claremont / Nedlands and WA Planning Commission pay attention to local residents' objections.</p>	
<p>19. 55B Mayfair Street, Mt Claremont Traffic: Residents in Butler, Mayfair, Rochdale, Myera, Strickland and Naria all find turning into Alfred Road within that 300 metre stretch that includes the set of lights at Rochdale Road extremely difficult to turn out of these streets in the normal course of their daily commute especially turning right. Adding another 40 or fifty traffic movements each way in peak periods is going to make it worse.</p> <p>Also, during the warmer months travelling west along Alfred Road in the afternoon around 5.00 p.m. the sun is directly ahead. Cars accelerating from the Rochdale Road lights in a westward direction will be suddenly confronted by cars slowing down to enter the childminding facility. Accidents are occurring in that stretch of the road already and this will potentially increase the risk of further accidents.</p> <p>Location: Siting of a commercial enterprise in an almost totally residential precinct with its associated noise and traffic movements seems to be at odds with the amenity that we enjoy currently on both sides of Alfred Road.</p> <p>We hereby advise that we formally object to the proposed child-minding facility at 162-164 Alfred Road.</p>	<p>Noted, see above.</p>
<p>20. 3 Butler Avenue, Swanbourne We are residents of Butler Ave. and have been very happy in our quiet residential area. We are horrified at the prospect of a Large Commercial</p>	<p>Noted, see above.</p>

<p>Child Care Centre being allowed to go ahead 162-164 Alfred Rd. (Cnr. Butler Ave.)</p> <p>The Traffic situation is very dangerous, without added vehicles.</p> <p>Revised Plans show added access via 162 Alfred Rd. just past Traffic, where traffic merges, this already creates dangerous problems. Accident rate is low, due to local knowledge and special care taken by local drivers. The Crossover in Butler Ave. will create many dangerous events 7 interfere with residents access to our properties. There already enough Child Care Centres in this area</p> <p>Another prospective problem is the Rubbish Disposal, which they say will only be done by small vans, Can this be policed?</p> <p>There is only one small section of footpath on the West side of Butler Ave. This means, children (from cars parked in Butler Ave.) will have to be walked along the road and create another traffic problem.</p> <p>Please count this as 2 separate objections</p>	<p>A change in road may increase the risk of accidents in due to driver behaviour.</p> <p>Service vehicle will be monitored should the development proceed.</p> <p>Road modifications are recommended should the development proceed.</p>
<p>21. 4 Nidjalla Loop, Swanbourne</p> <p>I live in the area and am opposed to any such commercial development in a residential area.</p> <p>I use travel road every day and it is already dangerously overcrowded during morning and afternoon peak traffic times. The addition of a childcare centre will only exacerbate traffic issues since its main drop-off and pickup times will coincide with schools and peak hour traffic.</p> <p>The development has already been deemed unsuitable by the town of Claremont and the state panel and received a high number of objections from residents. This should be sufficient to stop the project. If not then I am adding my objection to this proposal.</p>	<p>Noted, see above.</p> <p>The high number of objections to the proposal quantifies the likely impact on current residential amenity.</p>
<p>22. Mayfair Street, Mt Claremont</p> <p>As a concerned citizen living in Mayfair St and a professional health and safety manager, working with high hazards and risk management every day, I am astounded that the concept for a commercial development with multiple</p>	<p>Noted, the TIS has not adequately addressed site specific issues, also in respect to safety, see above.</p>

<p>car entries and exits at peak times is even being considered for Alfred Rd. This concept is close to traffic lights, on a blind corner and across from Mayfair st. Traffic congestion at Mayfair / Butler is already pervasive at peak times in the morning and in the afternoon and I would envision that the majority of cars will be turning across traffic to enter and exit the facility. Buses and school traffic - children at risk crossing the road compete with cars trying to enter Alfred road are already affecting the safe traffic movement through this area to a substantial degree. I have serious questions about the traffic management in and around the facility given it's ability to generate the majority of its traffic while the road system is already under stress.</p>	
<p>23. 8 Nidjalla Loop, Swanbourne I wish to lodge an objection on behalf of myself and my family who reside at 8 Nidjalla Loop, Swanbourne. The proposed development constitutes a major traffic safety issue apart from the disruptive and negative impact it will have on the local community during construction and subsequently. Having endured the chaos, destructive nature of the construction works and traffic risks created by the Aria Apartment Development in Milyarn Rise, I am able to speak from bitter experience that the community objections, complaints and fears are more than justified.</p> <p>Please do not underestimate the negative impact that this development will have on the local amenities.</p>	<p>Noted, it is considered the development will have a negative impact on residential amenity, see above. Should the JDAP approve the application a condition is recommended that a Construction and Site Management Plan detailing access to the site, the delivery and storage of materials and the parking of tradespersons is to be submitted and implemented for the duration of construction.</p>
<p>24. 15 Butler Avenue, Swanbourne I am a resident of Butler Avenue Swanbourne and a frequent user of Alfred Road and I am writing to express my extreme concern about the revised application for 162&164 Alfred Road Swanbourne – Proposed Child Care Centre.</p> <p>This application is for a large scale, commercial childcare centre located in a residential area. I strongly object to this development on the grounds of safety, traffic and impact on residential amenity.</p> <p>My other concerns are with safety issues surrounding increased traffic in an already congested merged traffic landscape and the parking issues we will experience is a quiet residential cul-de-sac. Neither the Butler Ave nor the general precinct are designed to cope with this commercial activity.</p>	<p>Noted, see above.</p>

<p>Visibility on Alfred Road for westbound traffic is poor. There is a bend in the road and a driver cannot see beyond the curve of the road on the left side.</p> <p>The traffic reports done by the developer's consultant states that there have been no accidents on Butler Ave which is inaccurate. In the last year alone there have been at least 2 accidents which were not reported to the police. One involved a bike and car (due to the incline of the street and limited visibility) and the other – someone trying to pull out of Butler Ave onto Alfred Rd</p> <p>I ask that the Council strongly reject this application and provide a compelling case to MWJDAP to also reject this inappropriate application. I look forward to your response.</p>	
<p>25. 164 Alfred Road, Swanbourne I wish to advise the Town, as the landowner of Lot 18 (No. 164) Alfred Road, Swanbourne, I have reviewed the new plans and support this proposal.</p> <p>I am of the view the proposed built form reflects the residential character of the surrounding residential area and the proposed use will not cause any impacts on the amenity of the area from a built form, traffic or noise perspective.</p>	<p>Noted. Whilst the modified proposal is of residential style architecture the location is considered inappropriate and likely to have an adverse impact on the amenity of the neighbourhood.</p>
<p>26. 61 Strickland Street, Mt Claremont I am a resident of Mt Claremont, and I am writing to express my support for the recent application for 162&164 Alfred Road Swanbourne – Proposed Child Care Centre.</p> <p>The reasons for my acceptance are as follows:</p> <ul style="list-style-type: none"> • It will provide a needed service to the community • It will not have an impact on traffic or noise <p>I ask that the Council strongly ACCEPT this application. I look forward to your response.</p>	<p>Noted, see above.</p> <p>No evidence has been submitted to demonstrate the need for a Child Care Centre in this location.</p>
<p>27. 162 Alfred Road, Swanbourne</p>	

<p>I wish to advise the Town, as the landowner of Lot 19 (No. 162) Alfred Road, Swanbourne, I have reviewed the new plans and support this proposal.</p> <p>I am of the view the proposed built form reflects the residential character of the surrounding residential area and the proposed use will not cause any impacts on the amenity of the area from a built form, traffic or noise perspective.</p>	<p>Noted, see above.</p>
<p>28. 169 Alfred Road, Mt Claremont We are residents of Mt Claremont located on Alfred Road diagonally opposite the subject site and we wish to express our concern about the revised application for 162&164 Alfred Road Swanbourne – Proposed Child Care Centre.</p> <p>This application is for a large scale, commercial childcare centre located in a residential area and totally at odds with the current land uses in the area. The whole thrust of development along Alfred Road over the past 20 years has been encouraging of higher density residential from Stubbs Terrace to West Coast Highway – this proposed development is totally incongruous with that development preference and direction.</p> <p>We strongly object to this development on the grounds of deteriorating safety, increased traffic and negative impact on residential amenity particularly for the residents of Butler Avenue, Mayfair Street and Alfred Road who will be the most significantly affected by street parking – the onsite parks proposed will not be enough and the resultant increased pedestrian movements (particularly across Alfred Road) will be hazardous and dangerous.</p> <p>The reasons for our objections are as follows:</p> <ol style="list-style-type: none"> 1. The increased traffic as a result of the development will only exacerbate the already dangerous traffic flows on Alfred Road. 2. The pedestrian flows (and cyclists) along and across Alfred Road – to and from schools and bus stops has not been adequately addressed and the dismissive approach to the impact of the increased traffic by the developers consultants is not reasonable – nor is it objective. 	<p>Noted, see above.</p>

<p>3. Because of the current flows along Alfred Road an increase is going to make peak times even more dangerous particularly turning out of Butler – as we believe earlier video evidence has shown that this is already the case.</p> <p>4. As residents of 169 Alfred Road for over 20 years we have been alarmed at the build-up of traffic and the difficulty of traversing and entering Alfred Road particularly at Peak periods – which is when most of the traffic flow will emanate from 162-164 Alfred Road.</p> <p>We have had instances where we have had to help people across the Alfred Road as they juggle children prams and dogs – and the elderly.</p> <p>5. It is now time for the Councils of Claremont and Nedlands and Main Roads to collectively and properly address the safety issues of this busy road let alone allow further pressure to be placed on an already heavily burdened and dangerous transport route.</p> <p>We implore the Council to strongly reject this application and to provide a compelling case to MWJDAP to also reject this totally inappropriate application and encourage the developers to build something more in keeping with the predominant land use which is residential in nature.</p>	
<p>29. 66 Mayfair Street, Mt Claremont</p> <p>We are still very much against this proposal, as it is not in the interests of our suburban area.</p> <p>Also the traffic problem would still be a huge consideration to contend with. We strongly support the Council's decision to not allow this venture to go ahead under any circumstances. Alfred Road is already a very busy venue, with a dip in the road near the traffic lights, making for possible accidents which could be of an horrific nature.</p>	<p>Noted, see above.</p>
<p>30. 73 Wood Street, Swanbourne</p> <p>I support the application for the Proposed Child Care Centre.</p> <p>There are limited child care centres in the area making this is a much needed development for the community, many of whom are young families.</p>	<p>Noted, see above, no substantiated evidence has been provided to demonstrate the need for a Child Care Centre at this location.</p>

<p>From my understanding, most those opposing the centre reside on the same street and sadly fail to see the positive effect the centre will have on the area.</p>	
<p>31. 18 Mayfair Street, Mt Claremont I am a resident of Mt Claremont and frequent user of Alfred Road as are my three children. I am writing to express my grave concerns once again about the revised application for 162&164 Alfred Road Swanbourne – Proposed Child Care Centre.</p> <p>My primary concerns regarding the revised plans for a commercial childcare centre located on a very busy road in a residential area is for the safety of children. The fact that the childcare centre's peak operation times will mirror those of young children walking and riding to Swanbourne Primary school, walking to nearby bus stops to get to other schools as well as normal pedestrian use lends itself to a fatal accident waiting to happen.</p> <p>There have already been a number of children hit by cars on this road either side of the development, fortunately none fatal AS YET!</p> <p>However the increased traffic that the centre will bring to Alfred Rd and the surrounding roads if given approval will be far more than can be managed with existing usage now. The traffic at school times both in the morning and the afternoon is already congested, drivers rushing to get their children to and from school, tradesmen and heavy trucks are blocking the road already leading to drivers taking senseless and risky manoeuvres which are witnessed on a daily basis.</p> <p>The other reasons to support it not getting through is the close proximity to Lake Claremont and the impact it will have on wildlife. This is a protected area as are the fauna that dwell within it and excessive cars whether driving or parking down the side streets on the Swanbourne side look at injuring or killing this protected wildlife, especially during breeding season where these creatures tend to wander further afield.</p> <p>I absolutely strongly object to this development on the grounds of safety, traffic and impact on residential amenity and concerns with neighbouring wildlife.</p>	<p>Noted, see above.</p> <p>Should the development proceed there is a potential that additional unaware traffic could endanger wildlife in the area.</p>

<p>I ask that the Council strongly reject this application and provide a compelling case to MWJDAP to also reject this inappropriate application.</p>	
<p>32. Address not provided I am a resident of the area and I support the application for the Proposed Child Care Centre. I have a young family and have noticed that there is a shortage of child care centres in the area. Currently the waiting lists in our area for childcare centres is astronomical. I have enrolled my second child into daycare when I was 5 months pregnant and the place available has just been confirmed until AFTER his first birthday. That is an 18 month wait for a childcare place. This is a much needed development for the community. Many of us cannot afford to have a nanny look after our children when we go back to work and I do not have family living in the country. I do not believe there will be any negative effects of such a development. Therefore, the more childcare centres the better, I vote YES for this development.</p>	<p>Noted, see above, no substantiated evidence has been provided by the applicant.</p>
<p>33. Address not provided I am a resident of the area and I support the application for the Proposed Child Care Centre.</p> <ul style="list-style-type: none"> • I believe the development will be an added benefit to the community • I have a young family and have noticed that there is a shortage of child care centres in the area. This is a much needed development for the community • The sight of young children playing outdoors at childcare centres brings a great deal of joy to myself. I am an resident of the area and I strongly support this development. • I do not believe there will be any negative effects of such a development. • I have been following this story in the post and as I am a resident of the area I thought I would put forward my support. It seems that people who are against this development are only thinking of themselves. They are worried about a few extra cars on the street and the noise of happy children playing in a playground. I believe we need to think of the greater community as a whole and who will benefit from such a development. Young families 	<p>Noted, see above.</p>

<p>and children are going to benefit the most out of such a development. Research has shown that children who attend childcare centres from an early age develop better social skills. Therefore, the more childcare centres the better, I vote YES for this development.</p>	
<p>34. Address not provided I am a resident of the area and I support the application for the Proposed Child Care Centre.</p> <ul style="list-style-type: none"> I believe the development will be an added benefit to the community I have a young family and have noticed that there is a shortage of child care centres in the area. This is a much needed development for the community. I do not believe there will be any negative effects of such a development. I have been following this story in the post and as I am a resident of the area I thought I would put forward my support. It seems that people who are against this development are only thinking of themselves. They are worried about a few extra cars on the street and the noise of happy children playing in a playground. I believe we need to think of the greater community as a whole and who will benefit from such a development. Young families and children are going to benefit the most out of such a development. Research has shown that children who attend childcare centres from an early age develop better social skills. Therefore, the more childcare centres the better, I vote YES for this development. 	<p>Noted, see above.</p> <p>It is considered likely there may be adverse impacts on the residential amenity of the immediate locality. If a Child Care Centre is demonstrated to be required it would be appropriate to be more suitably located in accordance with LPP 206 and PB 72/2009, in an area which will not impact on the current quiet residential amenity of Butler Avenue.</p>
<p>35. Address not provided I am a resident of the area and I support the application for the Proposed Child Care Centre.</p> <ul style="list-style-type: none"> I believe the development will be an added benefit to the community 	<p>Noted, see above.</p>

<ul style="list-style-type: none"> • I have a young family and have noticed that there is a shortage of child care centres in the area. This is a much needed development for the community. • I do not believe there will be any negative effects of such a development. • I have been following this story in the post and as I am a resident of the area I thought I would put forward my support. It seems that people who are against this development are only thinking of themselves. They are worried about a few extra cars on the street and the noise of happy children playing in a playground. I believe we need to think of the greater community as a whole and who will benefit from such a development. Young families and children are going to benefit the most out of such a development. Research has shown that children who attend childcare centres from an early age develop better social skills. Therefore, the more childcare centres the better, I vote YES for this development. 	
<p>36. 1 Nidjalia Loop, Swanbourne</p> <p>I am a resident of Mt Claremont/Swanbourne/Claremont, (or frequent user of Alfred Road) and I am writing to express my concern about the revised application for 162&164 Alfred Road Swanbourne –Proposed Child Care Centre.</p> <p>This application is for a large scale, commercial childcare centre located in a residential area. I strongly object to this development on the grounds of safety, traffic and impact on residential amenity.</p> <p>The reasons for my objection are as follows:</p> <p>As a daily user of Alfred Road, it is inconceivable that adding another 300+ vehicle movement at the Alfred Road and Butler Avenue will not have an effect on traffic in general, unsafe environment for residents (children in particular), additional noise and pollution.</p> <p>Furthermore, the proposed amended development will not comply to the WA Planning Commission guidelines, which among other highlights the following three;</p>	<p>Noted, see above.</p>

<ul style="list-style-type: none"> • Commercial developments cannot be close to major road intersection where there maybe safety concerns • Access from a local street must not impact the amenity or the area • A commercial development (Childcare centre) must not be located in a non-commercial, recreation, community or education area/node. <p>It is in the interest of the local residents, Town of Claremont and everybody using Alfred and Rochdale roads, the proposed commercial facility cannot and should not proceed.</p>	
<p>37. 6A Myera Street, Swanbourne We are residents of 6A Myera Street in Swanbourne. The proposed development for a childcare centre at the above address does not comply with the WA Planning Commission guidelines as regards safety, traffic and residential impact. We emphatically object to this inappropriate proposed commercial development in a residential zone. Our objection fully supports the Stop Dangerous Development in Mt Claremont and Swanbourne group.</p>	Noted, see above.
<p>38. 34 Lisle Street, Mt Claremont Firstly, we strongly oppose this development. Firstly, it is an already busy intersection and somewhat congested with great care needing to be taken at the traffic lights, this as two lanes become one. The road bends and we already have to be very careful at busy times when exiting Lisle Street onto Alfred Road. We think it is a potentially highly, dangerous position for such a facility, especially as it will naturally be for the use of families and their young children. 80 people coming and going each day is far too much to add to this already busy area.</p>	Noted, see above.
<p>39. 8A Butler Avenue, Swanbourne I am writing you as a resident of Swanbourne to express my concern about the revised application for 162&164 Alfred Road Swanbourne – Proposed Child Care Centre. This application is for a large scale, commercial childcare centre located in a residential area. I strongly object to this development on the grounds of safety, traffic and impact on residential amenity. The reasons for my objection are as follows:</p>	Noted, see above.

•I believe, that such a large commercial development is not appropriate in our residential area considering existing traffic problems, which already creates a lot of tension and compromises safety of residents of Butler Ave and Alfred Road. Our community already experiences significant deterioration of traffic congestion and safety issues since 156 apartments were finished and sold out of "Aria Swanbourne Luxury Apartments". This complex is located just 1 min driving from proposed Child Care Centre (2 Milyam Rise, Swanbourne WA 6010 is just 400m from 162&164 Alfred Road).

•According to the development plan, all cars for 77 people will need to exit via Butler Avenue, which has the only exit off Alfred Road. I believe, this will cause enormous overload of traffic on Butler Ave, especially in peak traffic periods when residents are trying to exit Butler Avenue driving to work and at the same time parents will need an access to Alfred Road after dropping off kids. If you assume the numbers of total cars entering in peak are correct (which appear to be understated at 26, - you will have 18 trying to cross over traffic from Alfred into Butler Avenue, while at least 18 (70% of 26) trying to exit Butler to head east. On top of that, please consider the residents of this street trying to get out during peak at 8 to 9am. This will create traffic mayhem and affect safety of our kids walking or riding to schools.

•Approval of this development on this corner is irresponsible. As a resident of Butler Avenue I had experienced a lot of situations when driving safety was compromised even by large cars parked near the intersection of Butler Ave and Alfred Road. Please note a lot of blind spots and limited visibility as well as local landscape and traffic lights located less than 100m from Butler Avenue. Visibility on Alfred Road for westbound traffic is poor. There is a bend in the road and a driver cannot see beyond the curve of the road on the left side.

•The plans assume that staff will be required to park on the street with only 0.5 bays provided for staff. This is inadequate and will create extra pressure and tension for local community.

•The plans do not align with the WAPC Planning Bulletin 72/2009. No access is to be permitted directly from a Primary or Regional Distributor Road, a Right of Way or short Access Road such as a cul-de-sac or no through roads (Butler Avenue is a cul-de-sac)

<p>• The developer makes an unsubstantiated claim on page 8 that "As with similar centres, an overwhelming majority of patrons would originate from within the local area with only a marginal number of patrons arriving from afar". The community is already well serviced with more childcare centres than are required. None of the local centres are full.</p> <p>I ask that the Council strongly reject this application and provide a compelling case to MWJDAP to also reject this inappropriate application.</p>	
<p>40. 47 Griver Street, Cottesloe I am a resident of the area and I am writing to express my support for the application for the proposed Child Care Centre on Alfred Road, Swanbourne.</p> <p>We have a young family and have personally experienced difficulties relating to long wait periods (18 months or longer) for quality child care centres in the area. This is a much needed development to support our growing community.</p>	<p>Noted, see above.</p>
<p>41. 52 Naria Road, Swanbourne I am a resident of Swanbourne and a frequent user of Alfred Road, and I am writing to express my concern about the revised application for 162&164 Alfred Road Swanbourne- Proposed Child Care Centre.</p> <p>This application is for a large scale, commercial childcare centre located in the middle of a residential area. I strongly object to this development on the grounds of safety, traffic and the impact on residential amenities.</p> <p>The reasons for my objections are listed in Appendix 1 to this letter.</p> <p>I ask that the Council reject the application and provide a compelling case to the MWJDAP.</p> <p>I ask you intervene in this matter. It is obvious that the process introduced by the previous Government now has unintended consequences. The developer has engaged tier one consultants, including Rowe Group as well as Transcore, with the aim of achieving a positive outcome for the developer but not the community.</p> <p>ISSUES IDENTIFIED WITH THE DEVELOPMENT</p>	<p>Noted, see above.</p>

);> Large, scale commercial development for 77 people is not appropriate in a residential area. The revised plans do not address the traffic, safety and impact concerns raised by the community and users of Alfred Road.

);> The development will exacerbate the traffic congestion in this area on Alfred Road and it will be unsafe. In the period since the development was rejected by TOC and JDAP (July 2019) there have been three serious accidents along this stretch of Alfred Road. One 10 year old boy was put in critical condition.

);> Approval of this development on this corner is irresponsible. Someone will die as a result of the traffic chaos that will be caused with traffic heading to city and 3 local schools, kids riding to school and local residents trying to access Alfred Road.

);> In the new plans, all cars will need to exit via Butler Avenue. This will create traffic mayhem. In peak between 8am and 9am, 70% of the traffic travel east towards the city. So while the developers have added an entrance for west bound traffic, the bulk of the traffic in the morning is east bound and will need to turn into Butler Avenue. And the only exit is off Butler Ave so all drivers will need to leave via Butler Avenue to head east. This intersection is already under duress.

);> The traffic modelling provided by the developer on page 9 of Transcore report is unrealistic for the following reasons:

- o It claims 70% of traffic in AM peak will come from the east. There is no basis for this claim. There are already many childcare centres to the east on Claremont and Nedlands - however there are very few to the west. In addition 70% of AM peak traffic comes from the west travelling east- compounding the traffic nightmare that will be generated.

- o All exiting traffic will need to exit via Butler Avenue (and 70% often wanting to turn right and travel east along Alfred Road)- the revised plans do not address this traffic chaos.

- o Figure 2 and calculations have no credibility as the assumptions are not real.

o Figure 3 has been modelled assuming 70% of AM peak traffic comes from the west travelling east. However the modelling is flawed as it assumes that the traffic after drop off will then travel west. However, it is common sense to expect that most of these working parents will thereafter need to continue to travel east to the city or Subi to work. The claim that only 7 parents would want to exit Butler Ave to the east in peak lacks any credibility.

o If you assume their numbers of total cars entering in peak are correct (which appear to be understated at 26 you will have 18 trying to cross over traffic from Alfred into Butler Avenue, while at least 18 (70% of 26) trying to exit Butler to head east. Plus the residents of this street trying to get out during peak at 8 to 9am. This will create traffic mayhem.

}> The plans assume that staff will be required to park on the street with only 0.5 bays provided for staff. This is inadequate. Public transport to this location is poor with no transport from the direct north or south. And services only commence at 8:05am from the city whereas the centre opens at 6:30am.

}> The centre will be open from 6:30am until 6:30pm and claim that staff and customers will use public transport. Given that the first bus on a weekday from the city arrives at 8:05am this claim is invalid. Staff will be unable to use this as an option.

}> Butler Avenue has an extreme incline on it and is not very safe near the top end with limited visibility for drivers. The plans to have the exit only on Butler Avenue are unsafe.

}> The plans do not align with the WAPC Planning Bulletin 72/2009. In particular-

}> Needs to be considered suitable from a traffic/safety point of view- it is not due to blind spot for westbound traffic (together with merging 4 intersections in close proximity, Butler Avenue has limited visibility

}> Should not be located where access is from major roads or in close proximity to a major intersection where there may be safety concerns or parking concerns in the street (all 3 of these are violated). The planned childcare facility is close to a major intersection (Rochdale and Alfred) and

<p>an intersection that is already under pressure (Butler Avenue and Alfred Road)</p> <p>> No access is to be permitted directly from a Primary or Regional Distributor Road, a Right of Way or short Access Road such as a cul-de-sac or no through roads (Butler Avenue is a cul-de-sac)</p> <p>> In peak hour, getting out of Butler Avenue onto Alfred Road is difficult due to high volumes of traffic. The impact of additional 228+ cars per day will have hugely negative impact on the surrounding neighbourhood (150% +increase in traffic)</p> <p>> Visibility on Alfred Road for westbound traffic is poor. There is a bend in the road and a driver cannot see beyond the curve of the road on the left side.</p> <p>> Travelling westbound between Rochdale and Butler, the traffic also merges which during peak hours causes congestion. This would be exacerbated.</p> <p>> Given the limited parking, it is likely visitors and staff will park in Mayfair St on the north side of Alfred road. Trying to cross Alfred Road with young children is dangerous in peak hour.</p> <p>> In the mornings, turning right onto Alfred from Butler Ave, the visibility can be poor depending on where the sun is (rising in the east). Sometimes you cannot see the road at all - looking to the east.</p> <p>> If there was a backlog of vehicles trying to get back onto Alfred Road, it would not easily visible to vehicles coming from the south end of Butler Avenue due to the steep incline. In recent times, one resident had her parked car written off due to a car moving at speed from South to North along Butler Avenue</p> <p>> The intersection directly west- Naria Road and Alfred is extremely busy and is in close proximity. Naria I Devon road are popular access roads to Claremont Centre rather than going via the 2 main roads (West Coast Highway and Davies Road). This will put more pressure and traffic on these local roads.</p>	
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<p>)> Many people with dogs access Lake Claremont via Butler Avenue and for most of the Avenue, there is no footpath. With increased traffic, and the steep incline, this would increase the risk profile of the street.</p> <p>)> The traffic reports done by the developer's consultant states that there have been no accidents on Butler Ave which is inaccurate. In the last year alone there have been at least 2 accidents which were not reported to the police. One involved a bike and car (due to the incline of the street and limited visibility) and the other- someone trying to pull out of Butler Ave onto Alfred.</p> <p>)> There are more appropriate sites along Stirling Highway or near other commercial or education hubs for this type of development. Or location of childcare centres in school locations.</p> <p>)> Adding to further congestion and safety issues- the developer Transcore report on page 5 states that "waste collection should take place maximum twice per week outside childcare centre peak operation hours so to reduce the potential for internal site conflict between the waste collection vehicle and employees/visitors." And "In this case it is also recommended that smaller vehicles such as vans be used for deliveries and all service vehicle activities to occur outside peak operating times so that parking bays are available for this purpose." - there is no guarantee from the developer that this will occur and how can the Council effectively police this?</p> <p>)> The developer makes an unsubstantiated claim on page 8 that " As with similar centres/ an overwhelming majority of patrons would originate from within the local area with only a marginal number of patrons arriving from afar". The community is already well serviced with more childcare centres than are required. None of the local centres are full.</p> <p>)> The internal space for the revised plans is a lot larger than the original scheme (nearly 30 sqm larger) and much larger than legally required - why? Logic would indicate that the developer clearly has planned to increase the size and scale of this facility in the future beyond what it is today.</p>	
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Space	Number of Children	Age group	Area Provided (sq m)	Area Req. (3.25 sqm child)	Surplus area (sq m)	Max no. (3.25 sqm child)
Activity 01	8	1-2yrs	55.44	26	29.44	17
Activity 02	8	0-1yrs	47.29	26	21.29	14
Activity 03	10	2-3yrs	63.11	32.5	30.61	19
Activity 04	19	3-5yrs	61.98	61.75	0.23	19
Activity 04	20	3-5yrs	101.21	65	36.21	31
TOTAL	65		329.03	211.25	117.78	100

> The entry off Alfred Road could cause rear end collisions along Alfred Road and into the lights should traffic get backed up trying to enter the car park with cars also reversing to get out via Butler.

| **42. 85 Davies Road, Claremont** I believe the development will be an added benefit to the community. As I have a young family and have noticed that there is a shortage of child care centres in the area, I feel this is a much needed development for the area. I do not believe there will be any negative effects of such a development | | | | | | | Noted, see above. |
| **43. 26 Swanway Crescent** I STRONGLY OBJECT to this DANGEROUS proposed development at 162 Alfred Rd Swanbourne. Yes, I live near to the proposed site. Traffic can be chaotic already at school pickup/drop off times for local school, Swanbourne Primary. The large (and objected to) ARIA development nearby on Alfred Rd has also led to a noticeable increase in local traffic. This has been poorly thought out by the developers; there is likely to be accidents/fatalities as a result. Rochdale and Alfred road are increasingly busy, and west going traffic on Alfred has to merge right at the point of proposed development. | | | | | | | Noted, see above. |

<p>Housing a child care centre there would be a bad decision! I will hold facilitators/developers to be contributors to any serious accidents involving children if this proposal is approved. There are good reasons why Town of Claremont and State Panel have said NO to previous application.</p>	
<p>44. Address not provided As local residents we support the application for the Proposed Child Care Centre at Alfred Road, see following reasons to support our feelings;</p> <ul style="list-style-type: none"> • The need for additional child care facilities is important to the local working parents • We have found the selection of available child care is limited and often wait lists apply • Child Care Centres are helpful in building local friendships and often these children will continue to junior and senior schooling together • We do not feel that Child Care centres have any negative effects on the local community and are often very secure and not a noise risk 	<p>Noted, see above.</p>
<p>45. 75A Strickland Street, Swanbourne We live in the southern section of Strickland Street in Swanbourne, a couple of blocks from this proposed development. Where we live, Strickland Street is a cul-de-sac whose only access is from Alfred Road. We are therefore very frequent users of Alfred Road, in both directions.</p> <p>We are writing to express our concern about the revised application for the development of 162 — 164 Alfred Road Swanbourne as a child care centre. This application is for a large scale, commercial childcare centre located in a residential area. We are of the view that there are strong and valid reasons for objection to this development on the grounds of safety, traffic and impact on residential amenity.</p> <p>The reasons for our objection include the following.</p>	<p>Noted, see above.</p> <p>It is considered the TIS has not adequately addressed safety concerns, it is likely that an increase in traffic could exacerbate an already dangerous section of road due to driver behaviour and additional (unexperienced children) pedestrians or cyclists. Trip continuation of vehicles does not appear to be realistically represented. The likely adverse impacts on residential amenity have not been adequately mitigated by the reduction of children numbers and redesign of the building.</p>

<p>1. A large, scale commercial development for occupation by up to 77 people is not appropriate in a residential area. The revised plans do not address the traffic, safety and impact concerns raised by the community and users of Alfred Road.</p> <p>2. The development will exacerbate the traffic congestion in this area on Alfred Road and it will be unsafe. In the period since the development was rejected by TOC and JDAP (July 2019), there have been three serious accidents along this stretch of Alfred Road. One has resulted in a 10 year old boy critically injured.</p> <p>3. Approval of this development on this corner is irresponsible. The likelihood of serious injury or worse is significant given the traffic chaos that will be caused with traffic heading to city and 3 local schools, children riding to school along and across Alfred Road and local residents trying to gain access to Alfred Road and cross it.</p> <p>4. In the new plans, all cars will need to leave the proposed development via Butler Avenue. This will create significant traffic difficulties. In the peak period between 8 am and 9 am, 70% of the traffic travels east towards the city. Thus, while the developers have added an entrance for west-bound traffic, the bulk of the traffic in the morning headed for the proposed child care centre will be east-bound and will need to turn right into Butler Avenue. Similarly, as the only exit is onto Butler Avenue, the bulk of the traffic leaving the child care centre will need to turn right into Alfred Road to travel eastwards. This intersection is already under duress.</p> <p>5. The traffic modelling provided by the developer on page 9 of the Transcore report is unrealistic for the following reasons:</p> <p>a. It claims 70% of traffic in the morning peak period will come from the east. There is no basis for this claim. There are already many childcare centres to the east in Claremont and Nedlands, but very few to the west. In addition, 70% of the general morning peak traffic comes from the west travelling eastwards – compounding the traffic nightmare that will be generated.</p> <p>b. All traffic leaving the proposed child care centre will need to leave on Butler Avenue and 70% of them will want to turn right and travel east along Alfred Road. The revised plans do not address the likely resultant traffic chaos.</p>	
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<p>c. There must be serious doubt about the calculations and assumptions behind Figure 2.</p> <p>d. Figure 3 has been modelled assuming 70% of morning peak traffic comes from the west travelling eastwards, and that it will then return westwards. However, it is common sense to expect that most of these working parents will in fact continue eastwards to the City of Subiaco to work after dropping off their children. The claim that only 7 parents would want to exit Butler Avenue to the east in the morning peak period is nothing more than a wild guess.</p> <p>6. The plans assume that staff will be required to park on the street, with only 0.5 bays per person provided for staff. This is inadequate. Public transport to this location is poor with no transport from the direct north or south. Services only commence at 8:05 am from the city whereas the centre opens at 6:30 am.</p> <p>7. The centre will be open from 6:30 am until 6:30 pm and the Transcore report claims that staff and customers will use public transport. Given that the first bus on a weekday from the city arrives at 8:05 am, this claim is invalid. Staff will be unable to use this as an option.</p> <p>8. Butler Avenue has a steep incline up to Alfred Road and is not very safe near the top end, with limited visibility for drivers. The plans to have the exit only on Butler Avenue are unsafe.</p> <p>9. The plans do not align with the WAPC Planning Bulletin 72/2009. In particular –</p> <p>a. The plans need to be considered suitable from a traffic safety point of view – they do not deal with the current blind spot for west-bound traffic (together with merging), 4 intersections in close proximity and the limited visibility on Butler Avenue.</p> <p>b. A centre such as this should not be located where access is from major roads or in close proximity to a major intersection where there may be safety concerns or parking concerns in the street (the plans fail to meet all 3 of these concerns). The planned childcare facility is close to a major intersection</p>	
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<p>(Rochdale Road and Alfred Road) and an intersection that is already under pressure (Butler Avenue and Alfred Road)</p> <p>c. WAPC Planning Bulletin 72/2009 does not allow access directly from a primary or regional distributor road, a right of way or short access road such as a cul-de-sac or no through roads (Butler Avenue is a cul-de-sac).</p> <p>10. In peak hour, getting out of Butler Avenue onto Alfred Road is difficult due to high volumes of traffic. An additional 228+ cars per day will have a hugely negative impact on the surrounding neighbourhood (an increase in traffic of more than 150%).</p> <p>11. The visibility on Alfred Road for westbound traffic is poor. There is a bend in the road near the Butler Avenue corner and a driver cannot see beyond the curve of the road on the left side.</p> <p>12. Travelling westbound between Rochdale Road and Butler Avenue the traffic also merges which, during peak hours, causes congestion. This would be exacerbated by the traffic using the proposed child care centre.</p> <p>13. Given the limited parking, it is likely visitors and staff will park in Mayfair St on the north side of Alfred road. Trying to cross Alfred Road with young children is dangerous in peak hour (in fact, at any time).</p> <p>14. In the mornings, turning right onto Alfred Road from Butler Avenue, the visibility can be poor depending on where the sun is (rising in the east). Sometimes you cannot see the road at all – looking to the east.</p> <p>15. If there was a backlog of vehicles trying to get back onto Alfred Road, it would not easily be visible to vehicles coming from the south end of Butler Avenue due to the steep incline. In recent times, one resident had her parked car written off due to a car moving at speed from South to North along Butler Avenue.</p> <p>16. The intersection directly to the west, of Naria and Alfred Roads, is extremely busy and is in close proximity. Naria and Devons road are popular access roads to the Claremont shopping centre rather than going via the 2 main roads (West Coast Highway and Davies Road). This will put more pressure and traffic on these local roads.</p>	
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<p>17. Many people with dogs travel to Lake Claremont via Butler Avenue and, for most of the Avenue, there is no footpath. With increased traffic, and the steep incline, this would increase the risk profile of the street.</p> <p>18. The traffic reports done by the developer's consultant states that there have been no accidents on Butler Ave which is inaccurate. In the last year alone there have been at least 2 accidents which were not reported to the police. One involved a bike and car (due to the incline of the street and limited visibility) and the other involved someone trying to pull out of Butler Avenue onto Alfred Road.</p> <p>19. There are more appropriate sites along Stirling Highway or near other commercial or education hubs for this type of development. Childcare centres are more appropriately co-located with schools.</p> <p>20. How can the Council effectively police adherence with the requirement that "waste collection should take place maximum twice per week outside childcare centre peak operation hours so to reduce the potential for internal site conflict between the waste collection vehicle and employees/visitors," and that "In this case it is also recommended that smaller vehicles such as vans be used for deliveries and all service vehicle activities to occur outside peak operating times so that parking bays are available for this purpose"?</p> <p>21. The internal space for the revised plans is a lot larger than the original scheme (nearly 30 square metres larger) and much larger than legally required. Logic would indicate that the developer clearly has planned to increase the size and scale of this facility in the future beyond what it is today. In our view the Council should strongly reject this application and provide a compelling case to MWJDAP to also reject this inappropriate application.</p>	
<p>46. Address not provided I am currently living with my family in Swanbourne, next to Allen Park.</p> <p>I'm sending this email to support the application for the Proposed Child Care Centre at 162 & 164 Alfred Rd, Swanbourne.</p> <p>I'm father to two young kids, my wife and myself would love to have an extra childcare around as right now there is only one centre really close to our</p>	<p>Noted, see above.</p>

<p>home. I know family friends around the area with young kids would love an extra option too. We fell in love with beautiful Swanbourne also because of all the young families around and quite frankly for us every extra facility that can help us and the development of our kids is just a blessing. We strongly believe that good healthy environments are essential for the development of the kids and just good for the community in general.</p> <p>I support and vote YES for this development.</p>	
<p>47. No address given As a frequent commuter in this area I am concerned about the impact on traffic this development will have. There are other areas that could rather be viewed as more favourable.</p>	<p>Noted, see above.</p>
<p>48. 25 Swanway Crescent, Swanbourne It has come to our attention that after overwhelming objections from relevant authorities to the above development, the developer has re-submitted an amended application which is still in breach of many rules.</p> <p>Our objections to the application included the following:</p> <ol style="list-style-type: none"> 1. The proposed site is about 100m from Rochdale/Alfred Road traffic lights and sits in a blind spot for west bound traffic due to the bend in Alfred Road. 2. The Alfred Road/Butler Avenue intersection is hazardous. particularly at peak hours. There have been 3 serious accidents along this strip in the last 3 months. 3. The application does not comply with WA Planning Commission guidelines which stipulate that the child-care facility cannot be close to major road intersection for safety reasons and it should not impact the amenity of the local area. 4. Traffic assessment report done by the developer does not address safety and local amenity impacts. 	<p>Noted, see above.</p>

<p>49. 12 Butler Avenue, Swanbourne We are residents of Butler Avenue Swanbourne and are writing regarding the revised plans for the Child Care Centre. The second application still does not comply with the WA Planning Commission guidelines which state Child Care Centres:</p> <ul style="list-style-type: none"> a) Must be located in a commercial, community, recreation or educational area. b) Cannot be close to major road intersection where there may be safety concerns. c) Access from a local street must not impact the amenity of the area. <p>The proposed site is in a Residential Area. The new traffic assessment report by the Developer does not address safety and local amenity concerns as the Butler Avenue/ Alfred Road intersection is already dangerous due to poor visibility because of the bend. The increased traffic flow will add to more accidents and injury. I ask that the Council and the State Administrative Tribunal reject this revised applications for the same reasons the original application was rejected by Claremont Council and Metro West JDAP.</p>	<p>Noted, see above.</p>
<p>50. Mt Claremont I wish to express my disgust at the situation where, despite non-compliance, danger, community disapproval and several refusals by council and government, the developers who have put forward this ridiculous proposal for a childcare facility on a dangerous intersection in our residential area are still able to press for its acceptance. Please oppose this imposition in the strongest way.</p>	<p>Noted, see above.</p>
<p>51. Butler Avenue I have been a resident in Butler Avenue, Swanbourne for 19 (nineteen) years and I wish to express my alarm and grave concerns at the revised submission for a Child Care Centre at 162 – 164 Alfred Road, Swanbourne.</p> <p>The current application is for a commercial Child Care Centre in the midst of a residential location. There is limited parking within the facility and NO available commercial parking nearby. It is positioned on the corner of Alfred Road and Butler Avenue (a no through road).</p> <p>The entry into the proposed Child Care Centre is to be off Alfred Road, less than 100 metres from the traffic light intersection between Rochdale Road, Alfred Road, and Myera Streets. All these streets are one lane each way.</p>	<p>Noted, see above.</p> <p>Noted, see above. It is considered the TIS has not adequately addressed safety concerns, it is likely that an increase in traffic could exacerbate an already dangerous section of road due to driver behaviour and additional</p>

<p>The only exit from the Centre is into Butler Avenue then a left or right turn onto Alfred Road. Directly opposite the Centre's entry is a bus stop! During set down and pick up of passengers at this stop, traffic moving east along Alfred Road comes to a standstill. One cannot pass the stationary bus.</p> <p>There are two more nearby entries into Alfred Road, namely Mayfair Street and Naria Road both of which add to the traffic congestion especially at peak times. Alfred Road is an existing thoroughfare road eastwards from West Coast Highway and already carries a large volume of traffic east and west including trucks and vehicles from the Swanbourne Army Barracks. There is a very real visibility hazard for drivers travelling east in the mornings and west in the afternoons, directly into the sunrise or afternoon sunset. At times, the sun is blinding. Combine this with the bend in Alfred Road between Rochdale Road lights and Butler Avenue AS WELL AS NO visibility from Butler Avenue towards the lights when there are cars on the south verge eg. turning into the Centre. This is a predictable, extremely dangerous, traffic nightmare each morning and evening ie. ten (10) times per week. Common sense must prevail or we will be witnessing numerous, terrible accidents involving cars and possibly human lives.</p> <p>I sincerely do not wish to stand by and watch this disaster unfold, hence this email of extreme concern – this is the wrong position for a CCC. I am certainly supportive of Child Care Centres BUT, they MUST be in appropriate areas where safety is paramount for everyone. Not only is this a residential area, it is already congested with increasing traffic concerns. Many residences in Butler Avenue have an second car which is parked on the verge, coupled with family and visitors whose parking can only be on the verge. This development affects our quality of everyday life.</p> <p>There are two residential blocks for sale immediately west of the Rochdale Road lights whose only access will be in and out of Alfred Road.</p> <p>Considering the traffic congestion which exists in the area, I ask that you seriously address the prospect of 40 -60 more cars into the mix, attempting to drop off and pick up little children. Please imagine the entry off Alfred Road immediately after the traffic lights and then the exit out of Butler Avenue and onto Alfred Road. Drivers are frustrated even now at the difficulty experienced particularly trying to turn right onto Alfred Road from Butler Avenue at busy times.</p>	<p>(unexperienced children) pedestrians or cyclists. The likely adverse impacts on residential amenity have not been adequately mitigated by the reduction of children numbers and redesign of the building.</p> <p>Noted, see above, it is considered the site is not suitable for a Child Care Centre of this size due to the site specific issues. It is likely that the Centre may impact negatively on the residential amenity of Butler Avenue.</p>
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<p>I especially ask that you take a moment to consider how much time it takes to park ones car, safely, in the limited car parking places within the Centre, get one or two children out of their car seats, collect their backpack, walk into the Centre, wait until someone is available to register your child/children, farewell your child and leave safely. In my experience, this process will take approximately 9-10 minutes per car.</p> <p>There will be a huge backlog of car queuing, frustration and probably attempts to find alternative parking on a street which has cars parked on the street already. This is a residential area!! Parents will be excessively frustrated as they try to get to work on time.</p> <p>Pedestrians are only partially catered for as there is no continuous footpath in Butler Avenue and walking on south Alfred Road either way will be like playing "dodge-em" with traffic travelling east and west as well as turning into the Centre.</p> <p>Cyclists are in the same predicament.</p> <p>This also includes utility vehicles – rubbish collection, food and grocery delivery daily, office and play materials, play equipment deliveries, laundry collection and deliveries, maintenance, cleaners, staff and of course, visitors for Grandparent Days, performances, parent interviews etc. Child Care Centres are very busy hubs where parent/family interaction is encouraged – therefore, even more cars in the area.</p> <p>In conclusion, I strongly urge you, in your experience and wisdom, to responsibly acknowledge the numerous and overall, potentially catastrophic situation the proposed development will undoubtedly cause if allowed to proceed.</p> <p>I trust in your better judgement.</p>	
<p>52. 7 Butler Avenue, Swanbourne We are the residents and owners of 7 Butler Ave Swanbourne and wish to express our objections to the recent application to the MWJDAP for a development at 162&164 Alfred Road, Swanbourne – Proposed Child Care Centre.</p>	<p>Noted, see above.</p>

<p>The reasons for our objection are as follows:</p> <ul style="list-style-type: none"> <input type="checkbox"/> The Centre is a commercial facility located inappropriately in a residential area <input type="checkbox"/> The visual appearance of the child care centre is inappropriate <input type="checkbox"/> The car park is inadequately screened from view from residences <input type="checkbox"/> The traffic impacts of the centre will be unacceptable <input type="checkbox"/> The noise impacts of the centre will be unacceptable <input type="checkbox"/> The need for the child care centre is not established <p>Please refer to the following report for explanation and detail of the specific grounds for these areas of objection.</p> <p>We request that the Council clearly reject this proposal and provide a compelling case to MWJDAP to also reject this inappropriate application.</p> <p>We have reviewed the proposal for a 65 place Child Care Centre at 162 and 164 Alfred Rd against WAPC Planning Bulletin 72/2009 Child Care Centres (PB72), Town of Claremont Local Planning Scheme 3 (LPS3) and Local Planning Policy 206 - Child Care Centres (LPP206)</p> <p>The Centre is a commercial facility located inappropriately in a residential area. PB72 section 3.2 Objectives states that one of the objectives of the WAPC policy is to "minimize the impact of a child care centre has on its surrounds, in particular on the amenity of existing residential areas."</p> <p>The proposed commercial centre is located inappropriately in an existing residential area on land zoned as Residential R20. In LPS3 Table 1 a Day Care Centre is listed as "SA" in an area zoned Residential. This means that in exceptional cases only the Council may specially approve a day care centre where certain conditions are satisfied, including the following:</p>	
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<p>"any building to be erected on the land will not have any adverse or detrimental effect on the residents or on the amenity of or the properties in the locality".</p> <p>The proposal to inappropriate locate a commercial Child Care Centre in this residential area has previously been rejected by both the Town of Claremont and by the Metropolitan West Joint Development Assessment Panel (JDAP) because it was accepted that it would have an adverse or detrimental effect on the residents and the amenity of the properties in the area.</p> <p>The State Administrative Tribunal (SAT) mediation process that preceded this revised application has not resulted in a scheme that is any more acceptable. The proposed Centre is not a small local one that will have minimal impact but at least a 65 place, 12 minimum staff now two storey commercial Centre that will cater to parents from out of the immediate area. The size, scale, height and form of the building, the large inadequately screened car park and access and the excessive amount of traffic and parking generated will all be detrimental to the amenity of the surrounding residential area such that special approval should not be granted.</p> <p>LPP206 notes that preferred locations for centres are on:</p> <p>"... lots zoned "Local Centre", "Town Centre", "Highway", or "Educational", or on "Residential" lots immediately adjacent to these zones,</p> <p>The site does not comply with this provision as it is not immediately adjacent to any of the listed uses and the adjoining residential use is not compatible with a commercial Centre. The nearest education facility, Swanbourne Primary School, is isolated from the site by busy Narla Road and is over 400m from the site to the school buildings by the shortest route. If the manned Narla road pedestrian crossing is used the distance to the school buildings is in excess of 600m.</p> <p>The visual appearance of the child care centre is inappropriate PB72 section 3.5 Design of Centres requires that:</p> <p>"... In the absence of any specific provisions, the visual appearance of the development should reflect the character of the area, enhance its amenity ..."</p>	
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LPS3 Clause 46 requires (among other things) that development in the Residential zone shall have regard to the following objectives:

(3) the continuation of the domestic scale and architectural character of the area of the proposed development;

(4) the preservation of the traditional housing character of the Zone;

LPP206 states "Visual appearance of developments should reflect the character of the area, enhance its amenity..."

The proposed large scale two storey commercial Centre does not continue the domestic scale of the street as is shown on the following streetscape.



The Centre is a taller and far larger building and car park than any adjacent house. The height of the now two storey Centre is excessive and out of scale with the adjacent residences. LPS3 Clause 40(3) nominates a maximum height of 6.6m in a Residential area, measured from the natural ground level. Most residences, including those in Butler Ave are far less than this maximum. The Centre is typically the maximum permitted 6.6m high to eaves, but this has been measured to the ground floor level which is higher than the natural ground level.

The Centre is 21.6m long facing Butler Ave and is 24m wide facing Alfred Rd, both dimensions being larger than the width of a standard block frontage in the area and far wider than the typical house street frontage. The area of paving required for parking and access is in excess of 670 sq m which is 80% of the area of a standard block in Butler Ave. The roof is excessively large and the design language associated with the framing for the large first floor play areas is heavy and out of context with a residential area and the weatherboard cladding is not typical.

The physical size of the Centre has actually increased since the previous application despite the reduction in the number of places offered. The original single level proposal was for a 624 sq m building with an additional 190 sq m of external covered Play space for a total area of 814 sq m. This proposal included 292 sq m of internal Activity space for the 87 place offered.

Despite the reduction in places by 22 the two storey 65 place proposal is for a larger 635 sq m building with an additional 238 sq m of external covered Play space, much of which is located on the first floor. The overall area is 873 sq m. The internal Activity space has increased to 330 sq m, which is enough for 100 complying places, 35 more than is proposed and far more than has been used to assess staff numbers, car parking requirements and vehicle movements. The excess of Activity space area is unexplained and results in a Centre that is at least 100sq m larger than necessary. The roofed area of the two storey proposal, including first floor covered play areas is 580sq m. The Centre roofed area is over twice that of adjacent residences.

Space	Number of Children	Age group	Area Provided (sq m)	Area Req. (3.25 sqm child)	Surplus area (sq m)	Max no. (3.25 sqm child)
Activity 01	8	1-2yrs	55.44	26	29.44	17
Activity 02	8	0-1yrs	47.29	26	21.29	14
Activity 03	10	2-3yrs	63.11	32.5	30.61	19
Activity 04	19	3-5yrs	61.98	61.75	0.23	19
Activity 04	20	3-5yrs	101.21	65	36.21	31
TOTAL	65		329.03	211.25	117.78	100

The car park is inadequately screened from view from residences LPP206 states:

"Landscaping shall not contain toxic plants, and be provided along street frontages with a minimum width of 2 metres compatible with adjoining residential properties and at a height which does not result in an access/visibility hazard at the access crossover."

The proposal provides one metre only of the car parking screening to Butler Ave and Alfred Rd, one metre less than is required. The 670 sq m of car parking and extended access way covers the whole frontage of the Centre to both streets and the activity and noise generated will be highly visible from residences with consequent loss of amenity.

The traffic impacts of the centre will be unacceptable. PB72 section 3.6 Traffic impacts states that a centre "should be approved only if it can be demonstrated that it will have a minimal impact on the functionality and amenity of an area and will not create or exacerbate any unsafe conditions for children and families using the centre, or for pedestrians or road users."

LPP206 notes that access is not permitted directly from:

"...Primary or Regional Distributor Road, a Right of Way or short Access Road such as a cul-de-sac or no through roads."

The main entry if from Butler Ave which is a cul-de-sac and no through road. Butler Ave is not permitted under LPP206 to provide access to the centre. This entry is also only 35m from Alfred Rd which is less than is required by Figure 3.1 of AS/NZS 2890.1 Off Street Parking.

An Alfred Rd entry only for vehicles travelling west is proposed as well as a main Centre entry/exit from Butler Ave. Alfred Rd is a Distributor A road and the location of this entry is in a risky location that is obscured by the bend in the road, is too close to the Rochdale Rd traffic lights, and is in a dangerous zone where traffic is merging and where the afternoon setting sun reduces visibility. It is inevitable that accidents will result if this access is permitted.

The centre will generate excessive traffic, parking and queuing in Butler Ave which is a dead end residential street with a slope of 1:7 in the centre section. Twelve staff at least will be employed but only 6 staff parking bays are provided, one of which is a tandem bay. The extra traffic generated will access Butler Ave though the intersection of Butler Ave and Alfred Rd. This

<p>intersection is already marginal at peak hours, as is the adjacent intersection between Naria Rd and Alfred Rd. The increased traffic and parking will negatively impact on the amenity of Butler Ave and will exacerbate the existing shortcomings and risks of the Alfred Road junction.</p> <p>The need for a child care centre is not established PB72 section 3.8 requires that:</p> <p>"if there is a demonstrable impact on the amenity of an area or the level of service enjoyed by a community the applicant should prove the need for commercial facility."</p> <p>LPP206 states:</p> <p>'In order to assess the impact to the local community on the impact a proposed Child Care Centre has on the level of service of similar or approved facilities, applications are to include information on the level of existing (or proposed) services in the locality, proximity to other centres, population catchments for the proposed centre and the number of primary schools and kindergartens in the locality, together with the number of students at these facilities.'</p> <p>No information has been submitted establishing the need for a child care centre in the location, especially not the need for a 65 place commercial centre located in an existing residential area.</p> <p>LPP206 also states:</p> <p>'Approvals should only be issued where it can be demonstrated that the Child Care Centre will have minimal impact on the functionality and amenity of an area and will not create or exacerbate any unsafe conditions for children and families using the centre, or for pedestrians, cyclists or road users.'</p> <p>This report establishes that the proposal does not comply with this condition in many ways and that approval of the project would be at the direct cost of the amenity of residents of Butler Avenue and surrounding residential areas.</p> <p>The noise impacts of the centre will be unacceptable. PB72 section 3.7 Noise Impacts requires that:</p>	
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<p>"where a child care centre is located adjacent to a noise sensitive area such as a houses, retirement villages and nursing homes, the noise generating activities of the child care centre such as outdoor playing areas parking areas and any plant or equipment are to be located away from the noise sensitive use."</p> <p>The noise of children playing may be a joy in small numbers, but the noise of many children from a 65 place Centre playing in a street facing first floor external play area is another case and the amenity of the immediate neighbouring houses will be negatively affected.</p> <p>Conclusion</p> <p>The proposed Centre breaches many of the planning regulations that are outlined in the applicable planning documents WAPC Planning Bulletin 72/2009 Child Care Centres, Town of Claremont Local Planning Scheme 3 and Local Planning Policy 206 - Child Care Centres</p> <p>The proposed Centre is no more acceptable than the rejected scheme that preceded it.</p> <p>It remains a commercial development of excessive size that is inappropriately located on a site zoned residential and that is surrounded by existing houses. The operations, size, scale and height of the Centre are not compatible with the neighbouring residences.</p> <p>The building and activity areas provided are far larger than is required, leading to the possibility for future increases in the number of places offered. Parking provisions and traffic calculations take no account of any possible increases in places offered.</p> <p>The proposal will create significant traffic and street parking in a quiet residential street that is partly steeply sloped, is a dead end and that has a problematic link with busy Alfred Rd.</p> <p>There is no justification for the Special Approval required for the location of the Centre in an area zoned residential as the proposal is inappropriate and will significantly negatively affect the amenity of the surrounding residential area.</p>	
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The proposal should be rejected.	
<p>53. 35 Lisle Street, Mt Claremont I would like to bring your attention to the danger of your proposed development at 162-164 Alfred Road with an actual example as described below:</p> <p>My son, Terence Leach, was hit by a speeding car as he was bicycling home from Scotch College. He was crossing Alfred Road from the south (Butler Road) with no car in sight. A car came spending from his right have just "beaten the lights" at the Rochdale intersection; the driver braked but still hit my son, who was very badly shaken, bruised and cut, but fortunately nothing more serious. Building more structures on this dangerous South East corner of the Butler/Rochdale junction is inviting tragedy. Please re-consider.</p>	<p>The TIS has not adequately addressed safety concerns, it is likely that an increase in traffic could exacerbate an already dangerous section of road due to driver behaviour and additional (unexperienced children) pedestrians or cyclists.</p>
<p>54. No address given I support the proposed child care centre.</p>	<p>Noted, see above.</p>
<p>55. No address given I support the proposed development for a childcare centre at the above address. This will be of benefit to the area and adds a much needed service to ratepayers. I cannot understand any reason that this development would not go ahead</p>	<p>Noted, see above.</p>
<p>56. 16 Myera Street, Swanbourne I am a resident of Swanbourne, in a street that enters Alfred Road near the proposed development, and I am writing to express my concern about the revised application for 162&164 Alfred Road Swanbourne – Proposed Child Care Centre.</p> <p>This application is for a large scale, commercial childcare centre located in a residential area. I strongly object to this development on the grounds of safety, traffic and impact on residential amenity.</p> <p>The reasons for my objection are as follows:</p> <p>This is a very busy road, during the day and especially during peak hours and it is utilised by commercial vehicles, through traffic and many children either</p>	<p>Noted, see above.</p>

<p>walking or being driven to nearby schools, of which there are many. Further congestion will only cause problems and could lead to accidents.</p> <p>Furthermore, this is a residential area and a commercial enterprise such as this does not sit well with the existing properties. There are no other commercial activities in this area.</p> <p>I ask that the Council strongly reject this application and provide a compelling case to MWJDAP to also reject this inappropriate application.</p>	
<p>57. 3 Lisle Street, Mt Claremont</p> <p>I am a resident of Mt Claremont, and a frequent user of Alfred Road, and I am writing to express my concern about the revised application for 162&164 Alfred Road Swanbourne – Proposed Child Care Centre.</p> <p>This application is for a large scale, commercial childcare centre located in a residential area. I strongly object to this development on the grounds of safety, traffic and impact on residential amenity.</p> <p>The reasons for my objection are as follows:</p> <ul style="list-style-type: none"> • In the new plans, all cars will need to exit via Butler Avenue. This will increase traffic congestion. During peak morning hours, between 8am and 9am, 70% of the traffic travel east towards the city. While the developers have added an entrance for west bound traffic, the bulk of the traffic in the morning is east bound and will need to turn into Butler Avenue. The only exit is off Butler Ave so all drivers will need to leave via Butler Avenue to head east. This intersection is already under duress. • In peak hour, getting out of Butler Avenue turning east onto Alfred Road (toward the city) is already difficult due to high volumes of traffic and the poor visibility due to the bend in the road, and the position of the sun. At times the glare is amplified by the sunlight and reduces visibility significantly. • The traffic modelling provided by the developer on page 9 of Transcore report is unrealistic. Figure 3 has been modelled assuming 70% of AM peak traffic comes from the west travelling east. The modelling is flawed as it assumes that the traffic after drop off will then travel west. However, it is common sense to expect that most of these working parents 	<p>Noted, see above.</p>

<p>will thereafter need to continue to travel east along Alfred Road to the city or Subiaco to work. The claim that only 7 parents would want to exit Butler Ave to the east in peak lacks any credibility.</p> <ul style="list-style-type: none"> The centre will be open from 6:30am until 6:30pm and claim that staff and customers will use public transport. Given that the first bus on a weekday from the city arrives at 8:05am this claim is invalid. Staff will be unable to use this as an option. The plans assume that staff will be required to park on the street with only 0.5 bays provided for staff. This is inadequate. Butler Avenue has an extreme incline on it and is not very safe near the top end with limited visibility for drivers. The plans to have the exit only on Butler Avenue are unsafe. The impact of additional 228+ cars per day will have a huge negative impact on the surrounding neighbourhood (150% + increase in traffic) The developer makes an unsubstantiated claim on page 8 that "As with similar centres, an overwhelming majority of patrons would originate from within the local area with only a marginal number of patrons arriving from afar". The community is already well serviced with more childcare centres than are required. None of the local centres are full. <p>I ask that the Council strongly reject this application and provide a compelling case to MWJDAP to also reject this inappropriate application.</p>	
<p>58. Address not given My wife and I are currently looking at purchasing in the area and have noticed a lack of child care centres in the area.</p> <p>I support the application for the Proposed Child Care Centre and do not believe there will be any negative effects of such a development on the immediate or surrounding areas.</p>	<p>Noted, see above.</p>
<p>59. Address not given I support the application for the Proposed Child Care Centre.</p> <ul style="list-style-type: none"> I believe the development will be an added benefit to the community and I have a young family and have noticed that there is a shortage of child 	<p>Noted, see above.</p>

<p>care centres in the area. This is a much needed development for the community.</p> <p>• I do not believe there will be any negative effects of such a development. Therefore, the more childcare centres the better, I vote YES for this development.</p>	
<p>60. Address not given I would like to register my support for the proposed child care centre to be located at 162 & 164 Alfred Rd, Swanbourne.</p> <p>I am not an immediate resident but I am a devoted community member, regularly frequenting:</p> <ul style="list-style-type: none"> - the local gym with my wife and children, - Claremont shopping centre, and - Cottesloe Golf Club. <p>While I do not believe in inconsiderate development, I do believe in affording the community options and providing diversity in employment opportunities, both of which the child care will provide.</p> <p>Please consider this email as my formal endorsement of the proposed application.</p>	<p>Noted, see above.</p>
<p>61. Address not given I support the application for the Proposed Child Care Centre. I believe the development will be an added benefit to the community.</p>	<p>Noted, see above.</p>
<p>62. Address not given As a resident of the area I strongly support this development.</p>	<p>Noted, see above.</p>
<p>63. Address not given I support the application for the Proposed Child Care Centre. I do not believe there will be any negative effects of such a development.</p>	<p>Noted, see above.</p>

<p>64. 11a Cornwall Street I am a resident of Swanbourne, (and a frequent user of Alfred Road) and I am writing to express my concern about the revised application for 162&164 Alfred Road Swanbourne – Proposed Child Care Centre.</p> <p>This application is for a large scale, commercial childcare centre located in a residential area. I strongly object to this development on the grounds of safety, traffic and impact on residential amenity.</p> <p>The reasons for my objection are as follows:</p> <p>It is already extremely difficult to turn onto Alfred Rd from Narla St. The increased traffic from a childcare centre would make it impossible.</p> <ul style="list-style-type: none"> • This application received the most objections of any development in the last DECADE in July 2019. The Town of Claremont said NO. The State Panel said NO. Now they have appealed to the Tribunal. We MUST STOP these greedy developers. • How is it fair that they can bypass the Government, our representatives and the community? • Proposed location is ~100m from Rochdale/Alfred Rd traffic lights and sits in a blind spot for west bound traffic due to the bend in Alfred Rd. This is where traffic must merge • Alfred Rd/ Butler Avenue intersection is hazardous – particularly in peak hour. In the last 3 months, there have been 3 serious and life threatening accidents along this strip • The application does not comply with the WA Planning Commission guidelines which stipulate: <ol style="list-style-type: none"> 1. Cannot be close to major road intersection where there may be safety concerns 2. Access from a local street must not impact the amenity of the area 3. Must be located in a commercial, recreation, community or education node 	<p>Noted, see above.</p> <p>It is considered the TIS has not adequately addressed safety concerns, it is likely that an increase in traffic could exacerbate an already dangerous section of road due to driver behaviour and additional (unexperienced children) pedestrians or cyclists. Analysis of the nearby intersections of Narla Road and Mayfair Street have not been undertaken. The likely adverse impacts on residential amenity have not been adequately mitigated by the reduction of children numbers and redesign of the building.</p>
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<p>• Traffic assessment report done by the developers does not address safety and local, amenity impact.</p> <p>I ask that the Council strongly reject this application and provide a compelling case to MWJDAP to also reject this inappropriate application.</p>	
<p>65. Address not given</p> <p>I'd like to express my concern over the proposed development of 162 - 164 Alfred Road in Mount Claremont.</p> <p>The road traffic conditions on that part of the road are already difficult to deal with in the mornings and even more treacherous in the afternoons with the sun in your eyes. The combination of a bend in the road causing a blind spot, traffic congestion from the near by traffic lights - 100m away, an incline, plus sun, making navigating that strip stressful and often dangerous.</p> <p>To then introduce heavy traffic at peak hours, from a Public facility, entering Alfred Road on the same blind spot bend, along with previously mentioned other challenges is alarming. Not to mention the safety of all the children involved with a child care facility.</p> <p>The impact of the additional traffic from Aria apartments has already impacted significantly and negatively, on the peace and general amenity of the area.</p> <p>Surely a development of this nature should be in a safe area designated for commercial services, not smack bang in the middle of a residential area already strained by development and dealing with a busy, dangerous stretch of road?</p> <p>Please object to this development proceeding and uphold the decision of The Town of Claremont and the State Panel, back in July 2019. The local residents and many commuters who use Alfred road expressed their concerns earlier in the year. I'm confused as to why we are all being ignored.</p>	<p>Noted, see above.</p> <p>It is considered the TIS has not adequately addressed safety concerns, it is likely that an increase in traffic could exacerbate an already dangerous section of road due to driver behaviour and additional (unexperienced children) pedestrians or cyclists. The likely adverse impacts on residential amenity have not been adequately mitigated by the reduction of children numbers and redesign of the building.</p>

<p>66. 30A Langler Street, East Victoria Park I support the application for the proposed child care centre at 162 – 164 Alfred Road, Swanbourne WA. I have a young family and have noticed that there is a shortage of childcare centres in the area. This is a much needed development for the community.</p>	<p>Noted, see above.</p>
<p>67. Address not given I support the application of the proposed child care centre. The area is currently under supplied and the location makes sense for access.</p>	<p>Noted, see above.</p>
<p>68. 71 Strickland Street, Swanbourne I have read available information about the amended submission for a proposed very large Childcare Centre at 162 & 164 Alfred Road, Swanbourne, and still consider this to be far too large and unsuitable a use for this suburban residential area.</p> <p>Another major objection is the very adverse impact this project will have on already busy roads (Alfred, Rochdale, Myera, Butler, Narla Mayfair and nearby streets), especially with the very heavy use at peak hour School times, with so many schools and colleges in the vicinity and the heavy traffic flow towards Perth City and other suburbs. It is already very difficult and dangerous to exit these streets, especially to make right-hand turns, when driving east or west looking into the rising/setting sun.</p>	<p>Noted, see above.</p> <p>It is considered the TIS has not adequately addressed safety concerns, it is likely that an increase in traffic could exacerbate an already dangerous section of road due to driver behaviour and additional (unexperienced children) pedestrians or cyclists. The likely adverse impacts on residential amenity have not been adequately mitigated by the reduction of children numbers and redesign of the building.</p>
<p>69. 8 Butler Avenue, Swanbourne I wish to lodge my formal objection to the referenced development for the reasons as set out below</p> <p>My original objections were premised on:</p> <ul style="list-style-type: none"> - Location/traffic - Danger to pedestrians using Butler Ave for access/egress including Claremont Lake - Parking - The unsuitability of a commercial business in a quiet residential street 	<p>Noted, see above.</p> <p>It is considered the TIS has not adequately addressed safety concerns, it is likely that an increase in traffic could exacerbate an already dangerous section of road due to driver behaviour and additional (unexperienced children) pedestrians or cyclists. The likely adverse impacts on residential amenity have not been adequately mitigated by the reduction of children numbers and redesign of the building.</p>

<p>The Town of Claremont denied the application on the basis of:</p> <ul style="list-style-type: none"> - Detrimental to amenity fo residents - Increased traffic - On site parking - Incompatible architectural style - Not within a preferred zone - Sire of insufficient size - Flawed Traffic Impact Statement - Noise <p>Having now reviewed the resubmitted application I note no material changes to the proposal that would overcome neither mine nor ToC's objections above. It remains that:</p> <p>1. The location of the proposed child care centre remains exactly at the point where the traffic going West merges from two lanes into a single lane. At peak hours when the centre will be at its highest level of activity then the traffic turning right after having come down Alfred Road form West Coast Highway will pose an accident risk and certainly impede the flow of traffic. Traffic going East towards West Coast Highway will likewise impede traffic flow. Moreover when cars pull out of Butler Ave they will pose an accident risk and impede flow. Also note that the traffic on the road heading East is borderline for two lanes at this point and hence more obstruction to traffic with commensurate accident risk. Traffic on Alfred Road is heavy at peak hours and will only be detrimentally affected by this proposed development.</p> <p>2. Butler Ave still has no pedestrian pavement but is used by local residents as an access means to Claremont Lake, which is fine given the street is a one way with minimal traffic. People cross directly opposite Butler Ave and to expect them to do so at Myera Street is nonsensical. The child care centre will impact this use of Butler as a means of Access to Claremont Lake and</p>	
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<p>would I suggest give rise to accidents. Please bear in mind the issue is that arise at school drop-offs with mothers driving SUV's consider this in a suburban street with no through access and no real pavements.</p> <p>3. The Transport Impact Statement itself advises that there are insufficient parking spaces to the proposed development but suggests that public transport will be used by workers – this is nonsense. Workers will use cars if they have one and hence the hypothesis is flawed in this and many other areas.</p> <p>4. Lastly this development is a commercial business which has no place in a residential area regardless of its intended use – it is not a community benefit but an inappropriately sited development in a quiet residential area. I trust the above demonstrates the total unsuitability of this development for the proposed location and must firmly request ToC to deny planning permission.</p>	
<p>70. 12A Myera Street, Swanbourne</p> <p>Our family home at the south end of Myera Street is a block away from the proposed childcare centre on 162 & 164 Alfred Road, Swanbourne. We are deeply opposed to the revised application. Indeed, we are opposed to any proposal for these lots, except residential housing as it is currently zoned for, as there is a high demand for housing in this area.</p> <p>The proposal is legally and morally wrong. The proponents have used the oldest ploy in the development book: buy the land on speculation and then request rezoning to suit their purposes and make a profit, not to enhance and better the community. The commercial centre is not wanted in this residential neighbourhood.</p> <p>We have the following concerns regarding this proposal:</p> <p>Residential Zoning</p> <p>Residential zoning is created to help make neighbourhoods quiet and beautiful and prevent them from being inappropriately developed, as proposed here. If approved, this proposal could also set a precedent for further commercial development in the area that is not in keeping with the residential character. The proposal would erode the beauty, the peace and the green space in the area.</p>	<p>Noted, see above.</p>

The lots in question, totalling 1850m², are currently zoned R20 for residential housing (20 houses per hectare), which means 3 houses (and potentially 4) could be built on this site. We do not support a change in the code to enable a commercial enterprise. We would support 3 houses being built on the site, which ideally would limit the footprint of the houses, the number of cars, the amount of parking space, while maximising the garden/green space and trees.

Traffic and Noise

The traffic report is difficult to read and unconvincing. It seems the traffic volumes are underestimated. Given the number of students and staff proposed, we would estimate an additional 65-78 cars at each morning and afternoon peak hours. Most of this traffic is likely to occur within a one-hour period. The added traffic noise and car door slamming will not be appreciated by the adjacent residents, particularly in the early morning. It will make Alfred Road in this area more dangerous, adding to waiting times to enter Alfred Road that can already exceed 2 minutes.

Amenity

A commercial enterprise is not conducive to a residential area. Potentially a few good families and neighbours will be lost from the area. Approximately half of the development will be a car park. This is dead ugly for a residential neighbourhood and not welcome. It will also increase runoff. There does not seem to be any plans to retain the rainfall on the site for the remaining trees and surrounding vegetation.

Environment

It is hard to tell from the plans how many trees will be destroyed. We estimate at least a dozen. And we do not trust that the trees marked to be retained will actually be retained. Tree retention on development sites in Perth is appalling. With climate change and a drying climate every effort should be made to retain and increase tree canopy, not destroy it. Tree and shade are vital for local cooling and improving air quality, mental health and well-being, as well as for Perth's unique wildlife, particularly insects and birds.

The latest proposal is fundamentally the same concept as the previous one which the community and the Town Council vehemently opposed. No

<p>changes will make it acceptable because this is a residential area, zoned for residential housing, not a commercial enterprise.</p> <p>We would like the Council to completely reject this application and present a strong case to MWJDAP to request that the lots are developed for their intended purpose: residential housing with a design code of R20, preferably done in a beautiful and environmentally sensitive manner.</p>	
<p>71. 5 Butler Avenue, Swanbourne</p> <p>As the property owner/occupiers of 5 Butler Avenue, Swanbourne we wish to make a submission expressing our deep concern and opposition to the proposed child care centre to be situated at 162 Alfred Road and 164 Alfred/Butler Avenue corner.</p> <p>The reasons for our objection are as follows:</p> <p><u>Residential Impact:</u> The proposal is for a large commercial (for profit) Child Care Centre located in a wholly residential area. This will impact unfairly on the quality of life of the residents of Butler Avenue, in particular, and surrounding residential properties.</p> <p>The operating hours of the child care centre from 7.00am – with the probability of staff arriving at 6.30am – will cause unfair disturbance and noise to the residential home immediately adjacent to the entrance and car park bays. The 3 residential homes opposite the entrance all have front bedrooms facing Butler Avenue and will similarly be disturbed by the noise of cars, car doors and general noise of people talking etc. During the early morning hours of the winter months it will be necessary for the child care building and car park to be lit, again causing unfair disturbance to the adjacent home and the homes opposite with street facing bedrooms.</p> <p><u>Dangerous Blind Corner Exit and Congestion</u> Butler Avenue is a small residential cul-de-sac, entering/exiting at Alfred Road, and is a short distance from the Rochdale Road/Alfred Road intersection controlled by traffic lights.</p> <p>The exit from Butler Avenue sits on a blind curve from the traffic lights at the Rochdale Road/Alfred Road intersection. Exiting right out of Butler Avenue</p>	<p>Noted, see above.</p> <p>It is considered the TIS has not adequately addressed safety concerns, it is likely that an increase in traffic could exacerbate an already dangerous section of road due to driver behaviour and additional (unexperienced children) pedestrians or cyclists. Site specific issues have not been addressed and safety has not been adequately analysed. The likely adverse impacts on residential amenity have not been adequately mitigated by the reduction of children numbers and redesign of the building.</p>

<p>at any time of the day is hazardous due to the blind curve and vehicles traveling fast through the lights towards the West Coast Highway. Vehicles frequently speed through the lights to avoid a light change. The revised plans now show a left entry to the carpark for cars travelling from the East. This entry is a short distance from the lights – cars slowing to enter increases the danger for cars travelling West through the lights. Cars using this entry will also obstruct the vision of cars waiting to exit left and right from Butler Avenue.</p> <p>This new entry crosses over a pedestrian pavement which is heavily in use during morning and afternoon peak hour traffic, with children walking/cycling to/from Swanbourne Primary School and pedestrians walking to/from the bus-stop situated between Butler Avenue and Narla Road.</p> <p>This new entry just adds extra danger to an already busy and dangerous section of Alfred Road.</p> <p><u>Noise Impact on a Resident's Right to Quiet Enjoyment of their Property:</u> The revised building plans are for a double level building with upper level balcony play areas. The Plans show 5 Activity rooms – the Noise Management/Outside Play Time-Table seems complicated in the extreme and designed to confuse. It refers several times to provision for outside play for Activity Room 6 – this may be a typo error for Activity Room 3 – but it is not conducive to the accuracy or the understanding of this Noise Management Report.</p> <p>The Noise Management Plan/Outdoor Play Timetable shows that in Summer, when residents are likely to have open windows, between the hours of 7.00am and 8.00am, there will be provision for 36 children playing at ground level and 19 children on the outside balcony level 2. The noise generated by 55 small, boisterous children playing outside, adjacent to residential properties, can only be detrimental to the residents' right to the quiet enjoyment of their homes at this early hour.</p>	
<p>72. 149 Rochdale Road, Mt Claremont I am a resident of Mt Claremont and I am writing to express my concern about the revised application for 162&164 Alfred Road Swanbourne – Proposed Child Care Centre.</p>	<p>Noted, see above.</p>

<p>This application is for a large scale, commercial childcare centre located in a residential area. I strongly object to this development on the grounds of safety, traffic and impact on residential amenity.</p> <p>The reasons for my objection are as follows: I can't see any reason why we should have a child care centre in a residential area when there's plenty of space nearby in Stubbs terrace near the railway.</p> <p>The rush hour traffic is already very bad. We live half way up Rochdale Road and the queue starts here every morning for cars turning right into Alfred Road and this is where you want to build a day care centre.</p> <p>Old Mount Claremont has also unfortunately been re-zoned to 2 dwellings or more per block, which over a couple of years will increase the local traffic by even more.</p> <p>I ask that the Council strongly reject this application and provide a compelling case to MWJDAP to also reject this inappropriate application. I look forward to your response.</p>	
<p>73. No address given I support the application for the Proposed Child Care Centre.</p> <p>I have a two young children (3 month old and 3 year old) and have found shortage of child care centres (or available positions) in the area. I also cannot see any negative effects of such a development at this location.</p>	<p>Noted, see above.</p>
<p>74. No address given Re the proposed child care centre at 164 Alfred Rd, Swanbourne, I support the application for the following reasons;</p> <ul style="list-style-type: none"> -I only believe this could benefit the community with no negative effects -it's great to see kids out and about enjoying themselves And learning great life skills which will only benefit the community -the small increase in traffic will be outweighed by having such a great resource in this area 	<p>Noted, see above.</p>

<p>75. No address given There has been a new development proposal for an 80 person childcare facility planned for 162-164 Alfred Road, Mt Claremont.</p> <p>This commercial development would be most unsuitable right in the middle of established housing and only a few metres from traffic lights at corner Rochdale Road and Alfred Road. Also, the amount of pollution coming from increased traffic would be detrimental to the children's health.</p> <p>Alfred Road already carries a heavy load and with extra traffic coming from Butler Avenue would dramatically add to the chaos and with children walking in all directions so close to the traffic lights, is waiting for disaster to happen.</p>	<p>Noted, see above.</p>
<p>76. 13 Butler Avenue, Swanbourne I have looked at many charts and numbers which support the use of a childcare centre at that location but these numbers and charts would be in the favour of those who are paid for.</p> <p>I have lived in the street since 1969 and had been witness to many changes to the suburb which favours the community.</p> <p>In all the action and protests with paper warfare flying everywhere I just like to come down to some commonsense and logic as to the practicality of a childcare centre at that location with entry to and from Alfred Road which is a busy street with continuous flow of traffic throughout the day especially in the morning and evening's.</p> <p>We who live in the street know the dangers that the company and effort to enter onto Alfred Road from Butler Avenue in these busy times. The main problem is if doing a right-hand turn you cannot see the traffic coming towards you because of the lay of the land and a curve in the road.</p> <p>Through the years I have practised the art of seeing the top of the traffic lights waiting for them to turn red and then one would assume that no traffic will come through on your right but in this day and age is common for drivers to pass through the lights even on red and to do so they accelerate meaning they come around the corner a lot sooner than you can expect and both drivers get a fright as to how close an accident could have been.</p>	<p>Noted, see above.</p> <p>It is considered the TIS has not adequately addressed safety concerns, it is likely that an increase in traffic could exacerbate an already dangerous section of road due to driver behaviour and additional (unexperienced children) pedestrians or cyclists. Site specific issues have not been addressed and safety has not been adequately analysed. The likely adverse impacts on residential amenity have not been adequately mitigated by the reduction of children numbers and redesign of the building.</p>

So those leaving the centre not knowing the risk it would be expected very soon for an accident to occur.

When looking at the methods all ways that traffic would enter into the premises and at a point when cars are also leaving there will be a natural banking of cars which wouldn't take long to get to Alfred Road and interfere with that traffic.

On the other hand I can see drivers taking the easy way and parking on the verge and walking the children in and then to turn around they would drive down to the bottom of Butler Avenue and used as turning circle.

My concern is that an amount of traffic and that we as residents of Butler Avenue will now have to interact with 40 to 50 cars each day.

Clearly this suburb or area is zoned as residential and as such it should remain residential without somebody pushing the way in with a commercial opportunity something which will affect everyone from those using Alfred Road and in particular Butler Avenue at the top where the interference for the homes directly across and the noise factor of cars moving in the and children and adults talking. There is no reason. Why this area needs a childcare centre and in particular why you would put one on a busy road where drivers will cause problems coming in and going where it wouldn't take long for an accident to occur in a child to be injured.

Therefore it doesn't matter what documentation is put forward to support the case of a childcare centre when it is a residential area and the movement of traffic will simply be pathetic and dangerous.

Before anyone gives an approval they need to come out and look at the site and look at what they are given the approval for.

This street like Myera Street as a unique character of being a no through road with the minimum traffic and this holds our residential prices at a fairly high level and with a childcare centre see our investments will definitely decrease especially those living across the road where the interference is that a person's front door.

<p>So therefore when looking at all the facts and figures to support a childcare centre it would be necessary to look at the effect it will have on us the residents of the street. We will have further cast are content with will have noisy cars driving up and down the street and the bottom line is everybody as a resident is protected with the value of the property with the areas being zoned as residential living commercial interests to go to those areas which the Council has set aside for business interests.</p> <p>So is with this logic is cars turning left into the driveway coming across cars leaving the premises and having to slow down to a crawl with other cars coming in behind it won't take much for the traffic to float back onto Alfred Road, then those wanting to right into Butler Avenue will simply have to wait until the queue of left-hand turners reduces and provides an open space.</p> <p>It is unfortunate that some people have the arrogant attitude of what they do is what they get without considering the effects the actions are having on other people.</p> <p>I find it interesting where initially it was said to be 100 children but then for the benefit of SAT another report came out saying 68 children then another one came out reporting 80 children so the question is how many children are they committing this program for and are they the types where if the centre is set up and running after a few months they simply sell off the commitment and the problems are no longer there's. If by some chance this application is approved then the council and the residents would need to have a closer look at the building plans to make sure they are accurate.</p> <p>That is all I have to say at the moment, so as you see on the after a scientific resolution just common sense and logic and the understanding of others that this project should not doing further for the simple reason to many kids the area would be too dangerous and I certainly hope that the Pope staff can also realise the benefits of this new system which will enable a person to correct the club imposed throughout the year where it becomes part of the bedroom so for now I had nothing more to say.</p>	
<p>77. 170A Alfred Road, Swanbourne I am a resident at 170a Alfred Rd Swanbourne and I am writing on behalf of my family to express our concern about the revised application for 162 & 164 Alfred Road Swanbourne – Proposed Child Care Centre.</p>	<p>Noted, see above.</p>

<p>This application is for a large scale, commercial childcare centre located in a residential area.</p> <p>We strongly object to this development on the grounds of safety, traffic and impact on residential amenity.</p> <p>The reasons for our objection are as follows:</p> <p>We have some serious concerns as listed below with regards to, but not limited to the following</p> <p>Safety The proposal is to have a large day care situated in a residential area on the corner of a very busy arterial road and an uncontrolled residential street (Butler Ave).</p> <p>The safety of both clients and existing residences will be put at risk in accessing Alfred road during the peak times, with the access to Butler Ave being on a blind corner.</p> <p>In the morning traveling East the traffic will be attempting to turn across traffic traveling West, with the sunlight directly in front and within the time frames of the school drop offs.</p> <p>The reverse will be the case when picking up children from the proposed day care centre, with traffic being held up whilst traveling west on a blind corner and driving into the western sun.</p> <p>The safety issues are not limited to vehicular movements but also pedestrian foot traffic using the existing foot path down southern side of Alfred road, particularly during school times.</p> <p>Amenity We feel the amenity of our area would be put at risk with the approval of such a large commercial venture.</p> <p>This would include a lot more noise, and traffic, and have a have an adverse effect on the amenity of the neighbourhood.</p>	<p>It is considered the TIS has not adequately addressed safety concerns, it is likely that an increase in traffic could exacerbate an already dangerous section of road due to driver behaviour and additional (unexperienced children) pedestrians or cyclists. Site specific issues have not been addressed and safety has not been adequately analysed. The likely adverse impacts on residential amenity have not been adequately mitigated by the reduction of children numbers and redesign of the building.</p>
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<p>Traffic</p> <p>It is suggested the proposed Day-care will have 65 children, the majority of the children will be dropped off by car and there will be full time staff members this would equate to around 140 additional movements each day without taking into account delivery trucks, additional visitors, educators, or cleaning staff.</p> <p>Given the experience of the Aria complex and the very negative affect that had on traffic flow and the proposal is in a very concentrated school zone, including Swanbourne Primary, John XXIII, Graylands Primary, Scotch, Christchurch and Shenton College, the main time that the centre will be accessed is during the busiest times of day.</p> <p>Alfred Road is already struggling to flow during the peak periods and has not been designed in such a way to accommodate additional traffic.</p> <p>Whilst it may be suggested that the drop offs may be staged or buses used, the reality of it is, that most parents will drop off the children whilst making their way to work.</p> <p>That along with turning across the traffic and slowing traffic in both ways is recipe for disaster.</p> <p>In approving the proposed development, the persons vested with such responsibility, have an ongoing moral and ethical duty of care to ensure the safety of all parties.</p> <p>Given the area is already serviced by 3 large day-care centres and a number of smaller or family day-care centres, it could be safely suggested the majority of the clients will come from the surrounding suburbs and in doing so add to the traffic on Alfred road and in the overall suburb.</p> <p>Zoning</p> <p>The properties are zoned R20 indicating a single residential zoning, in approving the proposed development would require a change of the zoning of the properties and again affecting the amenity and resale value of the adjoining properties.</p>	
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Precedent in changing the zoning of the property, it sets a dangerous precedent which severs to undermine the effectiveness of the Town Planning Scheme.

Parking

Whilst there are a number of parking bays proposed and a drop off zone, my professional experience in these matters would suggest a lot of the parents would be staying to settle the children in, given the age of the children, this would result in a lot of them requiring parking in a concentrated time period, particular during the drop off.

This would inevitably result in parking in Butler Ave and possibly on the verge of Alfred road adding to the congestion. One would only have to look at the drop off and pickups at Swanbourne Primary or North Cottesloe to gauge an insight into the issues attached to such a large centre.

It could result in a duplication of the Strickland street precinct during the busy periods.

Noise transfers

Whilst the sound of children playing is a normal part of life, having 65 children in a very small area is not and is not in keeping the low R20 single residential zoning.

Duplication of services

Whilst the applicant is making a commercial decision for a day care centre, (let's face it they are not doing it for a community service) it could be strongly suggested that the area already has an oversupply of day care centres including Jelly Beans (Swanbourne), One Tree (Swanbourne), Annie's Play School (Mt Claremont), Tiff's House (Swanbourne), Tiny Beez (Alfred road) Camp Australia (Swanbourne Primary) Smart Start (Swanbourne), Jellybeans (Mt Claremont), Challenge Stadium Day-care, along with pre kindy at Scotch College, pre kindy at Christchurch Grammar and an Early Learning Centre at MLC (6 months to 4 years) just to mention a few.

Due process

The developer's action in making the application to the Metro West Assessment panel in lieu of going through the normal due process via the Town of Claremont indicates, in my opinion, the deceptive nature of the

<p>applicant in order to circumvent the normal advertising period and professional under structure of the Town.</p> <p>Through previous experience, the developer may have learnt that making applications through the Town or City did not represent their best commercial interest and have opted to have it dealt with through MWJDAP.</p> <p>Thank you again for the opportunity to comment on the proposal and hopefully contribute to a positive outcome for the community and not just one developer.</p> <p>We, as a family living on this extremely busy street ask that the Council strongly reject this application and provide a compelling case to MWJDAP to also reject this inappropriate application.</p>	
<p>78. No address given I support the application for the Proposed Child Care Centre.</p> <p>I believe the development will be an added benefit to the community</p>	<p>Noted, see above.</p>
<p>79. No address given I am a resident of the area and I support the application for the Proposed Child Care Centre.</p> <p>I have a young family and have noticed that there is a shortage of child care centres in the area. This is a much needed development for the community.</p>	<p>Noted, see above.</p>
<p>80. 62 Adderley Street, Mt Claremont We are residents in Mount Claremont and wish to register our objection to the above development for the reasons outlined by others namely:</p> <ul style="list-style-type: none"> The application does not comply with WA Planning Commission Guidelines (see other objections) The Traffic Assessment report done by the developers does not address safety and local amenity impact. <p>In addition to these matters it should be noted that:</p>	<p>Noted, see above.</p> <p>It is considered the TIS has not adequately addressed safety concerns, it is likely that an increase in traffic could exacerbate an already dangerous section of road due to driver behaviour and additional (unexperienced children) pedestrians or cyclists. Site specific issues have not been addressed and safety has not been adequately analysed. The likely adverse impacts on residential amenity have not been adequately mitigated by the reduction of children numbers and redesign of the building.</p>

<ul style="list-style-type: none"> • The application has followed the established process and been rejected. It is difficult to accept that it can be considered by another authority with the chance it may be approved. There is no sense in having a process and then allowing it to then be overridden at will. • This proposed development is not suitable for the area as it is a residential with no other established businesses. This should not be allowed to create a precedent for other developments that will impact on the amenity of the total area. 	
<p>81. 170 Alfred Road, Swanbourne</p> <p>Further to your recent registered letter notifying us of the revised proposal for a proposed development at 162/164 Alfred Road, Swanbourne I am writing to submit our Objection to this revised proposal.</p> <p>Having read the revised proposal we see nothing which mitigates the issues we have previously identified as the grounds for our objections. We applaud the town of Claremont for rejecting this proposal. This revised proposal pays lip service to a business development while completely overlooking the safety and logical element which underpins a natural objection to such a proposal.</p> <p>As a resident adjacent to the proposed development site we continue to see traffic congestion, chaotic behavior from drivers and observe near misses as two lanes merge into one lane travelling west bound from the traffic lights at the junction of Alfred Road/Rochdale Road junction adjacent to this proposed development.</p> <p>I would like to reiterate that the right hand lane Westbound at the traffic lights at Rochdale road should be made a right turn lane only (regardless of this development) due to issues at this junction. Placing an entrance to a Child Care Center within a few meters of this junction is madness.</p> <p>We are not happy that this issue has been progressed for consideration again following the Town of Claremont's rejection of its proposal. Furthermore we are provided with barely 5 business days' notice to respond. These timeframes themselves are questionable and reflect the tactics used to attempt to progress something that the majority and local government have clearly already stated their objection to.</p>	<p>Noted. See above.</p>

A summary of highlights from this revised proposal to supplement our previous objections (which still stand)

- Adding to the current levels of traffic heading Eastbound in the morning, having increased levels of traffic travelling eastbound queuing on Alfred Road to enter Butler Avenue while traffic queues at Butler Avenue to re-enter Alfred Road to continue to travel eastbound is ridiculous and multiple disasters waiting to happen. I often have to wait a long time to enter Alfred Road to travel eastbound. This will certainly result in accidents.

- Assumptions are being made about where clients will come from, how they will travel to and from the day Care Centre and at what times etc.,

These projections are largely unsubstantiated with a view to justifying this business development with disregard to common sense

- This site is an unsuitable location for a child care facility but this is being overlooked in the business interest. This is a residential area with children and adults walking to school, walking their dogs etc.

- I am also given to understand that this proposed development breaches the WAPC Planning Bulletin 72/2009 with multiple violations. This in itself would be a reason to reject this (revised) proposal.

- Insufficient parking available at the facility which will exacerbate the traffic / parking issues in the area / poor visibility on Butler Avenue and exiting to Alfred Road

- Multiple other child care services in the area - This development is far from necessary in principle anyway

- Inadequate parking is explained away with fantasy detail around a public transport infrastructure that does not support its model and is unsubstantiated.

- Favorable traffic studies with a lot of content in which there is conjecture and sophistry designed to project a business proposal with no regard to safety and common sense - Modelling that tells us clients will exit West (Assumption) - highly unlikely.

As per previous....

There are a number of negative factors which can be listed in our objection to this proposal but the most important and obvious objection is on the grounds of safety.

The current levels of traffic on this part of Alfred Road are very high at peak times and we, as residents, find ourselves waiting up to five-ten minutes in the morning trying to gain access to Alfred Road from our drive way. All it needs is one of the many proposed new car movements to attempt to turn right into Butler Avenue travelling East on Alfred Road during peak morning time to back up the traffic for a significant amount of time. The proposed level of increase to traffic as a result of this development would be simply untenable, dangerous and result in gridlock.

The site of the proposed development is directly adjacent to the intersection of Rochdale and Alfred Roads. This junction is a bottleneck during peak morning times and is compounded by the fact that in both Eastbound and Westbound directions on Alfred Road two lanes merge into one. In the Westbound direction on Alfred Road, the section of road immediately outside the proposed development site has a road traffic sign indicating traffic should merge. It is not, therefore, a suitable place to host a large number of increased traffic movements and parking.

Even at the current traffic levels, the two lanes that are outside the proposed development site at the traffic lights at the junction of Rochdale and Alfred Road should be segregated so that the left lane must turn left in the Eastbound direction and on the opposite side of the junction the right lane must turn right in the Westbound direction to force traffic to merge in a controlled manner before reaching the traffic lights. I have observed on many occasions reckless drivers attempting to overtake cars at this merge point and also on occasion I have experienced cars slam on the breaks behind me when I turn into my driveway. Despite indicating and slowing down my car in a controlled manner other drivers are not expecting traffic to turn in off Alfred Road having just traversed this junction. The proposed development site is even closer to this junction and will almost certainly result in accidents should the proposed new development go ahead with 90 child spaces and 13 staff requirements being allowed to proceed. Service vehicles will also add to this dangerous mix.

The traffic report attached to the application was favorable to this proposal (as expected) but failed to identify or analyse this adjacent junction of Alfred Road and Rochdale road. It appears to aggregate statistics and figures while deliberately focusing on the cul-de-sac of Butler Avenue and its intersection with Alfred road while choosing not to mention the very close proximity of this proposed site's position to the Alfred and Rochdale Roads intersection. Furthermore there is no mention of two lanes merging into a single lane at this portion of the road.

Another factor in this proposal which will compromise safety is parking and a severe lack thereof. Further to the proposed increase in traffic in this part of Alfred Road the report admits there is not sufficient parking to cater for this proposal and uses 'guess estimates', projections and assumptions to attempt to sugar coat this fact. This means there will be cars parking anywhere and everywhere. We have observed this first hand during the recent development of the Aria apartment block in the area. Drivers believed that any free space of ground is free reign for parking and on a number of occasions my wife and I have experienced close misses with drivers who park on the verge outside our home (driving behind a bus stop!) and attempting to exit on to Alfred Road by crossing our driveway. This verge was previously coated with mulch at our expense and cared for but now is in a state of disrepair as a result of the above.

Living next to the proposed development site and given that this section of Alfred Road is where the width of the road begins to widen we find drivers doing U-turns and parking on our verge and driveways to do drop offs for the bus stop immediately outside our property. This proposed development will see a tenfold increase in people needing to park but having nowhere to park and using our driveway and the verge behind the bus stop outside our home as a car park. Butler Avenue also has a steep incline and will become dangerous as cars turn into the cul-de-sac and desperate to find parking scan the length and breadth of the road. Double parking and two way traffic with un-announced stopping of vehicles and passengers with children doing drop offs in the middle of the road all make for accidents waiting to happen.

I received a registered letter inviting me to respond to this proposal on May 8th 2019 with a deadline of May 21st 2019. I found this process of communication a little too hurried for my liking with no further consultation or

<p>announcements within the community. Indeed, when I walked passed the proposed development site there is no declaration of intent or mention of this proposal. I spoke to a neighbor who was not even aware of the proposed development. If I went on annual leave for any period of more than 14 days I would have run the risk of not having my say in these proposals due to this fast tracked process.</p> <p>Anyone with any common sense would agree with the dangers highlighted in this objection and so I am a little suspicious that the process is being facilitated using the least informative and quickest path. I am also concerned that the town planning process allows for the virtual circumvention of the Town of Claremont by addressing the application to a different body who are most likely not as familiar with these concerns.</p> <p>Why no signs on the site of this proposed development and why a period of less than two weeks to voice concerns? I believe the Town of Claremont should be very wary of these proposals and another question which causes me to object to this is the matter of this being a residential zone and yet this is a proposed commercial development? Is there provision for re-zoning this property to facilitate such a development? I would imagine this property is zoned residential for this very reason.</p> <p>Finally, there are other factors which will result in a negative outcome for the environment surrounding this proposed development should it be allowed to go ahead. Namely, a major increases in noise levels, pollution, congestion and a reduction in the value of the surrounding residential properties.</p> <p>For all the reasons listed above, we strongly object to this development being approved and would appreciate a thorough and timely consultation process to ensue as a result.</p>	
<p>82. Address not given I support the application for the Proposed Child Care Centre. I believe the development will be an added benefit to the community.</p>	Noted, see above.
<p>83. 1 Butler Avenue, Swanbourne We are writing to respond to the revised proposal for the proposed child care centre. The revised plans are not acceptable as they do not address a key issue relating to the location of the driveway (crossover) on Alfred road.</p>	Noted, see above.

<p>Specifically, the plans are in contravention of Australian Standards for a commercial development on this site. At great expense the local residents of Butler Avenue have been forced to engage independent and unbiased traffic engineers, Cardno, as Transcore analysis is clearly lacking in a number of areas, including a failure to address the crossover issue.</p> <p>Cardno has reviewed the location of the proposed crossover in accordance with the AS2890.1 – 2004 – Off-street car parking standards. The Australian Standard calls for a minimum stopping sight distance (SSD) of 45m for a frontage speed of 50km/h road for a non-domestic driveway. The revised plans show a distance of 40m. Therefore, the sight distance for the proposed location of the crossover for the proposed development is clearly in contravention of Australian Standard AS2890.1.</p> <p>It is unfortunate that the developers have wasted everyone's time and money with a proposal that is clearly untenable at this location. Quite apart from the crossover issue it is clearly disingenuous to locate a childcare centre on a blind corner on a busy road in a residential cul-de-sac.</p>	<p>It is considered the TIS has not adequately addressed safety concerns, it is likely that an increase in traffic could exacerbate an already dangerous section of road due to driver behaviour and additional (unexperienced children) pedestrians or cyclists. Site specific issues have not been addressed and safety has not been adequately analysed. The likely adverse impacts on residential amenity have not been adequately mitigated by the reduction of children numbers and redesign of the building.</p> <p>It is noted the crossover is not in accordance with Australian Standards however this is the best location for this site.</p>
<p>84. 44 Mayfair Street, Mt Claremont</p> <p>Further to our submission dated 21st May 2019, and in response to the applicant's amended proposal, we still strongly object to the development of a Child Care Centre at 162-164 Alfred Road.</p> <p>(We note in the amended proposal that the number of children has been decreased by 25 although staff has only been decreased by 1. Perhaps the original number could be classified as an "ambit claim")</p> <p>Our objections as outlined in our original proposal still stands (copy attached) however, we include the following in support of our objection.</p> <p>Our main objection is two-fold:</p> <p>i) The area is zoned Residential and the proposal is a commercial-size Child Care Centre, not near any other commercial/recreational/community or education area and is situated on a high volume traffic road. And as such it</p>	<p>Noted, see above.</p> <p>It is of concern the size of the building has not been reduced and staff numbers not reduced commensurate with the reduction in the number of children.</p> <p>The land use is not considered consistent with the residential area due to its adverse impacts on current neighbourhood amenity.</p>

<p>contravenes regulatory requirements. In short it is 'smack bang' in the middle of an established residential area. And</p> <p>ii) The location of the proposed Child Care Centre is situated at a known hazardous road location with two streets (not quite aligned) entering a high volume traffic road that has merging lanes at this point and within less than 60m (approximately) of a busy intersection controlled by traffic lights.</p> <p>The amended proposal does not address modelling of the Mayfair St (cul-de-sac)/Alfred Road/Butler Avenue (cul-de-sac) intersection. This is a traffic danger zone at all times and especially during peak periods and those dangers will be significantly compounded with additional traffic into and out of Butler Avenue.</p> <p>The amended proposal does not adequately address the likelihood of queuing on Alfred Road with vehicles waiting to turn into the Child Care Centre. It assumes there will be no difficulty in accessing the Child Care Centre car park where practicality indicates there will be significant congestion in the car park at peak periods. Loading young children into cars is more time consuming than that of school-aged children so traffic movement within the car park will be slower than 'normal' traffic. Also, residents adjacent to the 'queue' area will be seriously impacted.</p> <p>Further, the amended proposal does not address the problem associated with bus movements on Alfred Road during peak periods with a bus stop almost opposite where the new entry into the Child Care Centre is proposed.</p> <p>Neither does the amended proposal address the likelihood of vehicles parking on Butler Avenue (particularly close to Alfred Road) so parents can dash in and pick up their child. The foreseeable traffic hazard for vehicles entering and leaving Butler Avenue is obvious. As well, Butler Avenue has the added problem of a cul-de-sac rather than a through road. Residents living in Butler Avenue will be seriously disadvantaged by this increased traffic flow.</p> <p>The original proposal did not have local support with 107 submissions and only 5 in favour of the proposal.</p>	<p>It is considered the TIS has not adequately addressed safety concerns, it is likely that an increase in traffic could exacerbate an already dangerous section of road due to driver behaviour and additional (unexperienced children) pedestrians or cyclists. Site specific issues have not been addressed and safety has not been adequately analysed. The likely adverse impacts on residential amenity have not been adequately mitigated by the reduction of children numbers and redesign of the building.</p>
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<p>The Town of Council Minutes (motion 77/19) was unanimous when it rejected the application for the original proposal, identifying areas in breach of planning recommendations and safety guidelines – not all of which have been adequately addressed in the new proposal.</p> <p>The establishment of a commercial-size Child Care Centre does not fit the profile of the area and will have a significant negative lifestyle impact on surrounding neighbours and the community at large.</p> <p>We are long term residents (50+ years) at 44 Mayfair Street, Mt Claremont and are very familiar with the traffic flow at the intersection of Mayfair Street, Alfred Road and Butler Avenue. Our section of Mayfair Street is a cul-de-sac, so this is our only entry and exit point.</p> <p>Mayfair St and Butler Avenue do not align which makes this intersection quite hazardous. As well, Alfred Road is a main thoroughfare with considerable traffic daily. And at this particular junction in the road traffic travelling West is required to merge from two lanes to one adding to the complexity of the intersection.</p> <p>Often one vehicle travelling East on Alfred Road will be waiting to turn right into Butler Avenue, while another vehicle travelling West on Alfred Road is waiting to turn right into Mayfair St creating a dangerous traffic hazard. Occasionally this will be an even greater hazard if there is a car waiting to exit either Butler Avenue or Mayfair Street.</p> <p>We are surprised and anxious about the proposed development at 162-164 Alfred Road as this is right at the point that is already difficult to negotiate safely at all times, and especially at peak hours. Also, waiting on Alfred Road to turn right into Mayfair St one feels very vulnerable as traffic coming from behind is not expecting traffic to be stationary at this point. Much of this traffic has just travelled through the traffic lights at Rochdale Road – those lights are approximately only 100m from the intersection of Alfred Road, Butler Avenue and Mayfair St and frequently are expecting to accelerate.</p> <p>The increased traffic and pedestrian flow from the proposed development (expected to be 300+ vehicles on week days) will make this already difficult intersection considerably more dangerous.</p>	
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<p>This is a most unsuitable area to establish any commercial development and especially a childcare facility with all the resultant vehicle and pedestrian traffic and additional noise.</p>	
<p>85. 23 Swanway Crescent, Swanbourne I am a resident of Swanbourne (and a frequent user of Alfred Road), and I am writing to express my concern about the revised application for 162&164 Alfred Road Swanbourne- Proposed Child Care Centre.</p> <p>This application is for a large scale, commercial childcare centre located in a residential area. I strongly object to this development on the grounds of safety, traffic and impact on residential amenity.</p> <p>The reasons for my objection are as follows:</p> <p>Large, scale commercial development for 77 people is not appropriate in a residential area. The revised plans do not address the traffic, safety and impact concerns raised by the community and users of Alfred Road.</p> <p>The development will exacerbate the traffic congestion in this area on Alfred Road and it will be unsafe. In the period since the development was rejected by TOC and JDAP (July 2019), there have been three serious accidents along this stretch of Alfred Road. One 10 year old boy was put in critical condition.</p> <p>Approval of this development on this corner is irresponsible. Someone will die as a result of the traffic chaos that will be caused with traffic heading to city and 3 local schools, kids riding to school and local residents trying to access Alfred Road.</p> <p>In the new plans, all cars will need to exit via Butler Avenue. This will create traffic mayhem. In peak between 8am and 9am, 70% of the traffic travel east towards the city. So while the developers have added an entrance for west bound traffic, the bulk of the traffic in the morning is east bound and will need to turn into Butler Avenue. And the only exit is off Butler Ave so all drivers will need to leave via Butler Avenue to head east. This intersection is already under duress.</p>	<p>Noted, see above.</p> <p>It is considered the TIS has not adequately addressed safety concerns, it is likely that an increase in traffic could exacerbate an already dangerous section of road due to driver behaviour and additional (unexperienced children) pedestrians or cyclists. Site specific issues have not been addressed and safety has not been adequately analysed. The likely adverse impacts on residential amenity have not been adequately mitigated by the reduction of children numbers and redesign of the building.</p>

The traffic modelling provided by the developer on page 9 of Transcore report is unrealistic for the following reasons:

- o It claims 70% of traffic in AM peak will come from the east. There is no basis for this claim. There are already many childcare centres to the east on Claremont and Ned lands- however there are very few to the west. In addition 70% of AM peak traffic comes from the west travelling east- compounding the traffic nightmare that will be generated.

- o All exiting traffic will need to exit via Butler Avenue (and 70% of them wanting to turn right and travel east along Alfred Road)- the revised plans do not address this traffic chaos.

- o Figure 2 and calculations have no credibility as the assumptions are not real.

- o Figure 3 has been modelled assuming 70% of AM peak traffic comes from the west travelling east. However the modelling is flawed as it assumes that the traffic after drop off will then travel west. However, it is common sense to expect that most of these working parents will thereafter need to continue to travel east to the city or Subi to work. The claim that only 7 parents would want to exit Butler Ave to the east in peak lacks any credibility.

- o If you assume their numbers of total cars entering in peak are correct (which appear to be understated at 26 ... you will have 18 trying to cross over traffic from Alfred into Butler Avenue, while at least 18 (70% of 26) trying to exit Butler to head east. Plus the residents of this street trying to get out during peak at 8 to 9am. This will create traffic mayhem.

The plans assume that staff will be required to park on the street with only 0.5 bays provided for staff. This is inadequate. Public transport to this location is poor with no transport from the direct north or south. And services only commence at 8:05am from the city whereas the centre opens at 6:30am.

The centre will be open from 6:30am until 6:30pm and claim that staff and customers will use public transport. Given that the first bus on a weekday from the city arrives at 8:05am this claim is invalid. Staff will be unable to use this as an option.

Butler Avenue has an extreme incline on it and is not very safe near the top end with limited visibility for drivers. The plans to have the exit only on Butler Avenue are unsafe.

The plans do not align with the WAPC Planning Bulletin 72/2009. In particular-

Needs to be considered suitable from a traffic/safety point of view- it is not due to blind spot for westbound traffic (together with merging), 4 intersections in close proximity, Butler Avenue has limited visibility.

Should not be located where access is from major roads or in close proximity to a major intersection where there may be safety concerns or parking concerns in the street (all 3 of these are violated). The planned childcare facility is close to a major intersection (Rochdale and Alfred) and an intersection that is already under pressure (Butler Avenue and Alfred Road).

No access is to be permitted directly from a Primary or Regional Distributor Road, a Right of Way or short Access Road such as a cul-de-sac or no through roads (Butler Avenue is a cul-de-sac).

In peak hour, getting out of Butler Avenue onto Alfred Road is difficult due to high volumes of traffic. The impact of additional 228+ cars per day will have hugely negative impact on the surrounding neighbourhood (150% + increase in traffic).

Visibility on Alfred Road for westbound traffic is poor. There is a bend in the road and a driver cannot see beyond the curve of the road on the left side.

Travelling westbound between Rochdale and Butler, the traffic also merges which during peak hours causes congestion. This would be exacerbated. Given the limited parking, it is likely visitors and staff will park in Mayfair St on the north side of Alfred road. Trying to cross Alfred Road with young children is dangerous in peak hour.

In the mornings, turning right onto Alfred from Butler Ave, the visibility can be poor depending on where the sun is (rising in the east). Sometimes you cannot see the road at all-looking to the east. If there was a backlog of

vehicles trying to get back onto Alfred Road, it would not easily be visible to vehicles coming from the south end of Butler Avenue due to the steep incline. In recent times, one resident had her parked car written off due to a car moving at speed from South to North along Butler Avenue.

The intersection directly west- Nara Road and Alfred is extremely busy and is in close proximity. Nara I Devon road are popular access roads to Claremont Centre rather than going via the 2 main roads (West Coast Highway and Davies Road). This will put more pressure and traffic on these local roads.

Many people with dogs access Lake Claremont via Butler Avenue and for most of the Avenue, there is no footpath. With increased traffic, and the steep incline, this would increase the risk profile of the street.

The traffic reports done by the developer's consultant states that there have been no accidents on Butler Ave which is inaccurate. In the last year alone there have been at least 2 accidents which were not reported to the police. One involved a bike and car (due to the incline of the street and limited visibility) and the other- someone trying to pull out of Butler Ave onto Alfred.

There are more appropriate sites along Stirling Highway or near other commercial or education hubs for this type of development. Or location of childcare centres in school locations.

Adding to further congestion and safety issues- the developer Transcore report on page 5 states that "waste collection should take place maximum twice per week outside childcare centre peak operation hours so to reduce the potential for internal site conflict between the waste collection vehicle and employees/visitors." And "In this case it is also recommended that smaller vehicles such as vans be used for deliveries and all service vehicle activities to occur outside peak operating times so that parking bays are available for this purpose."- there is no guarantee from the developer that this will occur and how can the Council effectively police this?

The developer makes an unsubstantiated claim on page 8 that "As with similar centres, an overwhelming majority of patrons would originate from within the local area with only a marginal number of patrons arriving from

<p>afar". The community is already well serviced with more childcare centres than are required. None of the local centres are full.</p> <p>The internal space for the revised plans is a lot larger than the original scheme (nearly 30 sqm larger) and much larger than legally required- why? Logic would indicate that the developer clearly has planned to increase the size and scale of this facility in the future beyond what it is today.</p> <p>The entry off Alfred Road could cause rear end collisions along Alfred Road and into the lights should traffic get backed up trying to enter the car park with cars also reversing to get out via Butler.</p> <p>I ask that the Council strongly reject this application and provide a compelling case to MWJDAP to also reject this inappropriate application.</p>	
<p>86. 40A Strickland Street, Mt Claremont We have some serious concerns as listed below.</p> <p>Duplication of services: Whilst the applicant is making a commercial decision for a Day Care Center, (let's face it, this is not a community service) it could be strongly suggested that the area already has an oversupply of Day Care Centers including Jelly Beans (Swanbourne), One Tree (Swanbourne), Annie's Play-school (Mt Claremont), Tiff's House (Swanbourne), Tiny Beez (Alfred road, Claremont) Camp Australia (Swanbourne Primary), Smart Start (Swanbourne), Jellybeans (Mt Claremont), Challenge Stadium Daycare, along with Pre-kindy at Scotch College, Pre kindy at Chistchurch Grammar and an Early Learning Center at MLC (6 months to 4 years) just to mention a few.</p> <p>Thank you again for the opportunity to comment on the proposal and hopefully contribute to a positive outcome for the community and not just one developer.</p>	<p>Noted. See above, applicant has not provided detailed information on the need for the service which is inconsistent with the requirements of LPP 206 and recommendations of PB 72/2009</p>
<p>87. 59 Strickland Street, Mt Claremont I write to express my strong objections to this development. I drive past this site everyday in the morning and afternoon and am concerned about the impact of the traffic generated from the child care centre would have on traffic and pedestrians in the area. It is a dangerous intersection, particularly in the</p>	<p>Noted, see above.</p> <p>It is considered the TIS has not adequately addressed safety concerns, it is likely that an increase in traffic could exacerbate an already dangerous</p>

<p>morning when eastbound traffic has sun in their eyes. The recent accidents involving 2 local children at the Rochdale Road intersection highlight the level of use by young children. There are many children crossing Alfred Road going either to Mount Claremont or Swanbourne Primary. I see many drivers taking risks to enter Alfred Road from Narla during peak hour so having traffic coming out of Butler will add to the risk to other drivers and pedestrians.</p> <p>This is a residential area and it is not fair on the neighbouring properties to rezone these properties.</p>	<p>section of road due to driver behaviour and additional (unexperienced children) pedestrians or cyclists. Site specific issues have not been addressed and safety has not been adequately analysed. The likely adverse impacts on residential amenity have not been adequately mitigated by the reduction of children numbers and redesign of the building.</p>
<p>88. Address not given I am a resident of the area and I support the application for the Proposed Child Care Centre. I do not believe that there is any danger associated with the childcare centre. There are many childcare centres that function perfectly well on much busier roads without any issues. There are multiple along Stirling Highway, for example.</p> <p>I myself have a young family and found it very difficult to find childcare centres without long waiting lists. This can have a huge effect on families, particularly those with either one parent or with two working parents. In addition, children's development and socialisation is extremely important at this age. I can't see how any negative will come from this development, only a positive effect on the community and their young children.</p>	<p>Noted, see above.</p>
<p>89. 11 Butler Avenue, Swanbourne I am a resident of Butler Avenue and I am writing to express my concern about the revised application for 162&164 Alfred Road Swanbourne-Proposed Child Care Centre.</p> <p>This application is for a large scale, commercial childcare centre located in a residential area. I strongly object to this development on the grounds of safety, traffic and impact on residential amenity. Due to the scale of impact that this development would have- a number of residents have donated to get an impact assessment of this proposal. We have engaged Card no, a leading traffic safety and engineering company to do this assessment.</p> <p>We provide their report, for your information and re-purpose. Please help us stop this development.</p>	<p>Noted, see above.</p> <p>It is considered the TIS has not adequately addressed safety concerns, it is likely that an increase in traffic could exacerbate an already dangerous section of road due to driver behaviour and additional (unexperienced children) pedestrians or cyclists. Site specific issues have not been addressed and safety has not been adequately analysed. The likely adverse impacts on residential amenity have not been adequately mitigated by the reduction of children numbers and redesign of the building.</p>

<p>The reasons for my objection are as follows:</p> <p>This proposed development will exacerbate the safety issues at this intersection.</p> <p>Based on the Cardno SIDRA assessment, queues are expected to extend beyond the Butler Avenue intersection from the Rochdale Road intersection. The queues on Alfred Road would impact vehicles turning right into and out of Butler Avenue and will also impact the traffic operations of Alfred Road and the intersection of Butler Avenue and Mayfair Street. I draw your attention to the image provided in their report which proves the impact on Alfred Road in peak hour. This image alone should provide sufficient evidence for any person in authority to decline this unsafe development.</p> <p>Based on the expected volume of turning traffic at the Alfred Road/Butler Avenue intersection, the intersection warrants indicate a channelized right turn (CHR)/auxiliary right turn (AUR) treatment and basic auxiliary left turn (AUL) treatment should be provided at this intersection.</p> <p>The provision of a left in only access along Alfred Road is undesirable based on the WAPC and MRWA guidelines given the high traffic volumes along Alfred Street and safety concerns and visibility issues associated with the proposed site.</p> <p>Based on the revised drawings, the proposed crossover is located 40m from the Alfred Road intersection. Therefore, the sight distance for the proposed location of the crossover for the proposed development is inadequate in accordance to AS2890.1.</p> <p>Cardno believes that the proposed development on Lot 162 and 164 Alfred Road, Swanbourne in the Town of Claremont will have a detrimental impact on the safety and traffic operations on Alfred Road and its intersection with Butler Avenue.</p>	<p>The information contained in the Cardno TIS has been duly considered and its conclusions taken into account in assessing the proposed development. The report demonstrates there will be increased queuing and subsequent safety risks which will negatively impact on the residential amenity of the neighbourhood.</p> <p>In the event development is approved, it would be appropriate at a minimum to implement Cardno's and the Town's recommendations to include a condition the application be required to improve the road design by constructing a median splitter island at the Butler Avenue and Alfred Road intersection to improve safety conditions by reducing ability for vehicles to cut the corner and provide a pedestrian refuge. A median island on Alfred Road is also recommended to prevent illegal turns into the Alfred Road crossover and access from the west. The independent Traffic Impact Assessment submitted by Cardo recommends a channelized right turn lane at the Butler Avenue intersection and basic auxiliary left turn treatment from the east, however Turning pockets and deceleration lanes cannot be installed at this location due to existing constraints of the proximity of the Mayfair Street and the lack of sightlines from Butler Avenue.</p>
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<p>The integrity of the Transcore modelling needs to be questioned. See 5.1 of the Cardno report.</p> <p>In addition, one must question why the applicant, while reducing the number of children to attend this childcare centre, has increased the size of the centre since the original submission and now exceeds the recommended area per child by 110 sqm. Logic would imply that this developer is planning to get initial approval and then seek ways to increase enrolment capacity through a much easier process.</p> <p>I ask that the Council strongly reject this application and provide a compelling case to SAT to also reject this inappropriate application.</p>	
<p>90. 4 Butler Avenue, Swanbourne Safety and Risk Management This is a residential area, and Butler Avenue is a quiet cul-de-sac with 17 houses. The street has a footpath only for approx. 60m, after which pedestrians walk on the road to access the bushland, Lake Claremont reserve and mixed-use paths at the closed end of the cul-de-sac. This includes school children walking to and from nearby Swanbourne Primary School. The additional traffic associated with a commercial development with 65 children and 12 staff would create not only unacceptable increases in traffic in comparison to the existing low residential movements, but importantly would introduce serious safety risks for residents, local community and primary school children utilising the street as they currently do.</p> <p>As an experienced safety and health professional Zane has previously provided risk assessment details regarding the intersection of Butler Ave and Alfred Rd where the risk of a serious permanent disabling injury or death was identified as a high likelihood. The reduction in numbers of vehicles with the recent changes does indeed reduce this likelihood, however the assessment remains that there is an unacceptably high risk of a serious injury or death as a result of a vehicle/pedestrian impact due to:</p> <ul style="list-style-type: none"> • pedestrians crossing Butler Ave along the footpath of Alfred Rd; • pedestrians crossing Alfred Rd from North to South, including school children; and 	<p>Noted, see above.</p> <p>It is considered the TIS has not adequately addressed safety concerns, it is likely that an increase in traffic could exacerbate an already dangerous section of road due to driver behaviour and additional (unexperienced children) pedestrians or cyclists. Site specific issues have not been addressed and safety has not been adequately analysed. The likely adverse impacts on residential amenity have not been adequately mitigated by the reduction of children numbers and redesign of the building.</p> <p>As discussed in the report is likely that longer delays may increase the occurrence of drivers taking dangerous risks, also parking in Mayfair Street and subsequent pedestrians (including small children) crossing Alfred Road to the Centre, adding again to the existing safety concerns. This is evidenced by recent accidents involving school children in the area.</p>

<p>• pedestrians walking up or down Butler Ave, in particular this risk is exacerbated by the steep blind crest and lack of footpath.</p> <p>To support these concerns, recently taken footage along Alfred Rd during morning peak traffic (see YouTube: https://youtu.be/Pt3_D_bziTB) demonstrates:</p> <ul style="list-style-type: none"> • school children riding bicycles and walking behind cars on Butler Ave as they wait to turn into Alfred Rd traffic; • cars driving up onto the footpath on Alfred Rd heading East to go around backed up traffic behind a car waiting to turn right into Butler Ave; • cars travelling West along Alfred Rd veering into the opening of Butler Ave to go around cars backed up behind a car turning right into Mayfair St. <p>Furthermore, Butler Ave has already seen a rear end collision resulting from a car driving over the blind crest colliding with a parked car on the side of the road. This was unreported hence no record exists however residents in the street involved in the incident attest to the accuracy of this.</p> <p>During recent months there have been two children struck by cars at the Rochdale Rd / Alfred Rd intersection. One boy who was crossing on the green pedestrian light was thrown onto the windscreen of a car, and another boy on his bicycle was struck by a car on Myera St next to the Alfred Rd lights.</p> <p>There can be no doubt that section of road is already hazardous. An increase in traffic, particularly vehicles turning across traffic to enter and come out of a cul-de-sac with no other entry or exit will only exacerbate the problem and increase the risk to safety.</p> <p>WAPC bulletin 72/2009 clearly states:</p> <p>A child care centre would generally not be suitable where: S3.3. j) Access from a major road or in close proximity to a major intersection where there may be safety concerns.</p>	
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<p>This location has both. The most recent plans include an additional access from Alfred Rd, therefore in contradiction to the WAPC requirements, and given Butler Ave is a cul-de-sac the only other entry on Butler Ave is still via Alfred Rd.</p> <p>Further, WAPC 72/2009 S3.6 states (it)...should only be approved if it can be demonstrated that it will not create or exacerbate any unsafe conditions for children and families using the centre, or for pedestrians or road users.</p> <p>The above points and the YouTube video provided at https://youtu.be/Pt3_D_bzIT8 clearly demonstrate this requirement cannot be met, and that this development would create a risk for children and families using the centre and increase the risk for pedestrians and road users.</p> <p>Human Performance Implications During presentations to MWJDAP and SAT, Zane has highlighted the implications of Human Performance on the existing safety concerns for Butler Ave and at the intersection of Butler Ave and Alfred Rd. These appear to have been ignored by the applicant in the recent revised proposal, so we feel it prudent to recap the issues here should personnel be reading this who were not privy to previous statements. Further detail to explain Human Performance is located at Annex A in this document.</p> <p>Within the field of Human Performance there are ten (10) "Error Traps" or precursors to error. These are task related characteristics that increase the probability for error during a specific action. Given the location of the proposed child care centre and the activities involved for people travelling to and from (dropping children off or picking up), there are six error traps for drivers or pedestrians that may be present at any given time</p> <ul style="list-style-type: none"> • Stress • Multi-tasking / high workload • Time pressure • Overconfidence • Distractions 	<p>It is considered the nature of the land use (involving young children, busy parents) combined with the traffic and human performance implications could potentially result in further safety issues arising if the development is approved, causing significant impact on the amenity of the surrounding residents.</p>
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<p>• The end of a work shift or an extended shift</p> <p>The proposed childcare centre at the corner of Butler Avenue and Alfred Road in Swanbourne risks creating a number of opportunities where there may be significant risk to pedestrians and vehicle occupants.</p> <p>An examination of these situations using Human Performance principles highlights these concerns and the potential increased risk to life.</p> <p>Situation 1 – Vehicle turning from Butler Ave into traffic on Alfred Rd</p> <p>Potential Error Traps:</p> <ul style="list-style-type: none"> • Stress (anxious child not wanting to be left; stressful morning getting child ready as well as family / self) • Multi-tasking / high workload (planning the day; mentally preparing for meetings/daily activities; debriefing the day with child; mentally planning evening meal/schedule) • Time pressure (running late to work/daily activities; hurry to get home at end of the day) • Overconfidence (used to driving; never had anything go wrong at this intersection before) • Distractions (child or children talking/yelling; heavy stream of traffic flowing in both directions; school children crossing Butler Ave and/or Alfred Rd in either East or West direction; fast moving vehicles trying to make it through the controlled intersection at Rochdale/Alfred Rd) • End of a work shift/extended shift (night shift workers / picking up after long day shift; parents with young children who wake frequently throughout the night) <p>In addition to Human Performance error traps in this situation is an increased risk due to the position of the sun being in a drivers eyes at certain times of the year whilst turning right (East) onto Alfred Rd early in the morning, and</p>	
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<p>left (West) at sunset. As an example, at certain times of the year we commonly have to open the window and shield our eyes to see properly whilst turning onto Alfred Rd from Butler Ave.</p> <p>Situation 2 – Vehicle driving South down Butler Ave to turn around at the cul de sac at the bottom of the hill</p> <p>Potential Error Traps:</p> <p>These would be very similar to Situation 1, with the addition of:</p> <ul style="list-style-type: none"> • Stress (or frustration, required to drive down Butler Ave to turn around) • Time pressure (exacerbated due to the extra time required to turn around at the base of the hill on Butler Ave) • Combined with the added risk of the blind crest on the hill <p>For both these situations the driver would be operating in either Rule Based or Knowledge mode. This has an associated error rate of between 1:2 - 1:100. The driver is typically driving based on habit (skills based) which is non-thinking, however in these situations they are also reliant on knowledge which they do not have available upon which to make a decision as to what action they will take.</p> <p>A driver turning into Alfred Rd from Butler Ave does not know about vehicles coming in their direction from the controlled intersection at Rochdale Rd until the vehicle is approx. 40m away. This provides approximately 2 seconds for the driver to decide whether they will accelerate to turn in front of the vehicle or wait for a longer break in traffic (it is worth noting, this is the absolute minimum time allowed by Main Roads WA versus the recommended minimum of 2.5 seconds). Nor do they know what action pedestrians are going to take crossing Butler Ave or Alfred Rd, and it is common for pedestrians to make sudden decision to dash across slim gaps in traffic.</p> <p>In Situation 2 the driver is approaching a blind hill with no knowledge of what is over the crest, which on a street with no sidewalk for pedestrians, and frequent use of the road for school children and local residents/community members poses a significant risk as they often having to move into the middle</p>	<p>Noted, see above.</p>
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<p>of the road to go around parked cars (which would also be increased with the child care centre).</p> <p>The residents of Butler Ave have existing knowledge of these risks and already cautiously manage them on a daily basis. With the significant increase in traffic from the proposed child care centre, the likelihood of an error being made is increased and dramatically increases the risk of a serious accident occurring.</p> <p>Noise Management and Child Supervision Policy The applicants have provided a "Noise Management and Child Supervision Policy". This Policy and Plan is poorly written with a multitude of errors and incorrect information. It also has contradicting statements, in particular a statement that says the philosophy of the Centre is 'free flow' with respect to outdoor play for children attending the centre, yet it then restricts set hours per day when children will be allowed outdoors. A maximum of 3 hours per day has been allocated for children to be outdoors participating in 'free play'. Restricting outdoor play is in conflict to current recommended practice for early childhood development and not in the best interest of any child attending the Centre. When outdoors, children will have to follow strict conditions under which they are allowed to play and the Policy states that staff will be placed at 'supervision' points to keep children away from the boundary fences and from making noise. Apart from being an absurd practice for any child care centre, it is also unrealistic that 1) you can stop children making noise, banging items to make music and from being children and playing loudly, and 2) having dedicated staff to be in supervision points is also unrealistic as we know as soon as a child needs assistance, to go to the toilet or needs changing then that staff member is out of action. The fact that a Child Care Centre needs this type of Policy and Plan suggests it will be a sad and depressing place for any child attending the Centre and all due to it being built in the WRONG location. Additionally, how long will this 'Policy & Plan' actually remain effective and how it is to be policed? It is more than likely that the 'Policy and Plan' has been drafted in order to minimise "impulsive" noise characteristics in the outside play areas for the purpose of the Environmental Acoustic Assessment so as to achieve approval, and the Policy will subsequently be amended, removed, ignored or simply impossible for staff to abide by upon opening or over time. As immediate neighbours, it will then be upon us and other nearby residents to repeatedly complain, however by that stage the problem already exists and will be impossible to rectify.</p>	<p>Noted, see above.</p>
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<p>Rather than the applicant identifying a suitable location that optimises the development of children, this Policy and Plan significantly compromises normal childhood activity and will negatively impact their development because of restrictions due to the location in a quiet residential area. This all further supports the community view that the proposed Centre should not be built in this residentially zoned area.</p> <p>Impact on Family and Residents As we have previously stated in regard to this development, we deliberately chose to live in a location that was zoned residential, with low traffic volumes, quiet, and safe for our children to play outside and walk down the street to the nearby bush, lake and school, as many other local children and residents do. Should it go ahead, this development will have a significantly detrimental impact on our quality of life as the existing enjoyable, residential amenity will be dramatically impacted.</p> <p>We acknowledge that in the revised plans, the applicants have taken steps to reduce the noise disturbance on my property. It is noted however that there still exists a child play area immediately adjacent to the Eastern boundary, placing it alongside the property at 160 Alfred Rd. This is non-compliant with local planning requirements which prohibit play areas being adjacent to neighbouring properties and I can only assume will have a detrimental impact on anyone living there.</p> <p>Further to the above, the original proposal was for 90 children. This revised proposal allows for a far greater area per child than is required. Whilst this may be altruistic in nature, it is highly likely that the application is made for the purpose of gaining approval under the proposed conditions then making subsequent increases in children and staff once the centre is in operation. As there are no requirements for approval for such changes, there will be little to prevent this occurring.</p> <p>For the above reasons, we ask you to please reject the application for this child care centre.</p>	
<p>91. 145 Alfred Road, Mt Claremont As a resident in Mount Claremont on Alfred Road I am concerned of the implications that the proposed commercial development at 162-164 Alfred</p>	<p>Noted, see above. It is considered the TIS has not adequately addressed safety concerns, it is likely that an increase in traffic could exacerbate an</p>

<p>Road will have to the area and the local community. My primary concerns are;</p> <ul style="list-style-type: none"> • A large scale commercial development in a residential area which has the capacity for 90 children and 13 staff members and the implications this will have on noise level in the local area. • The increased traffic will have an impact on the already congested local traffic during peak hours along Alfred Road. This will also pose a significant hazard to children walking or riding their bikes to and from school. I myself have two children who attend Mount Claremont primary school and I am already concerned of the increased number of cars along Alfred Road during these times. I understand that a traffic assessment has been done by the developer, however I question whether this is biased and a full traffic assessment needs to be conducted by an external source to give a valid indication of the ramifications. • On a more personal note my son was knocked down by a car this year in early August while crossing at the traffic lights. Luckily he was ok and made a full recovery but he did spend 3 days at PCH with a severe concussion and wounds on his elbow, hip and knee. This is every parents nightmare and I only suspect that with a daycare of this size the increased traffic along Alfred road is my biggest concern. • The lack of available parking for carers dropping and picking up 90 children during peak hours will be a serious issue in regards to safety and cars parking along Alfred Road and the nearby side streets. • Finally, there are already a number of daycares in the area which service the local families and these daycare are not at capacity. These daycares/ early learning centres include Annie's on Strickland Street, Montessori Mulberry tree at HBF stadium, Jellybeans in Swanbourne, and Bumblebee at the opposite end of Alfred road. <p>Based on the information I have accessed online and from local neighbours I strongly object to this development on the grounds of safety, traffic, and residential impact.</p>	<p>already dangerous section of road due to driver behaviour and additional (unexperienced children) pedestrians or cyclists. Site specific issues have not been addressed and safety has not been adequately analysed. The likely adverse impacts on residential amenity have not been adequately mitigated by the reduction of children numbers and redesign of the building.</p>
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<p>This application received the most objections of any development in the last decade in July 2019. The Town of Claremont has already said NO. The state panel said NO and now they have appealed to the Tribunal. Why is this developer bypassing government, our representatives and the community? Please take a stand supporting the community and say NO to this development.</p>	
<p>92. Strickland Street, Mt Claremont I am writing in support of the proposed child care centre.</p> <p>I believe this will be a great benefit to the community, and it gets my full support.</p>	<p>Noted, see above.</p>
<p>93. Mt Claremont I have just found out about the proposed development of a child care facility at 162-164 Alfred Road, Swanbourne.</p> <p>Apparently this will be a childcare facility for 65 children and staff.</p> <p>It has been my observation that Alfred Road is very busy particularly at school drop off/collection times, due to traffic coming off/joining West Coast Highway, making their way to/from the schools in the area (primarily Mt Claremont Primary and Swanbourne Primary). This is exacerbated by those living locally, using the road at the same time to either take children to/from school, plus making their way to other parts of the suburbs or to the train station at Claremont. Of course, during the morning and evening, traffic increases, as commuters make their way to/from employment.</p> <p>Surely the increase in vehicle numbers caused by the proposed childcare facility, will only exacerbate the problem.</p> <p>Alfred Road carries a lot of traffic already, the amount having increased since the building of the apartments in and around the old Swanbourne High School site. The roads here carry a lot of heavy traffic, due to the increased building for instance, the apartments being built around the Claremont train station.</p> <p>Please have a care for those living in this area and using an already busy road.</p>	<p>Noted, see above. It is considered the TIS has not adequately addressed safety concerns, it is likely that an increase in traffic could exacerbate an already dangerous section of road due to driver behaviour and additional (unexperienced children) pedestrians or cyclists. Site specific issues have not been addressed and safety has not been adequately analysed. The likely adverse impacts on residential amenity have not been adequately mitigated by the reduction of children numbers and redesign of the building.</p>

<p>We need to keep the roads safe, and building the above facility, will make this more difficult.</p>	
<p>94. 160 Alfred Road, Claremont I am writing to express my concern about the revised application for 162&164 Alfred Road Swanbourne – Proposed Child Care Centre that is currently in mediation at the State Administrative Tribunal.</p> <p>This application is for a large scale, commercial childcare centre located in a residential area, which will have a drastic, negative impact on Alfred Road and its safety. I strongly object to this development on the grounds of safety, traffic and impact on residential amenity.</p> <p>In my case as the next door neighbor, the cars driving out from the two proposed new homes on 160 Alfred Rd will face higher risk to turn right to east direction onto Alfred Rd with the higher volume of the traffic with this child care centre especially during the peak hour. With the second version of design, the main car entrance this proposed child care centre is from Alfred Rd, which also make the access to Alfred Road turning left more dangerous and difficult during the peak hour.</p> <p>In addition, the current two-level building design is worse than before and our privacy is at risk with the overlooking windows above. Because of the easement design of our future building design, we have to leave enough space in front of the house, north of the land adjacent to Alfred Road and make the main house site to the south end, which has to be now side by side to the proposed main building of the child care center.</p> <p>As proposed outdoor uncovered playgrounds of the child care center are now designed directly next (not like to the south boundary there is a wide distance to the south side neighbor and the outdoor play area is covered) to lot 1 (160A Alfred Rd) the new home site, the future</p>	<p>Noted, see above. As the adjoining landowner this property is impacted by the proximity of outdoor play areas to the east, and future residential development on the site may be negatively impacted.</p>

family can't enjoy quiet lives from 6.30am to 6pm due to the obvious noise problem, which is impossible to deny even with the icy cold data analysis. The proposed outdoor playground area at the east side actually covers the main area of future residential living (side by side actually), which means the future family will have to suffer the noise if the child care center starts running considering its size of more than 65 kids or even more because they have more than enough internal space. We are normal human beings and have the right to live in peace, not fighting everyday with the noise problem which can be prevented from the beginning and the innocent children shouldn't bear any potential anger or hatred relying on the tolerance of the future neighbors. As proud Australian citizens, we should be keen to build up our community in harmony and try our best to avoid any potential conflict or dispute.

As a fact, a play area immediately adjacent to my property is non-compliant with state planning guidelines WAPC Planning Bulletin 72/2009 which states play areas shall not be adjacent to neighboring properties.

The other reasons for my objection are as follows:

Ø Large, scale commercial development for 77 people is not appropriate in a residential area. The revised plans do not address the traffic, safety and impact concerns raised by the community and users of Alfred Road.

Ø The development will exacerbate the traffic congestion in this area on Alfred Road and it will be unsafe. In the period since the development was rejected by TOC and JDAP (July 2019), there have been three serious accidents along this stretch of Alfred Road. One 10 year old boy was put in critical condition.

Ø Approval of this development on this corner is irresponsible. Someone will die as a result of the traffic chaos that will

be caused with traffic heading to city and 3 local schools, kids riding to school and local residents trying to access Alfred Road.

Ø In the new plans, all cars will need to enter via Alfred Road and exit via Butler Avenue. This will create traffic mayhem. In peak between 8am and 9am, 70% of the traffic travel east towards the city. So while the developers have added an entrance for west bound traffic, the bulk of the traffic in the morning is east bound and will need to turn into Butler Avenue. And the only exit is off Butler Ave so all drivers will need to leave via Butler Avenue to head east. This intersection is already under duress.

Ø The traffic modelling provided by the developer on page 9 of Transcore report is unrealistic for the following reasons

- o It claims 70% of traffic in AM peak will come from the east. There is no basis for this claim. There are already many childcare centres to the east on Claremont and Nedlands – however there are very few to the west. In addition 70% of AM peak traffic comes from the west travelling east – compounding the traffic nightmare that will be generated.

- o All exiting traffic will need to exit via Butler Avenue (and 70% of them wanting to turn right and travel east along Alfred Road) – the revised plans do not address this traffic chaos.

- o Figure 2 and calculations have no credibility as the assumptions are not real.

- o Figure 3 has been modelled assuming 70% of AM peak traffic comes from the west travelling east. However the modelling is flawed as it assumes that the traffic after drop off will then travel west. However, it is common sense to expect that most of these working parents will thereafter need to continue to travel east to the city or Subi

to work. The claim that only 7 parents would want to exit Butler Ave to the east in peak lacks any credibility.

o If you assume their numbers of total cars entering in peak are correct (which appear to be understated at 26....you will have 18 trying to cross over traffic from Alfred into Butler Avenue, while at least 18 (70% of 26) trying to exit Butler to head east. Plus the residents of this street trying to get out during peak at 8 to 9am. This will create traffic mayhem.

Ø The plans assume that staff will be required to park on the street with only 0.5 bays provided for staff. This is inadequate. Public transport to this location is poor with no transport from the direct north or south. And services only commence at 8:05am from the city whereas the centre opens at 6:30am.

Ø The centre will be open from 6:30am until 6:30pm and claim that staff and customers will use public transport. Given that the first bus on a weekday from the city arrives at 8:05am this claim is invalid. Staff will be unable to use this as an option.

Ø Butler Avenue has an extreme incline on it and is not very safe near the top end with limited visibility for drivers. The plans to have the exit only on Butler Avenue are unsafe.

Ø The plans do not align with the WAPC Planning Bulletin 72/2009. In particular –

Ø Needs to be considered suitable from a traffic/safety point of view – it is not due to blind spot for westbound traffic (together with merging), 4 intersections in close proximity, Butler Avenue has limited visibility

Ø Should not be located where access is from major roads or in close proximity to a major intersection where there may be safety concerns

<p>or parking concerns in the street (all 3 of these are violated). The planned childcare facility is close to a major intersection (Rochdale and Alfred) and an intersection that is already under pressure (Butler Avenue and Alfred Road)</p> <p>Ø No access is to be permitted directly from a Primary or Regional Distributor Road, a Right of Way or short Access Road such as a cul-de-sac or no through roads (Butler Avenue is a cul-de-sac)</p> <p>Ø In peak hour, getting out of Butler Avenue onto Alfred Road is difficult due to high volumes of traffic. The impact of additional 228+ cars per day will have hugely negative impact on the surrounding neighbourhood (150% + increase in traffic)</p> <p>Ø Visibility on Alfred Road for westbound traffic is poor. There is a bend in the road and a driver cannot see beyond the curve of the road on the left side.</p> <p>Ø Travelling westbound between Rochdale and Butler, the traffic also merges which during peak hours causes congestion. This would be exacerbated.</p> <p>Ø Given the limited parking, it is likely visitors and staff will park in Mayfair St on the north side of Alfred road. Trying to cross Alfred Road with young children is dangerous in peak hour.</p> <p>Ø In the mornings, turning right onto Alfred from Butler Ave, the visibility can be poor depending on where the sun is (rising in the east). Sometimes you cannot see the road at all – looking to the east.</p> <p>Ø If there was a backlog of vehicles trying to get back onto Alfred Road, it would not easily visible to vehicles coming from the south end of Butler Avenue due to the steep incline. In recent times, one resident had her parked car written off due to a car moving at speed from South to North along Butler Avenue</p>	
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<p>Ø The intersection directly west – Narla Road and Alfred is extremely busy and is in close proximity. Narla / Devon road are popular access roads to Claremont Centre rather than going via the 2 main roads (West Coast Highway and Davies Road). This will put more pressure and traffic on these local roads.</p> <p>Ø Many people with dogs access Lake Claremont via Butler Avenue and for most of the Avenue, there is no footpath. With increased traffic, and the steep incline, this would increase the risk profile of the street.</p> <p>Ø The traffic reports done by the developer's consultant states that there have been no accidents on Butler Ave which is inaccurate. In the last year alone there have been at least 2 accidents which were not reported to the police. One involved a bike and car (due to the incline of the street and limited visibility) and the other – someone trying to pull out of Butler Ave onto Alfred.</p> <p>Ø There are more appropriate sites along Stirling Highway or near other commercial or education hubs for this type of development. Or location of childcare centres in school locations.</p> <p>Ø Adding to further congestion and safety issues - the developer Transcore report on page 5 states that "waste collection should take place maximum twice per week outside childcare centre peak operation hours so to reduce the potential for internal site conflict between the waste collection vehicle and employees/visitors." And "In this case it is also recommended that smaller vehicles such as vans be used for deliveries and all service vehicle activities to occur outside peak operating times so that parking bays are available for this purpose." – there is no guarantee from the developer that this will occur and how can the Council effectively police this?</p> <p>Ø The developer makes an unsubstantiated claim on page 8 that "As with similar centres, an overwhelming majority of patrons would</p>	
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originate from within the local area with only a marginal number of patrons arriving from afar*. The community is already well serviced with more childcare centres than are required. None of the local centres are full.

Ø The internal space for the revised plans is a lot larger than the original scheme (nearly 30 sqm larger) and much larger than legally required – why? Logic would indicate that the developer clearly has planned to increase the size and scale of this facility in the future beyond what it is today.

Space	Number of Children	Age group	Area Provided (sq m)	Area Req. (3.25 sqm child)	Surplus area (sq m)	Max no. (3.25 sqm child)
Activity 01	8	1-2yrs	55.44	26	29.44	17
Activity 02	8	0-1yrs	47.29	26	21.29	14
Activity 03	10	2-3yrs	63.11	32.5	30.61	19
Activity 04	19	3-5yrs	61.98	61.75	0.23	19
Activity 04	20	3-5yrs	101.21	65	36.21	31
TOTAL	65		329.03	211.25	117.78	100

In this case of 100 kids transportation every day in the future rather than 65, in peak hour, getting onto Alfred Road is difficult due to high volumes of traffic. The impact of additional 322 cars per day (161 in / 161 out) will have significant impact on the surrounding neighbourhood (300% + increase in traffic) and amenities

<p>Ø The entry off Alfred Road could cause rear end collisions along Alfred Road and into the lights – should traffic get backed up trying to enter the car park with cars also reversing to get out via Butler.</p> <p>As a conclusion, I ask that the Council strongly reject this application and provide a compelling case to MWJDAP to also reject this inappropriate application. I look forward to your response.</p>	
<p>95. 160 Alfred Road, Claremont</p> <p>I am writing to express my concern about the revised application for 162&164 Alfred Road Swanbourne – Proposed Child Care Centre that is currently in mediation at the State Administrative Tribunal.</p> <p>This application is for a large scale, commercial childcare centre located in a residential area, which will have a drastic, negative impact on Alfred Road and its safety. I strongly object to this development on the grounds of safety, traffic and impact on residential amenity.</p> <p>In my case as the next door neighbor, the cars driving out from the two proposed new homes on 160 Alfred Rd will face higher risk to turn right to east direction onto Alfred Rd with the higher volume of the traffic with this child care centre especially during the peak hour. With the second version of design, the main car entrance this proposed child care centre is from Alfred Rd, which also make the access to Alfred Road turning left more dangerous and difficult during the peak hour.</p> <p>In addition, the current two-level building design is worse than before and our privacy is at risk with the overlooking windows above. Because of the easement design of our future building design, we have to leave enough space in front of the house, north of the land adjacent to Alfred Road and make the main house site to the south end, which has to be now side by side to the proposed main building of the child care center.</p>	<p>Noted, see above</p>

As proposed outdoor uncovered playgrounds of the child care center are now designed directly next (not like to the south boundary there is a wide distance to the south side neighbor and the outdoor play area is covered) to lot 1 (160A Alfred Rd) the new home site, the future family can't enjoy quiet lives from 6.30am to 6pm due to the obvious noise problem, which is impossible to deny even with the icy cold data analysis. The proposed outdoor playground area at the east side actually covers the main area of future residential living (side by side actually), which means the future family will have to suffer the noise if the child care center starts running considering its size of more than 65 kids or even more because they have more than enough internal space. We are normal human beings and have the right to live in peace, not fighting everyday with the noise problem which can be prevented from the beginning and the innocent children shouldn't bear any potential anger or hatred relying on the tolerance of the future neighbors. As proud Australian citizens, we should be keen to build up our community in harmony and try our best to avoid any potential conflict or dispute.

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<p>been three serious accidents along this stretch of Alfred Road. One 10 year old boy was put in critical condition.</p> <p>Ø Approval of this development on this corner is irresponsible. Someone will die as a result of the traffic chaos that will be caused with traffic heading to city and 3 local schools, kids riding to school and local residents trying to access Alfred Road.</p> <p>Ø In the new plans, all cars will need to enter via Alfred Road and exit via Butler Avenue. This will create traffic mayhem. In peak between 8am and 9am, 70% of the traffic travel east towards the city. So while the developers have added an entrance for west bound traffic, the bulk of the traffic in the morning is east bound and will need to turn into Butler Avenue. And the only exit is off Butler Ave so all drivers will need to leave via Butler Avenue to head east. This intersection is already under duress.</p> <p>Ø The traffic modelling provided by the developer on page 9 of Transcore report is unrealistic for the following reasons</p> <ul style="list-style-type: none"> o It claims 70% of traffic in AM peak will come from the east. There is no basis for this claim. There are already many childcare centres to the east on Claremont and Nedlands – however there are very few to the west. In addition 70% of AM peak traffic comes from the west travelling east – compounding the traffic nightmare that will be generated. o All exiting traffic will need to exit via Butler Avenue (and 70% of them wanting to turn right and travel east along Alfred Road) – the revised plans do not address this traffic chaos. o Figure 2 and calculations have no credibility as the assumptions are not real. 	
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- Ø The plans assume that staff will be required to park on the street with only 0.5 bays provided for staff. This is inadequate. Public transport to this location is poor with no transport from the direct north or south. And services only commence at 8:05am from the city whereas the centre opens at 6:30am.
- Ø The centre will be open from 6:30am until 6:30pm and claim that staff and customers will use public transport. Given that the first bus on a weekday from the city arrives at 8:05am this claim is invalid. Staff will be unable to use this as an option.
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- Ø The plans do not align with the WAPC Planning Bulletin 72/2009. In particular –
- Ø Needs to be considered suitable from a traffic/safety point of view – it is not due to blind spot for westbound traffic (together with

<p>merging), 4 intersections in close proximity, Butler Avenue has limited visibility</p> <p>Ø Should not be located where access is from major roads or in close proximity to a major intersection where there may be safety concerns or parking concerns in the street (all 3 of these are violated). The planned childcare facility is close to a major intersection (Rochdale and Alfred) and an intersection that is already under pressure (Butler Avenue and Alfred Road)</p> <p>Ø No access is to be permitted directly from a Primary or Regional Distributor Road, a Right of Way or short Access Road such as a cul-de-sac or no through roads (Butler Avenue is a cul-de-sac)</p> <p>Ø In peak hour, getting out of Butler Avenue onto Alfred Road is difficult due to high volumes of traffic. The impact of additional 228+ cars per day will have hugely negative impact on the surrounding neighbourhood (150% + increase in traffic)</p> <p>Ø Visibility on Alfred Road for westbound traffic is poor. There is a bend in the road and a driver cannot see beyond the curve of the road on the left side.</p> <p>Ø Travelling westbound between Rochdale and Butler, the traffic also merges which during peak hours causes congestion. This would be exacerbated.</p> <p>Ø Given the limited parking, it is likely visitors and staff will park in Mayfair St on the north side of Alfred road. Trying to cross Alfred Road with young children is dangerous in peak hour.</p> <p>Ø In the mornings, turning right onto Alfred from Butler Ave, the visibility can be poor depending on where the sun is (rising in the east). Sometimes you cannot see the road at all – looking to the east.</p>	
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Ø If there was a backlog of vehicles trying to get back onto Alfred Road, it would not easily be visible to vehicles coming from the south end of Butler Avenue due to the steep incline. In recent times, one resident had her parked car written off due to a car moving at speed from South to North along Butler Avenue

Ø The intersection directly west – Naria Road and Alfred is extremely busy and is in close proximity. Naria / Devon road are popular access roads to Claremont Centre rather than going via the 2 main roads (West Coast Highway and Davies Road). This will put more pressure and traffic on these local roads.

Ø Many people with dogs access Lake Claremont via Butler Avenue and for most of the Avenue, there is no footpath. With increased traffic, and the steep incline, this would increase the risk profile of the street.

Ø The traffic reports done by the developer's consultant states that there have been no accidents on Butler Ave which is inaccurate. In the last year alone there have been at least 2 accidents which were not reported to the police. One involved a bike and car (due to the incline of the street and limited visibility) and the other – someone trying to pull out of Butler Ave onto Alfred.

Ø There are more appropriate sites along Stirling Highway or near other commercial or education hubs for this type of development. Or location of childcare centres in school locations.

Ø Adding to further congestion and safety issues - the developer Transcore report on page 5 states that "waste collection should take place maximum twice per week outside childcare centre peak operation hours so to reduce the potential for internal site conflict between the waste collection vehicle and employees/visitors." And "In this case it is also recommended that smaller vehicles such as vans be used for deliveries and all service vehicle activities to occur outside

peak operating times so that parking bays are available for this purpose." – there is no guarantee from the developer that this will occur and how can the Council effectively police this?

Ø The developer makes an unsubstantiated claim on page 8 that "As with similar centres, an overwhelming majority of patrons would originate from within the local area with only a marginal number of patrons arriving from afar". The community is already well serviced with more childcare centres than are required. None of the local centres are full.

Ø The internal space for the revised plans is a lot larger than the original scheme (nearly 30 sqm larger) and much larger than legally required – why? Logic would indicate that the developer clearly has planned to increase the size and scale of this facility in the future beyond what it is today.

Space	Number of Children	Age group	Area Provided (sq m)	Area Req. (3.25 sqm child)	Surplus area (sq m)	Max no. (3.25 sqm child)
Activity 01	8	1-2yrs	55.44	26	29.44	17
Activity 02	8	0-1yrs	47.29	26	21.29	14
Activity 03	10	2-3yrs	63.11	32.5	30.61	19
Activity 04	19	3-5yrs	61.98	61.75	0.23	19
Activity 04	20	3-5yrs	101.21	65	36.21	31
TOTAL	65		329.03	211.25	117.78	100

In this case of 100 kids transportation every day in the future rather than 65, in peak hour, getting onto Alfred Road is difficult due to high

<p>volumes of traffic. The impact of additional 322 cars per day (161 in / 161 out) will have significant impact on the surrounding neighbourhood (300% + increase in traffic) and amenities</p> <p>Ø The entry off Alfred Road could cause rear end collisions along Alfred Road and into the lights – should traffic get backed up trying to enter the car park with cars also reversing to get out via Butler.</p> <p>As a conclusion, I ask that the Council strongly reject this application and provide a compelling case to MWJDAP to also reject this inappropriate application. I look forward to your response.</p>	
<p>96. Butler Avenue, Swanbourne Hello, it should be noted formally that I am in objection to the proposed development at 162-164 Alfred road that has been rejected by the TOC and JDAP (1st round) and now being appealed by developers via SAT.</p> <p>If you are interested in the technical reasons why I am in objection, please contact\ refer to the submission 52.</p> <p>If you are interested in the safety reasons why I am in objection, please contact \ refer to the submission 89.</p> <p>If you are interested in the impact as to why I am in objection, please contact \ refer to the submission 90.</p> <p>If you are interested in my personal plea as to why our electorate should get involved in stopping this development once in for all please see below.</p> <p>The community in general is not in objection to development. We as a community are in objection to this specific development being undertaken at this location by the developer. The purpose of the circumvention of existing planning laws is a balancing act between</p>	<p>Noted, see above.</p> <p>Noted, see above.</p> <p>Noted, see above.</p> <p>Noted, see above.</p> <p>Noted, see above. It is considered the revised proposal does not adequately address location and safety issues which are likely to have a detrimental impact on the current residential amenity.</p>





<p>that where the benefit of such development outweighs the impact to the community beyond a reasonable doubt". The original and now subsequent proposals have only shown their true colours that their intent to develop on this block is for the purpose of commercial benefit and not that of a commercial venture which benefit will outweigh the impact to the community. All that is been provided by the developer is circumstantial evidence around demand for a childcare centre and a bias account of its impact on the surrounding community (specifically around the impact and safety risk of the imposing traffic of the area). When given the opportunity to resubmit, the developers only made two changes post a mediation hearing via SAT 1) an entrance onto Alfred road which does not comply with Main Road Standards given the intersection, and 2) have reduced the number of kids but had increased the square footage available for use. Based on this I am concerned that the developers have made no effort to amend the proposal in the best interest of the community and will continue to pursue something until they get what they want – without consideration of the impact it will have on the community. The existing proposed development does not merit special consideration for the existing planning laws to be circumvented and should be rejected in full (as is) with no further avenue for resubmission.</p>	
<p>97. 40 Strickland Street, Mt Claremont Please stop the Dangerous Development of the Child Care Centre on the corner of Alfred Road and Strickland Street.</p> <p>Alfred Road is busy already and Strickland is becoming busy with people bypassing Rochdale if the lights change – so they can save a few minutes of time stopping at the lights.</p> <p>It is often already difficult to exit and enter Strickland Street from Alfred Road – having this Child care centre there will only increase the traffic hazard especially being so close to the lights.</p> <p>I feel it is wrong to have a child care centre so close to a set of traffic lights which will hold up the already busy traffic flow.</p>	<p>Noted, see above.</p>
<p>98. 165 Rochdale Road, Mt Claremont</p>	<p>Noted, see above.</p>

<p>I wish to make a firm no to the plans for the proposed building of a day care centre on the properties 162-164 Alfred road Mt Claremont.</p> <p>It is a very dangerous intersection and there are blind corners with no parking for the pick up and drop off of children. It would not be safe.</p> <p>I live very close to the intersection of Rochdale and Alfred Roads and even I have problems coming onto Rochdale road.</p> <p>I would think the extra traffic and small children would be high risk for all concerned.</p>	
<p>99. Finch Way, Mt Claremont</p> <p>I live in Finch Way Mt Claremont therefore Alfred Road is my access to points south, east and west.</p> <p>I do think that if this development goes ahead there needs to be major roadworks done providing access to and from the premises.</p> <p>Feeder lanes from both east and west would facilitate access and egress. At present traffic banks up if a vehicle travelling west wishes to turn right into Mayfair causing frustration as traffic must come to a halt whilst waiting for east bound traffic to ease. In peak hours this can cause a bottleneck for traffic travelling west.</p> <p>With the added comings and goings from the proposed development the current conditions would be problematic on a main thoroughfare.</p>	<p>Noted, see above. Should the JDAP support the proposal a condition is recommended for appropriate road upgrades.</p>
<p>100. Address not given</p> <p>I am a resident of the area and I support the application for the Proposed Child Care Centre.</p> <p>I believe the development will be an added benefit to the community.</p> <p>I have a young family and have noticed that there is a shortage of child care centres in the area. This is a much needed development for the community.</p> <p>I do not believe there will be any negative effects of such a development.</p>	<p>Noted, see above.</p>

<p>I have been following this story in the post and as I am a resident of the area I thought I would put forward my support. It seems that people who are against this development are only thinking of themselves, they are worried about a few extra cars on the street and the noise of happy children playing in a playground. I believe we need to think of the greater community as a whole and who will benefit from such a development. Young families and children are going to benefit the most out of such a development.</p> <p>Research has shown that children who attend childcare centres from an early age development better social skills. Therefore, the more childcare centres the better, I vote YES for this development.</p>	
<p>101. Address not given I am a resident of the area and I support the application for the Proposed Child Care Centre.</p> <p>• I have been following this story in the post and as I am a resident of the area I thought I would put forward my support. It seems that people who are against this development are only thinking of themselves, they are worried about a few extra cars on the street and the noise of happy children playing in a playground. I believe we need to think of the greater community as a whole and who will benefit from such a development. Young families and children are going to benefit the most out of such a development. Research has shown that children who attend childcare centres from an early age development better social skills. Therefore, the more childcare centres the better, I vote YES for this development.</p>	<p>Noted, see above.</p>
<p>Late Submission 102. 136a & b Alfred Road We are residents of Claremont, and we are writing to express our support for the application of the development for 162 & 164 Alfred Road, Swanbourne – the proposed childcare centre.</p> <p>We understand that this application is for the benefit of the local community and whole hearted support its approval.</p> <p>We, as rate payers, ask the council to also fully support this development.</p>	<p>Noted, see above.</p>



13.1.4 137 CLAREMONT CRESCENT - PROPOSED CHANGE OF USE FROM RESTAURANT AND SHOP TO RESTAURANT AND SMALL BAR**File Number:** 01PEA/18/0974, D-19-42350**Attachments:**

1. Location and Submission Plan [↓](#) 
2. Photographs [↓](#) 
3. Applicant Letter [↓](#) 
4. Heritage Impact Assessment [↓](#) 
5. Plans - Confidential
6. Submissions - Confidential
7. Petition - Confidential

Author: David Vinicombe, Director Planning and Development**Authoriser:** Liz Ledger, Chief Executive Officer**Proposed Meeting Date:** 17 December 2019**Date Prepared:** 6 December 2019**DA No.:** DA 2018.00107**60/90 Days Due Date:** 13 November 2018**Property Owner:** Wirrallee P/L**Applicant:** Sam Kloppe**Lot No.:** 2**Area of Lot:** 513m²**Zoning:** Local Centre

Enabling Legislation: *Planning and Development (Local Planning Schemes) Regulations 2015 (LPS Regs)*

Local Planning Scheme No. 3 (LPS3)

Local Law Relating to Signs (Signage LL)

Local Planning Policy 205 – Public Parking (LPP 205)

SUMMARY

- Application for Development Approval received for a change of use from Restaurant and Shop to Restaurant and Small Bar (including alfresco seating on the footpath).
- The proposal does not meet the parking requirements under Local Planning Scheme No. 3 (LPS3) or Council's Local Planning Policy 205 – Public Parking (LPP 205), however it is proposed discretion be exercised to relax the parking requirements taking into account the 98 public parking available in the immediate locality, where businesses in the Centre are allocated a proportional number of the discrete bays for their use during day time and evening business hours.
- Thirty three land owners and neighbours were consulted and four submissions were received.
- Submissions were generally supportive but also raised a number of comments concerning street parking restrictions, alfresco seating, clarification on the hours of operation, possible noise and disruption with associate amenity impacts, enhancing the streetscape and lighting of the public carpark to the south-west.
- Parking restrictions is a matter for review by the Town's Community Safety Services. The safety of alfresco seating may be improved by the provision of bollards adjacent the Claremont

Crescent and Franklyn Street roundabout. Noise and disruption is considered unlikely given the type of clientele of Small Bars when compared to old style large Hotel venues, however a Management Plan is recommended to address potential amenity local amenity issues. Hours of operation are considered reasonable and applicable to Small Bar venues. Further consideration is required on streetscape enhancement together with lighting of the adjacent public parking area may be considered at a future point separate to this application.

- Application is recommended for approval, subject to relevant conditions.

PURPOSE

The application proposes a change of use from the former Restaurant and Shop (closed) use to Restaurant and Small Bar on the subject site.

The application requires the Council's determination due to the commercial nature of the proposal.

BACKGROUND

The following table outlines key dates regarding this proposal:

Date	Item/Outcome
15 August 2018	Application for Development Approval received by Council.
24 August 2018	Application undergoes internal DCU assessment.
24 August 2018?	Additional information requested from applicant.
23 October 2018	Additional information received from applicant.
24 October 2018	Advertising commenced.
15 November 2018	Advertising closed.
13 December 2018	Application placed on hold for consideration of options to resolve parking issues.
29 January 2019	Swanbourne Local Centre Planning Study advertised for public comment.
26 March 2019	Swanbourne Local Centre Planning Study advertising closed. Late submission on Swanbourne Local Centre Planning Study from applicant seeking parking concessions for the Small bar application be considered as part of the Planning Study.
18 April 2019	Late submission on Swanbourne Local Centre Planning Study from applicant seeking parking concessions for the Small bar application be considered as part of the Planning Study.
12 July 2019	Discussions with applicant for the potential use of public parking facilities.
8 November 2019	Amended application received by Council
18 November 2019	Secondary advertising commenced.
24 October 2019	Secondary advertising closed.
4 December 2019	Revised Plans requested.
5 December 2019	Copy of petition received.
9 December 2019	Revised plans received.
10 December 2019	Report prepared for Council

PAST RESOLUTIONS

There are no past Council resolutions relevant to this application.

It is noted however that Council at its meeting held on 20 November 2018 resolved to endorse the Swanbourne Local Centre Planning Study for public consultation for a period of two months.

Statutory Considerations

The *Planning and Development (Local Planning Schemes) Regulations 2015* (LPS Regs) introduced deemed provisions to apply over LPS3 provisions. Although fully operational independent of the Scheme, these are now being incorporated into LPS3 under the Amendment No. 140 review of LPS3.

Deemed provision 12 of the LPS Regs provides for the Local Government to vary any site or development requirement specified in this Scheme to:

- (a) *facilitate the built heritage conservation of a place entered in the Register of Places under the Heritage of Western Australia Act 1990 or listed in the heritage list; or*

(b) *enhance or preserve heritage values in a heritage area.*

A variation may be unconditional or subject to any conditions the local government considers appropriate.

Heritage

The property is included on the Town's Heritage List. As such the application was referred to the Town's Heritage Officer and the following comments have been made in regards to the proposal:

The proposed changes to 137 Claremont Crescent are minimal in terms of heritage impact. The introduction of a recessed entry, which is typical of many heritage commercial properties in Claremont and Swanbourne, will improve the heritage values of the façade.

The Statement of Significance for the Commercial Precinct is:

Claremont Crescent Shops Heritage Area represents a way of life and has demonstrated a resilience to accommodate changes of use, to still be relevant in contemporary society. The extent of Interwar development is significant and is a rarity of commercial heritage areas. The form of some of the shops has changed and demonstrates historical connections. The Area also represents a sense of place for generations of residents who have utilised the various services over time, coming together in informal meetings at the 'shops', close to the Swanbourne Railway Station.

The applicant has provided a Heritage Impact Assessment (attached) which is supported by the Town's Heritage Officer. The proposed works support the required positive heritage outcome requirements under deemed provision 12 of the LPS Regs as follows:

- The proposed development conserves the pattern of adaptation for the Centre and allows it to remain relevant for the medium to long-term future. This will conserve the heritage fabric and is a positive outcome.
- The proposal retains the legibility of the interwar development.
- The historical connections of the three shops which originally comprised this retail premise will remain readable through the parapet and some internal features. In addition, the proposed reinstatement of a 1920s style recessed entry will improve the heritage appearance of the Precinct as a whole without specifically mimicking any particular previous architectural element.
- The ongoing use of the place as a Small Bar / Restaurant will continue the practice of the Precinct being used as a meeting place and assist in the ongoing conservation and retention of heritage fabric.

COMMUNICATION/CONSULTATION

The application was advertised twice in accordance with Council Policy LG525.

The initial application was advertised in October / November 2018, however given the significant modifications made, the proposal was readvertised in October / November this year. The results of the secondary advertising are taken into account below. It is noted that the consultation included a letter to the owner of Acadia Waters (Beaumont) Retirement Village requesting that they inform all residents – no submissions were received.

Thirty three landowners and occupiers were consulted and four submissions were received. A summary of the submissions are provided as follows:

Submissions Received		
Address:	3 Rob Roy Street, Swanbourne	
Submission	Applicant Comment	Officer Comment
We would request the following to be considered with the development of 137 Claremont		

<p>Crescent Swanbourne Restaurant/ Small Bar.</p> <p>Parking - The key issue we the residents of Rob Roy Street constantly have to deal with is parking.</p> <p>In this narrow street people double park. This has caused the blocking of residents to their homes and the restriction of access to the numerous trucks/ vehicles that need service the shops. Also there have been many near accidents because of the parking issue.</p> <p>Furthermore, when the Swanbourne Hotel was operating we had to deal with the issue of parking and the noisy departure of patrons. This will no doubt be a problem once again.</p> <p>We request and strongly urge the Town of Claremont to only allow residents to be able to park on the street and verge. That there should be No Parking on both sides of this narrow and busy section of Rob Roy Street. This action would help resolve the issues stated. By making this</p>	<p>Given that we anticipate the busier periods for the Small Bar being the evenings, we anticipate that people will utilise the public car park on Claremont Crescent which will not have commuter vehicles at that time of day/evening.</p> <p>We also propose to encourage visitors to the bar and the restaurant to park in the available public parking and discourage them from parking on nearby streets.</p> <p>The matter of timing of street parking limits is one for Council and not for us as applicants.</p>	<p>See comments on parking on the body of the report below.</p> <p>It is not proposed to use Rob Roy Street for parking associated with this proposal. This site backs onto a rear access Right of Way (ROW) located between Claremont Crescent and Rob Roy Lane, therefore any servicing from the rear of the premises would extend from that ROW.</p> <p>Council has previously proposed parking restrictions in relation to Rob Roy Lane and other surrounding streets (e.g. Franklyn and Otway Streets). The previous proposals were rejected by the local residents however if parking and road safety issues continue, Town's Community Safety Services has indicated it is prepared to revisit this matter.</p> <p>Small Bars operate in a different manner to larger Hotels and customer expectations and drinking culture varies between the two forms of operation.</p> <p>As a condition of any Development Approval associated with the Small Bar, the operators will be required to prepare and adhere to a Management Plan (which will include noise and behaviour management of patrons leaving the Small Bar late in the evening – see further comments below) and responsible service of alcohol requirements from the Department of Racing Gaming and Liquor.</p> <p>See comments above on parking.</p>
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<p>section of the street a No Parking zone it would encourage people to park in the ample parking lot provided at the back of the Swanbourne Liquor Store and the railway station parking space adjacent to the barbers. This would ensure the narrow and busy Rob Roy Street will be clear, safe and the issue of public disturbance at night by patrons would be resolved.</p> <p>Trusting to receive serious consideration of our request.</p> <p>Can you also please inform us of the opening and closing times of the bar please?</p>		<p>All submissions and comments are considered in the determination of the application.</p> <p>The Small Bar is proposed to be open at 12 midday and close at 12 midnight.</p>
Address: 125 Claremont Crescent, Swanbourne		
Submission	Applicant Comment	Officer Comment
<p>1). No issue with change of use, except could we please encourage the restaurant to open for breakfast and lunch. Since the premises has changed to just night trade, all of the businesses have been adversely effected as the number of people visiting the village has decreased significantly during the day time. As there is nowhere for larger groups of people to meet and have coffee and a dine-in experience this has changed the nature of the village.</p> <p>2). No issues with alterations inside and to the rear of the building.</p> <p>3). No issue with front door.</p> <p>4). New alfresco dining area - we strongly have an issue with this. The village is already limited in its number of car parking spaces, we cannot afford to lose a single one. I also believe it is a safety hazard, cars whip around that round about on the western end of Claremont Cres. A friend of mine was recently hit by a motorbike whilst dining outside Nolita in Claremont. She was significantly injured and had to have surgery.</p>	<p>A recent increase in the amount of coffee venues on the Claremont Crescent strip and immediate neighbourhood, as well as a general downturn in the market saw breakfasts and lunches become unviable, however we hope that increased awareness of our venue with the bar opening will translate to increased general patronage allowing us to open for breakfast and lunch again in the near future.</p> <p>We no longer propose the park-let.</p>	<p>The Small Bar is proposed to be open at 12 midday and close at 12 midnight. The Restaurant is proposed to be open 5.30pm to 11.30pm. Providing the parking requirements (see below are satisfied, additional trading in the morning for breakfasts may be accommodated if an approval is granted.</p> <p>Opening the restaurant for breakfast service is a business decision for the operator and the Town cannot insist on this being a feature of the Restaurant's operation.</p> <p>Noted.</p> <p>Noted.</p> <p>The original application included a 'park-let' in the parking embayments along Claremont Crescent as part of an alfresco seating proposal. This has been removed from the revised plans which now restrict the alfresco seating to a line of 14 seats and 7 tables along the street frontage of the tenancy.</p> <p>The proposed alfresco seating is located against the frontage of the building and separated from</p>

<p>Claremont Cres is a much busier street and cars move at a far higher pace than they do in Bayview Terrace. I think this makes it a significant safety concern.</p>		<p>the Claremont Crescent carriageway, by a line of street parking embayments three proposed new bicycle racks and 1.2m footpath clearance. The footpath clearance is the minimum acceptable by the Town, however location of the bicycle racks should be moved further south along the alignment of the parking embayments to maintain the clearance. While the bicycle racks and car parking embayments assist in providing public safety for the alfresco seating, the provision of additional bollards on the footpath closer to the roundabout will improve the safety standards. If the development is supported, it is recommended that the proposed bicycle racks be relocated and additional bollards be provided by the applicant to improve pedestrian and alfresco seating safety.</p>
<p>5). New signage, no issue.</p>		<p>Noted. Signage will require a Sign Licence.</p>
<p>I do have one more comment, if the development proceeds, the parking on the southern side of Claremont Cres needs to be altered to 1hr, 24 hours a day. I imagine the bar/restaurant will be very busy and if people are allowed to park indefinitely across the road, customers wishing to visit other businesses on the strip to get milk, burgers, fish and chips etc. are going to find it difficult to park. It is already an issue after 6pm up here. There is plenty of parking down the bottom of Claremont Cres from 5.30pm onward, where the restaurant patrons could park for extended periods.</p> <p>This also alleviates the issue if people have decided to leave their car overnight if they have had one too many, as many of these people will not be back to collect their car before 8am.</p>	<p>Parking limits again are a Council issue.</p>	<p>As indicated above Council's Community Safety Services has indicated that it has looked at this matter in the past and is prepared to revisit this matter if issues continue.</p>
<p>Address: 127 Claremont Crescent, Swanbourne</p>		
<p>Submission</p>	<p>Applicant Comment</p>	<p>Officer Comment</p>
<p>I support the Change of Use, however I have a number of</p>		<p>Noted.</p>

<p>issues that I would ask be considered/dealt with.</p> <p>1. My primary concern relates to parking availability and the impact the proposed change will have on bay availability for our customers. As the anchor tenant in the Village, we will be the most impacted if patrons choose to drive rather than walk and more so, if they leave their vehicles in the parking bays overnight which happens now, albeit to a limited degree. I wonder whether some thought could be applied to whether the angled bays on Claremont Crescent be changed from the current 1 hour timing up until 6pm. I would support a change to 7pm or preferably, 8pm. On that basis the bays can get full utilisation both during the day and at night.</p> <p>2. Secondly, I am aware that Council is considering additional lighting in the lower car park to address identified safety issues and concerns and I hope that can be done on conjunction with this Change of Use. This will definitely improve the utilisation of the lower car park and alleviate some of the pressure on bays in Claremont Crescent.</p> <p>3. I also support the conversion of the rear access area to staff parking to alleviate the overall parking availability and I'm pleased to see this will result in the rear area being cleaned up.</p> <p>4. Lastly, I understand that Council has pro-actively adopted a policy of enhancing streetscapes with art and sculpture when construction works are undertaken. This Change of Use may be outside</p>	<p>Given that we anticipate the busier periods for the Small Bar being the evenings, we anticipate that people will utilise the public car park on Claremont Crescent which will not have commuter vehicles at that time of day/evening.</p> <p>We also propose to encourage visitors to the bar and the restaurant to park in the available public parking and discourage them from parking on nearby streets.</p> <p>The matter of timing of street parking limits is one for Council and not for us as applicants.</p> <p>This is a Council issue.</p> <p>Noted.</p> <p>We note that the works we are undertaking will acknowledge the heritage significance of the precinct and the buildings, and through their improvement will enhance the cultural and</p>	<p>As indicated above Council's Community Safety Services has indicated that it has looked at this matter in the past and is prepared to revisit this matter.</p> <p>The Town's Manager Assets and Design (Engineering Services) advises that the bollard lights along the Principle Shared Path to the east of the Swanbourne Local Centre have recently been upgraded by Main Rods WA and this may be extended to the west of the Centre in time to assist in the lighting of the Shared Path and the carpark. Should the bollard lighting be insufficient, further consideration can be given to additional lighting improvements of the carpark under future Budget preparation processes. Any proposal to increase lighting provision would ordinarily involve consultation with adjacent residents (including those in the Arcadia Waters – Beaumont - Retirement Village).</p> <p>Noted, although the initial proposal provided with the revised application for nine bays at the rear of the site did not provide for a sufficient reversing area and this has resulted in a reduction to six bays.</p> <p>Council has allocated \$30,000 under the current Budget for a Local Centre and streetscape activation program which is currently being developed in consultation with the business community at the Centre.</p>
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the scope of that policy, but I would encourage Council to continue to invest in the Swanbourne Village to improve its amenity, attractiveness and uniqueness by using art as a vehicle to achieve these desirable community enhancements.	architectural aesthetic of the area.	
Address: 139 Claremont Crescent, Swanbourne		
Submission	Applicant Comment	Officer Comment
As an immediate neighbour, we have viewed the drawings and support the proposed alterations to 137 Claremont Crescent. Thank you for contacting us about the plans.		Noted.

Full copies of the submissions are attached to this report.

It is noted that the applicant has submitted a Petition in support of the proposal containing 550 signatures (Attached). The Petition states:

The Swanny Collective is looking to expand our offering and we'd love your support. We have submitted plans to the Town of Claremont for a cosy, small neighbourhood bar adjacent to the restaurant.

If you would welcome this addition to Swanbourne Village shopping precinct, we'd love your support by providing your name, email address, the suburb where you live, and a signature below. Your details will only be shared with the Town of show the level of support we have for what we are trying to do!

DISCUSSION

Description

The application proposes a change of use from Shop and Restaurant to Restaurant and Small Bar. The Small Bar is proposed to operate between 12 midday and close at 12 midnight. The Restaurant is proposed to be open 5.30pm to 11.30pm. The Small Bar is proposed to cater for 67 patron, well short of the 120 person maximum allowance for a Small Bar Licence. The Restaurant has a maximum capacity of 80 seats, however as discussed below, this may be reduced for early evening hours. The proposal includes the provision of 14 alfresco seats on the footpath fronting the premises.

Land Use

The proposed Small Bar is an 'SA' use within LPS3 Table 1 – Land Use Table, meaning that the land shall not be used for the purpose indicated but that in exceptional cases the Council may specially approve of such use where the application has been publicly advertised and the Council has considered all submissions and is satisfied that the use will not have any adverse or detrimental effect on the residents or amenity in the locality.

In considering the application the Council needs to take into account the impact on adjoining land owners and occupiers. Given the location within the Local Centre which does not front residential property, any impacts on the amenity of the locality would most likely be limited to activity associated with parking off-site, unruly behaviour of patrons and refuse collection. These are matters which can be appropriately addressed by a Management Plan (see further comments below). It is noted also that the operations and typical clientele of Small Bars differ markedly from those of larger Hotel establishments, and amenity impacts are generally regarded as being less imposing on the surrounding localities. It is therefore considered the proposal unlikely to have a detrimental impact on the amenity of residents in the locality and consequently the proposed use can be supported under the terms of the Scheme.

Compliance

The development proposes variations to the provisions of Local Planning Scheme No. 3 (LPS3) and Local Planning Policy 205 – Public Parking (LPP 205). Where an LPS3 provision is not satisfied, discretion may only be applied where a variation is provided for under the LPS3 provisions. Where a development does not meet a LPP requirement, the deemed provisions of the LPS Regs through LPS3 provides discretion and a variation to the LPP may be considered. It is noted that any decision of Council taking into account discretionary matters may be subject to an application for review by the State Administrative Tribunal (SAT).

The development complies with the LPS3 and LPP 205 provisions other than with regard to LPS3 cl.22(4)(b), Table 2 and 33(1)(a) in relation to parking provision, and LPP 205 in relation to payment of cash-in-lieu for parking – see details below.

Car Parking and Cash-in-Lieu

The development proposes a shortfall in the provision of car parking under LPS3 as detailed below:

Proposal	Gross Leasable Area/ Seating Capacity	Parking ratio	Bays Required	Bays Provided	Shortfall
Small Bar	97m ² / 67 patrons	1 per 4 patrons	16.75	See total below	See total below
Restaurant	153m ² / 80 seats	Maximum of 1 per 12.5m ² or 1 for every four seats (other than alfresco dining)	12.24 or 20 – Maximum of 20 required	See total below	See total below
Alfresco Seating	NA / 14 seats	Nil	Nil	Nil	Nil
Total	NA	NA	36.75 Concessions to apply below – 31 bays required	6	31 bays 25 with concessions applied below

LPS3 provides for the pre-existing parking provision to be taken into account as 'status quo' bays (cl. 30) - the original shop floor space of 250m² would require 15 bays, however the last recorded approval for Shop and Restaurant provided for 8 bays. The last approval was however complicated with a restriction on the Restaurant seating area which required the provision of additional bays to allow full fitout of the Restaurant within the tenancy – the remainder was to be Shop use. Details on how the former 'Bookshop' Café became fully occupied with restaurant seating are unclear, however it is assumed that the provision of public parking bays in the vicinity allowed for this to occur. Accordingly, the original Shop use parking requirement of 15 bays is considered to be the status quo parking provision. As the application removes two of the former eight bays provided on site, the new parking requirement should reduce the status quo parking to 13 bays. This results in a requirement of an additional 23.75 (24) parking bays to support the proposed development.

LPS3 also provides for concessions to apply in consideration of cl. 31A (25% - 5% each available for the following in relation to this application - location 400m from railway station, 400m from a public car park, being within a Local Centre zone with associated public benefit and complementing the locality without adverse impacts on amenity, heritage building and provision of 10 bicycle bays and end of trip facilities). The concession only applies to the additional 24 car parking bays required for the development as detailed above 23.75 x 0.75 - total parking required with concessions applied is 17.812 (18 bays). The total requirement inclusive of the 13 status quo bays is reduced (with the concessions applied) to 31.

Clause 33 of LPS3 requires the provision of cash-in-lieu for any car parking shortfall in accordance with Local Planning Policy. LPP 205 provides that *"where existing land owned or controlled by the Town in or adjacent to the Town Centre or Local Centre zones is available for the construction of a*

decked public parking station, the cost of providing public parking does not include land acquisition, but is based on the realistic cost of providing for decked parking facilities at \$30,000 per bay”.

Based on the LPP 205 above, the technical parking shortfall of 18 bays would require the provision of \$540,000 cash-in-lieu. The applicant has raised concerns over this amount of cash-in-lieu to satisfy the parking requirement as *“representing a prohibitive financial burden for the development, and thus not possible”.*

In an effort to explore other opportunities to assist in addressing the parking shortfall above, there are other matters identified below which may be considered when determining the parking requirements for this development:

1. Clause 22(4) of LPS3 provides that in the Local Centre Zone, Council may, in its discretion, accept the whole or part of the number of spaces required for a Small Bar to be provided by utilizing parking spaces located adjacent to, or in close proximity to the premises, where the use on the adjacent or proximate land does not open during the same hours and where parking arrangements can be guaranteed to continue.
2. Deemed provision 12 of the LPS Regs provides for discretion to apply to the Heritage Precinct for those properties listed on the Heritage List and within a heritage area. The Local Government Inventory (LGI) contains all the properties in the Centre as part of the Heritage Precinct (commercial area), however the Heritage List under LPS3 only contains those properties between Rob Roy Lane and Franklyn Street and the corner lot at the intersection of Claremont Crescent and Saladin Street. Taking into account the LGI listing for all properties in the Heritage Precinct, parking concessions may be considered for all properties if developments provide for improved heritage conservation outcomes (see heritage comments above supporting the application of deemed provision 12).
3. Council’s Draft Swanbourne Local Centre Planning Study identified that 98 (95 bays on reinspection) public parking bays exist fronting the shops at the Centre along either side of Claremont Crescent (13 parallel bays on north side and 24 angled bays on the south side) and the Council constructed parking area on Public Transport Authority (PTA) land (and the Claremont Crescent road reserve to the south-west (58 bays). Community Safety Services manages 28 bays for the PTA at the western end for full day commuter parking and the 29 3hr parking bays for the Town. This means that 95 public parking bays are available in the evening and 67 bays available during the day. The Study indicates that the parking on the PTA (and associated Claremont Crescent road reserve) may be capable of servicing broader car parking demand. It is also noted that the applicant made a late submission on the Swanbourne Local Centre Planning Study seeking consideration of parking concessions taking into account the public parking availability (and also proximity to the Swanbourne Station) when finalising the Planning Study.

While consideration of submissions and progression of the Swanbourne Local Centre Planning Study has been delayed due to the need for review relative to introduction of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments, given that the provision of public parking (95 in the evening and 67 in the day) applies to a discrete number of existing properties and businesses associated with the Centre, and taking the above matters into account, it may be possible to apply a proportional allocation of the bays to each of the businesses in the Centre, and further allocate these bays to businesses which operated in the day time and evening periods. Options include proportional allocations as follows:

1. Proportional split based on percentage of floor space (difficult to calculate without thorough review of Building and Planning/Development Approvals – or site measurement – splitting day and night allocations) – not illustrated below.
2. Proportional split based on percentage of lot area for all businesses operating in the daytime illustrated in the Table below - left hand columns.
3. Proportional split based on percentage of lot area for businesses operating in the evening illustrated in the Table below - middle columns.

4. Proportional split based on number of businesses working day and night illustrated in the Table below - right hand columns.

Lot / Street No. / Business	Lot Area - Daytime Activity		Lot Area - Evening Activity		Number of Businesses Operating			
	m ²	% / Bays	m ²	% / Bays	Day	% / Bays	Night	% / Bays
1 / 139 / Office and Hairdresser	569	10.76 / 7			2	11.76 / 8	Nil	
2 / 137 / Restaurant / Small Bar	513	9.70 / 6	513	19.43 / 18	2	11.76 / 8	2	28.57 / 27
8 & 11 / 129 & 131 / Butcher / Electrician	396	7.49 / 5			1	5.88 / 4	Nil	
6 / 127 / IGA	388	7.34 / 5	388	14.70 / 14	1	5.88 / 4	1	14.29 / 13
101 / 125 / Merchants	301	5.69 / 4			1	5.88 / 4	Nil	
83 / 123 / Coffee / Upper Hand Burgers	473	8.94 / 6	473	17.92 / 17	2	11.76 / 8	1	14.29 / 13
84 / 119 / The Daily / Frockk	438	8.28 / 6			2	11.76 / 8	Nil	
43 / 105 / Pizza Lounge / Post office / Hairdresser / Hub Realty / Fish & Chips	1,573	29.75 / 20	2/5 x 1,573 629	23.82 / 23	5	29.41 / 20	2	28.57 / 27
38 / 101 / Liquor Store	637	12.05 / 8	637	24.13 / 23	1	5.88 / 4	1	14.29 / 13
Total	5,288	100% / 67	2,640	49.92% / 95	17	100% / 67 (68)	7	100 / 95 (93)

It is considered that the most appropriate proportional split should be based on the number of existing businesses operating day and night rather than a proportional area calculations – right hand columns. It is noted however that these options would need to be constantly under review as uses change overtime to acknowledge the applied approval allocations and determine the availability for future allocations, inclusive of any additional properties' operational hours.

The fine-tuned businesses operating during day and night (right hand columns) allocates 8 bays during the day and 27 bays at night to this property. Under this circumstance the proportional public parking allocation of 27 night time parking bays satisfies the demand for additional parking for the Small Bar and the Restaurant of 18 bays calculated above (plus 13 status quo bays – total 31 bays).

During the day time however, only 8 of the public parking bays are available plus the 13 status quo bays (including the 6 bays provided on site) – total day parking availability is 21 bays.

By proportionally allocating the status quo car parking allowance based on the car parking demands for each use (6 for the Small Bar and 7 for the Restaurant), the Small Bar (priority use) will be unaffected as the parking requirement (difference between the status quo parking allocation – 6 bays, and the full requirement of 16.75 bays) of 10.75 bays with the above concessions applied is reduced to 8.062 (8) bays. This is accommodated by 8 public bays.

With regard to the Restaurant operations during the day when the Small Bar is operating, the Restaurant parking availability is reduced to only the proportional 7 status quo bays. This will allow for the operation of the Restaurant with 28 internal seats (plus the alfresco seating which does not attract a parking requirement).

Based on an assumption however that the Restaurant and Small Bar are likely to operate at a reduced capacity during the shoulder period from day to evening (5.30 – 7.00pm), it is reasonable

to support the Restaurant seating at half capacity (plus alfresco seating) until 7.00pm and then full capacity thereafter.

Operation of the Small Bar

Clause 22 requires consideration to be given to *“the measures by which the behaviour of patrons is proposed to be managed, and in particular measures to address unruly behaviour which may take place in association with the operation of the licenced premises.”* This includes measures proposed to mitigate any potential anti-social behaviour of patrons leaving the premise.

The applicant has provided the following information to support the preparation of a detailed Management Plan for the operation of the Small Bar. The Management Plan is to include details on noise management in and outside the Small Bar, noise and behaviour of patrons in the Small Bar and leaving the Small Bar late at night, cleaning up of litter in the area resulting from the activities of the Small Bar, complaint management systems and procedures and refuse collection times. If the proposal is supported by Council, a condition of Development Approval should include a requirement for the preparation of a detailed Management Plan to address the above matters.

FINANCIAL AND STAFF IMPLICATIONS

There may be a future obligation to provide additional lighting at the public car park located adjacent the Local Centre, however this should be considered in any case as a public safety initiative in supporting development of the Centre over time.

POLICY AND STATUTORY IMPLICATIONS

Future applications in the Local Centre may be given a similar opportunity to utilize the public parking availability in the area in satisfying their parking requirements.

STRATEGIC COMMUNITY PLAN

Local Prosperity

Our businesses are thriving and integrated into the life of the Claremont community, and the town centre is known as the premier visitor destination.

- Plan for the development of attractive and thriving activity nodes to support small local business.
- Support new and existing local small business and entrepreneurial activity.

URGENCY

Nil

CONCLUSION

Based on the above, it is recommended that approval be granted subject to the conditions and advice notes set out in the Officer's recommendation.

VOTING REQUIREMENTS

Simple majority decision of Council required.

OFFICER RECOMMENDATION

THAT Council grant Development Approval for a proposed change of use from Shop and Restaurant to Small Bar and Restaurant at Lot 2, 137 Claremont Crescent, Swanbourne subject to the following conditions and advice notes:

1. **All development shall occur in accordance with the approved drawings (Development Application DA2018.0017), as amended by these conditions.**

2. Provision of six car parking bays, to be provided at the rear of the site to the satisfaction of the Town of Claremont. The internal tandem bays at the rear of the site are to be marked for staff parking use only.
3. The dimensions of all car parking bays, aisle widths and circulation areas complying with the Australian Standard AS/NZS 2890.1/2004.
4. The Restaurant permitted to operate during the day up until 5.30pm when the Small Bar is in operation with 28 seats (plus alfresco seating), and with 40 seats (plus alfresco seating) until 7.00pm. The Restaurant is permitted to operate at the full capacity of 80 seats (plus alfresco seating) during the day when the Small Bar is not operating and from 7.00pm to midnight.
5. Vehicle access is to be designed in such a manner as to prevent storm water entering the property from the Right of Way and footpath to the satisfaction of the Town of Claremont.
6. All storm water is to be retained on the site. Details are to be provided on the application for Building Permit to the satisfaction of the Town of Claremont.
7. Ten bicycle parking bays and associated end-of-trip facilities are to be provided to the satisfaction of the Town of Claremont.
8. The proposed bicycle racks in Claremont Crescent are to be repositioned to the south in order to maintain a minimum 1.2m wide pedestrian clearance path in front of the neighbouring property to the satisfaction of the Town of Claremont.
9. The applicant is to provide bollards on verge between the alfresco seating area and the round-about at the intersection of Claremont Crescent and Franklyn Street to improve pedestrian and alfresco seating safety at the intersection to the satisfaction of the Town of Claremont.
10. Prior to the issue of a Building Permit, the applicant is to submit a Management Plan including details on noise management in and outside the Small Bar, noise and behaviour of patrons in the Small Bar and when leaving the Small Bar late at night, cleaning up of litter in the area resulting from the activities of the Small Bar, provision of a complaint management systems and procedures and refuse collection times to the satisfaction of the Town of Claremont.
11. The external materials and colour finishes of the development are to be to a standard such that it complies with the requirements of Clauses 76 and 77 of the Town of Claremont Local Planning Scheme No. 3, to the satisfaction of the Town of Claremont.
12. All proposed signage is to comply with Town of Claremont Local Law Relating to Signs.
13. A Construction and Site Management Plan detailing access to the site, the delivery and storage of materials and the parking of tradespersons is to be approved by the Town of Claremont prior to the issue of a Building Permit and implemented for the duration of construction.

Advice Notes:

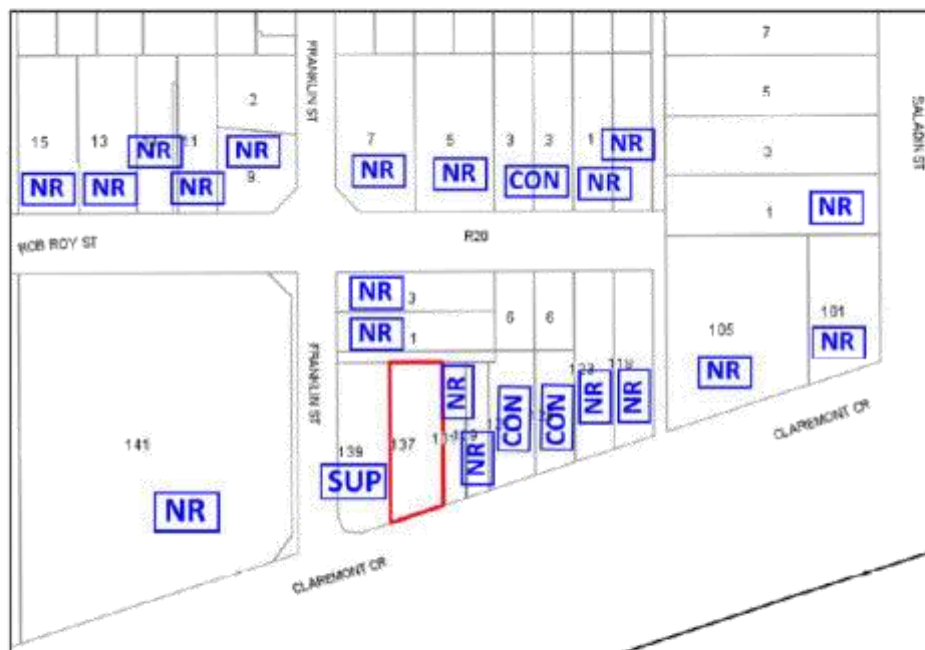
- Note 1:** If the development the subject of this approval is not substantially commenced within a period of 2 years, the approval will lapse and be of no further effect.
- Note 2:** Where an approval has so lapsed, no development must be carried out without the further approval of the local government having first been sought and obtained.
- Note 3:** If an applicant or owner is aggrieved by this determination there is right of review by the State Administrative Tribunal in accordance with the *Planning and Development Act 2005* Part 14. An application must be made within 28 Days of the determination.

- Note 4:** This is a Development Approval only and a Building Permit must be obtained from the Local Government prior to the commencement of any building works. Permits for non-residential development must be certified prior to submission.
- Note 5:** This property is included on the Town of Claremont's Heritage List and/or the Heritage Council of Western Australia's Register of Heritage Places. Any future alteration to the building or development on the land requires Development Approval and the application may be referred to the Heritage Council.
- Note 6:** The applicant/owner is advised of the following requirements from the Town's Health Services. Should any advice be unclear, please contact the Town's Health Services on 9285 4300:
14. All plant and machinery (such as air conditioners and pool pumps) must be suitably located and/or sound proofed to comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*.
 15. Under the *Environmental Protection (Noise) Regulations 1997*, no construction work is to be permitted or suffered to be carried out:
 16. Before 7.00am or after 7.00pm Monday to Saturday inclusive; or
 17. On a Sunday or on a public holiday.
 18. The applicant is required to remove any hazardous materials encountered during construction/demolition at their own expense and in accordance with the *Code of Practice on Safe Removal of Asbestos [NOHSC: 2002(2005)]* as stipulated by the *Occupational Health and Safety Regulations 1996*, and disposed of in accordance with the *Health (Asbestos) Regulations 1992* and the *Environmental Protection (Controlled Waste) Regulations 2004*.
 19. The applicant is to apply for an Alfresco Seating Licence.

Lot 2 (137) Claremont Crescent, Claremont



Aerial View: Lot 2 (137) Claremont Crescent, Claremont



Local Location: Lot 2 (137) Claremont Crescent, Claremont

Lot 2 (137) Claremont Crescent, Claremont

OBJ indicates a submission of OBJECTION was received
SUP indicates a submission of SUPPORT was received
NR indicates a submission was not received
CON indicates a submission of CONCERN was received

Lot 2 (137) Claremont Crescent, Claremont



Street View of Proposed Small Bar



Parking Claremont Crescent – View East



270 York St, Subiaco WA 6008
08 9381 4731
mail@kada.com.au

kada.com.au

The Planning Department
Town of Claremont

Thursday, 07 November 2019

RE: DA2018.0017

137 CLAREMONT CRESCENT, CLAREMONT

Dear Sir or Madam,

Please find attached our revised application for the above address.

Our clients are proposing to split the existing tenancy ("Edition Café") into two smaller sub-tenancies; a smaller café and a small wine bar, which are both permitted uses under the TPS3. We note the Town of Claremont's Position Statement (Local Planning Strategy 2011) supports small bars and entertainment venues. We strongly believe this proposal will add to the vibrancy and enjoyment of the town and hope to work closely with the Town to make this happen.

Perth's small bar scene is exploding with establishments opening all over the Perth Metro Area. We are confident this intimate proposal will assist in activating Claremont Crescent and bring together the local community. Furthermore, we are confident this proposal will have no adverse impacts on the existing adjacent businesses. The proposed opening hours for the wine bar are 12PM – 12AM. The proposed opening hours for the restaurant are 5:30PM – 11PM. The client expects the wine bar to serve a maximum of 67 patrons plus 4 staff (i.e. 71 total). Although the proposed patronage is under the 120-max permitted for 'small bar', we expect the day-to-day patronage to be considerably less and request council consider this in their assessment. Following discussions with the city, the seating for the restaurant will be restricted to a maximum of 56 patrons when the bar is open and 80 when the bar is not operating.

The Gross Lettable Areas [GLA] are as follows:

- Existing Café: 249sqm;
- Proposed Wine Bar: 97sqm; and
- Reduced Café: 153sqm.

According to the Town of Claremont's Local Government Inventory, the:

Claremont Crescent Commercial Heritage Area represents a way of life and has demonstrated a resilience to accommodate changes of use, to still be relevant in contemporary society. The extent of Interwar development is significant and is a rarity of commercial heritage areas. The area also

represents a sense of place for generations of residents who have utilised the various services over time, coming together in informal meetings at the 'shops', close to the Swanbourne Railway Station.

We have received advice from Phil Griffiths (of Griffiths Architects), an award-winning local architect who specialises in exploring adaptive opportunities for heritage places. Please refer to their Heritage Impact Statement attached for further information.

If you have any queries regarding this application, please don't hesitate to contact me.

Regards,

Sam Klopper (Reg. 1915)
Principal & Owner
Klopper & Davis Architects



Job No. 19166



**EDITION BAR
137 CLAREMONT CRESCENT,
SWANBOURNE**

Development Application

Heritage Impact Assessment

Prepared for:

Klopper & Davis Architects

On behalf of

Edition Swanbourne Pty Ltd

November 2019

Griffiths Architects



Griffiths Architects



ABN 91 277 671 706

1/315 Rokeby Road, Subiaco

Western Australia 6008

Telephone 08 9381 1666

Facsimile 08 9381 1566

mail@griffithsarchitects.com.au

www.griffithsarchitects.com.au

Griffiths Architects is a leading architectural firm in Perth, Australia. Griffiths Architects was born out of a practice of which Philip Griffiths was a co-director for over 20 years.

The company emerged from a desire to diversify the range of work covered by the practice, and to take a fresh approach to design.

The practice undertakes commissions in architecture, heritage, urban, interior design, interpretation and heritage assessments. Griffiths Architects provides professional advice on a range of issues related to these areas of our discipline.

The practice has won architectural, planning, and heritage awards for a wide range of projects located throughout the state.

Griffiths Architects has a great depth of experience across numerous project types and delivers innovative solutions that embrace environmental responsibility with elegant and simple solutions. The projects are the product of working closely with clients, carefully assessing their expectations, and delivering high quality results.

Cover: 137 Claremont Crescent, Swanbourne. Griffiths Architects November 2019

Date of this revision: 08/11/2019

Document	Version	Author	Status	Date
HIA	01	Griffiths Architects		08/11/2019
Klopper & Davis Architects				

Griffiths Architects



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Introduction

This Heritage Impact Assessment (HIA) was prepared by Griffiths Architects and outlines proposed splitting of Edition Café into two smaller tenancies; a smaller café and a wine bar, at 137 Claremont Crescent, Swanbourne.

This HIA accompanies a Development Application made to the Town of Claremont. The proposed development involves the creation of a separate area to the eastern side of the building, with a new entrance, and entrance lobby, a parklet across the frontage, tidying the rear landscape, internal fit out and conservation of the significant fabric of the existing building

This HIA considers local heritage values described in the Statement of Significance that are articulated in the Town of Claremont Heritage List's assessment of the Claremont Crescent Commercial Heritage Precinct and as an individual place 133 to 137 Claremont Crescent. (Heritage Place 25581)

The development approach is generally to leave the remaining significant fabric in place, make a small number of changes and retain and conserve the remaining authentic fabric.

Heritage Listings

The place is listed on the following statutory heritage lists:

- Town of Claremont MHI and TPS List Management Category B.

Background

Claremont Crescent Shops Heritage Area represents a way of life and has demonstrated a resilience to accommodate changes of use, to still be relevant in contemporary society. The extent of Interwar development is significant and is a rarity of commercial heritage areas. The form of some of the shops has changed and demonstrates historical connections. The Area also represents a sense of place for generations of residents who have utilised the various services over time, coming together in informal meetings at the 'shops', close to the Swanbourne Railway Station.

In 1920, this was the site of Mrs (or Miss) Clara Moody's residence and dressmaking establishment, which occupied the current sites of No. 133-137. In the mid- 1930s, Mrs Moody had a single shop built beside her house and in 1940, two more shops were added, replacing the house. In 1949, No. 133 was the dental surgery of Ian Currie, No. 135 housed Mrs Lilian Leslie's cake shop and No. 137, the subject shop, was a Commonwealth Bank branch for a time..

Griffiths Architects



By 1960 the Commonwealth Bank owned the building, and little had changed except for the owners of each business. Mr Hazlehurst had the dental surgery and Mrs Jones the cake shop. By 1990, the Bank had expanded to occupy the entire building removing the dividing walls and bricking up much of the shop windows in the façade. In 2000, the Bookcaffe occupied the entire space.

The building retains its awning, floor levels that differentiate the shops and a stepped rendered and painted parapet, comprising piers, capping and recessed panels. Three piers in the front façade delineate the former shops.

The construction of the Bookcaffee required the two western shopfronts to be removed and replaced with folding doors, while the eastern shopfront of 137 may be a remnant of the time when the Commonwealth Bank was located there.

Statement of Significance

Below is the Statement of Significance taken from the Town of Claremont Scheme List Place Record and relates to the whole of the Claremont Crescent Precinct.

Claremont Crescent Shops Heritage Area represents a way of life and has demonstrated a resilience to accommodate changes of use, to still be relevant in contemporary society. The extent of interwar development is significant and is a rarity of commercial heritage areas. The form of some of the shops has changed and demonstrates historical connections. The Area also represents a sense of place for generations of residents who have utilised the various services over time, coming together in informal meetings at the 'shops', close to the Swanbourne Railway Station.

As noted previously, the precinct as a whole has a level B degree of significance..

In the Council's assessment it is said for 133-137 that this building makes some contribution to the precinct. It recognises that the shopfronts are non-original, but states that the scale form and material of the substantive place remain.

Conservation Policy

Treatment of the place is guided by the Town of Claremont 'Retention of Heritage Places, Heritage Areas and Heritage Precincts' LV 124 2016, which is a statement of principles, and Local Planning Policy 2/2015 with the following objectives;

To conserve and enhance the heritage significance of heritage places, areas and precincts within the Town of Claremont.

To provide design and development guidance to ensure that development does not adversely affect the heritage significance of heritage places, areas or precincts.



To ensure that heritage places, areas and precincts are developed in a manner that ensures their long-term use and viability.

To ensure that heritage significance is given due consideration in the planning decision making process.

To provide guidance to landowners and the community about the planning processes for heritage identification and protection in the Town of Claremont.

To encourage the conservation of heritage places, areas and precincts through the provision of planning and financial incentives.

To protect the heritage characteristics of streetscapes within the locality and where possible accommodate modern development trends.

Again, this policy sets out principles for an approach to the treatment of heritage.

Proposals

In the overall context, the proposed development retains the elements that are noted to contribute to significance in the statement of significance and contributory significance, modifying the existing shopfront in the style of the present shopfront, creating a wind lobby and then effecting some minor internal alterations to suit the new function.

The scope of demolition includes the following: -

- removal of a portion of shopfront;
- removal of minor garden elements;

2) Proposed Work

The following work is proposed: -

- creation of new door from Claremont Crescent in a sympathetic manner to the existing shopfront;
- division of the two tenancies;
- one new UATs and one new toilet for the bar tenancy;

3) Proposed Conservation Work

The following conservation work is proposed on the exterior: -

- any works required to the parapet will be completed to ensure that it is conserved, and the scope will be determined once the scaffold is erected;
- the piers and hob, other than the location of the new door will be retained and conserved;
- the format of the masonry and windows will be retained and conserved;
- the new separate access will be formed by a steel framed entry door in the traditional style of the ingo and be glazed in a style that is in keeping with the existing inter-war shopfront; and,



- the boxed awning will be retained, inspected and any works identified as required will be implemented.

The frontage will be more inviting than it currently presents and will give the impression of an inter-war shopfront, consistent with other historic shopfronts in the strip.

The following conservation work is proposed on the interior:

- The historic interior will be retained, including floorboards, plastered walls, ceilings and cornices, with wall finishes retained to tell the story of the place.

The proposals accord with sound conservation principles and will retain the heritage value of the premises.

Impacts and Mitigation

In this assessment, the proposals have been measured against the heritage values outlined in the Statement of Significance.

The place is included in the TPS List as a Category 3 place, which means that it is a reasonably high order of significance. The works indicated in the above schedule and Development Application drawings indicate that almost all the proposed work impacts fabric that is not visible from the street, other than conservation work. The main works for the adaptation are in areas of little or no significance.

This assessment concludes that there are no significant negative impacts on the heritage values of the place, and the works will assist the better presentation of the place, ensure that the important cultural values of the place is maintained and that it will be an integral part of the new development.

Heritage values	Potential Impact Analysis	Heritage Impact Statement - Degree and Intensity of Impacts
Claremont Crescent Shops Heritage Area represents a way of life and has demonstrated a resilience to accommodate changes of use, to still be relevant in contemporary society.	The works will not alter or impact on this value.	Neutral
The extent of Interwar development is significant and is a rarity of commercial heritage areas. The form of some of the shops has changed and	This building represents the interwar period and several significant change since that time. The basic form of three shops, canopies and parapets will not be impacted,	Neutral impact.

Griffiths Architects



demonstrates historical connections.

The Area also represents a sense of place for generations of residents who have utilised the various services over time, coming together in informal meetings at the 'shops', close to the Swanbourne Railway Station.

The look and feel of three shops will be retained so that this value will not be impacted. In fact, restoring a door to the shopfront of 137 is a positive heritage impact.

Positive impact.

Conservation Plan

There is no conservation plan in place for this former residence.

Conclusion

In this assessment, the proposals were measured against the Statement of Significance, and overall, the works will retain the place's core heritage values. The approach of the development is to respond accepted conservation principles for a place of a category 2 level of significance.

This assessment concludes that there are no significant negative impacts on the heritage values of the place. The works will assist in the re-purposing the building in a sympathetic manner to ensure that the important cultural value of the place is maintained and, to a small degree, enhanced.



Photographs

This section includes photographs with explanations relating to some of the more significant tasks.



The middle and western end of Claremont Crescent. Griffiths Architects November 2019



The western section of Claremont Crescent, showing 137 in context. Griffiths Architects 2019

Griffiths Architects



The subject shops. The shopfront to the left is from the Bookcaffe iteration and the eastern shopfront contains elements of the original design. Griffiths Architects November 2019.



The original shopfront fragments, including the hob and some of the shopfront. The entrance would have been to the right and it is proposed to re-create a sympathetic entrance in this location. Griffiths Architects November 2019.

Heritage Impact Assessment | Edition Bar, 137 Claremont Crescent, Swanbourne | November 2019 7

Griffiths Architects



The original centre and western shops. The bricked-up opening on the right will be re-opened and the restaurant bar area and kitchen reconfigured. Griffiths Architects November 2019.



The eastern shop is to be re-fitted as a wine bar. Griffiths Architects November 2019.

Griffiths Architects



The rear will be reorganized, and a landscaped area made to the left. The original roof forms will remain, and the parapet repaired. Griffiths Architects 2019

References

Town of Claremont Place Record.

Secondary sources.

13.2 LEADERSHIP AND GOVERNANCE

13.2.1 MONTHLY STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIODS ENDING 31 OCTOBER 2019 AND 30 NOVEMBER 2019

File Number: FIM/00079, D-19-40337

Author: Vicki Cobby, Manager Finance

Authoriser: Liz Ledger, Chief Executive Officer

Attachments:

1. Statement of Financial Activity - 31 October 2019 [↓](#) 
2. Statement of Financial Activity - 30 November 2019 [↓](#) 
3. Infrastructure Report - November 2019 [↓](#) 

PURPOSE

That Council note the Statement of Financial Activity (Financial Statements) for the months ending 31 October 2019 and 30 November 2019

BACKGROUND

The Financial Statements are presented to Council in accordance with *the Local Government Act 1995* and the *Local Government (Financial Management) Regulations 1996*.

While statements for the months of October and November 2019 are both being presented, discussion is based on the November 2019 report as the most recent reporting period, incorporating activity detailed in the earlier October 2019 statement.

DISCUSSION

The Financial Statements represent 2019-20 operation to 30 November 2019 and compares year to date expenditure and revenue against the corresponding budget. The budget figures incorporates all 2018-19 carry forwards and other budget adjustments, which have been approved to date.

The closing surplus of \$13,121,293 to 30 November 2019 compares favourably against the budgeted surplus of \$11,466,732.

As detailed below, the \$1,654,561 variance is made up of:

Under budget

Operating expenditure	\$ 974,344
Capital expenditure	\$ 109,377
Rates Revenue	(\$ 26,645)

Over budget

Operating revenue	\$ 246,941
Capital revenue	\$ 344,928
Opening surplus	\$ 5,616

Variance \$1,654,561

In accordance with Council's variance reporting requirements, only the variances above \$20,000 are reported below as major contributors. For further details on variances, refer to Attachment 1.

Operating Expenditure - \$974,344 under budget

	Budget	Actual	Variance
Employee costs	\$3,134,637	\$3,050,793	\$83,844
Material & contracts	\$2,752,770	\$2,079,269	\$673,501
Utilities	\$229,880	\$174,657	\$55,223

Elected Member expenses	\$65,369	\$93,388	(\$28,019)
Internal Allocation	(\$52,871)	(\$101,442)	\$48,571
Other expenditure	\$497,489	\$395,803	\$101,686

Contributors to the operating expenditure variations are;

- Employee costs is due to recognition of \$77,872 accruals from 2018-19 financial year together with savings of \$11,583 in salaries and \$15,292 in superannuation due to vacancies, and \$20,864 indirect expenses (training, workers insurance etc.). This also includes a \$41,767 leave overspend due to turnover of long term staff.
- Materials and contracts
 - \$45,036 in IT office expenses due to purchase timing.
 - \$195,605 timing variances on consultancy work, with \$85,759 committed in purchase orders.
 - \$499,383 in materials/contracts including \$205,332 in maintenance works (verges, street maintenance, drainage etc.) timing, \$37,445 in election expenses timing (invoice received first week in December), timing of waste expenses \$26,628 and timing of artists expenses \$24,107.
- Utilities underspend is due to mismatch between water and street lighting provisions against suppliers invoicing schedule.
- Elected Member expenses is a timing issue as December allowances, while paid in December, have been processed in November.
- The internal allocation variance is a direct reflection of the under spend in operating expenses, which are predominantly timing issues.
- Other expenditure comprises timing of ground maintenance subsidy payments to sporting clubs, and underspend on debt collection expenses.

The reduced operating expenditure is due to timing and does not represent a budget saving.

Capital Expenditure - \$109,377 under budget

As detailed within the capital works schedules (note 10), the capital expenditure is comprised of:

- \$260,867 above budget in infrastructure works due to timing. Attachment 2 provides further detail on the projects and variance explanations.
- \$163,655 below budget in land and building is due to timing. Note 10 provides further detail of capital works.
- \$216,653 below budget in plant and equipment due to timing. Note 10 provides further detail of plant and equipment purchases.
- \$23,698 variance in transfer to reserve is due to timing of interest income.

Rates Revenue - \$26,645 under budget

- \$26,653 under budget in Interim Rate revenue, interim rates are lower than expected for this time of year.

Operating Revenue – \$246,941 above budget

	Budget	Actual	Variance
Fees & Charges	\$1,598,416	\$1,785,594	\$187,178
Interest earnings	\$250,305	\$275,767	\$25,462
Grants, subsidies and contributions	\$191,765	\$230,890	\$39,125

The reasons for operating revenue variations are;

- \$187,178 increase in fees & charges is due to timing differences in building and planning applications and parking licence fees.
- \$25,462 increase in interest earning is due to timing on maturity and rollover of investment funds.
- \$35,480 increase in operating grants due to timing of grant monies received.

Capital Revenue - \$432,353 above budget

The major contributor is the \$225,000 Australian Sport grant received towards the Aquatic Centre Splash Pad development. This was budgeted to be received on completion of the project in January 2020 however progress payments have been received prior.

Also included is \$207,353 of 2018/19 Main Roads WA grants that were not accrued – these offset \$106,035 of capital expenditure that was not carried forward into 2019/20. The Infrastructure Report – November 2019 provides further detail of these expenses.

PAST RESOLUTIONS

Ordinary Council Meeting 19 November 2019, resolution 154/19,

That Council notes the Statement of Financial Activity for the period of 1 July 2019 to 30 September 2019.

CARRIED

FINANCIAL AND STAFF IMPLICATIONS

Resource requirements are in accordance with existing budgetary allocation.

POLICY AND STATUTORY IMPLICATIONS

Local Government Act 1995. s. 6.4 Financial Report

Local Government (Financial Management) Regulations 1996 Reg. 34 – Financial activity statement required each month

COMMUNICATION / CONSULTATION

The Town is required to prepare and submit a report to Council for the Statement of Financial Activity each month.

STRATEGIC COMMUNITY PLAN

Leadership and Governance

We are an open and accountable local government; a leader in community service standards.

- Demonstrate a high standard of governance, accountability, management and strategic planning.
- Manage our finances responsibly and improve financial sustainability.
- Continually assess our performance and implement initiatives that drive continuous improvement.

URGENCY

Monthly Statements of Financial Activity must be submitted within two months after the end of the month to which the statement relates.

VOTING REQUIREMENTS

Simple majority decision of Council required.

OFFICER RECOMMENDATION

That Council:

1. **Notes the Statement of Financial Activity for the period 1 July 2019 to 31 October 2019,**
2. **Notes the Statement of Financial Activity for the period 1 July 2019 to 30 November 2019.**

Town of Claremont
MONTHLY FINANCIAL REPORT
For the Period Ended 31 October 2019

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LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

Town of Claremont
STATEMENT OF FINANCIAL ACTIVITY
(Nature or Type)
For the Period Ended 31 October 2019

	Note	Annual Budget 4	YTD Budget (a)	YTD Actual (b)	Var. \$ (b) - (a) 3	Var. % (b) - (a) / (b) 3	
Operating Revenue							
Grants, Subsidies and Contributions	5.1.1	\$ 440,639	\$ 155,920	\$ 164,795	\$ 8,875	5.4%	
Service Charges		0	0	(3)	(3)	100.0%	
Profit on Asset Disposal	5.1.2	16,359	16,359	2,670	(13,689)	(512.7%)	
Fees and Charges	5.1.3	3,332,838	1,359,789	1,522,584	162,795	10.7%	
Reimbursements	5.1.6	118,488	45,155	49,194	4,039	8.2%	
Interest Earnings	5.1.7	523,636	216,444	278,767	62,323	22.4%	▲
Other Revenue	5.1.8	154,319	5,250	20,983	15,733	75.0%	
Total (Excluding Rates)		4,586,279	1,798,917	2,038,990	240,073		
Operating Expense							
Employee Costs	5.2.1	(7,538,887)	(2,570,019)	(2,478,405)	(91,614)	(3.7%)	▼
Materials and Contracts	5.2.2	(7,050,075)	(2,254,731)	(1,834,469)	(420,262)	(22.9%)	▼
Utilities Charges	5.2.3	(554,995)	(183,904)	(152,955)	(30,949)	(20.2%)	▼
Depreciation (Non-Current Assets)	5.2.4	(2,930,256)	(976,752)	0	(976,752)		
Interest Expenses	5.2.5	(412,384)	0	(28,006)	28,006	100.0%	
Insurance Expenses	5.2.5	(217,122)	(216,822)	(121,263)	(95,559)	(78.8%)	▼
Loss on Asset Disposal	5.2.7	(17,901)	(11,001)	(11,001)	(11,001)		▲
Elected Member Expenses		(261,454)	(65,369)	(62,919)	(2,450)	(3.9%)	
Other Expenditure	5.2.8	(1,043,242)	(467,027)	(387,937)	(79,090)	(20.4%)	▼
Internal Allocation		529,302	44,475	96,619	(52,144)	54.0%	
Total		(19,497,014)	(6,701,150)	(4,969,334)	(1,731,816)		
Funding Balance Adjustment							
Add Back Depreciation		2,930,256	976,752	0	732,564		▲
Adjust (Profit)/Loss on Asset Disposal	10	1,542	(5,358)	(2,670)	11,869	(100.7%)	
Adjust Provisions and Accruals					0		
Net Operating (Ex. Rates)		(11,978,937)	(3,930,839)	(2,933,014)	1,227,456		
Capital Revenues							
Grants, Subsidies and Contributions	8	3,283,684	0	384,513	384,513	100.0%	▲
Proceeds from Disposal of Assets	10	144,325	114,925	27,500	(87,425)	(317.9%)	▼
Proceeds from New Debentures		300,000	0		0		
Transfers from/to Restricted Assets		0	0		0		
Non Current Reclassifications		0	0		0		
Transfer from Loan Account - Restricted Assets		0	0		0		
Transfer from Reserves	9	925,000	0		0		
Total		4,653,009	114,925	412,013	297,088		
Capital Expenses							
Land Held for Resale					0		▲
Land and Buildings	10	(4,672,464)	(516,734)	(407,301)	(109,435)	(26.9%)	▼
Plant and Equipment	10	(466,700)	(210,900)	(26,285)	(184,615)	(702.4%)	▼
Electronic Equipment	10	(316,167)	0		0		▲
Infrastructure Assets - Other	10	(3,625,811)	(295,932)	(599,785)	27,961	50.7%	▲
Repayment of Debentures		(511,984)	0	(75,000)	75,000	100.0%	
Transfer to Reserves	9	(688,584)	(69,560)	(63,252)	(6,308)	(10.0%)	
Total		(10,281,710)	(1,093,124)	(1,171,623)	(197,399)		
Net Capital		(5,628,701)	(978,199)	(759,610)	494,487		
Total Net Operating + Capital		(17,607,638)	(4,909,038)	(3,692,624)	1,721,943		
Rate Revenue		15,142,767	15,078,767	15,060,122	(18,645)	(0.1%)	
Opening Funding Surplus(Deficit)		2,560,005	2,560,005	2,560,004	1	(0.0%)	
Closing Funding Surplus(Deficit)	3	95,134	12,729,734	13,927,502	1,703,299	9.4%	

Town of Claremont
STATEMENT OF FINANCIAL ACTIVITY
(Statutory Reporting Program)
For the Period Ended 31 October 2019

	Note	Revised Annual Budget 4	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a) 3	Var. % (b)-(a)/(b) 3	Var.
Operating Revenue							
General Purpose Funding		\$ 688,929	\$ 277,534	\$ 356,785	\$ 79,251	28.6%	▲
Governance		20,794	450	2,976	2,526	561.4%	
Law, Order and Public Safety		15,300	5,000	8,557	3,557	71.1%	
Health		81,300	64,080	78,867	14,787	23.1%	
Education and Welfare		0	0	0	0		
Community Amenities		487,900	252,968	315,719	62,751	24.8%	▲
Recreation and Culture		1,302,444	385,156	359,623	(25,533)	(6.6%)	▼
Transport		1,114,148	346,344	329,675	(16,669)	(4.8%)	▼
Economic Services		854,224	450,624	583,949	133,325	29.6%	▲
Other Property and Services		4,881	400	168	(232)	(58.0%)	▼
Total (Excluding Rates)		4,569,920	1,782,556	2,036,320	253,764		
Operating Expense							
General Purpose Funding		(581,092)	(269,391)	(244,346)	(25,045)	(9.3%)	▼
Governance		(1,711,916)	(637,583)	(442,086)	(195,497)	(30.7%)	▼
Law, Order and Public Safety		(505,893)	(176,869)	(110,919)	(65,950)	(37.3%)	▼
Health		(365,954)	(138,129)	(138,335)	206	0.1%	▼
Education and Welfare		(252,898)	(103,350)	(74,982)	(28,368)	(27.4%)	▼
Community Amenities		(305,618)	(979,614)	(989,229)	9,615	1.0%	▼
Recreation and Culture		(5,498,521)	(1,817,860)	(1,367,182)	(450,678)	(24.8%)	▼
Transport		(5,383,420)	(1,744,354)	(938,783)	(805,571)	(46.2%)	▼
Economic Services		(2,118,979)	(626,076)	(549,547)	(76,529)	(12.2%)	▼
Other Property and Services		(6,398)	(191,565)	(111,256)	(80,309)	(41.9%)	▼
Total		(19,480,655)	(6,684,791)	(4,966,664)	(1,718,127)		
Funding Balance Adjustment							
Add back Depreciation		2,930,256	976,752	0	(976,752)	100.0%	
Adjust (Profit)/Loss on Asset Disposal	10	1,542	(5,358)	(2,670)	2,688	(50.2%)	
Adjust Provisions and Accruals				0	0		
Net Operating (Ex. Rates)		(11,978,937)	(3,930,841)	(2,933,015)	997,826		
Capital Revenues							
Grants, Subsidies and Contributions		3,283,684	0	384,513	384,513	100.0%	▲
Proceeds from Disposal of Assets	10	144,325	114,925	27,500	(87,425)	(76.1%)	▼
Proceeds from New Debentures		300,000	0	0	0		
Transfers from Restricted Assets		0	0	0	0		
Transfer from Reserves	9	925,000	0	0	0		
Total		4,653,009	114,925	412,013	297,088		
Capital Expenses							
Land Held for Resale		0	0	0	0		▲
Land and Buildings	10	(4,672,464)	(516,734)	(407,301)	(109,433)	(21.2%)	▼
Plant and Equipment	10	(466,700)	(210,900)	(26,285)	(184,615)	(87.5%)	▼
Infrastructure Assets - Other	10	(3,625,811)	(295,932)	(599,785)	303,853	102.7%	▲
Repayment of Debentures		(511,984)	0	(75,000)	75,000	#DIV/0!	↑↑↑↑
Transfer to Reserves	9	(688,584)	(69,560)	(63,252)	(6,308)	(9.1%)	▼
Total		(10,281,710)	(1,093,124)	(1,171,623)	78,499		
Net Capital		(5,628,701)	(978,199)	(759,610)	218,589		
Total Net Operating + Capital		(17,607,638)	(4,909,040)	(3,692,624)	1,216,416		
Rate Revenue		15,142,767	15,078,767	15,060,122	(18,645)	(0.1%)	
Opening Funding Surplus(Deficit)		2,560,005	2,560,005	2,560,004	(1)	(0.0%)	
Closing Funding Surplus(Deficit)		95,134	12,729,732	13,927,502	1,197,770	9.4%	

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2019

1. SIGNIFICANT ACCOUNTING POLICIES

The significant accounting policies which have been adopted in the preparation of this statement of financial activity are:

(a) Basis of Accounting

This statement is a special purpose financial report, prepared in accordance with applicable Australian Accounting Standards, other mandatory professional reporting requirements and the Local Government Act 1995 (as amended) and accompanying regulations (as amended).

(b) The Local Government Reporting Entity

All Funds through which the Council controls resources to carry on its functions have been included in this statement.

In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between Funds) have been eliminated.

(c) Rounding Off Figures

All figures shown in this statement, other than a rate in the dollar, are rounded to the nearest dollar.

(d) Rates, Grants, Donations and Other Contributions

Rates, grants, donations and other contributions are recognised as revenues when the local government obtains control over the assets comprising the contributions. Control over assets acquired from rates is obtained at the commencement of the rating period or, where earlier, upon receipt of the rates.

(e) Goods and Services Tax

In accordance with recommended practice, revenues, expenses and assets capitalised are stated net of any GST recoverable. Receivables and payables are stated inclusive of applicable GST.

(f) Cash and Cash Equivalents

Cash and cash equivalents comprise cash at bank and in hand and short-term deposits that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value.

For the purposes of the Cash Flow Statement, cash and cash equivalents consist of cash and cash equivalents as defined above, net of outstanding bank overdrafts. Bank overdrafts are included as short-term borrowings in current liabilities.

(g) Trade and Other Receivables

Trade receivables, which generally have 30 - 90 day terms, are recognised initially at fair value and subsequently measured at amortised cost using the effective interest rate method, less any allowance for uncollectible amounts.

Collectability of trade receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.

(h) Inventories

General

Inventories are valued at the lower of cost and net realisable value. Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs of necessary to make the sale.

Inventories held from trading are classified as current even if not expected to be raised in the next 12 months.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2019

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

Land Held for Resale

Land purchased for development and/or resale is valued at the lower of the cost and net realisable value. Cost includes the cost of acquisition, development and interest incurred on the financing of that land during its development. Interest and holding charges incurred after development is complete are recognised as expenses.

Revenue arising from the sale of property is recognised in the operating statement as at the time of signing a binding contract of sale.

Land held for resale is classified as current except where it is held as non-current based on Council's intentions to release for sale.

(i) Fixed Assets

Each class of fixed assets within either property, plant and equipment or infrastructure, is carried at cost or fair value as indicated less, where applicable, any accumulated depreciation and impairment losses.

Mandatory Requirement to Revalue Non-Current Assets

Effective from 1 July 2012, the *Local Government (Financial Management) Regulations* were amended and the measurement of non-current assets at Fair Value became mandatory.

In 2013, Council commenced the process of adopting Fair Value in accordance with the Regulations.

Revaluation

Increases in the carrying amount arising on revaluation of assets are credited to a revaluation surplus in equity. Decreases that offset previous increases of the same asset are recognised against revaluation surplus directly in equity. All other decreases are recognised in profit or loss.

Land Under Control

In accordance with Local Government (Financial Management) Regulation 16(a), the Council was required to include as an asset (by 30 June 2013), Crown Land operated by the local government as a golf course, showground, racecourse or other sporting or recreational facility of state or regional significance.

Upon initial recognition, these assets were recorded at cost in accordance with AASB 116. They were then classified as Land and revalued along with other land in accordance with the other policies detailed in this Note.

Whilst they were initially recorded at cost (being fair value at the date of acquisition (deemed cost) as per AASB 116) they were revalued along with other items of Land and Buildings at 30 June 2014 and now form part of Land and Buildings to be subject to regular revaluation as detailed above.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2019

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(j) Depreciation of Non-Current Assets

The depreciable amount of all fixed assets including buildings but excluding freehold land, are depreciated on a straight-line basis over the individual asset's useful life from the time the asset is held ready for use. Leasehold improvements are depreciated over the shorter of either the unexpired period of the lease or the estimated useful life of the improvements.

The current expected useful lives are:

Asset Class	Expected Useful Life (Years)	Residual Value
Buildings:		
	Buildings	40-80
	Buildings fixtures/fittings	10-15
Furniture & Equipment:		
	Furniture	10
Plant & Equipment:		
	Motor Vehicle	5-8
	Construction vehicles (e.g. wa	7-10
	Other Plant & Equipment	3-10
Electronic Equipment:		
	Computers & peripherals	3-5
	Other electronic equipment	3-10
Software		
	Website	4-5
	Other Software	4-5
Infrastructure:		
	Road/ Car Park Pavement	40-50
	Road/ Car Park Formation	20-30
	Footpaths	30-50
	Drainage	90-100
	Parks & Reserves	20-40
	Street Furniture	10-20
	Street Lights	20-30
	Public Art Collection	40-50
	Reticulation	20-25

The assets residual values and useful lives are reviewed, and adjusted if appropriate, at the end of each reporting period.

An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount.

Gains and losses on disposals are determined by comparing proceeds with the carrying amount. These gains and losses are included in profit or loss in the period which they arise.

When revalued assets are sold, amounts included in the revaluation surplus relating to that asset are transferred to retained surplus.

Capitalisation Threshold

Expenditure on items of equipment under \$2,000 is not capitalised. Rather, it is recorded on an asset inventory listing.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2019

(k) Impairment

In accordance with Australian Accounting Standards the Council's assets, other than inventories, are assessed at each reporting date to determine whether there is any indication they may be impaired. Where such an indication exists, an estimate of the recoverable amount of the asset is made in accordance with AASB 136 "Impairment of Assets" and appropriate adjustments made. An impairment loss is recognised whenever the carrying amount of an asset or its cash-generating unit exceeds its recoverable amount. Impairment losses are recognised in the Income Statement. For non-cash generating assets such as roads, drains, public buildings and the like, value in use is represented by the depreciated replacement cost of the asset. At the time of preparing this report, it is not possible to estimate the amount of impairment losses (if any).

In any event, an impairment loss is a non-cash transaction and consequently, has no impact on the Monthly Statement of Financial Position from a budgetary perspective.

(l) Trade and Other Payables

Trade and other payables are carried at amortised cost. They represent liabilities for goods and services provided to the Municipality prior to the end of the financial year that are unpaid and arise when the Municipality becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured and are usually paid within 30 days of recognition.

(m) Employee Benefits

The provisions for employee benefits relates to amounts expected to be paid for long service leave, annual leave, wages and salaries and are calculated as follows:

(i) Wages, Salaries, Annual Leave and Long Service Leave (Short-term Benefits)

The provision for employees' benefits to wages, salaries, annual leave and long service leave expected to be settled within 12 months represents the amount the municipality has a present obligation to pay resulting from employees services provided to balance date. The provision has been calculated at nominal amounts based on remuneration rates the Council expects to pay and includes related on-costs.

(ii) Annual Leave and Long Service Leave (Long-term Benefits)

The liability for long service leave is recognised in the provision for employee benefits and measured as the present value of expected future payments to be made in respect of services provided by employees up to the reporting date using the project unit credit method. Consideration is given to expected future wage and salary levels, experience of employee departures and periods of service. Expected future payments are discounted using market yields at the reporting date on national government bonds with terms to maturity and currency that match as closely as possible, the estimated future cash outflows. Where Council does not have the unconditional right to defer settlement beyond 12 months, the liability is recognised as a current liability.

(n) Interest-bearing Loans and Borrowings

All loans and borrowings are initially recognised at the fair value of the consideration received less directly attributable transaction costs.

After initial recognition, interest-bearing loans and borrowings are subsequently measured at amortised cost using the effective interest method. Fees paid on the establishment of loan facilities that are yield related are included as part of the carrying amount of the loans and borrowings.

Borrowings are classified as current liabilities unless the Council has an unconditional right to defer settlement of the liability for at least 12 months after the balance sheet date.

Borrowing Costs

Borrowing costs are recognised as an expense when incurred except where they are directly attributable to the acquisition, construction or production of a qualifying asset. Where this is the case, they are capitalised as part of the cost of the particular asset.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2019

(o) Provisions

Provisions are recognised when: The council has a present legal or constructive obligation as a result of past events; it is more likely than not that an outflow of resources will be required to settle the obligation; and the amount has been reliably estimated. Provisions are not recognised for future operating losses.

Where there are a number of similar obligations, the likelihood that an outflow will be required in settlement is determined by considering the class of obligations as a whole. A provision is recognised even if the likelihood of an outflow with respect to any one of item included in the same class of obligations may be small.

(p) Current and Non-Current Classification

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. The asset or liability is classified as current if it is expected to be settled within the next 12 months, being the Council's operational cycle. In the case of liabilities where Council does not have the unconditional right to defer settlement beyond 12 months, such as vested long service leave, the liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current even if not expected to be realised in the next 12 months except for land held for resale where it is held as non current based on Council's intentions to release for sale.

(q) Nature or Type Classifications

Rates

All rates levied under the Local Government Act 1995. Includes general, differential, specific area rates, minimum rates, interim rates, back rates, ex-gratia rates, less discounts offered. Exclude administration fees, interest on instalments, interest on arrears, service charges and sewerage rates.

Operating Grants, Subsidies and Contributions

Refer to all amounts received as grants, subsidies and contributions that are not non-operating grants.

Non-Operating Grants, Subsidies and Contributions

Amounts received specifically for the acquisition, construction of new or the upgrading of non-current assets paid to a local government, irrespective of whether these amounts are received as capital grants, subsidies, contributions or donations.

Profit on Asset Disposal

Profit on the disposal of assets including gains on the disposal of long term investments. Losses are disclosed under the expenditure classifications.

Fees and Charges

Revenues (other than service charges) from the use of facilities and charges made for local government services, sewerage rates, rentals, hire charges, fee for service, photocopying charges, licences, sale of goods or information, fines, penalties and administration fees. Local governments may wish to disclose more detail such as rubbish collection fees, rental of property, fines and penalties, other fees and charges.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2019

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(q) Nature or Type Classifications (Continued)

Interest Earnings

Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

Other Revenue / Income

Other revenue, which can not be classified under the above headings, includes dividends, discounts, rebates etc.

Employee Costs

All costs associated with the employment of person such as salaries, wages, allowances, benefits such as vehicle and housing, superannuation, employment expenses, removal expenses, relocation expenses, worker's compensation insurance, training costs, conferences, safety expenses, medical examinations, fringe benefit tax, etc.

Materials and Contracts

All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, communication expenses, advertising expenses, membership, periodicals, publications, hire expenses, rental, leases, postage and freight etc. Local governments may wish to disclose more detail such as contract services, consultancy, information technology, rental or lease expenditures.

Utilities (Gas, Electricity, Water, etc.)

Expenditures made to the respective agencies for the provision of power, gas or water. Exclude expenditures incurred for the reinstatement of roadwork on behalf of these agencies.

Insurance

All insurance other than worker's compensation and health benefit insurance included as a cost of employment.

Loss on asset disposal

Loss on the disposal of fixed assets.

Depreciation on non-current assets

Depreciation expense raised on all classes of assets.

Interest expenses

Interest and other costs of finance paid, including costs of finance for loan debentures, overdraft accommodation and refinancing expenses.

Other expenditure

Statutory fees, taxes, provision for bad debts, member's fees or levies including WA Fire Brigade Levy and State taxes. Donations and subsidies made to community groups.

(r) Statement of Objectives

In order to discharge its responsibilities to the community, the Council has developed a set of operational and financial objectives. These objectives have been established both on an overall basis and for each of its broad activities/programs.

Council operations as disclosed in this statement encompass the following service orientated activities/programs:

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2019

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(r) Statement of Objectives (Continued)

GENERAL PURPOSE FUNDING

Rates - the amount raised is determined by Councils budget "shortfall" that is known income and desired expenditure.

General purpose grants - are the grant amounts paid to the shire from Federal Government funding as determined by and via the Western Australian Local Government Grants Commission.

Interest - interest earned on monies invested or deposited by Council.

LAW, ORDER, PUBLIC SAFETY

Supervision of animal control, dog pound operations, local law control and state emergency services (SES).

HEALTH

Public places health and safety, food safety and health compliance.

EDUCATION AND WELFARE

Pre-schools, aged and disabled, senior citizens, welfare administration, donations to welfare organisations.

COMMUNITY AMENITIES

Rubbish collections, recycling, litter control, public litter bins, town planning control/studies.

RECREATION AND CULTURE

Public halls, civic centres, swimming pool, golf course, parks, sports grounds, sports groups, community recreation programs, library, community arts program, youth activities, heritage and museum.

TRANSPORT

Roads, footpaths, cycleways, right of way, drainage, road verges, median strips, street lighting, street cleaning, street trees, traffic surveys, parking services, traffic management and underground power.

ECONOMIC SERVICES

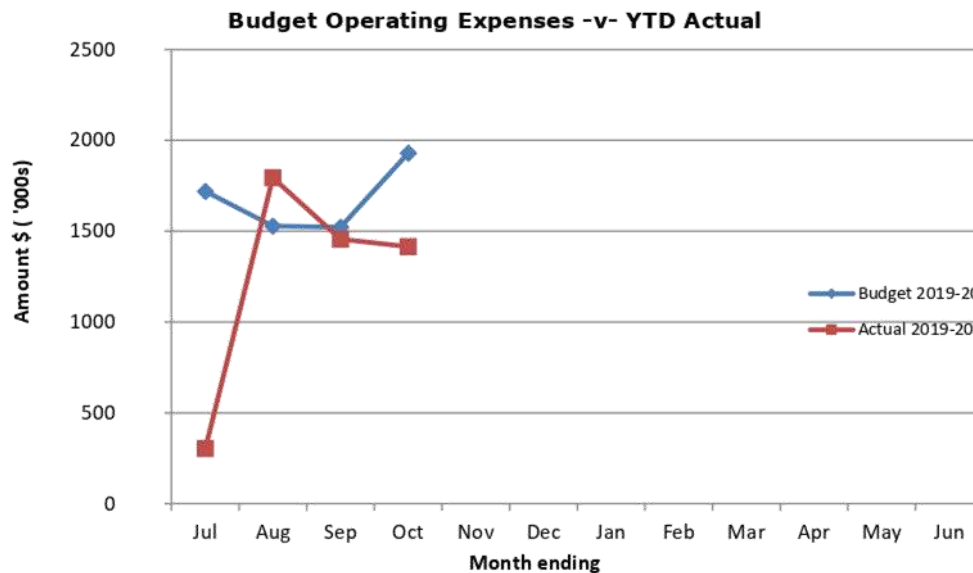
Building services, strategic planning and activities involving the Royal Agricultural Society and Anzac Cottage.

OTHER PROPERTY & SERVICES

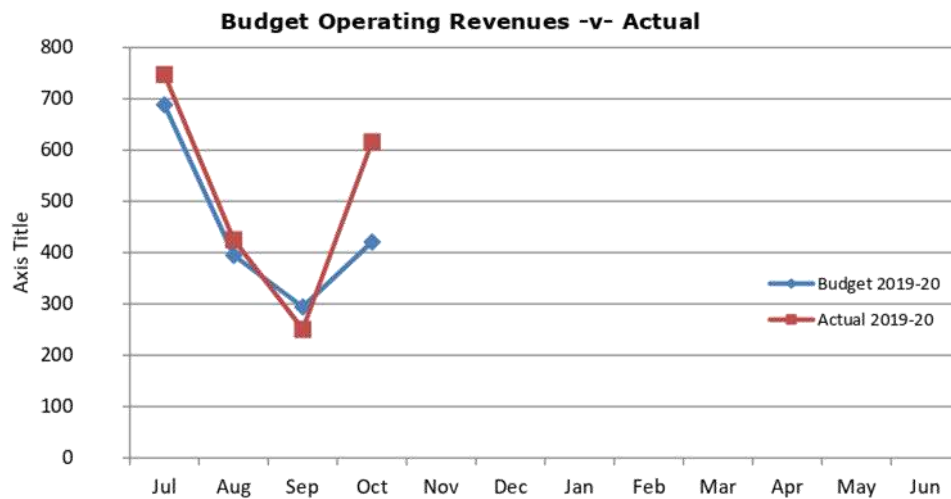
Public works overheads, plant/vehicle operations, private works and other property.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2019

Note 2 - Graphical Representation - Source Statement of Financial Activity



Comments/Notes - Operating Expenses

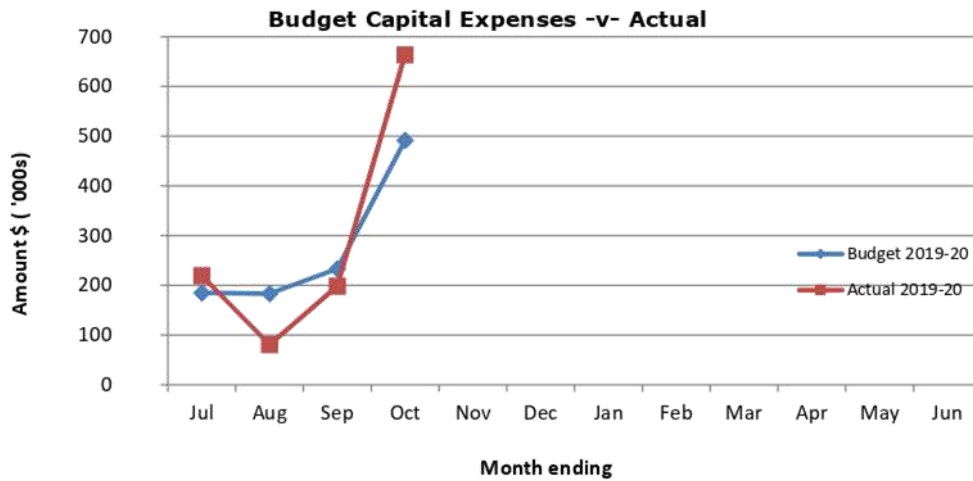


Comments/Notes - Operating Revenues

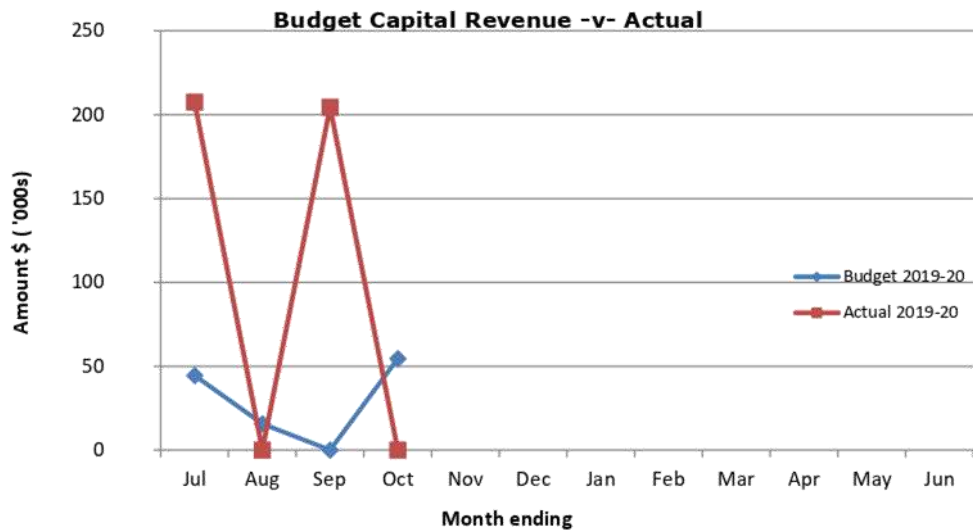
The operating revenue does not include income from rates.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2019

Note 2 - Graphical Representation - Source Statement of Financial Activity



Comments/Notes - Capital Expenses



Comments/Notes - Capital Revenues

Note 3: NET CURRENT FUNDING POSITION

Current Assets

Provisions

Inventories

Plus: Loan Liability

Note 3 - Liquidity Over the Year

Month	2017-18 (Millions)	2018-19 (Millions)	2019-20 (Millions)
Jul	15.8	19.0	17.0
Aug	14.8	18.5	16.5
Sep	13.8	17.2	15.2
Oct	13.0	15.8	13.8
Nov	12.2	14.8	
Dec	10.8	12.5	
Jan	6.5	11.0	
Feb	6.3	9.8	
Mar	4.3	8.2	
Apr	2.8	7.2	
May	4.3	6.5	
Jun	2.0	3.2	

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2019

Note 4: CASH AND INVESTMENTS

	Deposit No.	Interest Rate	Municipal \$	Reserves \$	Trust \$	Total Amount \$	Institution	Maturity Date
(a) Cash Deposits		0.00%	20,000			20,000	NAB	At Call
		0.85%	4,667,234			4,667,234	NAB At Call	At Call
		0.00%			92,582	92,582	NAB	At Call
		0.85%	438,189			438,189	Damage Bond	At Call
		0.85%		335,643		335,643	NAB	At Call
(b) Investments	304	1.95%		1,026,710		1,026,710	NAB	23/06/2020
	307	1.95%		147,600		147,600	NAB	22/06/2020
	311	1.95%		70,863		70,863	NAB	22/06/2020
	316	1.95%		125,837		125,837	NAB	22/06/2020
	325	2.55%		3,394,579		3,394,579	ANZ	26/03/2020
	327	1.95%		959,247		959,247	NAB	26/06/2020
	330	2.04%		541,762		541,762	NAB	11/12/2019
	331	2.00%		322,955		322,955	NAB	17/06/2020
	332	1.85%	2,099,412			2,099,412	Bankwest	11/11/2019
	337	1.62%	1,025,822			1,025,822	Suncorp	17/02/2020
	338	1.80%	2,000,000			2,000,000	Suncorp	28/01/2020
	339	1.65%	2,000,000			2,000,000	Bankwest	16/12/2019
	340	1.67%		3,000,000		3,000,000	NAB	26/02/2020
	341	1.67%		1,936,206		1,936,206	NAB	26/02/2020
Total			12,250,657	11,861,401	92,582	24,204,640		

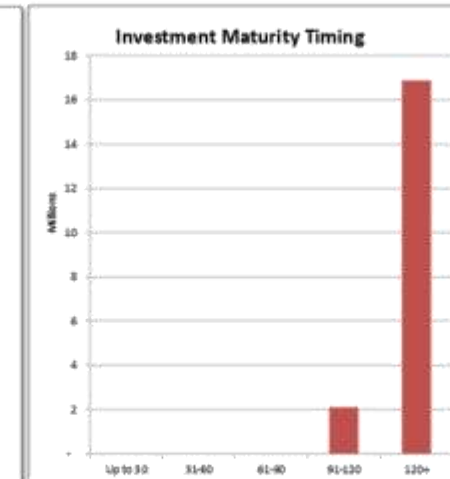
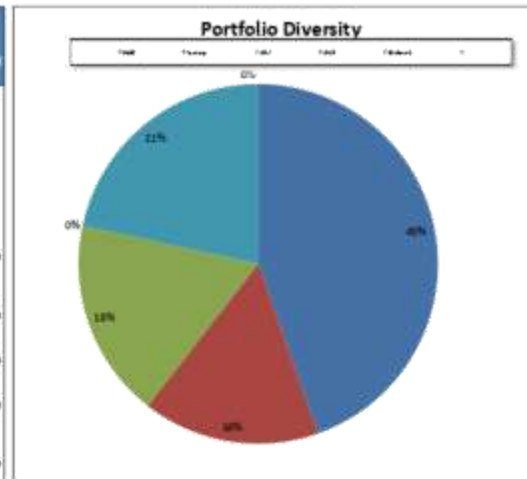
Comments/Notes - Investments

**Town of Claremont
Monthly Investment Report**
For the Period Ended 31 October 2019

Note 4A: CASH INVESTMENTS

						Amount Invested (Days)						Comparative rate		Budget v Actual		
Deposit Ref	Deposit Date	Institution	Term (Days)	Invested Interest rates	Expected Interest	Up to 30	31-60	61-90	91-120	120+	Total	Average Interest rate of deposit	Interest Rate at time of Report	Annual Budget	Year to Date Actual	Var \$
General Municipal																
41-96-704	19/08/2019	Suncorp	182	1.62%	8,286					1,025,822	1,025,822					
40-97-487	31/07/2019	Suncorp	181	1.80%	17,852					2,000,000	2,000,000					
47-947-05	12/07/2019	Bankwest	122	1.85%	12,982				2,099,412		2,099,412					
48-63-586	16/08/2019	Bankwest	122	1.60%	11,000					2,000,000	2,000,000					
				Subtotal	50,150	-	-	-	2,099,412	5,025,822	7,125,234					
Restricted																
9732-35404	14/08/2019	NAB	180	2.04%	5,450					541,762	541,762					
77-223-8027	18/08/2019	NAB	365	2.00%	6,459					322,955	322,955					
14-111-5231	21/08/2019	NAB	367	1.95%	2,894					147,600	147,600					
92-141-8882	21/08/2019	NAB	367	1.95%	2,883					70,863	70,863					
74-774-8000	21/08/2019	NAB	367	1.95%	2,467					125,837	125,837					
75-386-1086	24/08/2019	NAB	365	1.95%	20,021					1,026,710	1,026,710					
14-079-8555	27/08/2019	NAB	365	1.95%	18,705					959,247	959,247					
9732-35404	28/03/2019	ANZ	184	2.85%	43,637					3,394,579	3,394,579					
10-85-0389	28/08/2019	NAB	184	1.87%	25,256					3,000,000	3,000,000					
10-85-0385	28/08/2019	NAB	184	1.87%	16,300					1,936,206	1,936,206					
083-817 198849553		NAB At Call								335,643	335,643					
				Subtotal	342,579	-	-	-	-	11,861,401	11,861,401					
					-						-					
					-						-					
					-						-					
Total Interest Expected on Funds Invested					392,729	-	-	-	2,099,412	16,887,222	18,986,634					

Deposit Ref	Term (Days)	Invested Interest rates	Percentage of Portfolio
NAB			
9732-35404	14/08/2019	180 2.04%	541,762
77-223-8027	18/08/2019	365 2.00%	322,955
14-111-5231	21/08/2019	367 1.95%	147,600
92-141-8882	21/08/2019	367 1.95%	70,863
74-774-8000	21/08/2019	367 1.95%	125,837
75-386-1086	24/08/2019	365 1.95%	1,026,710
14-079-8555	27/08/2019	365 1.95%	959,247
10-85-0389	28/08/2019	184 1.87%	3,000,000
10-85-0385	28/08/2019	184 1.87%	1,936,206
At Call			335,643
		Subtotal	8,466,821
			45%
Suncorp			
41-96-704	10/08/2019	182 1.62%	1,025,822
40-97-487	31/07/2019	181 1.80%	2,000,000
		Subtotal	3,025,822
			16%
ANZ			
9732-35404	28/03/2019	184 2.85%	3,394,579
		Subtotal	3,394,579
			18%
AMP			
		Subtotal	-
			0%
Bankwest			
47-947-05	12/07/2019	91 1.85%	2,099,412
48-63-586	11/09/2018	122 1.65%	2,000,000
		Subtotal	4,099,412
			21.6%
Total Funds Invested			18,986,633
			200.0%



Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2019

Note 5: MAJOR VARIANCES

Comments/Reason for Variance

5.1 OPERATING REVENUE (EXCLUDING RATES)

5.1.1 GRANTS, SUBSIDIES AND CONTRIBUTIONS

Variance due to timing of grant monies received

5.1.2 PROFIT ON ASSET DISPOSAL

Non-cash item

5.1.3 FEES AND CHARGES

Timing on building and planning application fees and annual parking permits.

5.1.6 REIMBURSEMENTS

Minor variance

5.1.7 INTEREST EARNINGS

Variance due to timing of investment maturity in early part of financial year.

5.1.8 OTHER REVENUE

Minor variance

5.2 OPERATING EXPENSES

5.2.1 EMPLOYEE COSTS

Recognition of accruals written back, vacancies and timing on indirect expenses

5.2.2 MATERIAL AND CONTRACTS

Timing variance across office expenses, consultancy work (planning), legal provisions, infrastructure contract (maintenance) work, and WMRC fixed cost payment,

5.2.3 UTILITY CHARGES

Timing on water and street lighting invoicing against budget provision

5.2.4 DEPRECIATION (NON CURRENT ASSETS)

Non-cash item

5.2.5 INTEREST EXPENSES

Minor variance

5.2.6 INSURANCE EXPENSES

Second instalment on member cover budgeted but not yet due.

5.2.7 LOSS ON ASSET DISPOSAL

Non-cash item

5.2.8 OTHER EXPENDITURE

Recognition of pre-paid rates write back and timing on subsidy payments to sporting clubs.

5.3 CAPITAL REVENUE

5.3.1 GRANTS, SUBSIDIES AND CONTRIBUTIONS

AusSport (Federal) grant of \$180,000 received for splash pad development and Main Roads WA grants received ahead of time.

5.3.2 PROCEEDS FROM DISPOSAL OF ASSETS

Four vehicles budgeted for changeover however only two processed to date.

5.3.4 TRANSFER FROM/TO RESTRICTED ASSETS

Increase in interest earning is reflected in increased transfer to reserves.

5.4 CAPITAL EXPENSES

5.4.2 LAND AND BUILDINGS

\$144,213 below budget due to timing of McKenzie Pavilion, Museum Redevelopment and Aquatic Centre works

5.4.3 PLANT AND EQUIPMENT

\$31,500 variance due to timing of purchase of Pool Manager vehicle

5.4.6 INFRASTRUCTURE ASSETS - OTHER

\$27,961 ahead of budget on various infrastructure work.

5.4.10 TRANSFER TO RESERVES (RESTRICTED ASSETS)

\$32,801 variance due to timing of interest income.

5.5 OTHER ITEMS

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2019

Note 5: MAJOR VARIANCES

Comments/Reason for Variance

5.5.1 RATE REVENUE

\$21,058 under budget due to lower interim rates revenue.

5.5.2 OPENING FUNDING SURPLUS(DEFICIT)

Opening surplus is subject to final audit of 2018-19 Annual Financial Statements

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2019

Note 6: BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

GL Account Code	Description	Council Resolution	No Change - (Non Cash Items) Adjust.	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
			\$	\$	\$	\$
	Budget Adoption - Closing Balance	65/19		40,846		40,846
	EOY report - Carry forward projects	105/19		54,288		95,134
			0	95,134	0	95,134

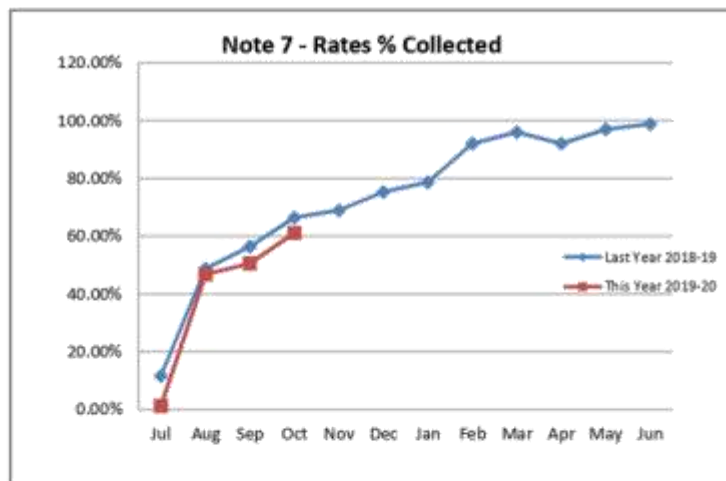
Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2019

Note 7- RECEIVABLES

Receivables - Rates, UGP, ESL Levy, Rubbish and other charges.

Opening Arrears Previous Years
Rates, UGP and other charges Levied this year
Less Collections to date
Equals Current Outstanding

	Current 2019-20	Previous 2018-19	Total
	\$	\$	\$
Opening Arrears Previous Years	1,963,054	189,793	1,963,054
Rates, UGP and other charges Levied this year	15,060,122	21,982,873	15,060,122
Less Collections to date	(10,407,088)	(20,209,612)	(10,407,088)
Equals Current Outstanding	6,616,087	1,963,054	6,616,087
Net Collectable			6,616,087
% Collected			61.13%



Comments/Notes - Rates

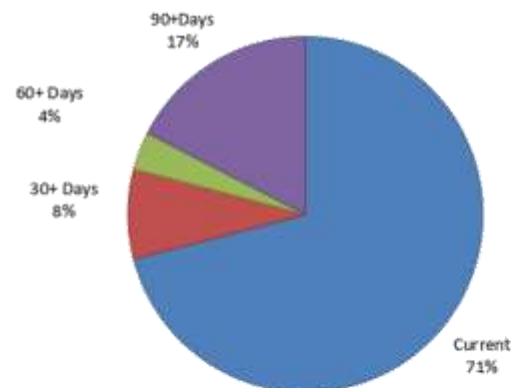
Rates charges include interim rates of \$13,346.76

Receivables - General

	Current	30+ Days	60+ Days	90+ Days
	\$	\$	\$	\$
	56,322	6,493	2,739	13,844
Total Outstanding				79,398

Amounts shown above include GST (where applicable)

Note 6 - Accounts Receivable (non-rates)



Comments/Notes - Receivables General

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2019

Note 8: GRANTS AND CONTRIBUTIONS

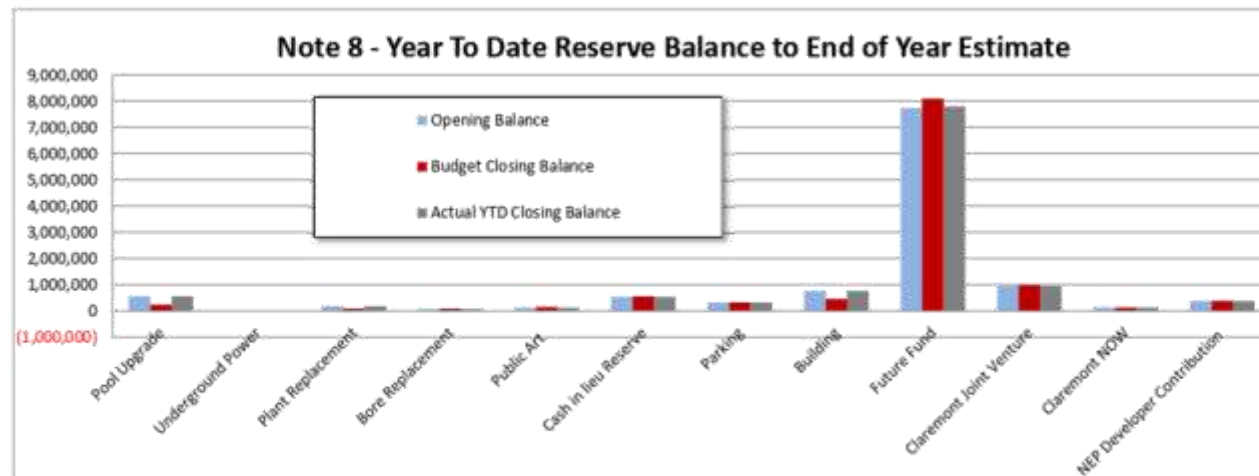
Program/Details GL	Provider	Approval	2019-20 Budget YTD	Recoup Status	
				Received	Not Received
Claremont Now		(Yes/No)	\$	\$	\$
Op Specified Area Rates	BID	Yes	120,000	118,770	1,230
General Purpose					
Op Grant Commission	WALGCC	Yes	26,331	26,490	(159)
Op Pensioners Deferred Interest Grant	Dept of Finance	Yes			0
Op Formula Road Grant		Yes	9,489	14,035	(4,546)
Op 2018/2019 Annual contribution to statutory	Form				
Recreation and Culture					
Op Museum		Yes	100		100
Non Op Museum Redevelopment		Yes			0
Non Op Pool - Splashpad development		Yes	0	225,000	(225,000)
TRANSPORT					0
Op Grants Commission - roads	WALGCC	Yes			0
Op Local Road Grant	WALGCC	Yes			0
Non Op Stirling Hwy Shared Path	DOT	Yes			0
Non Op Avion Way Project	Topsfield Pty Ltd	No			0
Non Op Road Works Grants	Main Roads	Yes		159,513	(159,513)
Non Op Stirling Hwy Path	DOT				0
Non Op Cresswell Irrigation Works	DLGSC	Yes			0
COMMUNITY DEVELOPMENT					0
Non Op 2019/20 annual contribution to statutory outgoings				5,000	(5,000)
Non Op 2019/20 Seniors Week Grant				500	(500)
TOTALS			155,920	549,308	(393,388)

Comments - Grants and Contributions

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2019

Note 9: Cash Backed Reserve

Name	Opening Balance	Budget Interest Earned	Actual Interest Earned	Budget Transfers In (+)	Actual Transfers In (+)	Budget Transfers Out (-)	Actual Transfers Out (-)	Budget Closing Balance	Actual YTD Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Pool Upgrade	557,392					(316,030)		241,362	557,392
Underground Power	(0)							(0)	(0)
Plant Replacement	179,100					(88,219)		90,881	179,100
Bore Replacement	70,863	21,767						92,630	70,863
Public Art	125,837	23,138						148,975	125,837
Cash in lieu Reserve	541,762	13,511						555,273	541,762
Parking	322,954	8,053						331,007	322,954
Building	763,282					(297,606)		465,676	763,282
Future Fund	7,737,317	361,686	63,252					8,099,003	7,800,568
Claremont Joint Venture	959,246	23,773						983,019	959,246
Claremont NOW	133,509	2,313						135,822	133,509
NEP Developer Contribution	384,068	9,535						393,603	384,068
Heritage Grant Reserve	66,455	1,663						68,118	66,455
	11,841,784	465,439	63,252	0	0	(701,855)	0	11,605,368	11,905,036



9A RESERVES - CASH/INVESTMENT BACKED (CONTINUED)

In accordance with council resolutions in relation to each reserve account, the purpose for which the funds are set aside are as follows:

- (a) **Aged Transport Subsidy**
 - to provide a subsidy to the Shine Community Services regional service for aged patrons transport.
- (b) **Plant Reserve**
 - to provide for the replacement of major items of heavy plant.
- (c) **Golf Course Land**
 - to provide for the future major maintenance of the Lake Claremont Golf Course.
- (d) **Parking**
 - provide for the purchase, upgrade or renewal of parking infrastructure.
- (e) **Cash in lieu**
 - to provide for the purchase of land for car parking in accordance with Clause 33(2).
- (e) **Public Art**
 - to assist with the programmed purchase and development of Public Art assets throughout the Town.
- (f) **Future Fund**
 - to receive proceeds of Lakeway Subdivision sales and to provide for the future planning and undertaking of capital and infrastructure works in the Town.
- (g) **Claremont Joint Venture**
 - to provides for traffic modifications/road works within the Town Centre zone and the surrounding roads.
- (h) **Pool Upgrade.**
 - to fund major maintenance of the Claremont Pool.
- (i) **Claremont Now**
 - to fund promotion and publicity of claremont CBD.
- (j) **Building**
 - to provide for building renewal in accordance with Council's Asset Management Plans.
- (k) **Underground Power**
 - To provide for the undergrounding of power lines within the balance of the Town not already.Serviced with underground power.
- (l) **Bore Replacement**
 - to be used for the replacement of Park bores.
- (m) **NEP Developer Contribution Reserve**
 - To accumulate funds to cover the Town's Contibution to NEP Development arising from ownership of Lot 11578 Claremont Cresent.
- (n) **Heritage Grant Reserve**
 - To assist with funding of the Town's Heritage Grant Maintenance program.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2019

Note 10: CAPITAL DISPOSALS AND ACQUISITIONS

Profit(Loss) of Asset Disposal				Disposals	Profit (Loss)			
Valuation as at 01 July 2019	Accum Depr	Proceeds	Profit (Loss)		Budget	YTD Budget	YTD Actual	Variance
\$	\$	\$	\$		\$		\$	\$
20,455	(11,934)	10,909	2,388	PE371 - Ute Field Officer 1EHO198	1,805	1,805	2,388	583
27,830	(11,521)	16,591	282	PE389 - Works Coordinator 1GBC053	(109)	(109)	282	391
			0	PE401 - Director Planning 1GDI527*	(7,573)	(7,573)		7,573
			0	PE395 - Manager Pool 1GCV865*	(1,798)	(1,798)		1,798
48,285	(23,455)	27,500	2,670	Totals	(7,675)	(7,675)	2,670	10,345

Comments - Capital Disposal

* Vehicle disposal has been budgeted but has not been finalised yet.

Contributions Information				Summary Acquisitions	Current Budget			
Grants	Reserves	Borrowing	Total		Annual Budget	YTD Budget	YTD Actual	Variance
\$	\$	\$	\$		\$		\$	\$
0	0	0	0	Property, Plant & Equipment				
0	0	0	0	Land and Buildings	4,672,464	516,734	407,301	(109,433)
0	0	0	0	Plant & Equipment	782,867	210,900	26,285	(184,615)
0	0	0	0	Furniture & Equipment	0	0	0	0
0	0	0	0	Infrastructure				
0	0	0	0	Roadworks	516,690	34,456	154,502	120,046
0	0	0	0	Footpath & Cycleways	1,310,298	61,892	121,674	59,782
0	0	0	0	Parks, Gardens & Reserves	1,717,761	194,180	352,827	158,647
0	0	0	0	Other Infrastructure	81,062	5,404	816	(4,588)
0	0	0	0	Totals	9,081,142	1,023,566	1,063,404	39,838

Contributions				Land & Buildings	Current Budget			
Grants	Reserves	Borrowing	Total		Annual Budget	YTD Budget	YTD Actual	Variance
\$	\$	\$	\$		\$		\$	\$
				Freshwater Bay Museum Revitalization	1,159,717	77,316	11,385	(65,931)
				Aquatic Centre splashpad	748,747	49,916	202,500	152,584
				Aquatic Centre Plant Room Controller	9,000	3,000	14,493	11,493
				Aquatic Centre LED Lighting	30,000	2,000	22,405	20,405
				Aquatic Centre Tile Replacement	10,000	0	0	0
				Aquatic Centre Switch Board	10,000	1,334	0	(1,334)
				Aquatic Centre Refurbish Anti-Slip Decking	30,000	27,500	141,818	114,318
				Aquatic Centre Dive Pool Shades	15,000	9,000	14,700	5,700
				Mckenzie Pavilion Redevelopment	2,500,000	333,334		(333,334)
				Various building Renewal	100,000	13,334		(13,334)
				New Depot - Mt Claremont	60,000			0
0	0	0	0	Totals	4,672,464	516,734	407,301	(109,433)

Comments - Land & Buildings

Contributions				Plant & Equipment	Current Budget			
Grants	Reserves	Borrowing	Total		Annual Budget	YTD Budget	YTD Actual	Variance (Under)Over
\$	\$	\$	\$		\$		\$	\$
0			0	Vehicle for EMCG	0	0		0
0			0	Mgr Planning Vehicle	29,400	0		0
0			0	Waste Bins Third	167,000	0		0
0			0	Pool Manager Vehicle	31,500	31,500		(31,500)
0			0	Library Equipment	0	0		0
0			0	Christmas Lighting & Christmas Tree	30,000	0		0
0			0	Vehicles for (Mgr Parks, Proj Coord, AO &	58,800	29,400	26,285	(3,115)
0			0	Furniture for Meeting Room 3	0	0		0
0			0	Vehicles for (field officer)	150,000	150,000		(150,000)
0			0	CCTV Upgrade & Scanning Software	292,000			0
0			0	CCTV Upgrade	24,167			0
0	0	0	0	Totals	782,867	210,900	26,285	(184,615)

Comments - Plant & Equipment

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2019

Note 10: CAPITAL DISPOSALS AND ACQUISITIONS

Contributions				Other Infrastructure	Current Budget			
Grants	Reserves	Borrowing	Total		This Year			Variance
\$	\$	\$	\$		Annual Budget	YTD Budget	YTD Actual	(Under)Over
				Road Works				
			0	Intersections	0	0	0	0
			0	Roadworks	516,690	34,456	154,502	120,046
			0	Footpath, Car Park & Cycleways				
			0	Other works	1,310,298	61,892	121,674	59,782
			0	Parks, Gardens & Reserves				
			0	Lake Claremont Park Development	0	0	0	0
			0	Other Parks	1,717,761	194,180	352,827	158,647
			0	Other Infrastructure	81,062	5,404	816	(4,588)
0	0	0	0	Totals	3,625,811	295,932	629,818	333,886

Comments - Other Infrastructure

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 31 October 2019

Note 11: TRUST FUND

2 Funds held at balance date over which the Council has no control and which are not included in this statement are as follows:

	Opening Balance 1-Jul-19	Amount Received	Amount Paid	Closing Balance
	\$	\$	\$	\$
BCITF Fees	8,839	107,011	(102,610)	13,240
Build Services Levy	19,033	167,069	(84,014)	102,088
DAP Fees	0	10,459	(10,459)	0
Other Trust Bonds	79,282	690	(5,102)	74,869
	107,154	285,229	(202,185)	190,198

Town of Claremont
MONTHLY FINANCIAL REPORT
For the Period Ended 30 November 2019

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LOCAL GOVERNMENT ACT 1995
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Town of Claremont
STATEMENT OF FINANCIAL ACTIVITY
(Nature or Type)
For the Period Ended 30 November 2019

	Note	Annual Budget 4	YTD Budget (a)	YTD Actual (b)	Var. \$ (b) - (a) 3	Var. % (b) - (a) / (b) 3	
Operating Revenue							
Grants, Subsidies and Contributions	5.1.1	\$ 440,639	\$ 191,765	\$ 230,890	\$ 39,125	16.9%	
Service Charges		0	0	(3)	(3)	100.0%	
Profit on Asset Disposal	5.1.2	16,359	16,359	2,670	(13,689)	(512.7%)	
Fees and Charges	5.1.3	3,332,838	1,598,416	1,785,594	187,178	10.5%	
Reimbursements	5.1.6	118,488	53,603	58,091	4,488	7.7%	
Interest Earnings	5.1.7	523,636	250,305	275,767	25,462	9.2%	
Other Revenue	5.1.8	154,319	20,100	24,480	4,380	17.9%	
Total (Excluding Rates)		4,586,279	2,130,548	2,377,489	246,941		
Operating Expense							
Employee Costs	5.2.1	(7,538,887)	(3,134,637)	(3,050,793)	(83,844)	(2.7%)	
Materials and Contracts	5.2.2	(7,050,075)	(2,752,770)	(2,079,269)	(673,501)	(32.4%)	▼
Utilities Charges	5.2.3	(554,995)	(229,880)	(174,657)	(55,223)	(31.6%)	▼
Depreciation (Non-Current Assets)	5.2.4	(2,930,256)	(1,220,940)	0	(1,220,940)		
Interest Expenses	5.2.5	(412,384)	(41,895)	(28,006)	(13,889)	(49.6%)	
Insurance Expenses	5.2.5	(217,122)	(216,822)	(203,057)	(13,765)	(6.8%)	
Loss on Asset Disposal	5.2.7	(17,901)	(11,001)	0	(11,001)		▲
Elected Member Expenses		(261,454)	(65,369)	(93,388)	28,019	30.0%	▲
Other Expenditure	5.2.8	(1,043,242)	(497,489)	(395,803)	(101,686)	(25.7%)	▼
Internal Allocation		529,302	52,871	101,442	(48,571)	47.9%	
Total		(19,497,014)	(8,117,932)	(5,923,531)	(2,194,401)		
Funding Balance Adjustment							
Add Back Depreciation		2,930,256	1,220,940	0	1,220,940		▲
Adjust (Profit)/Loss on Asset Disposal	10	1,542	(3,553)	(2,670)	(883)	(33.1%)	
Adjust Provisions and Accruals					0		
Net Operating (Ex. Rates)		(11,978,937)	(4,769,997)	(3,548,712)	1,221,285		
Capital Revenues							
Grants, Subsidies and Contributions	8	3,283,684	0	432,353	432,353	100.0%	▲
Proceeds from Disposal of Assets	10	144,325	114,925	27,500	(87,425)	(317.9%)	▼
Proceeds from New Debentures		300,000	0	0	0		
Transfers from/to Restricted Assets		0	0	0	0		
Non Current Reclassifications		0	0	0	0		
Transfer from Loan Account - Restricted Assets		0	0	0	0		
Transfer from Reserves	9	925,000	0	0	0		
Total		4,653,009	114,925	459,853	344,928		
Capital Expenses							
Land Held for Resale		0	0	0	0		▲
Land and Buildings	10	(4,672,464)	(768,541)	(604,886)	(163,657)	(27.1%)	▼
Plant and Equipment	10	(466,700)	(240,900)	(27,247)	(213,653)	(784.1%)	▼
Electronic Equipment	10	(316,167)	0	(30,764)	30,764	100.0%	▲
Infrastructure Assets - Other	10	(3,625,811)	(353,579)	(614,446)	260,867	42.5%	▲
Repayment of Debentures		(511,984)	(75,000)	(75,000)	0	0.0%	
Transfer to Reserves	9	(688,584)	(86,950)	(63,252)	(23,698)	(37.5%)	▼
Total		(10,281,710)	(1,524,968)	(1,415,591)	(109,377)		
Net Capital		(5,628,701)	(1,410,043)	(955,738)	454,305		
Total Net Operating + Capital		(17,607,638)	(6,180,040)	(4,504,450)	1,675,590		
Rate Revenue		15,142,767	15,086,767	15,060,122	(26,645)	(0.2%)	
Opening Funding Surplus(Deficit)		2,560,005	2,560,005	2,565,621	5,616	0.2%	
Closing Funding Surplus(Deficit)	3	95,134	11,466,732	13,121,293	1,654,561	14.4%	

Town of Claremont
STATEMENT OF FINANCIAL ACTIVITY
(Statutory Reporting Program)
For the Period Ended 30 November 2019

	Note	Revised Annual Budget 4	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a) 3	Var. % (b)-(a)/(b) 3	Var.
Operating Revenue							
General Purpose Funding		\$ 688,929	\$ 346,895	\$ 396,998	\$ 50,103	14.4%	
Governance		20,794	600	3,294	2,694	449.0%	
Law, Order and Public Safety		15,300	6,225	13,281	7,056	113.4%	
Health		81,300	66,165	85,117	18,952	28.6%	
Education and Welfare		0	0	0	0		
Community Amenities		487,900	268,954	333,826	64,872	24.1%	▲
Recreation and Culture		1,302,444	488,915	491,123	2,208	0.5%	
Transport		1,114,148	440,930	431,627	(9,303)	(2.1%)	
Economic Services		854,224	495,005	619,385	124,380	25.1%	▲
Other Property and Services		21,240	16,859	2,838	(14,021)	(83.3%)	
Total (Excluding Rates)		4,586,279	2,130,548	2,377,489	246,941		
Operating Expense							
General Purpose Funding		(581,092)	(301,712)	(264,281)	(37,431)	(12.4%)	
Governance		(1,711,916)	(703,053)	(563,987)	(139,066)	(19.8%)	
Law, Order and Public Safety		(509,688)	(216,955)	(137,494)	(79,461)	(36.6%)	▼
Health		(365,954)	(174,811)	(179,493)	4,682	2.7%	
Education and Welfare		(252,898)	(115,200)	(78,248)	(36,952)	(32.1%)	▼
Community Amenities		(3,063,757)	(1,229,697)	(1,110,781)	(118,916)	(9.7%)	▼
Recreation and Culture		(5,500,319)	(2,211,814)	(1,668,395)	(543,419)	(24.6%)	▼
Transport		(5,383,420)	(2,202,456)	(1,087,686)	(1,114,770)	(50.6%)	▼
Economic Services		(2,118,379)	(753,467)	(636,936)	(116,531)	(15.5%)	
Other Property and Services		(9,591)	(208,767)	(196,229)	(12,538)	(6.0%)	
Total		(19,497,014)	(8,117,932)	(5,923,531)	(2,194,401)		
Funding Balance Adjustment							
Add back Depreciation		2,930,256	1,220,940	0	(1,220,940)	100.0%	
Adjust (Profit)/Loss on Asset Disposal	10	1,542	(3,553)	(2,670)	883	(24.9%)	
Adjust Provisions and Accruals				0	0		
Net Operating (Ex. Rates)		(11,978,937)	(4,769,997)	(3,548,712)	1,221,285		
Capital Revenues							
Grants, Subsidies and Contributions		3,283,684	0	432,353	432,353	100.0%	▲
Proceeds from Disposal of Assets	10	144,325	114,925	27,500	(87,425)	(76.1%)	▼
Proceeds from New Debentures		300,000	0	0	0		
Transfers from Restricted Assets		0	0	0	0		
Transfer from Reserves	9	925,000	0	0	0		
Total		4,653,009	114,925	459,853	344,928		
Capital Expenses							
Land Held for Resale		0	0	0	0		▲
Land and Buildings	10	(4,672,464)	(768,541)	(604,886)	(163,655)	(21.3%)	▼
Plant and Equipment	10	(466,700)	(340,900)	(27,247)	(213,653)	(88.7%)	▼
Infrastructure Assets - Other	10	(3,625,811)	(353,579)	(614,446)	260,867	73.8%	▲
Repayment of Debentures		(511,984)	(75,000)	(75,000)	0	0.0%	
Transfer to Reserves	9	(688,584)	(86,950)	(63,252)	(23,698)	(27.3%)	▼
Total		(10,281,710)	(1,524,968)	(1,415,591)	(109,377)		
Net Capital		(5,628,701)	(1,410,043)	(955,738)	454,305		
Total Net Operating + Capital		(17,607,638)	(6,180,040)	(4,504,450)	1,675,590		
Rate Revenue		15,142,767	15,086,767	15,060,122	(26,645)	(0.2%)	
Opening Funding Surplus(Deficit)		2,560,005	2,560,005	2,565,621	5,616	0.2%	
Closing Funding Surplus(Deficit)		95,134	11,466,732	13,121,293	1,654,561	14.4%	

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 November 2019

1. SIGNIFICANT ACCOUNTING POLICIES

The significant accounting policies which have been adopted in the preparation of this statement of financial activity are:

(a) Basis of Accounting

This statement is a special purpose financial report, prepared in accordance with applicable Australian Accounting Standards, other mandatory professional reporting requirements and the Local Government Act 1995 (as amended) and accompanying regulations (as amended).

(b) The Local Government Reporting Entity

All Funds through which the Council controls resources to carry on its functions have been included in this statement.

In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between Funds) have been eliminated.

(c) Rounding Off Figures

All figures shown in this statement, other than a rate in the dollar, are rounded to the nearest dollar.

(d) Rates, Grants, Donations and Other Contributions

Rates, grants, donations and other contributions are recognised as revenues when the local government obtains control over the assets comprising the contributions. Control over assets acquired from rates is obtained at the commencement of the rating period or, where earlier, upon receipt of the rates.

(e) Goods and Services Tax

In accordance with recommended practice, revenues, expenses and assets capitalised are stated net of any GST recoverable. Receivables and payables are stated inclusive of applicable GST.

(f) Cash and Cash Equivalents

Cash and cash equivalents comprise cash at bank and in hand and short-term deposits that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value.

For the purposes of the Cash Flow Statement, cash and cash equivalents consist of cash and cash equivalents as defined above, net of outstanding bank overdrafts. Bank overdrafts are included as short-term borrowings in current liabilities.

(g) Trade and Other Receivables

Trade receivables, which generally have 30 - 90 day terms, are recognised initially at fair value and subsequently measured at amortised cost using the effective interest rate method, less any allowance for uncollectible amounts.

Collectability of trade receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.

(h) Inventories

General

Inventories are valued at the lower of cost and net realisable value. Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs of necessary to make the sale.

Inventories held from trading are classified as current even if not expected to be raised in the next 12 months.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 November 2019

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

Land Held for Resale

Land purchased for development and/or resale is valued at the lower of the cost and net realisable value. Cost includes the cost of acquisition, development and interest incurred on the financing of that land during its development. Interest and holding charges incurred after development is complete are recognised as expenses.

Revenue arising from the sale of property is recognised in the operating statement as at the time of signing a binding contract of sale.

Land held for resale is classified as current except where it is held as non-current based on Council's intentions to release for sale.

(i) Fixed Assets

Each class of fixed assets within either property, plant and equipment or infrastructure, is carried at cost or fair value as indicated less, where applicable, any accumulated depreciation and impairment losses.

Mandatory Requirement to Revalue Non-Current Assets

Effective from 1 July 2012, the *Local Government (Financial Management) Regulations* were amended and the measurement of non-current assets at Fair Value became mandatory.

In 2013, Council commenced the process of adopting Fair Value in accordance with the Regulations.

Revaluation

Increases in the carrying amount arising on revaluation of assets are credited to a revaluation surplus in equity. Decreases that offset previous increases of the same asset are recognised against revaluation surplus directly in equity. All other decreases are recognised in profit or loss.

Land Under Control

In accordance with Local Government (Financial Management) Regulation 16(a), the Council was required to include as an asset (by 30 June 2013), Crown Land operated by the local government as a golf course, showground, racecourse or other sporting or recreational facility of state or regional significance.

Upon initial recognition, these assets were recorded at cost in accordance with AASB 116. They were then classified as Land and revalued along with other land in accordance with the other policies detailed in this Note.

Whilst they were initially recorded at cost (being fair value at the date of acquisition (deemed cost) as per AASB 116) they were revalued along with other items of Land and Buildings at 30 June 2014 and now form part of Land and Buildings to be subject to regular revaluation as detailed above.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 November 2019

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(j) Depreciation of Non-Current Assets

The depreciable amount of all fixed assets including buildings but excluding freehold land, are depreciated on a straight-line basis over the individual asset's useful life from the time the asset is held ready for use. Leasehold improvements are depreciated over the shorter of either the unexpired period of the lease or the estimated useful life of the improvements.

The current expected useful lives are:

Asset Class	Expected Useful Life (Years)	Residual Value
Buildings:		
	Buildings	40-80
	Buildings fixtures/fittings	10-15
Furniture & Equipment:		
	Furniture	10
Plant & Equipment:		
	Motor Vehicle	5-8
	Construction vehicles (e.g. wa	7-10
	Other Plant & Equipment	3-10
Electronic Equipment:		
	Computers & peripherals	3-5
	Other electronic equipment	3-10
Software		
	Website	4-5
	Other Software	4-5
Infrastructure:		
	Road/ Car Park Pavement	40-50
	Road/ Car Park Formation	20-30
	Footpaths	30-50
	Drainage	90-100
	Parks & Reserves	20-40
	Street Furniture	10-20
	Street Lights	20-30
	Public Art Collection	40-50
	Reticulation	20-25

The assets residual values and useful lives are reviewed, and adjusted if appropriate, at the end of each reporting period.

An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount.

Gains and losses on disposals are determined by comparing proceeds with the carrying amount. These gains and losses are included in profit or loss in the period which they arise.

When revalued assets are sold, amounts included in the revaluation surplus relating to that asset are transferred to retained surplus.

Capitalisation Threshold

Expenditure on items of equipment under \$2,000 is not capitalised. Rather, it is recorded on an asset inventory listing.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 November 2019

(k) Impairment

In accordance with Australian Accounting Standards the Council's assets, other than inventories, are assessed at each reporting date to determine whether there is any indication they may be impaired. Where such an indication exists, an estimate of the recoverable amount of the asset is made in accordance with AASB 136 "Impairment of Assets" and appropriate adjustments made. An impairment loss is recognised whenever the carrying amount of an asset or its cash-generating unit exceeds its recoverable amount. Impairment losses are recognised in the Income Statement. For non-cash generating assets such as roads, drains, public buildings and the like, value in use is represented by the depreciated replacement cost of the asset. At the time of preparing this report, it is not possible to estimate the amount of impairment losses (if any).

In any event, an impairment loss is a non-cash transaction and consequently, has no impact on the Monthly Statement of Financial Position from a budgetary perspective.

(l) Trade and Other Payables

Trade and other payables are carried at amortised cost. They represent liabilities for goods and services provided to the Municipality prior to the end of the financial year that are unpaid and arise when the Municipality becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured and are usually paid within 30 days of recognition.

(m) Employee Benefits

The provisions for employee benefits relates to amounts expected to be paid for long service leave, annual leave, wages and salaries and are calculated as follows:

(i) Wages, Salaries, Annual Leave and Long Service Leave (Short-term Benefits)

The provision for employees' benefits to wages, salaries, annual leave and long service leave expected to be settled within 12 months represents the amount the municipality has a present obligation to pay resulting from employees services provided to balance date. The provision has been calculated at nominal amounts based on remuneration rates the Council expects to pay and includes related on-costs.

(ii) Annual Leave and Long Service Leave (Long-term Benefits)

The liability for long service leave is recognised in the provision for employee benefits and measured as the present value of expected future payments to be made in respect of services provided by employees up to the reporting date using the project unit credit method. Consideration is given to expected future wage and salary levels, experience of employee departures and periods of service. Expected future payments are discounted using market yields at the reporting date on national government bonds with terms to maturity and currency that match as closely as possible, the estimated future cash outflows. Where Council does not have the unconditional right to defer settlement beyond 12 months, the liability is recognised as a current liability.

(n) Interest-bearing Loans and Borrowings

All loans and borrowings are initially recognised at the fair value of the consideration received less directly attributable transaction costs.

After initial recognition, interest-bearing loans and borrowings are subsequently measured at amortised cost using the effective interest method. Fees paid on the establishment of loan facilities that are yield related are included as part of the carrying amount of the loans and borrowings.

Borrowings are classified as current liabilities unless the Council has an unconditional right to defer settlement of the liability for at least 12 months after the balance sheet date.

Borrowing Costs

Borrowing costs are recognised as an expense when incurred except where they are directly attributable to the acquisition, construction or production of a qualifying asset. Where this is the case, they are capitalised as part of the cost of the particular asset.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 November 2019

(o) Provisions

Provisions are recognised when: The council has a present legal or constructive obligation as a result of past events; it is more likely than not that an outflow of resources will be required to settle the obligation; and the amount has been reliably estimated. Provisions are not recognised for future operating losses.

Where there are a number of similar obligations, the likelihood that an outflow will be required in settlement is determined by considering the class of obligations as a whole. A provision is recognised even if the likelihood of an outflow with respect to any one of item included in the same class of obligations may be small.

(p) Current and Non-Current Classification

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. The asset or liability is classified as current if it is expected to be settled within the next 12 months, being the Council's operational cycle. In the case of liabilities where Council does not have the unconditional right to defer settlement beyond 12 months, such as vested long service leave, the liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current even if not expected to be realised in the next 12 months except for land held for resale where it is held as non current based on Council's intentions to release for sale.

(q) Nature or Type Classifications

Rates

All rates levied under the Local Government Act 1995. Includes general, differential, specific area rates, minimum rates, interim rates, back rates, ex-gratia rates, less discounts offered. Exclude administration fees, interest on instalments, interest on arrears, service charges and sewerage rates.

Operating Grants, Subsidies and Contributions

Refer to all amounts received as grants, subsidies and contributions that are not non-operating grants.

Non-Operating Grants, Subsidies and Contributions

Amounts received specifically for the acquisition, construction of new or the upgrading of non-current assets paid to a local government, irrespective of whether these amounts are received as capital grants, subsidies, contributions or donations.

Profit on Asset Disposal

Profit on the disposal of assets including gains on the disposal of long term investments. Losses are disclosed under the expenditure classifications.

Fees and Charges

Revenues (other than service charges) from the use of facilities and charges made for local government services, sewerage rates, rentals, hire charges, fee for service, photocopying charges, licences, sale of goods or information, fines, penalties and administration fees. Local governments may wish to disclose more detail such as rubbish collection fees, rental of property, fines and penalties, other fees and charges.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 November 2019

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(q) Nature or Type Classifications (Continued)

Interest Earnings

Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

Other Revenue / Income

Other revenue, which can not be classified under the above headings, includes dividends, discounts, rebates etc.

Employee Costs

All costs associated with the employment of person such as salaries, wages, allowances, benefits such as vehicle and housing, superannuation, employment expenses, removal expenses, relocation expenses, worker's compensation insurance, training costs, conferences, safety expenses, medical examinations, fringe benefit tax, etc.

Materials and Contracts

All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, communication expenses, advertising expenses, membership, periodicals, publications, hire expenses, rental, leases, postage and freight etc. Local governments may wish to disclose more detail such as contract services, consultancy, information technology, rental or lease expenditures.

Utilities (Gas, Electricity, Water, etc.)

Expenditures made to the respective agencies for the provision of power, gas or water. Exclude expenditures incurred for the reinstatement of roadwork on behalf of these agencies.

Insurance

All insurance other than worker's compensation and health benefit insurance included as a cost of employment.

Loss on asset disposal

Loss on the disposal of fixed assets.

Depreciation on non-current assets

Depreciation expense raised on all classes of assets.

Interest expenses

Interest and other costs of finance paid, including costs of finance for loan debentures, overdraft accommodation and refinancing expenses.

Other expenditure

Statutory fees, taxes, provision for bad debts, member's fees or levies including WA Fire Brigade Levy and State taxes. Donations and subsidies made to community groups.

(r) Statement of Objectives

In order to discharge its responsibilities to the community, the Council has developed a set of operational and financial objectives. These objectives have been established both on an overall basis and for each of its broad activities/programs.

Council operations as disclosed in this statement encompass the following service orientated activities/programs:

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 November 2019

1. SIGNIFICANT ACCOUNTING POLICIES (Continued)

(r) Statement of Objectives (Continued)

GENERAL PURPOSE FUNDING

Rates - the amount raised is determined by Councils budget "shortfall" that is known income and desired expenditure.

General purpose grants - are the grant amounts paid to the shire from Federal Government funding as determined by and via the Western Australian Local Government Grants Commission.

Interest - interest earned on monies invested or deposited by Council.

LAW, ORDER, PUBLIC SAFETY

Supervision of animal control, dog pound operations, local law control and state emergency services (SES).

HEALTH

Public places health and safety, food safety and health compliance.

EDUCATION AND WELFARE

Pre-schools, aged and disabled, senior citizens, welfare administration, donations to welfare organisations.

COMMUNITY AMENITIES

Rubbish collections, recycling, litter control, public litter bins, town planning control/studies.

RECREATION AND CULTURE

Public halls, civic centres, swimming pool, golf course, parks, sports grounds, sports groups, community recreation programs, library, community arts program, youth activities, heritage and museum.

TRANSPORT

Roads, footpaths, cycleways, right of way, drainage, road verges, median strips, street lighting, street cleaning, street trees, traffic surveys, parking services, traffic management and underground power.

ECONOMIC SERVICES

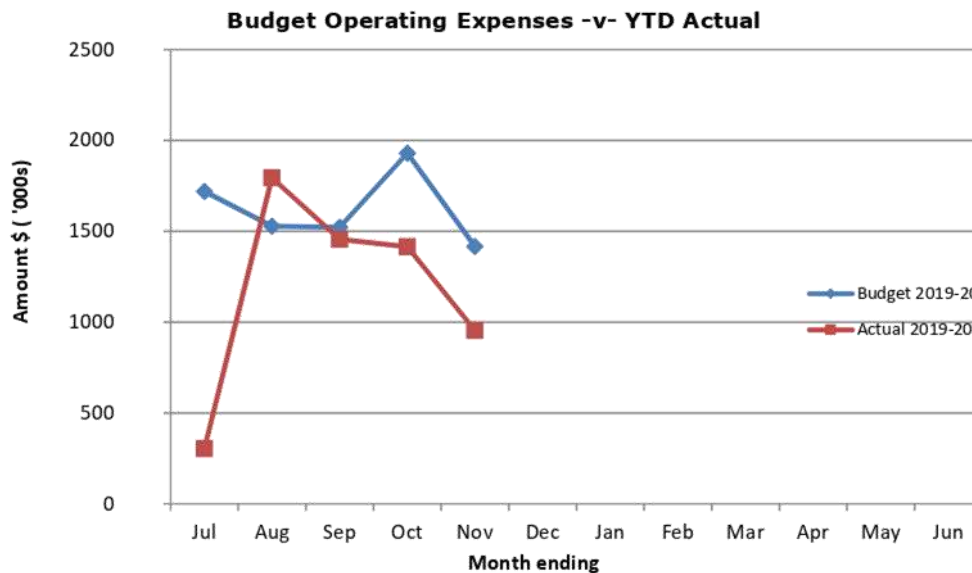
Building services, strategic planning and activities involving the Royal Agricultural Society and Anzac Cottage.

OTHER PROPERTY & SERVICES

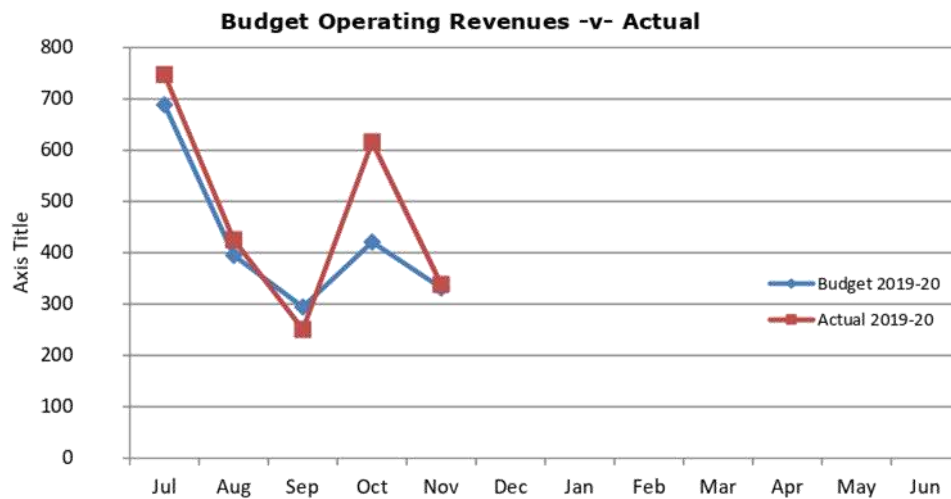
Public works overheads, plant/vehicle operations, private works and other property.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 November 2019

Note 2 - Graphical Representation - Source Statement of Financial Activity



Comments/Notes - Operating Expenses

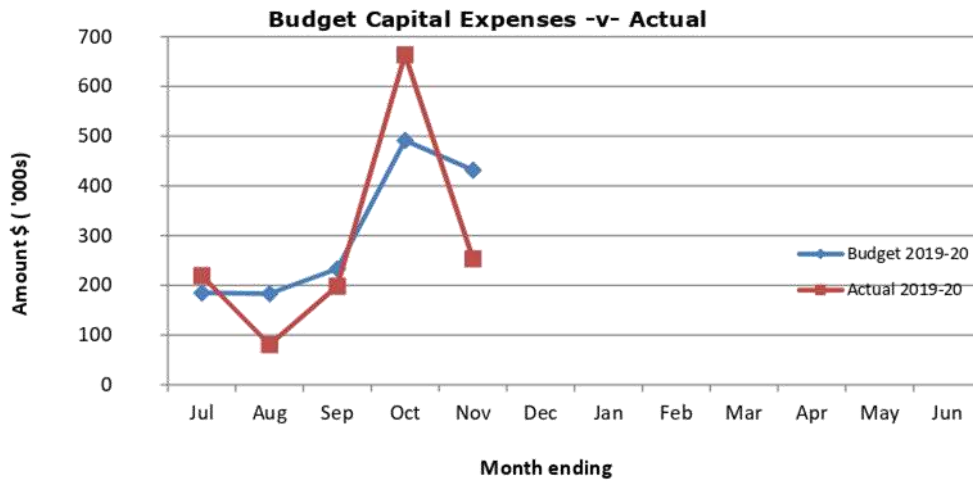


Comments/Notes - Operating Revenues

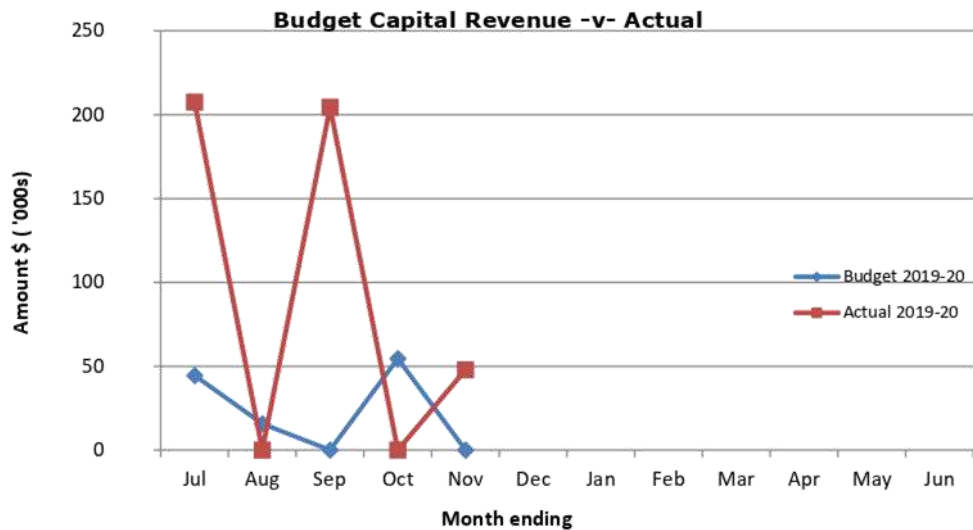
The operating revenue does not include income from rates.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 November 2019

Note 2 - Graphical Representation - Source Statement of Financial Activity



Comments/Notes - Capital Expenses



Comments/Notes - Capital Revenues

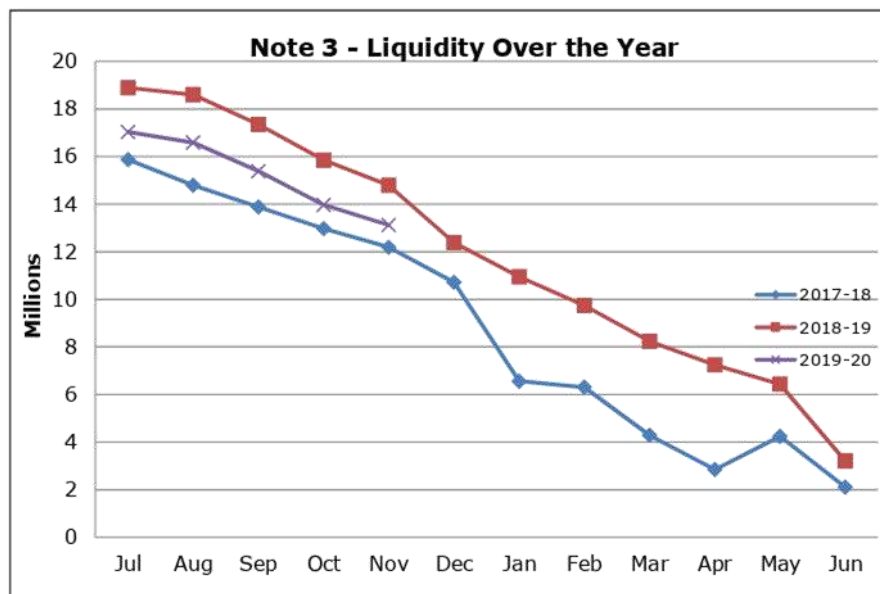
Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 November 2019

Note 3: NET CURRENT FUNDING POSITION

For the Period Ended 30 November 2019

		Positive=Surplus (Negative=Deficit)	
		2019-20	
Note		This Period	Last Period
		\$	\$
Current Assets			
	Cash Unrestricted	11,279,071	11,592,080
	Damage Bond	1,341,789	1,333,689
	Cash Restricted	0	0
	Investments	11,905,037	11,905,037
	Receivables - Rates and Rubbish	4,091,183	5,051,034
	Receivables - Other	1,561,931	1,620,102
	Inventories	0	0
		30,179,011	31,501,942
Less: Current Liabilities			
	Payables	(3,859,865)	(4,376,584)
	Current Loan Liability	(511,983)	(511,983)
	Provisions	(1,292,819)	(1,292,819)
		(5,664,666)	(6,181,385)
Less: Restricted Assets			
	Cash Restricted	(11,905,037)	(11,905,037)
	Inventories	0	0
	Plus: Loan Liability	511,983	511,983
		13,121,289.88	13,927,502

(3)



Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 November 2019

Note 4: CASH AND INVESTMENTS

	Deposit No.	Interest Rate	Municipal \$	Reserves \$	Trust \$	Total Amount \$	Institution	Maturity Date
(a) Cash Deposits		0.00%	20,000			20,000	NAB	At Call
		0.85%	4,307,784			4,307,784	NAB At Call	At Call
		0.00%			90,399	90,399	NAB	At Call
		0.85%	533,689			533,689	Damage Bond	At Call
		0.85%		335,869		335,869	NAB	At Call
(b) Investments	304	1.95%		1,026,710		1,026,710	NAB	23/06/2020
	307	1.95%		147,600		147,600	NAB	22/06/2020
	311	1.95%		70,863		70,863	NAB	22/06/2020
	316	1.95%		125,837		125,837	NAB	22/06/2020
	325	2.55%		3,438,216		3,438,216	ANZ	26/03/2020
	327	1.95%		959,247		959,247	NAB	26/06/2020
	330	2.04%		541,762		541,762	NAB	11/12/2019
	331	2.00%		322,955		322,955	NAB	17/06/2020
	342	1.79%	2,112,394			2,112,394	Westpac	11/03/2020
	337	1.62%	1,025,822			1,025,822	Suncorp	17/02/2020
	338	1.80%	2,000,000			2,000,000	Suncorp	28/01/2020
	339	1.65%	2,000,000			2,000,000	Bankwest	16/12/2019
	340	1.67%		3,000,000		3,000,000	NAB	26/02/2020
	341	1.67%		1,936,206		1,936,206	NAB	26/02/2020
Total			11,999,689	11,905,264	90,399	23,995,351		

Comments/Notes - Investments

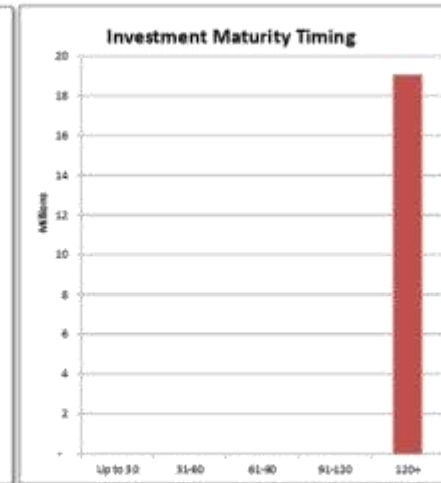
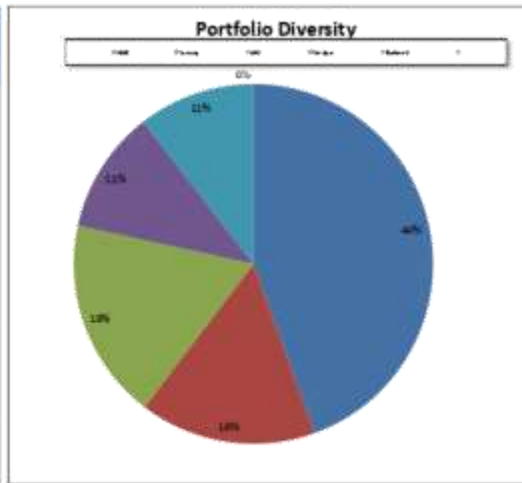
For the Period Ended 30 November 2019

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Amount Invoiced (Dollars)					Total
Up to \$0	\$1 - \$0	\$1 - \$0	\$1 - \$0	\$0+	
				1,025,822	1,025,822
				2,000,000	2,000,000
				2,112,394	2,112,394
				2,000,000	2,000,000
-	-	-	-	7,138,216	7,138,216
				541,762	541,762
				322,955	322,955
				147,600	147,600
				70,863	70,863
				125,837	125,837
				1,026,710	1,026,710
				959,247	959,247
				3,438,216	3,438,216
				3,000,000	3,000,000
				1,936,206	1,936,206
				318,009	318,009
-	-	-	-	11,905,264	11,905,264
					-
-	-	-	-		-
-	-	-	-	15,043,480	15,043,480

[illegible]

Deposit Ref	Term (Days)	Invested Interest rates	Percentage of Portfolio
NAB			
9733-35404	14/06/2019	180	2.04%
77-223-8027	16/06/2019	365	2.00%
14-111-5231	21/06/2019	367	1.96%
60-141-6662	21/06/2019	367	1.95%
74-774-5000	21/06/2019	367	1.95%
75-396-1086	24/06/2019	365	1.95%
14-679-9555	27/06/2019	365	1.95%
10-65-0189	26/08/2019	184	1.87%
10-65-0385	26/08/2019	184	1.87%
At Call			
		Subtotal	8,467,948
Sumcorp			
41-96-704	16/06/2019	182	1.45%
40-97-487	31/07/2019	181	1.80%
		Subtotal	3,073,822
ANZ			
9733-35404	26/03/2019	182	1.45%
		Subtotal	3,438,216
Westpac			
521984	11/11/2019	121	1.79%
		Subtotal	2,112,394
Bankwest			
48-63-586	16/06/2019	122	1.85%
		Subtotal	2,006,860
		Total Funds Invested	19,043,480



Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 November 2019

Note 5: MAJOR VARIANCES

Comments/Reason for Variance

5.1 OPERATING REVENUE (EXCLUDING RATES)

5.1.1 GRANTS, SUBSIDIES AND CONTRIBUTIONS

Variance due to timing of grant monies received

5.1.2 PROFIT ON ASSET DISPOSAL

Less profit received on Non-cash items than anticipated in budget

5.1.3 FEES AND CHARGES

Timing on building and planning application fees and annual parking permits.

5.1.6 REIMBURSEMENTS

Minor variance

5.1.7 INTEREST EARNINGS

Variance due to timing of investment maturity in early part of financial year.

5.1.8 OTHER REVENUE

Minor variance

5.2 OPERATING EXPENSES

5.2.1 EMPLOYEE COSTS

Recognition of accruals written back, vacancies and timing on indirect expenses

5.2.2 MATERIAL AND CONTRACTS

Timing variance across office expenses, consultancy work (planning), legal provisions, infrastructure contract (maintenance) work, and WMRC fixed cost payment.

5.2.3 UTILITY CHARGES

Timing on water and street lighting invoicing against budget provision

5.2.4 DEPRECIATION (NON CURRENT ASSETS)

Depreciation to be run in December 2019 after the 18/19 Annual Financial Statements have been audited.

5.2.5 INTEREST EXPENSES

Timing variance of loan repayments and interest expense

5.2.6 INSURANCE EXPENSES

Minor variance

5.2.7 LOSS ON ASSET DISPOSAL

Timing of disposals, Non-cash items

5.2.8 OTHER EXPENDITURE

Recognition of pre-paid rates write back and timing on subsidy payments to sporting clubs.

5.3 CAPITAL REVENUE

5.3.1 GRANTS, SUBSIDIES AND CONTRIBUTIONS

AusSport (Federal) grant of \$180,000 received for splash pad development and Main Roads WA grants from 18/19 that were not accrued.

5.3.2 PROCEEDS FROM DISPOSAL OF ASSETS

Six vehicles budgeted for changeover however only two processed to date.

5.3.4 TRANSFER FROM/TO RESTRICTED ASSETS

Timing of interest earning is reflected in decreased transfer to reserves.

5.4 CAPITAL EXPENSES

5.4.2 LAND AND BUILDINGS

\$144,213 below budget due to timing of McKenzie Pavilion, Museum Redevelopment and Aquatic Centre works

5.4.3 PLANT AND EQUIPMENT

\$31,500 variance due to timing of new vehicle purchases

5.4.6 INFRASTRUCTURE ASSETS - OTHER

\$27,961 ahead of budget on various infrastructure work.

5.4.10 TRANSFER TO RESERVES (RESTRICTED ASSETS)

Variance due to timing of interest income.

5.5 OTHER ITEMS

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 November 2019

Note 5: MAJOR VARIANCES

Comments/Reason for Variance

5.5.1 RATE REVENUE

\$26,645 under budget due to lower interim rates revenue.

5.5.2 OPENING FUNDING SURPLUS(DEFICIT)

Opening surplus is subject to final audit of 2018-19 Annual Financial Statements

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 November 2019

Note 6: BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

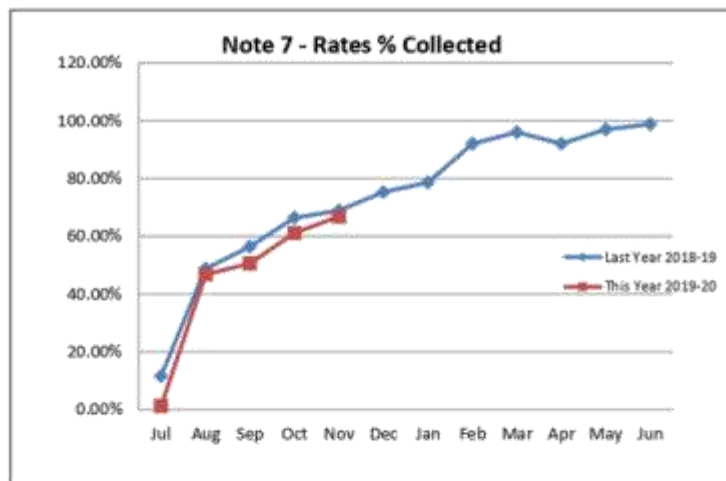
GL Account Code	Description	Council Resolution	No Change - (Non Cash Items) Adjust.	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
			\$	\$	\$	\$
	Budget Adoption - Closing Balance	65/19		40,846		40,846
	EOY report - Carry forward projects	105/19		54,288		95,134
			0	95,134	0	95,134

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 November 2019

Note 7- RECEIVABLES

Receivables - Rates, UGP, ESL Levy, Rubbish and other charges.

	Current 2019-20	Previous 2018-19	Total
	\$	\$	\$
Opening Arrears Previous Years	1,963,054	189,793	1,963,054
Rates, UGP and other charges Levied this year	15,060,122	21,982,873	15,060,122
Less Collections to date	(11,387,553)	(20,209,612)	(11,387,553)
Equals Current Outstanding	5,635,623	1,963,054	5,635,623
Net Collectable			5,635,623
% Collected			66.89%



Comments/Notes - Rates

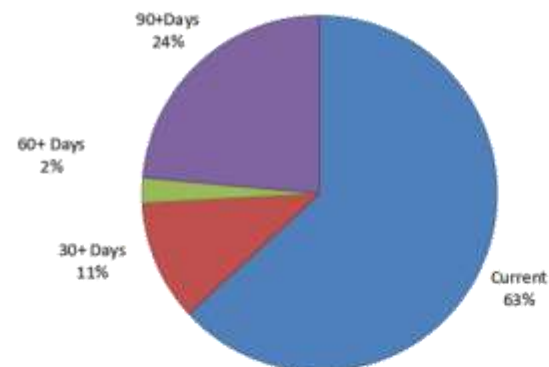
Rates charges include interim rates of \$13,346.76

Receivables - General

	Current	30+ Days	60+ Days	90+ Days
	\$	\$	\$	\$
	23,692	4,111	856	8,832
Total Outstanding				37,490

Amounts shown above include GST (where applicable)

Note 6 - Accounts Receivable (non-rates)



Comments/Notes - Receivables General

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 November 2019

Note 8: GRANTS AND CONTRIBUTIONS

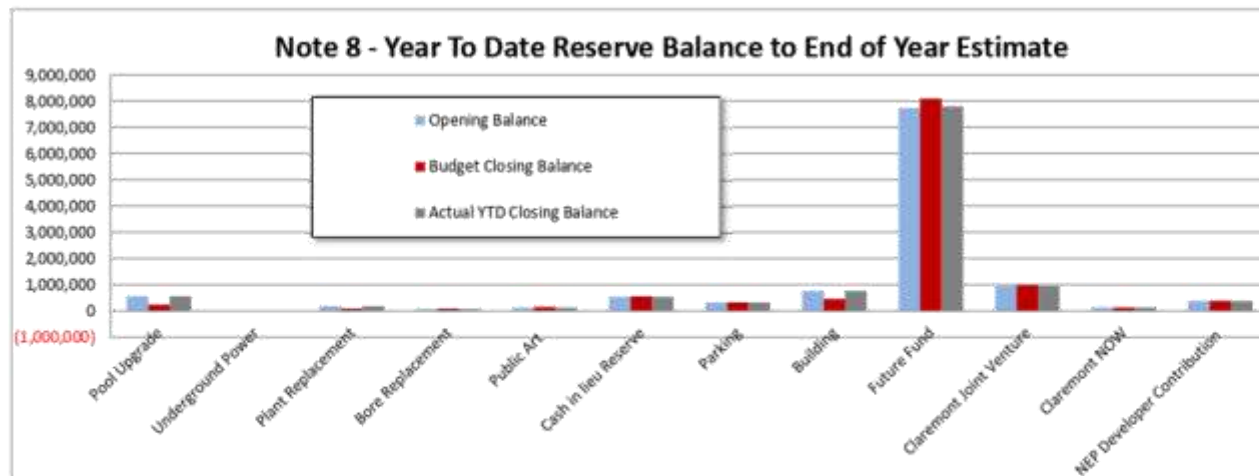
Program/Details GL	Provider	Approval	2019-20 Budget YTD	Recoup Status	
				Received	Not Received
Claremont Now		(Yes/No)	\$	\$	\$
Op Specified Area Rates	BID	Yes	120,000	118,770	1,230
General Purpose					
Op Grant Commission	WALGCC	Yes	52,662	52,980	(318)
Op Pensioners Deferred Interest Grant	Dept of Finance	Yes			0
Op Formula Road Grant		Yes	18,978	28,070	(9,092)
Op 2018/2019 Annual contribution to statutory	Form				
Recreation and Culture					
Op Museum		Yes	125		125
Non Op Museum Redevelopment		Yes			0
Non Op Pool - Splashpad development		Yes	0	225,000	(225,000)
TRANSPORT					0
Op Grants Commission - roads	WALGCC	Yes			0
Op Local Road Grant	WALGCC	Yes	0	25,570	(25,570)
Non Op Stirling Hwy Shared Path	DOT	Yes			0
Non Op Avion Way Project	Topsfield Pty Ltd	No			0
Non Op Road Works Grants	Main Roads	Yes		207,353	(207,353)
Non Op Stirling Hwy Path	DOT				0
Non Op Cresswell Irrigation Works	DLGSC	Yes			0
COMMUNITY DEVELOPMENT					0
Non Op 2019/20 annual contribution to statutory outgoings				5,000	(5,000)
Non Op 2019/20 Seniors Week Grant				500	(500)
TOTALS			191,765	663,243	(471,478)

Comments - Grants and Contributions

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 November 2019

Note 9: Cash Backed Reserve

Name	Opening Balance	Budget Interest Earned	Actual Interest Earned	Budget Transfers In (+)	Actual Transfers In (+)	Budget Transfers Out (-)	Actual Transfers Out (-)	Budget Closing Balance	Actual YTD Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$
Pool Upgrade	557,392					(316,030)		241,362	557,392
Underground Power	(0)							(0)	(0)
Plant Replacement	179,100					(88,219)		90,881	179,100
Bore Replacement	70,863	21,767						92,630	70,863
Public Art	125,837	23,138						148,975	125,837
Cash in lieu Reserve	541,762	13,511						555,273	541,762
Parking	322,954	8,053						331,007	322,954
Building	763,282					(297,606)		465,676	763,282
Future Fund	7,737,317	361,686	63,252					8,099,003	7,800,568
Claremont Joint Venture	959,246	23,773						983,019	959,246
Claremont NOW	133,509	2,313						135,822	133,509
NEP Developer Contribution	384,068	9,535						393,603	384,068
Heritage Grant Reserve	66,455	1,663						68,118	66,455
	11,841,784	465,439	63,252	0	0	(701,855)	0	11,605,368	11,905,036



9A RESERVES - CASH/INVESTMENT BACKED (CONTINUED)

In accordance with council resolutions in relation to each reserve account, the purpose for which the funds are set aside are as follows:

- (a) **Aged Transport Subsidy**
 - to provide a subsidy to the Shine Community Services regional service for aged patrons transport.
- (b) **Plant Reserve**
 - to provide for the replacement of major items of heavy plant.
- (c) **Golf Course Land**
 - to provide for the future major maintenance of the Lake Claremont Golf Course.
- (d) **Parking**
 - provide for the purchase, upgrade or renewal of parking infrastructure.
- (e) **Cash in lieu**
 - to provide for the purchase of land for car parking in accordance with Clause 33(2).
- (e) **Public Art**
 - to assist with the programmed purchase and development of Public Art assets throughout the Town.
- (f) **Future Fund**
 - to receive proceeds of Lakeway Subdivision sales and to provide for the future planning and undertaking of capital and infrastructure works in the Town.
- (g) **Claremont Joint Venture**
 - to provides for traffic modifications/road works within the Town Centre zone and the surrounding roads.
- (h) **Pool Upgrade.**
 - to fund major maintenance of the Claremont Pool.
- (i) **Claremont Now**
 - to fund promotion and publicity of claremont CBD.
- (j) **Building**
 - to provide for building renewal in accordance with Council's Asset Management Plans.
- (k) **Underground Power**
 - To provide for the undergrounding of power lines within the balance of the Town not already.Serviced with underground power.
- (l) **Bore Replacement**
 - to be used for the replacement of Park bores.
- (m) **NEP Developer Contribution Reserve**
 - To accumulate funds to cover the Town's Contibution to NEP Development arising from ownership of Lot 11578 Claremont Cresent.
- (n) **Heritage Grant Reserve**
 - To assist with funding of the Town's Heritage Grant Maintenance program.

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 November 2019

Note 10: CAPITAL DISPOSALS AND ACQUISITIONS

Profit (Loss) of Asset Disposal				Disposals	Profit (Loss)			
Valuation as at 01 July 2019	Accum Depr	Proceeds	Profit (Loss)		Budget	YTD Budget	YTD Actual	Variance
\$	\$	\$	\$		\$		\$	\$
20,455	(11,934)	10,909	2,388	PE371 - Ute Field Officer 1EHO198	1,805	1,805	2,388	583
27,830	(11,521)	16,591	282	PE389 - Works Coordinator 1GBC053	(109)	(109)	282	391
			0	PE401 - Director Planning 1GDI527*	(7,573)	(7,573)		7,573
			0	PE395 - Manager Pool 1GCV865*	(1,798)	(1,798)		1,798
48,285	(23,455)	27,500	2,670	Totals	(7,675)	(7,675)	2,670	10,345

Comments - Capital Disposal

* Vehicle disposal has been budgeted but has not been finalised yet.

Contributions Information				Summary Acquisitions	Current Budget			
Grants	Reserves	Borrowing	Total		Annual Budget	YTD Budget	YTD Actual	Variance
\$	\$	\$	\$		\$		\$	\$
0	0	0	0	Property, Plant & Equipment				
0	0	0	0	Land and Buildings	4,672,464	768,541	604,886	(163,655)
0	0	0	0	Plant & Equipment	782,867	240,900	58,011	(182,889)
0	0	0	0	Furniture & Equipment	0	0	0	0
0	0	0	0	Infrastructure				
0	0	0	0	Roadworks	516,690	43,070	115,217	72,147
0	0	0	0	Footpath & Cycleways	1,310,298	77,365	132,015	54,650
0	0	0	0	Parks, Gardens & Reserves	1,717,761	194,180	352,827	158,647
0	0	0	0	Other Infrastructure	81,062	6,755	816	(5,939)
0	0	0	0	Totals	9,081,142	1,330,811	1,263,772	(67,039)

Contributions				Land & Buildings	Current Budget			
Grants	Reserves	Borrowing	Total		Annual Budget	YTD Budget	YTD Actual	Variance
\$	\$	\$	\$		\$		\$	\$
				Freshwater Bay Museum Revitalization	1,159,717	96,645	13,735	(82,910)
				Aquatic Centre splashpad	748,747	62,395	390,000	327,605
				Aquatic Centre Plant Room Controller	9,000	3,750	14,493	10,743
				Aquatic Centre LED Lighting	30,000	2,500	22,405	19,905
				Aquatic Centre Tile Replacement	10,000	0	0	0
				Aquatic Centre Switch Board	10,000	2,167	0	(2,167)
				Aquatic Centre Refurbish Anti-Slip Decking	30,000	27,500	141,818	114,318
				Aquatic Centre Dive Pool Shades	15,000	10,250	22,435	12,185
				Mckenzie Pavilion Redevelopment	2,500,000	541,667		(541,667)
				Various building Renewal	100,000	21,667		(21,667)
				New Depot - Mt Claremont	60,000			0
0	0	0	0	Totals	4,672,464	768,541	604,886	(163,655)

Comments - Land & Buildings

Contributions				Plant & Equipment	Current Budget			
Grants	Reserves	Borrowing	Total		Annual Budget	YTD Budget	YTD Actual	Variance (Under)Over
\$	\$	\$	\$		\$		\$	\$
0			0	Vehicle for EMCG	0	0		0
0			0	Mgr Planning Vehicle	29,400	0		0
0			0	Waste Bins Third	167,000	0		0
0			0	Pool Manager Vehicle	31,500	31,500		(31,500)
0			0	Library Equipment	0	0		0
0			0	Christmas Lighting & Christmas Tree	30,000	30,000	962	(29,038)
0			0	Vehicles for (Mgr Parks, Proj Coord, AO &	58,800	29,400	26,285	(3,115)
0			0	Furniture for Meeting Room 3	0	0		0
0			0	Vehicles for (field officer)	150,000	150,000		(150,000)
0			0	CCTV Upgrade & Scanning Software	292,000		30,764	30,764
0			0	CCTV Upgrade	24,167			0
0	0	0	0	Totals	782,867	240,900	58,011	(182,889)

Comments - Plant & Equipment

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 November 2019

Note 10: CAPITAL DISPOSALS AND ACQUISITIONS

Contributions				Other Infrastructure	Current Budget			
Grants	Reserves	Borrowing	Total		This Year			Variance
\$	\$	\$	\$		Annual Budget	YTD Budget	YTD Actual	(Under)Over
				Road Works				
			0	Intersections	0	0	0	0
			0	Roadworks	516,690	43,070	115,217	72,147
			0	Footpath, Car Park & Cycleways				
			0	Other works	1,310,298	77,365	132,015	54,650
			0	Parks, Gardens & Reserves				
			0	Lake Claremont Park Development	0	0	0	0
			0	Other Parks	1,717,761	226,389	366,398	140,009
			0	Other Infrastructure	81,062	6,755	816	(5,939)
0	0	0	0	Totals	3,625,811	353,579	614,446	260,867

Comments - Other Infrastructure

Town of Claremont
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
For the Period Ended 30 November 2019

Note 11: TRUST FUND

2 Funds held at balance date over which the Council has no control and which are not included in this statement are as follows:

	Opening Balance 1-Jul-19	Amount Received	Amount Paid	Closing Balance
	\$	\$	\$	\$
BCITF Fees	8,839	107,336	(110,345)	5,829
Build Services Levy	19,033	168,790	(177,209)	10,615
DAP Fees	0	10,459	(10,459)	0
Other Trust Bonds	79,282	690	(5,742)	74,229
	107,154	287,275	(303,755)	90,673

**2019-20 Infrastructure Works
Progress Update to 30 November 2019**

Dept	Activity	Project	Budget Annual	Budget YTD	Actual YTD	Variance YTD	Comments
1201	51225	14-15 Graylands & Lapsley Rd Intersection	\$70,000.00	\$0.00	\$0.00	\$0.00	Works to be undertaken in March 2020 with Lapsley Road resheet
1104	51361	16-17 Mrs Herbert Park Toilet	\$200,000.00	\$0.00	\$0.00	\$0.00	Part of broader Freshwater Bay Museum Project
1201	54412	18-19 Claremont Park BBQ and shelters	\$30,000.00	\$2,500.00	\$0.00	\$2,500.00	Project on hold pending open space strategy
1104	54417	18-19 Lake Claremont Dog Exercise Planting Area	\$20,000.00	\$0.00	\$0.00	\$0.00	Works completed, costs to be allocated to project
1105	54419	18-19 Irrigation System Claremont Park	\$50,000.00	\$4,165.00	\$0.00	\$4,165.00	Portion of money (\$38,000) being allocated to CFC for retic upgrade
1104	54420	18-19 FOLC Fence, Limestone path & Tamarix removal	\$0.00	\$0.00	\$1,258.00	(\$1,258.00)	Incorrectly allocated, will be corrected
1201	60138	17-18 Signage Program	\$81,062.00	\$6,755.00	\$816.00	\$5,939.00	Review underway, approvals for major signage obtained
1201	60140	17-18 Museum Development - Public Car Park	\$130,000.00	\$10,835.00	\$0.00	\$10,835.00	Part of broader Freshwater Bay Museum Project
1104	60141	18-19 Loch St/Stirling Hwy to Melville St - Resheet	\$23,400.00	\$1,950.00	\$0.00	\$1,950.00	Works planned April 2020, with City of Nedlands
1201	60142	18-19 Davies Rd Lapsley Rd - Alfred Rd to Resheet	\$0.00	\$0.00	\$4,654.80	(\$4,654.80)	18/19 expenses not accrued offset by 18/19 income not accrued
1201	60147	18-19 Alfred Rd, Brockway to Mimosa Rd - Resheet	\$0.00	\$0.00	\$2,348.10	(\$2,348.10)	18/19 expenses not accrued offset by 18/19 income not accrued
1104	60153	18-19 Mofflyn Av North Footpath	\$32,832.00	\$2,735.00	\$23,267.08	(\$20,532.08)	Completed, awaiting final invoices
1201	60157	18-19 Guger St South Footpath; Divers to Stirling	\$0.00	\$0.00	\$31,022.30	(\$31,022.30)	18/19 expenses not accrued offset by 18/19 income not accrued
1201	60160	18-19 Saunders St Footpath; Wright to Central	\$0.00	\$0.00	\$18,228.15	(\$18,228.15)	18/19 expenses not accrued offset by 18/19 income not accrued
1201	60164	18-19 Claremont Park Playground	\$84,000.00	\$7,000.00	\$0.00	\$7,000.00	Project on hold pending open space strategy
1201	60177	18-19 Garden St North Footpath	\$19,404.00	\$1,620.00	\$19,542.50	(\$17,922.50)	Completed, carry forward from 2018-19
1201	60182	18-19 Lapsley Rd Shared Path PTA	\$0.00	\$0.00	\$2,215.82	(\$2,215.82)	18/19 expenses not accrued offset by 18/19 income not accrued
1201	60184	19-20 Melvista Ave Btw Loton & Parker Road Resheet	\$196,313.00	\$16,360.00	\$0.00	\$16,360.00	Works planned April 2020
1201	60185	19-20 Brockway Rd Btw Mengler & Second Ave Rd Resheet	\$97,000.00	\$16,167.00	\$110,052.60	(\$93,885.60)	Provision of overheads (\$18,342) is unable to be recouped from City of Nedlands who completed project
1201	60186	19-20 Anstey St Btw Stirling Hwy & Bindaring Rd Resheet	\$143,423.00	\$71,712.00	\$113,652.14	(\$41,940.14)	Works Completed November 2019, awaiting invoices
1201	60187	19-20 Mofflyn Avenue Road Resheet	\$108,232.00	\$36,077.00	\$0.00	\$36,077.00	Works planned February 2020
1201	60188	19-20 Warwick Street Road Resheet	\$63,337.00	\$20,058.00	\$0.00	\$20,058.00	Works planned December 2019
1201	60189	19-20 Lapsley Rd Btw Davies & Graylands Road Resheet	\$62,147.00	\$0.00	\$0.00	\$0.00	Works planned March 2020
1201	60190	19-20 Brown St Btw Stirling Hwy & Melville Road Resheet	\$211,385.00	\$0.00	\$0.00	\$0.00	Works planned January 2020
1201	60191	19-20 Cliff Rd Btw Stirling Hwy & Brae Road Resheet	\$59,300.00	\$4,945.00	\$56,351.52	(\$51,406.52)	Completed, awaiting final invoices
1201	60192	19-20 Goldsmith Rd Btw Loton & Stone Road Resheet	\$7,216.00	\$600.00	\$14,247.64	(\$13,647.64)	Mobilisation & demobilisation of plant for profiling caused over expenditure. Scheduling of projects of this size as part of a sequence will avoid this cost
1201	60193	19-20 College Rd Btw Chancellor & Loch Road Resheet	\$85,420.00	\$7,115.00	\$11,480.57	(\$4,365.57)	Works Completed November 2019, awaiting invoices
1201	60194	19-20 Servetus St Btw Langoulan & Narla Road Resheet	\$148,802.00	\$12,400.00	\$4,363.63	\$8,036.37	Works planned December 2019
1201	60195	19-20 Ashton Ave landscaping	\$30,000.00	\$2,500.00	\$0.00	\$2,500.00	Works planned April 2020
1201	60196	19-20 Stirling Road and Claremont intersection design	\$20,000.00	\$1,670.00	\$0.00	\$1,670.00	Design to be undertaken. Works planned March 2020
1201	60197	19-20 Barnfield Road concept design	\$20,000.00	\$0.00	\$0.00	\$0.00	In conjunction with Swanbourne bridge concepts and MRWA

**2019-20 Infrastructure Works
Progress Update to 30 November 2019**

Dept	Activity	Project	Budget Annual	Budget YTD	Actual YTD	Variance YTD	Comments
1201	60198	19-20 Guger Street upgrade design supporting Claremont Stn	\$30,000.00	\$2,500.00	\$0.00	\$2,500.00	In conjunction with Claremont Station project and PTA
1201	60199	19-20 Princess Road and BVT Nibs & Line marking	\$20,000.00	\$1,670.00	\$0.00	\$1,670.00	Design to be undertaken. Works planned January 2020
1201	60200	19-20 Alfred Rd South Btw Ashton & Davies Fpath	\$30,686.00	\$2,555.00	\$0.00	\$2,555.00	Works planned January 2020
1201	60201	19-20 Brown St East Btw Melville & Stirling Hwy Fpath	\$75,204.97	\$6,270.00	\$0.00	\$6,270.00	Works planned January 2020
1201	60202	19-20 Caxton Rd East Btw Princess & Agett Fpath	\$41,375.62	\$3,450.00	\$0.00	\$3,450.00	Works planned December 2019
1201	60203	19-20 Chester Rd East Btw Princess & Agett Fpath	\$27,265.49	\$2,275.00	\$0.00	\$2,275.00	Works planned May 2020
1201	60204	19-20 Mengler Ave South Btw Ashton & Brockway Fpath	\$23,600.78	\$1,970.00	\$0.00	\$1,970.00	Works planned March 2020
1201	60205	19-20 Stirling Hwy South Btw Prospect & Osborne Fpath	\$111,752.50	\$9,310.00	\$0.00	\$9,310.00	Works planned April 2020
1201	60206	19-20 Stirling Hwy South Btw Richardson & Prospect Fpath	\$118,800.00	\$9,900.00	\$0.00	\$9,900.00	Works planned April 2020
1201	60207	19-20 Warwick Rd West Btw Victoria & Agett Fpath	\$30,366.39	\$2,530.00	\$0.00	\$2,530.00	Works planned February 2020
1201	60208	19-20 Corry Lynn Rd West Btw Stirling Hwy & Brae Fpath	\$27,319.53	\$2,275.00	\$21,907.12	(\$19,632.12)	Complete, waiting final invoices
1201	60209	19-20 Deakin St North Btw Servetus & Rob Roy Fpath	\$18,608.36	\$1,550.00	\$0.00	\$1,550.00	Works planned March 2020
1201	60210	19-20 Derby St West Btw Wood & Brassey Fpath	\$14,363.79	\$1,195.00	\$0.00	\$1,195.00	Works planned April 2020
1201	60211	19-20 Elliot Rd East Btw Lapsley & cul de sac Fpath	\$30,226.17	\$2,520.00	\$37,014.07	(\$34,494.07)	Complete, awaiting final invoices
1201	60212	19-20 Goldworthy Rd East Btw Princess & Agett Fpath	\$40,252.00	\$3,355.00	\$41,417.95	(\$38,062.95)	Complete, awaiting final invoices
1201	60213	19-20 Servetus St East Btw Cornwall & Narla Fpath	\$8,570.95	\$715.00	\$0.00	\$715.00	Works planned November 2019
1201	60214	19-20 Stirling Hwy North Btw Avion & Stirling Rd Fpath	\$19,768.84	\$1,650.00	\$0.00	\$1,650.00	Works planned May 2020
1201	60215	19-20 Riley Rd North Btw Parker & Loton Fpath	\$24,453.00	\$2,040.00	\$0.00	\$2,040.00	Works planned April 2020
1201	60216	19-20 Lapsley Road upper golf car park upgrade	\$286,262.00	\$23,855.00	\$0.00	\$23,855.00	Concept design proposed to be at Council December 2019. Works to be completed March 2020
1201	60217	19-20 18-19 Guger St, O'Brien Street to Bayview Terrace	\$0.00	\$0.00	\$46,307.94	(\$46,307.94)	18/19 expenses not accrued offset by 18/19 income not accrued
1201	60218	19-20 Drainage Renewal	\$180,000.00	\$15,000.00	\$0.00	\$15,000.00	Ongoing works during financial year
1201	60219	19-20 Freshwater Close Street lighting upgrade	\$100,000.00	\$8,335.00	\$0.00	\$8,335.00	Works planned March 2020
1104	60220	19-20 Reticulation Renewal	\$163,712.00	\$13,645.00	\$44,715.60	(\$31,070.60)	Ongoing, several projects
1104	60221	19-20 Playgrounds Renewal	\$49,000.00	\$0.00	\$0.00	\$0.00	Ongoing, several projects
1104	60222	19-20 Pumps Renewal	\$42,840.00	\$0.00	\$9,582.00	(\$9,582.00)	Ongoing, several projects
1104	60223	19-20 Electrical cabinets Renewal	\$30,000.00	\$500.00	\$0.00	\$500.00	Ongoing, several projects
1104	60224	19-20 Bores Renewal	\$20,760.00	\$1,730.00	\$0.00	\$1,730.00	Ongoing, several projects
1104	60225	19-20 Flowmeters Renewal	\$13,650.00	\$1,140.00	\$0.00	\$1,140.00	Ongoing, several projects
1104	60226	19-20 Other parks	\$11,700.00	\$980.00	\$0.00	\$980.00	Ongoing, several projects
1104	60227	19-20 Claremont Parkland dog agility	\$30,000.00	\$2,500.00	\$0.00	\$2,500.00	Works planned November 2019
1104	60228	19-20 Claremont Park toilet landscaping	\$12,000.00	\$1,000.00	\$0.00	\$1,000.00	Works planned April 2020
Total 2019-20 Infrastructure Works			\$3,625,811.39	\$353,579.00	\$614,445.53	(\$260,866.53)	

13.2.2 ANNUAL REPORT 2018-19**File Number:** FIM/00070-05, D-19-41928**Author:** Jane Carter, Communications Coordinator**Authoriser:** Liz Ledger, Chief Executive Officer**Attachments:** 1. Town of Claremont Annual Report 2018-19 [↓](#) 

PURPOSE

To present the Annual Report for the year ended 30 June 2019 for adoption which includes the Annual Financial Statement and Independent Auditor's Report.

BACKGROUND

Section 5.54 of the Local Government Act 1995 requires the Town of Claremont to accept its Annual Report for each financial year by 31 December, or within two months of receipt of the Auditor's Report.

Since the change in legislation in 2017 giving the Office of the Auditor General (OAG) mandate to audit all Western Australian local government entities, the OAG has been transitioning this function as existing audit contracts expire. The Town's audit contract expired at the conclusion of the 2017-18 year, which resulted in the OAG taking over the audit function for the financial year ending 30 June 2019.

In February 2019, the OAG confirmed this arrangement and outlined our respective responsibilities, the audit objective and scope, and their schedule of works to deliver the audit. In addition to the audit function, these included the entry and exit meetings with the Audit and Risk Management Committee (ARMC) and provision of an interim audit report. The entry meeting was held on 1 May 2019 and the interim audit report considered by the ARMC at its meeting of 9 August 2019.

At its meeting of 3 December 2019, the ARMC held the Exit Audit meeting with the OAG to allow it to present an overview of their findings, respond to questions from the committee on those findings and receive feedback on the audit process. The OAG provided its Concluding Memo to the ARMC confirming recommending an unmodified opinion on the audit, noting no evidencing of independent review, and noting the four items identified within the interim audit including the journal oversight evidencing, had been satisfactorily addressed.

At its meeting held on 3 December 2019, the Committee recommended that;

The Audit and Risk Management Committee -

- *Receives the Officer of Auditor General's overview of the audit finding for the year ended 30 June 2019 (as summarised in the Concluding Memo to be received prior to the meeting), and*
- *Provide feedback to the Office of the Auditor General on the findings and any other matter relating to the Audit.*

Following the adoption of the Annual Report, Section 5.27 of the Act requires that Council hold an Electors' General Meeting within 56 days to present the contents of the report, and any other general business.

DISCUSSION

The Annual Report 2018-19 is included as Attachment 1. It contains statutory reporting requirements as prescribed in s 5.53(2) of the Local Government Act 1995, which include:

- Mayors Report.
- Chief Executive Officer's Report.
- Annual Financial Statements, and
- Independent Auditor's Report.

In line with principles of integrated planning and reporting, the Annual Report includes an overview of the projects and services delivered during the financial year. These include (but not limited to) undertaking the underground power project, negotiations for the Claremont Train Station project, increasing the speed of the footpath replacement program, and supporting local businesses and community connection through events, activities and specific facilities.

It is recommended, that Council note the Town's achievements and formally adopt the Annual Report 2018-19.

As is Council's practice to present contents of the Annual Report prior to the Christmas closure (and meet the prescribed timeframe), the Electors' General Meeting has been scheduled for 19 December 2019 at 5pm at the Town's Administration Building.

PAST RESOLUTIONS

Ordinary Council Meeting 4 December 2018, resolution 218/18:

That Council:

1. *Adopt the Town of Claremont 2017-18 Annual Report*
2. *Hold the Annual Electors' General Meeting on Thursday 20 December 2018 from 6.00pm at the Town of Claremont's Administration Building.*

FINANCIAL AND STAFF IMPLICATIONS

As discussed within the body of the Annual Report.

POLICY AND STATUTORY IMPLICATIONS

Local Government Act 1995 - Sections 5.27, 5.29, 5.53, 5.54, 5.55

Local Government (Financial Management) Regulations 1996 - clauses. 36 -51

Local Government (Administration) Regulations 1996 Reg. 12

COMMUNICATION / CONSULTATION

Public notice regarding the proposed Electors' General Meeting date, and the availability of the Annual Report 2018-19 for public inspection, was published in the local paper on 5 December 2019.

STRATEGIC COMMUNITY PLAN

Leadership and Governance

We are an open and accountable local government; a leader in community service standards.

- Our stakeholders are well informed and we provide opportunities for community engagement.
- Demonstrate a high standard of governance, accountability, management and strategic planning.

- Manage our finances responsibly and improve financial sustainability.

URGENCY

Adoption of the 2018-19 Annual Report will enable the Town to hold its Annual Electors' General meeting.

VOTING REQUIREMENTS

Simple majority decision of Council required.

OFFICER RECOMMENDATION

That Council:

1. **Adopt the Town of Claremont Annual Report 2018-19, and**
2. **Hold the Annual Electors' General Meeting on 19 December 2019 at the Town of Claremont's Administration Building.**





2018/19 Annual Report

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Purpose

The Annual Report is the Town's most comprehensive report to the community, describing how the Town has met its annual objectives. The central function of the Annual Report is to inform the Claremont community and stakeholders of the Town's performance during the financial year, 1 July 2018 to 30 June 2019.

The Town's performance is measured against the Strategic Community Plan – Claremont Ahead 2027. The Town's Corporate Business Plan 2017-2021 underpins the Strategic Community Plan and guides the activities during the financial year.

Produced in accordance with the Local Government Act 1995, which requires every local government to adopt an Annual Report by 31 December each year.



Mayor's Message

On behalf of my fellow Elected Members, I am pleased to present the Town of Claremont's 2018/19 Annual Report detailing another year of solid achievement. This important document reports on the Town's performance against our Strategic Community Plan – Claremont Ahead 2027.

In my second year of my third term as your Elected Mayor, I am honoured to continue to work for this wonderful community, serving as your representative, and gathering feedback to understand community's needs. During the financial year, the Town conducted its biennial Community Perceptions survey. This important consultation strategy provides meaningful feedback to help guide the decision making processes and determine areas for focus or improvement. We were overwhelmed with how many residents and ratepayers responded, and I thank you all for taking the time to complete the survey.

With clear community opinion to focus on footpath improvement, Council boosted funding to this area in 18/19, with a view to increase the speed in which older footpaths are replaced with new, safer concrete slabs.

It is imperative that we continue to maintain our built assets. Due to responsible resource management and sound financial planning, we have been able to fund and implement large infrastructure works including undergrounding the power in the remaining area of the Town.

Always conscious of the economic climate, my fellow Elected Members and I budgeted for a minimal rate rise of 0.94 percent in 18/19, which would enable the Town to continue to provide the required and expected level of service to support a sustainable community. It is this prudent fiscal management and good governance that I will continue to espouse in the future.

The Town's annual program of community activities aims to connect and build our social sustainability, and it was my absolute pleasure to officiate at a number of community events and facilities throughout the year, including:

- Lake Claremont nature playground opening, July 2018
- Art Award and Exhibition, August 2018
- Celebrate Lake Claremont, September 2018
- Seniors Week, November 2018
- Remembrance Day, November 2018
- Christmas in Claremont opening, December 2018
- A Night on Bay View WASO family concert, March 2019
- ARTTRA Light Festival, April 2019
- Anzac Day, April 2019

Looking ahead, we will be reviewing how, as a local government, we can build our ability to have less of an impact on our environment and improve our opportunities to recycle, reuse and reduce our waste. I am pleased that we prepared a Sustainability Action Plan in 2018, and approved the implementation of a third bin for garden organic recycling in the following financial year.

Claremont is a great place to live, and the result of individuals caring, participating, giving and sharing. I would like to thank those individuals who volunteer their time, skills and expertise to this community to contribute to the sense of place and pride. I also thank my fellow elected members, the CEO and staff for all that they do to enrich the life of our community.


Mayor Jock Barker



CEO's Message

Local government continues to provide an ever-increasing range of services, infrastructure and facilities, in response to broader and local changing needs. This challenging but rewarding environment has encouraged the administration to strive to deliver the Town's objectives in the most efficient and effective way possible in 2018/19.

This has been achieved through maintaining a strong and healthy culture focused on continuous improvement, and working in partnership with organisations, agencies, clubs and business to achieve the Town's goals.

A major project during 2018/19 was advocating for the optimum outcome for the Claremont Train Station upgrade project, working with the Public Transport Authority to deliver improved public transport while maintaining the historical and pedestrian connections, and the beauty of the Town. Works for the upgrade will commence in the year ahead.

Our collaborative work with the Public Transport Authority continued to complete the cycle path route from Alfred Road to Claremont Train Station, a jointly funded project.

Undergrounding the power in the north of the Town began at the start of the 2018/19 financial year, and reached 90 percent completion by the end of the year. This project coordinated with Western Power will see the complete removal of overhead powerlines from the Town, and the introduction of street-rated LED lighting.

A further \$1.1 million contributed to the renewal and improvement of our local road infrastructure, including Davies Road (new road layout designed to decrease speeds, increase parking, and generally improve street aesthetics) Guger Street, and Chester Road. The upgrade of the Ashton Avenue traffic bridge was also completed by Main Roads WA during this period.

With a continued focus on community asset management and preservation, the Town facilitated the progress of three major projects; the Claremont Aquatic Centre Splash Pad, the Freshwater Bay Museum Community Facility, and the redevelopment of the currently well-utilised McKenzie Pavilion at Cresswell Park. These projects will come to fruition in the following years, with confirmation for financial support from the Federal Government for the Splash Pad and McKenzie Pavilion.

Support to our local businesses through Claremont Town Centre project marketing and activation initiatives included street festivals, a marketing campaign and dedicated social media. Physical enhancements to the Avion Way streetscape were also made to support the local businesses through improved amenity.

It has again been my pleasure and privilege to serve the Town of Claremont community in the capacity of Chief Executive Officer, working with a dedicated Council and team of officers, who together, achieved so much.

Elizabeth Ledger
Chief Executive Officer



About the Town of Claremont

The beautiful community of the Town of Claremont is located in the heart of the western suburbs of Perth, Western Australia. It is known for key features including the rejuvenated wetland and wildlife, fashion boutiques and high-end shopping centre, and leafy streets and parks.

Located in part along the Swan River foreshore, the Town provides community amenities such as:

- Claremont Aquatic Centre
- Lake Claremont
- Claremont Community Hub and Library
- Freshwater Bay Museum
- Lake Claremont Golf Course

The Town provides a range of community services, operations and facilities that cover the following key areas:

- Asset and design management
- Community development
- Community Hub and Library
- Community safety
- Engineering
- Environmental health and waste
- Financial services
- Human resources and legal
- Marketing and communications
- Museum and heritage
- Parks and environment
- Planning and building
- Process improvement, customer relations, records and information technology
- Sustainability



Our community



People	10,054
Male	48.5%
Female	51.5%
Median age	43



Families	2,487
Average number of children per family for families with children	1.8
for all families	0.6



All private dwellings	4,758
Average people per household	2.3
Median weekly household income	\$2,073
Median monthly mortgage repayments	\$2,600
Median weekly rent	\$450
Average motor vehicles per dwelling	1.8



Rateable Properties	5056
Residential	4755
Commercial	223
Industrial	57
Other	21



Level of Highest Educational Attainment
Bachelor degree level & above 46.1%

Strategic Community Plan Claremont Ahead 2027

In the past decade, the Town has prepared for housing growth with the development of the award-winning Claremont on the Park project. This development has contributed to the Town being the leading local government in terms of urban densification and meeting the requirements of the State Government's Perth and Peel @ 3.5 million strategy.

The Town continues to prepare for more growth and, in the year ahead, will develop an activity plan for growth of the Claremont town centre – as our Vision is:

Claremont will develop as a harmonious cosmopolitan town creating opportunities for community well-being, the environment and business prosperity; whilst respecting and celebrating the past.



The Town planted almost 200 trees in 2018/19, which increased the total to 7100

Snapshot of financial performance

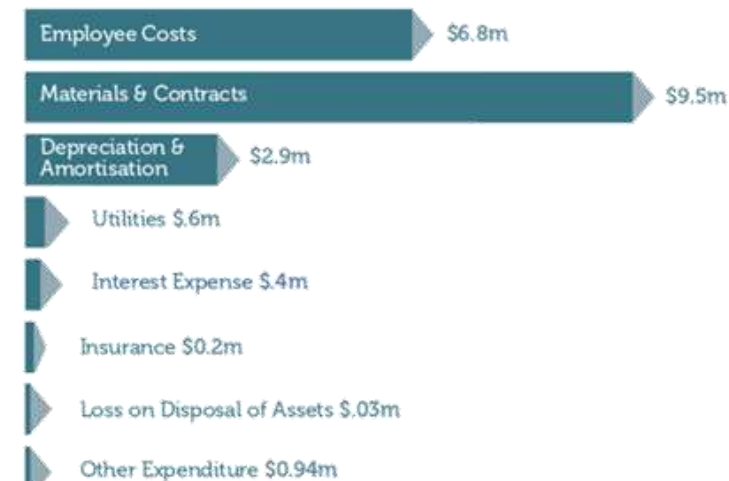
On top of a solid opening balance, the Town's strong operating result of \$3,355,077 generating a net operating cash surplus of \$5,115,284 assisted in funding \$2,131,909 in asset renewal, \$703,364 in debt reduction, and an increase in reserve holdings of \$2,036,604 for current and future projects. The closing surplus of \$2,565,620 provides a strong foundation for delivery of the Town's 2019-20 Strategic Community Plan objectives including \$1,654,093 of work commenced or programmed for commencement during the year.

The Financial Auditor's Report provides a measure of four financial and three asset ratios (Note 31), which also indicates the Town's financial and asset management sustainability. Overall, the Town's ratios remain above the target ratios as per DLGSC Guidelines and the trend from ratios (average over the last three years) indicate that Town remains sustainable and self-reliant.

Financial summary

Summary	2018/19 (\$)	2017/18 (\$)
Total Assets	138,074,465	134,052,151
Total Liabilities	15,429,468	14,762,233
Equity / Net Assets	122,644,997	119,289,918
Operating Revenue	24,050,252	18,803,777
Operating Expenditure	21,573,996	24,409,954
Operating Surplus - Deficit Excluding non-cash (depreciation & asset disposal net loss)	2,012,957	1,865,226
Non operating Revenue	945,372	951,530
Capital Expenditure	3,328,828	4,199,095
Cash Backed Reserves	11,841,786	9,805,182

Total Expenditure 2018/19 \$21,573,996



Total Revenue 2018/19 \$24,995,624



Integrated Planning Framework

The Strategic Community Plan *Claremont Ahead 2027* provides the vision for the Town's projects and the Corporate Business Plan outlines priority projects and programs to achieve this vision.

Claremont Ahead is the result of consultation with the community, council and administration, and this document links to the Town's four year Corporate Business Plan, identifying resources and timing to be able to achieve the goals of the Strategic Community Plan. Local Government (Administration) Regulations 1996 requires each local government to adopt a Strategic Community Plan and a Corporate Business Plan.





Cr Kate Main, Cr Peter Edwards, Cr Jill Goetze, Cr Alastair Tullock, Mayor Jock Barker, Cr Bruce Haynes, Deputy Mayor, Cr Peter Browne JP OAM, Cr Paul Kelly, Cr Sara Franklyn, Cr Chris Mews



The Council

There were 22 Ordinary Council Meetings and one Annual General Electors Meeting in 2018/19.

Advisory committees of Council

Town of Claremont Committee's	2018/19 Meeting Dates	Council Representatives
Audit and Risk Management Committee	1 May 2019 8 March 2019 1 March 2019 8 February 2019 23 November 2018	Mayor Barker Cr Edwards (<i>Resigned from committee 29 January 2019</i>) Cr Haynes (<i>Presiding Member</i>) Cr Tulloch (<i>Appointed to committee 19 February 2019</i>) Cr Kelly
Claremont Town Centre Advisory Committee	11 June 2019 26 February 2019 27 November 2018 30 July 2018	Mayor Barker Cr Goetze Cr Tulloch
Foreshore Advisory Committee	27 February 2019 5 December 2018 15 August 2018	Cr Mews (<i>Presiding Member</i>) Cr Tulloch
Freshwater Bay Museum Advisory Committee	13 June 2019 14 March 2019 29 November 2018 6 September 2018	Cr Mews (<i>Presiding Member</i>) Cr Goetze
Lake Claremont Advisory Committee	2 May 2019 7 February 2019 15 November 2018 11 October 2018 9 August 2018	Cr Haynes (<i>Presiding Member</i>) Cr Browne OAM, JP

External Committee's	Council Representatives
WALGA Central Metropolitan Zone Committee	Cr Kelly Cr Main
Western Metropolitan Regional Council	Cr Haynes Cr Kelly (<i>Deputy</i>)
Metro West Joint Development Assessment Panel	Cr Haynes Cr Kelly Cr Mews (<i>Alternate</i>) Cr Tulloch (<i>Alternate</i>)
SHINE Community Services Management Board	Cr Goetze
WALGA State Council	Cr Kelly

Ordinary Council Meetings

July	August	September	October	November	December
3	7	4	2	6	4
17	21	18	16	20	18

Jan	February	March	April	May	June
No meeting	5	Cancelled	2	7	4
No meeting	19	19	16	21	18

Mayor Jock Barker

Mayor since: 2009
Term Expires: 2021

T: 0408 984 471
E: mayor@claremont.wa.gov.au

Councillor since: 2001

Council Appointed Committees:
Audit & Risk Management
Claremont Town Centre Advisory



WEST WARD



Deputy Mayor, Cr Peter Browne OAM JP

Elected Member since: 2011
Term Expires: 2019

T: 0408 906 197
E: pbrowne@claremont.wa.gov.au

Council Appointed Committees:
Lake Claremont Advisory



Cr Sara Franklyn

Elected Member since: 2017
Term Expires: 2021

T: 0403 003 840
E: sfranklyn@claremont.wa.gov.au



Cr Peter Edwards

Elected Member since: 2011
Term Expires: 2019

T: 0438 115 440
E: pedwards@claremont.wa.gov.au

Council Appointed Committees:
Audit & Risk Management

EAST WARD



Cr Bruce Haynes

Elected Member: 1987-1995 and 2009 to present

Term Expires: 2021

T: 9384 7426

E: bhaynes@claremont.wa.gov.au

Council Appointed Committees:

Lake Claremont Advisory

Audit & Risk Management



Cr Alastair Tulloch

Elected Member since: 2011

Term Expires: 2019

T: 0412 361 765

E: atulloch@claremont.wa.gov.au

Council Appointed Committees:

Claremont Town Centre Advisory

Foreshore Advisory



Cr Kate Main

Elected Member since: 2015

Term Expires: 2019

T: 0417 949 761 (after hours)

E: kmain@claremont.wa.gov.au

SOUTH WARD



Cr Jill Goetze

Elected Member since: 2009

Term Expires: 2021

T: 0407 440 249

E: jgoetze@claremont.wa.gov.au

Council Appointed Committees:

Claremont Town Centre Advisory

Freshwater Bay Museum Advisory



Cr Paul Kelly

Elected Member since: 1994

Term Expires: 2021

T: 0419 666 233

E: pkelly@claremont.wa.gov.au

Council Appointed Committees:

Audit & Risk Management



Cr Chris Mews

Elected Member since: 2011

Term Expires: 2019

T: 0412 472 329

E: chrismews@mewsmarine.com.au

Council Appointed Committees:

Foreshore Advisory

Organisation

The Town's organisational structure has been developed to support the delivery of the Town's projects and programs within the key focus areas of the Strategic Community Plan 'Claremont Ahead 2027'.

The Town's Executive Management Team comprises of Chief Executive Officer, Director of Corporate and Compliance, Director Planning and Development, Director People & Places and Director Infrastructure & Assets, who provide a high level of strategic decision making to Administration and Council.



LIZ LEDGER
Chief Executive Officer



LES CRICHTON
Director Corporate & Compliance



DAVID VINICOMBE
Director Planning and Development



CATHY BOHDAN
Director People & Places



ANDREW SMITH
Director Infrastructure & Assets





Organisational
Structure





Our People

In line with the Town's Workforce Plan, some adjustments were made to position descriptions and structure to be able to continue to support the local and global changes affecting local government.

One of these changes was the reshaping of the Rangers roles to introduce Community Safety Officers, who focus on enforcing local laws in relation to ranger and parking duties as well as having a broader safety role.

With governance and legal requirements becoming more stringent, an internal role was expanded to include legal counsel duties, to improve efficiencies by providing immediate advice and reduce external costs.

The staff turnover for the year was the lowest recorded in the past four years, however turnover is expected to increase in the following year/s due to the natural attrition of longer-term staff members.

The Town welcomed an audit by the Office of Auditor General and release of the Verifying Employee Identity and Credentials report in June 2019.

As recommended by the Office of Auditor General, the Town has introduced:

- an annual change in circumstances declaration for all employees;
- a 100-point identification check for all employees;
- periodic criminal background checks for positions that require it; and
- a full review of procedures in 2019/20.

Training

The Town is committed to ongoing training and development of staff, investing about \$40,000 in training and development across the organisation in 2018/19.

A team of managers from the Town competed in the Australasian Management Challenge.

The Town's management team completed performance management training with consultant EEO Specialists to build skills in speaking with staff about difficult conversations and scenarios.

Seventy Town officers undertook a training course or professional development opportunity in 2018/19.

Safety, health and wellbeing

The Town held six occupational safety and health (OSH) committee meetings in 2018/19, and these representatives conducted regular site inspections throughout the year.

A number of improvements made were:

- a 47 per cent cost reduction with a change of employee assistance program (EAP) provider, completing the first year with PeopleSense on a fee-for-service model;
- changing grounds maintenance and staff facilities cleaning from Claremont Aquatic Centre officers to contractors;
- updated emergency management plans at Claremont Aquatic Centre to accommodate the change from a 920kg chlorine gas drum to five 70kg drums, and completion of a sealing storage room on account of nearby development.
- review of Material Safety Data Sheets with museum officers.
- completion of white card traffic management training for the Town's infrastructure officers;
- completion of fire warden and fire extinguisher refresher training for the Town's fire wardens;
- introduction of an OSH representative allowance;
- implementation of an electronic visitor sign-in process at customer service and amended procedure; and
- completion of ergonomic assessments for staff and purchased equipment such as monitor arms to assist areas such as customer relations and library officers.

The Town continued to support staff wellbeing through a dedicated program, which in 2018/19 included lunchtime pilates, on-site flu vaccinations for 29 staff, skin cancer checks for 23 staff, and free access to the confidential Employee Assistance Program, the Town's corporate gym, and the aquatic centre.

The Town also launched LGIS' online portal (Healthy Intel) with recipes, articles and advice for keeping a healthy mind, body, work and life. Town officers were encouraged to sign up and complete online wellness assessments for managing personal health and wellbeing.

The Town will continue to work with its insurer LGIS in implementing and delivering more health and wellbeing initiatives in 2019/20.



Our 2019 Volunteer of the Year raised \$600,000 in grants to support revegetation at Lake Claremont

Volunteers

The Town's community is supported by the invaluable assistance of volunteers who contribute their time to many areas including the Lake, Museum, Library, sporting clubs, seniors services and more. Volunteers provide a range of services to the community including delivering books, pulling weeds, planting trees, classifying historical photographs and artefacts, helping people explore their family tree, hosting foreign language conversations sessions, and teaching library patrons how to use computers. To recognise and thank all those volunteers, the Town held an annual 'Volunteer Recognition and Award Function' in May 2019. The recipients were:

Volunteer of the Year: Claire Brittain

Claire has raised \$600 000 in grants funds for the Friends of Lake Claremont (FOLC) since 2009, enabling them to purchase 340 000 native seedlings which have been crucial to the revegetation efforts at the Lake. Her time, efforts and decisions have transformed Lake Claremont into the beautiful and flourishing parkland it is today. After 12 years and more than 3300 hours of volunteering across a number of roles, including director, company secretary, and grants officer, Claire has recently announced her retirement from Friends of Lake Claremont.

Youth Volunteer of the Year: Reagan Manns

Regan has been described as a 'delightful, hardworking and diligent young man' who began volunteering when he was still a high school student and has worked tirelessly for the FOLC since 2011, and for Direct Reach Ethiopia – an NGO – since 2012. Reagan is responsible for designing, building and creating the FOLC website. The website has helped FOLC recruit volunteers and achieve amazing results at the Lake. He also built and continues to maintain the Direct Reach Ethiopia website, saving them tens of thousands of dollars in professional fees – work that he continued right through his exhausting Chartered Accountant qualifying years

Senior Volunteer of the Year: Peter Stanley, Claremont Yacht Club

Peter has been a member of the Club for 48 years, and a volunteer for 36 years. Peter was instrumental in the success of the junior dinghy fleet in the 1980s and 90s, providing instruction and encouragement to the junior membership. For many years now, Peter has assumed the responsibility for maintenance of the clubhouse and marina – not only does he direct Club staff and organise and negotiate maintenance works of all scales, but he's also hands on. His contribution amounts to tens of hours per week, every week. Peter has also generously offered his boat, on many occasions, for the Town of Claremont seniors' river cruise, as well as for other not-for-profit organisations and club events.

Volunteer Team of the Year: Shah Satnam Ji Green 'S' Welfare Force Wing.

This team is a large, coordinated and very proactive group made up of people of all generations who contribute enormously to our community. They've been volunteering with the Friends of Lake Claremont for six years, and in that time have contributed to the planting of over 70,000 seedlings. In the last 12 months alone, the group has helped plant 8,000 seedlings over five planting sessions, and each time they've provided food for all volunteers – around 40 people each time. The group preaches and practises humanitarianism and selfless service to others. They're involved in health, education, agriculture, antidiscrimination, natural disaster rehabilitation and many other humanitarian projects and environmental projects to nurture the environment and secure the future of the planet.





Of the 18,000 customer requests received, 65.6% were via telephone contact.

Communication and consultation

Under the branding of *Your Community Your Say*, the Town encourages and seeks community input in all areas of business to contribute to decision making. During the financial year a number of specific projects implemented consultation strategies to inform officers and Elected Members of the community's opinions and thoughts on various issues.

August 2018	Dogs in Public Places	Consultation was undertaken on proposed policy changes including an extension of a dog exercise area at Lake Claremont.
November 2018	Draft Swanbourne Local Centre Planning Study	In November 2018, feedback was sought from landowners, residents and business proprietors on recommendations of a draft study to enhance the precinct, along with minor increases in development capacity above the existing heritage precinct and adjacent area.
March 2019	Draft Claremont Showground Management Plan	Prior to making comment to the WA Planning Commission, the Town sought feedback on the Royal Agricultural Society of WA's draft management plan to guide long-term development, and provide for a development management and approval framework, for the Claremont Showground.
March 2019	Scheme Amendment 140 - Scheme Review	Feedback was sought in relation to five changes of the Scheme Amendment.
April 2019	Noise Management Plan for Waste Collections	Feedback sought from the community on the Noise Management Plan for noise impact on pre-7am waste and recycling collections, carried out by Suez Recycling and Recovery on behalf of the Town, will be managed and minimised.

May 2019	Draft Local Planning Policy 206 - Child Care Centres	Feedback sought on local Planning Policy 206 – Child Care Centre; for the purpose to set guidelines for appropriate location of Child Care Centres in the Town of Claremont.
May 2019	Community Perceptions Survey	This biennial research assesses community needs and expectations for all programs, services and facilities delivered by the Town. The results provide valuable data for the development and review of the Town's Strategic Community Plan.

How we communicated with you

In 2018/19, nine full-page Town Talk newsletters were printed in both local newspapers, as well as a summer, spring and autumn hard-copy newsletter delivered to all households in the Town. Furthermore a special budget edition of the newsletter was issued with rates notices in July 2018.

The Town distributed 41 media releases, responded to approximately 80 media queries, and published 261 social media posts on Facebook and Instagram.

Customer experience

Our commitment to customer service is outlined in the Town's Customer Experience Charter, and managed through specific customer record system software.

The Town created approximately 18,000 customer requests in 2018/19 (equating to 70 contacts a day), and of these, 81 per cent were completed within the nominated timeframe in the Town's Customer Experience Charter.

18,000 requests	
Telephone	11,812
Email	4,162
In person	1,266
Mail	686

The Town received 101 complaints in the 12 months, equating to about 0.5 per cent of total customer contacts.





The Town’s biennial
Community Perception
Survey received over 480
responses, representing
almost 10% of households



Leadership & Governance

ASPIRATIONAL OUTCOME
We are an open and accountable local government; a leader in community service standards.

Liveability

ASPIRATIONAL OUTCOME
We are an accessible community with well maintained and managed assets. Our heritage is preserved for the enjoyment of the community.

People

ASPIRATIONAL OUTCOME
We live in an accessible and safe community that welcomes diversity, enjoys being active and has a strong sense of belonging.

Environmental Sustainability

ASPIRATIONAL OUTCOME
We are a leader in responsibly managing the built and natural environment for the enjoyment of the community and continue to demonstrate diligent environmental practices.

Local Prosperity

ASPIRATIONAL OUTCOME
Our businesses are thriving and integrated into the life of the Claremont community, and the town centre is known as a premier visitor destination.



Leadership & Governance

*We are an open and accountable local government,
a leader in community service standards*

*Our stakeholders are well informed and we provide
opportunities for community engagement*

In 2018/19, the Town conducted the Community Perceptions Survey. This important consultation strategy provides meaningful data to help guide the decision making processes and determine areas for focus or improvement, and help the Town plan for the future.

In addition to this community wide engagement strategy, the Town seeks community feedback on many infrastructure and planning projects to facilitate the best outcome possible. Examples include footpath upgrades, planning scheme amendments, and action plans.

To keep our residents informed, the Town produced the following publications in 2018/19:

Annual Report 2017/18

41 Media releases

Monthly and quarterly newsletter – Town Talk

Special Budget edition of the Town Talk newsletter

Annual Waste and Recycling Calendar

School Holiday Event Calendar – July, October and December and April

The Town continued a very engaging social and digital media presence through the Town's website www.claremont.wa.gov.au as well as a dedicated Facebook and Instagram sites.

After the Home page, which accounted for about one-third of all pages arrived at on the Town's website, the top 3 'landing' pages were the Aquatic Centre page (11.4 percent total page arrivals); the Community Hub and Library page (6 percent); and the Waste Services page (5.7 percent).

The What's Happening page received about 2.8 percent of total arrivals, driven largely by the ARTTRA Light Festival event page with 2.2 percent.

The website's Pay Online page received about 2.1 per cent of total page arrivals.

During the year the number of followers on the Town's Facebook increased from 2,016 to 2,432 with an estimated average daily "total reach" increasing to more than 900 people per day.



Requests for records under the Freedom of Information Act 1992 were processed with an average time of 21 days.

Demonstrate a high level of leadership, governance, accountability, management and strategic planning

The 2018 Annual Compliance Audit was completed with no areas of non-compliance and submitted to the Department of Local Government, Sport and Cultural Industries.

The Town's Policy Manual was reviewed in December 2018, resulting in 35 policies remaining unchanged, 37 amended, 11 deleted, two new policies added, and three identified for further evaluation.

During the year, the Town's footpath policy was updated based on Australian standards for widths and footpaths, improving amenity and accessibility.

The Town's method of forward planning and detailed design of roadworks projects was also considered to improve budget accuracy, identify challenges in road design before construction programs commence, and improve consultation with the community.

The Freedom of Information Act 1992 (the Act) provides a general right of access to documents held by a local government. The Town makes information available promptly and at the least possible cost. During the 2018/19 financial year the Town received 5 requests for records under the Act which were processed with an average turnaround time of 21 days.

Manage our finances responsibly and improve financial sustainability

In February 2019, Council was presented with the mid-year review of the Town's 2018/19 budget, which was adopted on 19 June 2018 and complied with statutory requirements.

The budget development included three elected member forums and a community consultation process. As part of this process, Council considers rating strategies to balance the financial requirements of delivering expected services against the cost to residents.

The Town successfully secured external funding for the following major projects:

- \$225,000 grant toward the Aquatic Centre splash pad water playground, anticipated for completion in December 2019;
- \$1 million grant to support redevelopment of McKenzie Pavilion at Creswell Park to improve amenities and include female change rooms;
- \$750,000 from Main Roads WA towards road rehabilitation funding; and
- \$65,000 from the Public Transport Authority towards the Lapsley Road path upgrade.

The Town's underground power (UGP) project was provided to beneficiary properties at a cost of \$3,500 per property in the remaining areas of the Town, keeping it one of the lowest contributions across local governments in the metropolitan area. Payment options included a five-year instalment plan, which was taken up by about half the 1200 impacted properties.

With responsibility for the audit of all local governments in WA taken over by the Office of the Auditor General, further confirmation on the Town's treatment of interest on damage bonds was sought and accepted.

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Create an environment to support and develop our staff

The Town is committed to the ongoing training development and wellbeing of staff. This is reflected in an investment \$40,000 in training and development across the organisation, with about 70 officers undertaking a training course or professional development opportunity which ensures all officers are able to perform their roles effectively.

Staff wellbeing was supported through a dedicated program which included lunchtime Pilates, on-site flu vaccinations for staff, skin cancer checks, and free access to a confidential employee assistance program, the Town's corporate gym and aquatic centre.

Provide the best possible customer experience throughout every interaction we have with our customers

Our commitment to customer service is outlined in the Town's Customer Experience Charter, and managed through specific customer record system software. This software logs a customer's request, and forwards to the appropriate officer to respond. This must be done within the charter timeframe to ensure that Officer is compliant.

Training in first call resolution for all customer relations officers is an ongoing process, which allows those staff to manage the enquiry then and there, without having to pass the call on to someone else. This provides a better experience for the customer.

Continually assess our performance and implement initiatives that drive continuous improvement

The Town takes pride in supporting a culture for continuous improvement. In 2018/19 the Town purchased process improvement software as tool for staff to review processes to source efficiencies and reduce cost. A number of process were improved since the software implementation for example:

- Changes to banking procedures at Claremont Aquatic Centre saved about \$5000 in costs during the year. The point-of-sale system is being reviewed to further improve access for customers. The centre's digital records were broadened to further reduce paper use.
- A review of the collection and acquisition process for the Freshwater Bay Museum led to the deaccessioning of more than 8000 items from the main collection, in preparation for the new facility. A further review of about 1400 items from the education collection led to the deaccessioning of a further 800 objects, in accordance with national standards for museums and galleries.
- A review of the telephone system and costs was undertaken resulting in the installation of a new system that has seen annual costs reduced.



Develop and build partnerships that support the Town's vision

WESROC Environmental Improvement Committee	To progress common environmental matters such as animal control (fox and feral cats), ground water, tree canopy cover, walking trail network, greening rail corridor and biodiversity
Regional Road Group	To manage distributed regional road group funding and direct grants from Main Roads to local government
Western Metropolitan Regional Council	To minimise and efficiently manage waste for communities and organisations in the western suburbs local government areas of Claremont, Mosman Park, Cottesloe, Subiaco and Peppermint Grove
State Emergency Management Committee	To provide support to hazard management agencies as required through the Western Central Local Emergency Management Committee
Scotch College	Volunteering programs include Lake Claremont planting, weeding and general environmental management
Christ Church Grammar School	Volunteering programs include Lake Claremont planting, weeding and general environmental management
Freshwater Bay Primary School	Free use of Claremont Park for sporting and leisure activities
Claremont Community Kindergarten	Use of playground area and modification of planted areas in Claremont Park for children to play
Main Roads Western Australia	Funding towards redevelopment and resurfacing of major roads works including Loch Street, Davies Road, Guger Street, Servetus Street and Alfred Road
Public Transport Authority	Developing improvements to infrastructure to support improved public transport
LandCorp	Facilitating the Claremont on the Park project vision for overall management of this precinct
Lotterywest	Major funding partner to redevelopment of Freshwater Bay Museum project
Shenton College	Contribute toward the school's chaplaincy program

Small Business Development Corporation	Support local businesses through Small Business Friendly Local Governments (SBFLG) initiatives, such as the Off the Page international art installations at 11 businesses in the Claremont town centre shopping precinct to align commerce with community
Department of Planning, Lands and Heritage	To improve the balance of technical expertise and local knowledge on planning decisions through the Metropolitan West Joint Development Assessment Panel (Metro West JDAP)
Friends of Lake Claremont	Revegetation, planting, weed control and environmental management at the Lake Claremont reserve, including bush fire control and risk reduction
Friends of Freshwater Bay Museum	To support the museum through advocacy and fundraising
Various sporting clubs	Subsidised leases, fee structures, direct and indirect financial contributions, and provision of sporting facilities
Various community groups	Access to free use of the Town's community facility to deliver local programs and services
Claremont Town Centre business community	To deliver marketing and promotional support to assist small local businesses
FORM	Working in partnership to deliver cultural events and festivals for social connection, stimulation, education and civic pride
WA Symphony Orchestra	Three-year agreement to perform at Town's annual concert, A Night on Bay View
Perth Symphony Orchestra	Collaboration for the Town's annual Christmas carols event
SHINE Community Services	To provide independent living support services to seniors, people with disabilities and other eligible residents in the Town
Australian Museums and Galleries Association (WA branch)	Membership of a national association of industry professionals to support the Town's Freshwater Bay Museum



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Liveability

We are an accessible community with well-maintained and managed assets. Our heritage is preserved for the enjoyment of the community.

Promote and support initiatives that improve traffic flow

During the financial year the Town worked with the Public Transport Authority to collectively develop the requirements for the Station Upgrade. The train station is an important transport link for the Town.

The Town's parking precinct program, implemented the year prior, has assisted traffic flow with improved management of parked vehicles. As a result, several additional streets were included in 2018/19.

Working with the schools in the area, the Town requires Traffic Management and Transport Plans and other traffic studies to help manage hotspots. These plans are audited by the Town to assess whether the measures put in place are working satisfactorily.

During major events such as the Perth Royal Show in 2018, the Town implements event specific TMTPs to ease pressure on surrounding streets.

Provide clean, usable, attractive and accessible streetscapes and public spaces

The Town continues to employ daily high-pressure cleaning in the town centre, with additional high-temperature cleaning during busy periods, to keep this precinct looking its best.

A complete replanting of planter boxes in the town centre introduced colour and foliage and created a year-round display of flowers. Avion Way also underwent streetscaping and planting to improve aesthetics.

An expansion of the Town's street sweeping program in 2018/19 extended the seasonal program and weekly sweeping where leaf litter, bark and other materials collect quicker due to street tree species and density. For these streets, weekly sweeps have been introduced at peak times to provide a clean and attractive environment to residents.

In the Swanbourne town centre, new up lighting was installed prior to Christmas, as well as replacement of verge and roundabout plants added year-round colour.

Davies Road verges were substantially replanted with new flowers, hedges and general landscaping to address damage from the underground power project. Further road upgrades included red oxide



The North East Precinct (NEP) will provide up to 870 dwellings - a significant contribution to the Town’s housing growth targets

bitumen to delineate parking, the creation of defined median islands, and substantial street trees planted in median islands and specific locations on verges to improve the aesthetics and shade for pedestrians along Davies Road.

Considerable emphasis was placed on adding content, colour and volume of plantings for verges and native gardens improved or replanted throughout the Town during the year.

Balance the Town’s historical character with complementary, well-designed development

A review of the Town’s Heritage List was implemented in 2018/19 in line with statutory requirements – with an exception for finalisation of the Royal Agricultural Society of WA’s management plan for Claremont Showground. The *Heritage Act 2018* requires modifications to reflect the requirements of the new legislation.

The Town progressed toward finalisation of the Claremont on the Park development in 2018/19. Approved developments represent about 86 per cent of the total and progress the shaping of the transit-oriented development in the Town’s North East Precinct. Once completed, the development is set to provide up to 870 dwellings – a significant contribution to the Town’s housing growth targets set by the WA Planning Commission.

Plans for increased residential development around rail stations at Claremont, Swanbourne and Loch Street were progressed by the Town in 2018/19. The Town also advertised for and provided comment to the WA Planning Commission on the Royal Agricultural Society of WA’s Management Plan for Claremont Showground.

Two amendments to the Local Planning Scheme No.3 (LPS3) initiated by Council in September 2017 for the Town Centre (Amendment No. 137) and Highway West (Amendment No. 136) precincts, progressed through statutory processes in 2018/19 to awaiting final approval. Amendment No. 138 for the Highway East Precinct requires public consultation before initiation.

The Town allocates funding each year through the Mike Balfe Heritage Maintenance Program to help conserve heritage dwellings, with one grant approved in 2018/19.

To assist assessment of development applications, the Town reviewed LPS3 in 2018/19 to align with statutory requirements under the *Planning and Development (Local Planning Schemes) Regulations 2015*. The Town also prepared and adopted a Local Planning Policy to guide development of child care centres.

TYPE	TOTAL
Building permit approvals	264
Pool Inspections Conducted	258
Development Applications Processed	151
Development Applications Requiring Assessment as Heritage-listed	47

Develop the public realm as gathering spaces for participation, prosperity and enjoyment

Plans and studies were commenced during the year including the:

- Swanbourne Station Precinct Planning Study (advertised for public comment in March 2019)
- An Activity Centre Plan study for the Claremont town centre
- A Structure Plan for Loch Street was approved by the Statutory Planning Committee of the WA Planning Commission

These plans assist in directing future development, and associated issues that come with redevelopment.

Through the Claremont Town Centre project, a new artwork was installed on the wall of Walt Drabble Lane to complement the surrounding businesses and bring life to the laneway. In addition, the first Italian Christmas street festival ‘Buon Natale’ was held in Bay View Terrace, providing an opportunity for business.

Maintain and upgrade the Town’s assets for seamless day-to-day usage

The Town commenced the underground power project for the last remaining portion of Claremont which still had old overhead power infrastructure. A \$12M project coordinated with Western Power, the project was 90 percent complete at the end of the financial year.

Road and path infrastructure was again a focus for the 18/19 budget with eight road re-sheet projects completed within 2018-19, including larger projects such as Davies Road, Guger Street and Servetus Street. As well as 17 footpath upgrade projects from slabs to insitu-concrete.

A further \$257,000 has supported the maintenance of the Town’s community facilities, including Mackenzie Pavilion, Meals on Wheels and Golf course.



People

We live in an accessible and safe community that welcomes diversity and enjoys being active and has a strong sense of belonging.

Effectively manage and enhance the Town's community facilities in response to a growing community

In 2018/19, the Town planned for a number of facility improvements and redevelopments to support the needs of the community. The Town's major recreation asset, Claremont Aquatic Centre, was a focus with planning and funding secured for a new \$750,000 water playground that will replace the toddler pool with interactive features including jet sprays, channels with pumps, wheels and gates, and a mega bucket water dump. Construction of a splash pad water playground in 2019/20 is set to increase activities for families, including children aged up to 13 years.

Further planning on a specific heritage community centre at the Freshwater Bay Museum site was progressed, with concept plans presented for consultation. The community facility will provide a venue to hold community education programs, exhibitions and events that connect and inform people on the heritage of the Claremont area.

In March 2019, the Town was advised of its success in securing Federal funding of \$1 million to contribute to the redevelopment of McKenzie Pavilion at Cresswell Park. The project aims to improve functionality of the sporting facility, including the addition of female change rooms.

In July 2018, the Mayor officially opened the Town's largest nature playground, located on the east side of Lake Claremont. Aimed at upper-primary school-aged children, the playground integrates a fort with climbing frames, steppers and a water play area. A specific toddler nature playground was also opened in front of Lake Espresso café.

To support organic community connection, a drink fountain and picnic table was installed to complement the dog exercise and play area.

Facilitate opportunities for social participation, health, learning and inclusion through programmed activities and events

In 2018/19, Claremont Community Hub and Library welcomed 52,000 visits, enrolled 450 members, and counted 3000 active members who have borrowed 51,156 items.

Strong support for children's library programs continued with weekly sessions of Baby Rhyme Time and Storytime for 2145 participants, as well as Lego Club and Crafternooners after-school activities and a school holiday program encouraging children to visit the library during term breaks.



The Claremont Aquatic Centre welcomed over 200,000 patrons and the Community Hub & Library 52,000 visitors

Literacy programs including National Simultaneous Storytime, National Reading Hour, Better Beginnings and Sing with Me reading packs also supported local students.

Creative writing, mahjong, Knitting Club and four different weekly language conversation sessions were held for adults. Volunteers delivering the Books on Wheels service and other community services, such as a weekly Justice of the Peace signing centre, continued to be well-supported.

Even though the Freshwater Bay Museum was closed, the Town continued to deliver community programs to more than 670 participants. This included the popular 'History in a Coffee Cup' monthly program, a guided walk for Senior's Week 2018 and incursions delivered to 11 schools and 312 students in the first half of 2019.

Museum officers worked on a new program which reflects the Whadjuk Noongar heritage of Freshwater Bay. Designed for older students, the Whadjuk Noongar program also includes a website component, which can be used for students and general visitors.

Museum staff were dedicated to a deaccessioning project, with more than 8,000 items from the main collection were audited and reviewed by museum officers. 1400 items from the education collection were also reviewed, and 800 objects deaccessioned.

The deaccessioning process followed national standards for museums and galleries, and was based on the condition of the objects, duplication within the collection and whether an item had a Claremont or Freshwater Bay area provenance.

Volunteers have worked on a weekly basis documenting photographic records, updating the Collection database, and the conservation of artefacts.

More than 100 research requests were attended to by museum officers. Many of these required extensive record searches.

The Town's Museum Advisory Committee met four times to provide advice and support on matters relating to the museum, for the consideration by the Council.

Claremont Aquatic Centre welcomed 201,849 patrons in 2018/19 and continued to expand access to a greater range of water-based programs.

Get into Health is an annual fun run and fair promoting an active lifestyle. In 2018/19 xx no. of people participated in a 5km and 10km walk or run around the lake.

The Town ran 10 large-scale events and festivals throughout the financial year. Entry to all events was free to ensure accessibility to all community members. These annual events are:

- A Night on Bay View Concert
- Anzac Day service
- ARTTRA Light Festival
- Get into Health Fun Run and Fair
- Art Award & Exhibition
- Celebrate Lake Claremont
- Remembrance Day
- Seniors Week
- Buon Natale Street Festival
- Claremont Christmas Festival

Among the highlights of the Town's 2018/19 events calendar was Seniors Week. With older Australians grouped as most at risk from feelings of isolation and loneliness, the Town's program activities focused on giving Claremont's older residents the opportunity to socialise, meet new people, and access activities and support services available year-round.

A total of five Citizenship Ceremonies were officiated by the Mayor, with a total of 57 conferees.

Support local safety and crime prevention

Claremont Community Hub and Library continued to provide cyber safety talks for members during Seniors Week and Library Information Week.

Town officers attended a community safety conference in 2018/19 to assist with development of a Community Safety Plan, set to be finalised in 2019/20 for endorsement by Council.

Town representatives also attended licensed premises meetings to help manage anti-social behaviour and graffiti or vandalism issues.

The Town completed its second year as chair of the Western Central Local Emergency Management Committee in 2018/19, during which local emergency management arrangements and recovery plans for eight member councils were adopted along with an overarching resource sharing partner agreement.

The Town obtained grant funding from the All Western Australians Reducing Emergencies program in 2018/19, to improve risk profiling, through a process to identify and update response strategies for most-relevant risks including hazardous materials, bushfire and structural fire, flood, heatwave, rail and road crash, and storms. The risk profile was forwarded to the Department of Fire and Emergency Services as the State's lead agency for emergency management.

In relation to food safety and hygiene, the Town assessed 339 businesses and issued 19 improvement notices in 2018/19. For various events, Town officers conducted 225 temporary food business assessments. The Town conducted food handlers training for 80 participants prior to 2018 Perth Royal Show and further sampled five vendors' food, with all compliant with microbial standards.

Provide opportunities for local community groups that support their capacity and ongoing sustainability

The Town awarded approximately \$10,000 in grants in 2018/19 to support community group and individual initiatives and activities for the betterment of Claremont residents.

The Town also provided a dedicated building with kitchen facilities at no cost for local not-for-profit groups, including Meals on Wheels, Autism West, Directions Disability Services, Lions Club, and Claremont Tigers, among others. Access to this facility is required by many of these groups to continue contributing an ongoing service to the community.

Clubs supported at Claremont Aquatic Centre in 2018/19 include SynchroWA, West Coast Splash, Kirby Swim Claremont, Dolphins Water Polo Club, AUSTSWIM, Royal Life Saving Society WA, Australian Army, Claremont Football Club, Swim Smooth, Rare Indigo Swimming, Positive Lifestyle Training, Wellbeings X-Training, Raiders Underwater Club – WA Underwater Hockey Commission, Lozswim, Swanbourne Nedlands Surf Life Saving Club, UWA Water Polo Club, Cottesloe Surf Life Saving Club, Sally Scaffidi Coaching and O2 Active.

The Town also provides subsidised leases, fee structures, direct and indirect financial contributions, and provision of sporting facilities to community groups who contribute to a healthy and active community. These include:

- Claremont Tennis Club
- Claremont Recreation Club
- Claremont Nedlands Cricket Club
- Westside Wolves Hockey Club
- FORM at the Station Master's House





**ARTTRA Light Festival
entertained over 3000 people
and involved 15 Australian
artists in one weekend**

Develop and implement a strategy that supports services for seniors and youth

The Town provides ongoing financial support to SHINE Community Services, a not-for-profit organisation that provides support to Claremont residents, to encourage and support people to live independently.

With the help of volunteers for the Town's Meals on Wheels service, 1362 meals were provided to western suburbs seniors in 2018/19.

To promote support and recreation services for local seniors, the Town partnered with businesses throughout Claremont town centre to offer 20 free or well-subsidised events during Seniors Week 2018. This approach ensured the week's activities were accessible to all, encouraging seniors to explore opportunities on their doorstep.

A continuing focus on youth in 2018/19 included the Town supporting the Scribblers literature and arts festival for children for a second consecutive year. In partnership with FORM, the event involved 25 authors and illustrators from around the world illuminating about 15,000 young minds.

As part of ARTTRA Light Festival, the Town awarded a grant to Freshwater Bay Primary School pupils from all years to create a public art installation for exhibition alongside sculptures by 15 emerging and established artists, helping students engage with the wider exhibition in a more meaningful way.

Claremont Community Hub and Library celebrated Children's Book Week with a program in 2018/19. Books recommended by the Children's Book Council are purchased to support the week-long literacy celebration. Volunteers also support the Be Connected program on Tuesday mornings, offering free tuition on using digital technology and online safety.

In 2018/19, the Town worked with Claremont Community Kindergarten to improve the function and safety of vegetation and parklands for children to use and play.

Recognise and celebrate the Town's history and culture through arts and events

The Town hosts monthly History in a Coffee Cup events with talks and presentations on subjects embracing our treasured history.

The Town also runs a year-round program of cultural events and festivals, all free to the community.

Further celebrating the arts through the Town's ARTTRA Light Festival, 15 artists transformed Claremont Park into a spectacular outdoor gallery attended by 3000 people across three nights in 2018/19.

Similarly, the fifth annual Town of Claremont Art Award and Exhibition hosted artworks by 61 emerging and established WA artists in a two-week public exhibition, with \$11,000 in cash prizes across five categories and the winning art piece becoming a part of the Town's growing public art collection.

The West Australian Symphony Orchestra (WASO) performed an outdoor classical music concert at the Town's annual free family concert, 'A Night on Bay View' in March 2019. Despite poor weather, the concert was well-attended and prompted a three-year contract between WASO and the Town for similar annual concerts with the full orchestra.

Promote and encourage an active lifestyle through supporting local community clubs, groups, recreation and leisure facilities

Claremont Community Hub and Library continued to promote leisure activities including a weekly Mahjong Club, Knitting Club, and a writer's group in 2018/19. Two Book Clubs each month featured popular book sets from City of Nedlands Library.

At scenic Lake Claremont, the annual Get into Health fun run or walk and wellness fair provides opportunities for local businesses to promote relevant services and products. In 2018/19, about 350 people attended the event, with 284 participating in races of five kilometers or 10km.

Claremont Aquatic Centre continued to promote fitness and wellbeing, supporting a wide variety of clubs, offering regular fitness programs and leisure activities, and providing free facilities for birthday parties as well as facilities for hire.



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Environmental Sustainability

We are a leader in responsibly managing the built and natural environment for the enjoyment of the community and continue to demonstrate diligent environmental practises.

Take leadership in the community in environmental sustainability

In 2017/18 the Town developed a Sustainability Action Plan to provide direction on sustainability initiatives. In 2018/19 the Town commenced the roll out of the Plan which includes the following:

- support for the annual Garage Sale Trail – a nationwide initiative to encourage reuse and the reduction of waste;
- held annually in September, Celebrate Lake Claremont brings together community and environmental groups to promote living sustainably. With the Town's support, local volunteer groups The Repair Lab and Buy Nothing took part for the first time in 2018/19, and Friends of Lake Claremont distributed complimentary native plants and raised funds with a sausage sizzle;
- a sustainability awareness program at the Claremont Community Hub & Library to support Plastic Free July, and presented a special History in a Coffee Cup event on the history of plastics;
- implementation of a plastic-free approach to storytime sessions, and removal of balloons and plastic straws from all library activities; and
- an educational activity on making a worm farm at the Claremont Community Hub & Library.

Demonstrating leadership, the Town was the first local government to implement LED street lighting, through the underground power project with Western Power.

In May 2019, Council adopted the introduction of standard three-bin kerbside system. The Town's roll-out of a garden organics (GO) service will provide residences with an additional 240-litre GO bin, in line with the WA Waste Authority's objective of implementing food organics and garden organics (FOGO) bins by 2025.

Finally, in a follow up to the 2013 benchmark of urban green canopy undertaken in March 2019, the Town of Claremont was identified as the 'least vulnerable' in Western Australia when it came to heatwaves, heat island effects and extreme weather.

Almost 200 trees were planted, totalling 7,100 trees throughout the Town.



Aim for best-practice in water usage and waste minimisation, in line with community expectations

Claremont Aquatic Centre continues to participate in the State Government's Waterwise program, with commitments incorporating the monitoring of water use, developing ways to save water, and introducing water-saving methods and equipment such as water-saving shower heads. To retain Waterwise accreditation, the facility sets annual water reduction targets and reports against these.

In 2018/19, the Town continued to save about 330 tonnes of greenhouse gases through the most environmentally friendly method of heating pools – a geothermal system that uses 43°C artesian water to keep the pools at 28°C in winter.

The Town's ongoing support for the Friends of Lake Claremont revegetation and environmental management works is consistent with the Lake Claremont Management Plan adopted by Council. Water monitoring programs at Lake Claremont also continued in 2018/19, including engagement with the University of Western Australia.

Protect and conserve the natural flora and fauna of the Swan River foreshore and Lake Claremont

A number of initiatives to support the Town's natural flora and fauna were planned and implemented. The Lake Claremont Operational Management Plan provides direction to the officers on a daily and seasonal basis to ensure the protection of this environment. This included:

- upgrades to drainage outfalls on the eastern side of Lake Claremont, enabling sediments to be captured before entering the lake;
- buffer fencing for a dog exercise area at the lake, as well as a picnic area at the Lapsley Road park nature play area;
- a celebratory event focusing on Lake Claremont and environmental sustainability was held in September 2018;
- the first stages of a bush management plan was implemented in 2018/19, clearing areas around the wetland and surrounds including pruning vegetation overhanging neighbouring properties and installing associated firebreaks along the boundary.

Advisory committees for Lake Claremont and the foreshore provide the opportunity for broader knowledge, interest and advice to come to Council to assist in decision making for these two natural assets.





Local Prosperity

Our businesses are thriving and integrated into the life of the Claremont community, and the town centre is known as a premier visitor destination.

Raise the profile of Claremont Town Centre as a visitor destination

The unique experiences and strong history of Claremont as a premier shopping destination generated opportunities to build on the goals of the Claremont Town Centre (CTC) project in 2018/19.

With increased investment in Perth shopping centre developments and online shopping experiences further raising consumer competition and lowering footfall in suburban shopping precincts, the Town's ongoing support of the CTC partnership with local businesses helps build awareness, grow community, and influence action through promotional campaigns featuring boutique to global brand experiences, and activations that attract visitors.

CTC Project strategies encourage visitors to explore the labyrinth of owner-operated specialty businesses sitting comfortably alongside major international and national retailers, encouraging greater footfall and expenditure exposure across the town centre.

In 2018/19, campaigns and activations delivered through the CTC project include Discover Claremont, the Buon Natale and Off the Page major events, Walt Drabble Lane precinct street artwork, a streetscape review and improvement program for Avion Way, an extension of the Little Library program, introduction of a business information sessions, free business workshops and a website masterclass, grants to support small business activations, targeted marketing campaigns featuring 72 businesses, and support of the Terrace Nights event series.

Plan for the development of attractive and thriving activity nodes to support small local businesses

Facilitating, advocating and planning for activity nodes in the Town of Claremont was a focus in 2018/19, with officers undertaking the following:

- the Draft Swanbourne Station Precinct Planning Study commissioned by the Town in October 2018 to identify development opportunities that would enhance and support the business precinct;
- approval of the development of the Claremont Town Centre Activity Plan, including traffic and retail assessments;
- council endorsed a modified Loch Street Station Precinct Structure with reduced densities to address traffic concerns and achieve satisfactory levels of service for intersections. This was forwarded to the WA Planning Commission for final approval; and
- facilitating the Claremont Station upgrade with the Public Transport Authority was integral to achieve the best outcome for the town centre.

Support new and existing local small business and entrepreneurial activity

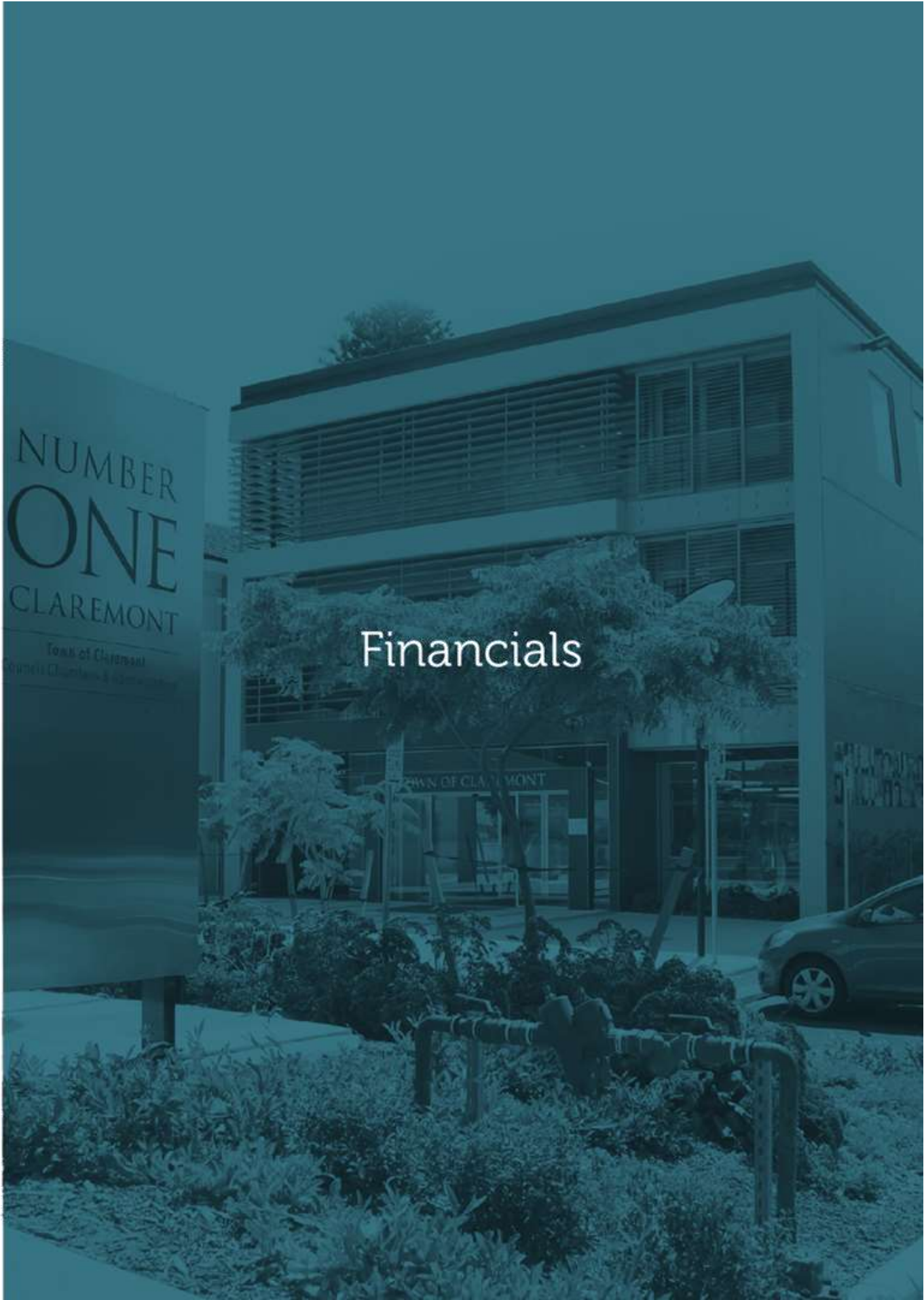
The Town values local small businesses and the many benefits they bring to the community, including creating employment opportunities, providing goods and services and building a vibrant economy. To support this the Town coordinates a marketing strategy through the Claremont Town Centre (CTC) project, with achievements in 2018/19 including:

- recognition by the Small Business Development Corporation as a Small Business Friendly Local Government, ongoing participation in this initiative demonstrating the Town's commitment to working with and supporting local small businesses;
- ongoing provision of free professional development opportunities for local businesses and a master class. These workshops resulted in greater engagement by the Town with local businesses, strengthened partnership programs, and increased digital activity for the shopping precinct;
- provision of small grants to help businesses present activation programs that contribute to the economic and social well being of the town centre; and
- coordinated an economic development focused festival that attracted 4000 people to the town centre over a three hour period.

In addition, the Town continued to promote the 'Scores on Doors' project to recognise and promote businesses striving to provide the highest quality food, with 38 of the 59 local business signed up to the program rated five-star.



Through its Sustainability Action Plan, the Town of Claremont aims to reduce its impact on the environment. As such, the Town produces a limited number of hard copies of the Annual Report and encourages people to view the report and associated financials online via the Town's website.
www.claremont.wa.gov.au





Auditor General

INDEPENDENT AUDITOR'S REPORT

To the Councillors of the Town of Claremont

Report on the Audit of the Financial Report

Opinion

I have audited the annual financial report of the Town of Claremont which comprises the Statement of Financial Position as at 30 June 2019, the Statement of Comprehensive Income by Nature or Type, Statement of Comprehensive Income by Program, Statement of Changes in Equity, Statement of Cash Flows and Rate Setting Statement for the year then ended, and notes comprising a summary of significant accounting policies and other explanatory information, and the Statement by the Chief Executive Officer.

In my opinion the annual financial report of the Town of Claremont:

- (i) is based on proper accounts and records; and
- (ii) fairly represents, in all material respects, the results of the operations of the Town for the year ended 30 June 2019 and its financial position at the end of that period in accordance with the *Local Government Act 1995* (the Act) and, to the extent that they are not inconsistent with the Act, Australian Accounting Standards.

Basis for Opinion

I conducted my audit in accordance with Australian Auditing Standards. My responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Report* section of my report. I am independent of the Town in accordance with the *Auditor General Act 2006* and the relevant ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110 *Code of Ethics for Professional Accountants* (the Code) that are relevant to my audit of the annual financial report. I have also fulfilled my other ethical responsibilities in accordance with the Code. I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

Emphasis of Matter – Basis of Accounting

I draw attention to Note 1 to the annual financial report, which describes the basis of accounting. The annual financial report has been prepared for the purpose of fulfilling the Town's annual financial reporting responsibilities under the Act. Regulation 16 of the Local Government (Financial Management) Regulations 1996 (Regulations), does not allow a local government to recognise some categories of land, including land under roads, as assets in the annual financial report. My opinion is not modified in respect of this matter.

Responsibilities of the Chief Executive Officer and Council for the Financial Report

The Chief Executive Officer (CEO) of the Town is responsible for the preparation and fair presentation of the annual financial report in accordance with the requirements of the Act, the Regulations and, to the extent that they are not inconsistent with the Act, Australian Accounting Standards. The CEO is also responsible for such internal control as the CEO determines is necessary to enable the preparation of an annual financial report that is free from material misstatement, whether due to fraud or error.

In preparing the annual financial report, the CEO is responsible for assessing the Town's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the State government has made decisions affecting the continued existence of the Town.

The Council is responsible for overseeing the Town's financial reporting process.

Auditor's Responsibilities for the Audit of the Financial Report

The objectives of my audit are to obtain reasonable assurance about whether the annual financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Australian Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the annual financial report.

As part of an audit in accordance with Australian Auditing Standards, I exercise professional judgment and maintain professional scepticism throughout the audit. I also:

- Identify and assess the risks of material misstatement of the annual financial report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for my opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Town's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the CEO.
- Conclude on the appropriateness of the CEO's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Town's ability to continue as a going concern. If I conclude that a material uncertainty exists, I am required to draw attention in my auditor's report to the related disclosures in the annual financial report or, if such disclosures are inadequate, to modify my opinion. My conclusions are based on the audit evidence obtained up to the date of my auditor's report, as we cannot predict future events or conditions that may have an impact.
- Evaluate the overall presentation, structure and content of the annual financial report, including the disclosures, and whether the annual financial report represents the underlying transactions and events in a manner that achieves fair presentation.

I communicate with the Council and the CEO regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that I identify during my audit.

Report on Other Legal and Regulatory Requirements

In accordance with the Local Government (Audit) Regulations 1996 I report that:

- (i) The following material matter indicating non-compliance with Part 6 of the *Local Government Act 1995*, the Local Government (Financial Management) Regulations 1996 or applicable financial controls of any other written law was identified during the course of my audit:
Accounting journal entries were posted with no evidence of independent review and approval by another person. Accounting journals can represent significant adjustments to previously approved accounting transactions, and should therefore be independently reviewed and approved with evidence of this review and approval being retained.
- (ii) All required information and explanations were obtained by me.
- (iii) All audit procedures were satisfactorily completed.
- (iv) In my opinion, the Asset Consumption Ratio and the Asset Renewal Funding Ratio included in the annual financial report were supported by verifiable information and reasonable assumptions.

Other Matter

The annual financial report of the Town for the year ended 30 June 2018 was audited by another auditor who expressed an unmodified opinion on that annual financial report. The financial ratios for 2017 and 2018 in Note 31 of the audited annual financial report were included in the supplementary information and/or audited annual financial report for those years.

Matters Relating to the Electronic Publication of the Audited Financial Report

This auditor's report relates to the annual financial report of the Town of Claremont for the year ended 30 June 2019 included on the Town's website. The Town's management is responsible for the integrity of the Town's website. This audit does not provide assurance on the integrity of the Town's website. The auditor's report refers only to the annual financial report described above. It does not provide an opinion on any other information which may have been hyperlinked to/from this annual financial report. If users of the annual financial report are concerned with the inherent risks arising from publication on a website, they are advised to refer to the hard copy of the audited annual financial report to confirm the information contained in this website version of the annual financial report.



CAROLINE SPENCER
AUDITOR GENERAL
FOR WESTERN AUSTRALIA
Perth, Western Australia
6 December 2019

FROM MOORE STEPHENS

**TOWN OF CLAREMONT
FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019**

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COMMUNITY VISION

Claremont will develop as a harmonious cosmopolitan town creating opportunities for community wellbeing and business prosperity; whilst respecting and celebrating the past.

Principal place of business:
308 Stirling Highway Claremont WA 6010

FROM MOORE STEPHENS

TOWN OF CLAREMONT
FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

Local Government Act 1995
Local Government (Financial Management) Regulations 1996

STATEMENT BY CHIEF EXECUTIVE OFFICER

The attached financial report of the Town of Claremont for the financial year ended 30 June 2019 is based on proper accounts and records to present fairly the financial position of the Town of Claremont at 30 June 2019 and the results of the operations for the financial year then ended in accordance with the Local Government Act 1995 and, to the extent that they are not inconsistent with the Act, the Australian Accounting Standards.

Signed on the 3 day of December 2019


Liz Ledger, Chief Executive Officer



TOWN OF CLAREMONT
STATEMENT OF COMPREHENSIVE INCOME
BY NATURE OR TYPE
FOR THE YEAR ENDED 30TH JUNE 2019

FROM MOORE STEPHENS

	NOTE	2019 Actual \$	2019 Budget \$	2018 Actual \$
Revenue				
Rates	23(a)	14,862,300	14,764,403	14,218,453
Operating grants, subsidies and contributions	2(a)	399,980	380,352	367,973
Fees and charges	2(a)	3,464,023	3,101,122	2,881,441
Service charges	23(c)	4,105,050	4,120,000	0
Interest earnings	2(a)	795,582	526,767	625,488
Other revenue	2(a)	421,876	265,637	705,105
		24,048,811	23,158,281	18,798,460
Expenses				
Employee costs		(6,831,511)	(7,097,130)	(6,964,249)
Materials and contracts		(9,463,922)	(8,966,865)	(12,330,570)
Utility charges		(618,893)	(538,141)	(547,667)
Depreciation on non-current assets	11(b)	(2,931,686)	(2,755,344)	(2,786,120)
Interest expenses	2(b)	(434,044)	(438,772)	(356,169)
Insurance expenses		(197,809)	(254,237)	(204,500)
Other expenditure		(942,140)	(1,154,597)	(959,639)
		(21,420,005)	(21,205,086)	(24,148,914)
		2,628,806	1,953,195	(5,350,454)
Non-operating grants, subsidies and contributions	2(a)	945,372	1,102,467	951,530
Profit on asset disposals	11(a)	1,440	0	5,317
(Loss) on asset disposals	11(a)	(32,030)	(4,263)	(8,618)
(Loss) on asset expensed	9	(66,550)	0	0
Share of profit or loss of associate accounted for using the equity method	21(a)	(170,073)	0	(252,422)
		678,159	1,098,204	695,807
Net result for the period		3,306,965	3,051,399	(4,654,647)
Other comprehensive income				
<i>Items that will not be reclassified subsequently to profit or loss</i>				
Changes in asset revaluation surplus	21(a), 12	48,112	0	1,095,078
Total other comprehensive income for the period		48,112	0	1,095,078
Total comprehensive income for the period		3,355,077	3,051,399	(3,559,569)

This statement is to be read in conjunction with the accompanying notes.



TOWN OF CLAREMONT
STATEMENT OF COMPREHENSIVE INCOME
BY PROGRAM
FOR THE YEAR ENDED 30TH JUNE 2019

FROM MOORE STEPHENS

	NOTE	2019 Actual \$	2019 Budget \$	2018 Actual \$
Revenue	2(a)			
Governance		39,376	22,244	44,869
General purpose funding		15,784,786	15,540,275	15,130,069
Law, order, public safety		28,614	14,800	25,229
Health		96,289	81,100	95,625
Education and welfare		0	0	312
Community amenities		424,110	362,900	582,305
Recreation and culture		1,272,167	1,205,451	1,211,261
Transport		5,393,886	4,972,435	839,393
Economic services		977,020	954,848	862,227
Other property and services		32,563	4,228	7,170
		<u>24,048,811</u>	<u>23,158,281</u>	<u>18,798,460</u>
Expenses	2(b)			
Governance		(1,236,993)	(1,314,605)	(1,363,682)
General purpose funding		(421,456)	(504,361)	(525,889)
Law, order, public safety		(330,010)	(393,357)	(360,383)
Health		(394,623)	(374,851)	(501,150)
Education and welfare		(233,714)	(248,039)	(232,171)
Community amenities		(2,805,492)	(2,822,127)	(2,728,566)
Recreation and culture		(4,833,664)	(4,999,619)	(4,857,465)
Transport		(9,061,982)	(8,198,743)	(11,501,656)
Economic services		(1,648,461)	(1,908,426)	(1,707,648)
Other property and services		(19,566)	(2,186)	(14,135)
		<u>(20,985,961)</u>	<u>(20,766,314)</u>	<u>(23,792,745)</u>
Finance Costs	2(b)			
Governance		(48,308)	(48,422)	(50,327)
Recreation and culture		(97,338)	(97,338)	(102,362)
Transport		(106,931)	(107,662)	(18,130)
Economic services		(181,467)	(185,350)	(185,350)
		<u>(434,044)</u>	<u>(438,772)</u>	<u>(356,169)</u>
		<u>2,628,806</u>	<u>1,953,195</u>	<u>(5,350,454)</u>
Non-operating grants, subsidies and contributions	2(a)	945,372	1,102,467	951,530
Profit on disposal of assets	11(a)	1,440	0	5,317
(Loss) on disposal of assets	11(a)	(32,030)	(4,263)	(8,618)
(Loss) on assets expensed	9	(66,550)	0	0
Share of profit or loss of associate accounted for using the equity method	21(a)	(170,073)	0	(252,422)
		<u>678,159</u>	<u>1,098,204</u>	<u>695,808</u>
Net result for the period		3,306,965	3,051,399	(4,654,646)
Other comprehensive income				
<i>Items that will not be reclassified subsequently to profit or loss</i>				
Changes in asset revaluation surplus	21(a), 12	48,112	0	1,095,078
Total other comprehensive income for the period		48,112	0	1,095,078
Total comprehensive income for the period		3,355,077	3,051,399	(3,559,568)

This statement is to be read in conjunction with the accompanying notes.



TOWN OF CLAREMONT
STATEMENT OF FINANCIAL POSITION
AS AT 30TH JUNE 2019

FROM MOORE STEPHENS

	NOTE	2019 \$	2018 \$
CURRENT ASSETS			
Cash and cash equivalents	3	8,810,781	4,575,682
Trade receivables	5	2,235,668	442,061
Other financial assets at amortised cost	8	7,589,552	9,721,461
Inventories	6	4,625	0
Other current assets	7	43,436	45,239
TOTAL CURRENT ASSETS		18,684,062	14,784,443
NON-CURRENT ASSETS			
Trade receivables	5	269,039	249,660
Inventories	6	128,725	128,725
Investments accounted for using the equity method	21(a)	873,727	995,688
Property, plant and equipment	9	72,089,762	72,505,330
Infrastructure	10	46,029,148	45,388,305
TOTAL NON-CURRENT ASSETS		119,390,401	119,267,708
TOTAL ASSETS		138,074,463	134,052,151
CURRENT LIABILITIES			
Trade and other payables	13	2,983,020	1,479,127
Borrowings	14	511,983	700,495
Employee related provisions	15	1,293,638	1,330,012
TOTAL CURRENT LIABILITIES		4,788,641	3,509,634
NON-CURRENT LIABILITIES			
Borrowings	14	10,503,242	11,018,094
Employee related provisions	15	137,585	234,505
TOTAL NON-CURRENT LIABILITIES		10,640,827	11,252,599
TOTAL LIABILITIES		15,429,468	14,762,233
NET ASSETS		122,644,995	119,289,918
EQUITY			
Retained surplus		53,376,841	52,106,480
Reserves - cash backed	4	11,841,786	9,805,182
Revaluation surplus	12	57,426,368	57,378,256
TOTAL EQUITY		122,644,995	119,289,918

This statement is to be read in conjunction with the accompanying notes.



TOWN OF CLAREMONT
STATEMENT OF CHANGES IN EQUITY
FOR THE YEAR ENDED 30TH JUNE 2019

FROM MOORE STEPHENS

	NOTE	RETAINED SURPLUS	RESERVES CASH BACKED	REVALUATION SURPLUS	TOTAL EQUITY
		\$	\$	\$	\$
Balance as at 1 July 2017		54,295,990	12,270,318	56,283,178	122,849,486
Comprehensive income					
Net result for the period		(4,654,646)	0	0	(4,654,646)
Other comprehensive income	12	0	0	1,095,078	1,095,078
Total comprehensive income		(4,654,646)	0	1,095,078	(3,559,568)
Transfers from/(to) reserves		2,465,136	(2,465,136)	0	0
Balance as at 30 June 2018		52,106,480	9,805,182	57,378,256	119,289,918
Comprehensive income					
Net result for the period		3,306,965	0	0	3,306,965
Other comprehensive income	12	0	0	48,112	48,112
Total comprehensive income		3,306,965	0	48,112	3,355,077
Transfers from/(to) reserves		(2,036,604)	2,036,604	0	0
Balance as at 30 June 2019		53,376,841	11,841,786	57,426,368	122,644,995

This statement is to be read in conjunction with the accompanying notes.

TOWN OF CLAREMONT
STATEMENT OF CASH FLOWS
FOR THE YEAR ENDED 30TH JUNE 2019

FROM MOORE STEPHENS

	NOTE	2019 Actual \$	2019 Budget \$	2018 Actual \$
CASH FLOWS FROM OPERATING ACTIVITIES				
Receipts				
Rates		14,828,426	14,764,403	14,239,598
Operating grants, subsidies and contributions		406,897	400,352	275,574
Fees and charges		3,464,023	3,121,122	2,851,382
Service charges		2,346,284	4,120,000	0
Interest received		795,582	526,767	620,542
Goods and services tax received		235,565	2,500,000	3,948,875
Other revenue		421,876	265,637	705,105
		22,498,653	25,698,281	22,641,076
Payments				
Employee costs		(7,006,167)	(7,287,955)	(6,794,919)
Materials and contracts		(7,920,758)	(9,202,693)	(12,252,296)
Utility charges		(618,893)	(551,094)	(547,667)
Interest expenses		(434,775)	(438,772)	(341,548)
Insurance paid		(197,809)	(260,356)	(204,500)
Goods and services tax paid		(262,828)	(2,500,000)	(3,954,504)
Other expenditure		(942,140)	(748,872)	(959,636)
		(17,383,370)	(20,989,742)	(25,055,070)
Net cash provided by (used in) operating activities	16	5,115,283	4,708,539	(2,413,994)
CASH FLOWS FROM INVESTING ACTIVITIES				
Payments for purchase of property, plant & equipment	9(a)	(696,474)	(3,020,800)	(474,491)
Payments for construction of infrastructure	10(a)	(2,632,356)	(2,563,912)	(3,724,604)
Net proceeds for financial assets	8(a)	2,131,909	0	2,088,805
Non-operating grants, subsidies and contributions	2(a)	945,372	1,102,467	951,530
Proceeds from sale of property, plant & equipment	11(a)	74,729	71,400	120,455
Net cash provided by (used in) investment activities		(176,820)	(4,410,845)	(1,038,305)
CASH FLOWS FROM FINANCING ACTIVITIES				
Repayment of borrowings	14(b)	(5,903,364)	(5,894,286)	(148,320)
Proceeds from new borrowings	14(b)	5,200,000	5,200,000	3,000,000
Net cash provided by (used in) financing activities		(703,364)	(694,286)	2,851,680
Net increase (decrease) in cash held		4,235,099	(396,592)	(600,619)
Cash at beginning of year		4,575,682	11,125,123	5,176,301
Cash and cash equivalents at the end of the year	16	8,810,781	10,728,531	4,575,682

This statement is to be read in conjunction with the accompanying notes.

TOWN OF CLAREMONT
RATE SETTING STATEMENT
FOR THE YEAR ENDED 30TH JUNE 2019

FROM MOORE STEPHENS

	NOTE	2019 Actual \$	2019 Budget \$	2018 Actual \$
OPERATING ACTIVITIES				
Net current assets at start of financial year - surplus/(deficit)	24 (b)	2,106,549	536,977	2,536,617
		2,106,549	536,977	2,536,617
Revenue from operating activities (excluding rates)				
Governance		39,376	22,244	44,869
General purpose funding		1,042,489	895,872	971,712
Law, order, public safety		28,614	14,800	25,229
Health		96,289	81,100	95,625
Education and welfare		0	0	312
Community amenities		424,110	362,900	587,013
Recreation and culture		1,272,167	1,205,451	1,211,261
Transport		5,393,886	4,972,435	839,393
Economic services		977,020	954,848	862,227
Other property and services		34,003	4,228	7,779
		9,307,954	8,513,878	4,645,420
Expenditure from operating activities				
Governance		(1,314,621)	(1,363,237)	(1,414,009)
General purpose funding		(421,456)	(504,361)	(525,889)
Law, order, public safety		(330,010)	(393,357)	(360,383)
Health		(399,363)	(374,851)	(503,821)
Education and welfare		(233,714)	(248,039)	(232,171)
Community amenities		(2,975,565)	(2,822,127)	(2,980,988)
Recreation and culture		(4,956,559)	(5,096,957)	(4,959,827)
Transport		(9,175,683)	(8,306,405)	(11,519,786)
Economic services		(1,832,413)	(2,093,776)	(1,892,998)
Other property and services		(49,274)	(6,239)	(20,082)
		(21,688,658)	(21,209,350)	(24,409,954)
Non-cash amounts excluded from operating activities	24(a)	3,082,600	2,759,607	3,044,676
Amount attributable to operating activities		(7,191,555)	(9,398,888)	(14,183,241)
INVESTING ACTIVITIES				
Non-operating grants, subsidies and contributions		945,372	1,102,467	951,530
Proceeds from disposal of assets	11(a)	74,729	71,400	120,455
Purchase of property, plant and equipment	9(a)	(696,474)	(3,020,800)	(474,491)
Purchase and construction of infrastructure	10(a)	(2,632,356)	(2,563,912)	(3,724,604)
Amount attributable to investing activities		(2,308,729)	(4,410,845)	(3,127,110)
FINANCING ACTIVITIES				
Transfers from/to Restricted Assets		(344,679)	0	(58,273)
Repayment of borrowings	14(b)	(5,903,364)	(5,894,286)	(148,320)
Proceeds from borrowings	14(c)	5,200,000	5,200,000	3,000,000
Transfers to reserves (restricted assets)	4	(2,468,501)	(2,689,767)	(1,458,751)
Transfers from reserves (restricted assets)	4	431,897	2,585,000	3,923,887
Amount attributable to financing activities		(3,084,647)	(799,053)	5,258,543
Surplus/(deficit) before imposition of general rates		(12,584,931)	(14,608,786)	(12,051,808)
Total amount raised from general rates	23	14,742,297	14,644,403	14,158,357
Surplus/(deficit) after imposition of general rates	24(b)	2,157,366	35,617	2,106,549

This statement is to be read in conjunction with the accompanying notes.

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TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

1. BASIS OF PREPARATION

The financial report comprises general purpose financial statements which have been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board, and the *Local Government Act 1995* and accompanying regulations.

The *Local Government (Financial Management) Regulations 1996* take precedence over Australian Accounting Standards. Regulation 16 prohibits a local government from recognising as assets Crown land that is a public thoroughfare, such as land under roads, and land not owned by but under the control or management of the local government, unless it is a golf course, showground, racecourse or recreational facility of State or regional significance. Consequently, some assets, including land under roads acquired on or after 1 July 2008, have not been recognised in this financial report. This is not in accordance with the requirements of AASB 1051 *Land Under Roads* paragraph 15 and AASB 116 *Property, Plant and Equipment* paragraph 7.

Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

CRITICAL ACCOUNTING ESTIMATES

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

THE LOCAL GOVERNMENT REPORTING ENTITY

All funds through which the Town controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between funds) have been eliminated.

All monies held in the Trust Fund are excluded from the financial statements. A separate statement of those monies appears at Note 26 to these financial statements.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

2. REVENUE AND EXPENSES

(a) Revenue

Grant Revenue

Grants, subsidies and contributions are included as both operating and non-operating revenues in the Statement of Comprehensive Income:

	2019 Actual	2019 Budget	2018 Actual
	\$	\$	\$
Operating grants, subsidies and contributions			
Governance	0	0	10,000
General purpose funding	332,693	318,792	215,609
Law, order, public safety	4,000	0	0
Recreation and culture	1,773	1,760	5,585
Transport	34,514	34,800	129,779
Economic services	27,000	25,000	7,000
	399,980	380,352	367,973
Non-operating grants, subsidies and contributions			
Recreation and culture	25,000	96,667	66,889
Transport	920,372	1,005,800	884,641
	945,372	1,102,467	951,530
Total grants, subsidies and contributions	1,345,352	1,482,819	1,319,503

SIGNIFICANT ACCOUNTING POLICIES

Grants, donations and other contributions

Grants, donations and other contributions are recognised as revenues when the local government obtains control over the assets comprising the contributions.

Where contributions recognised as revenues during the reporting period were obtained on the condition that they be expended in a particular manner or used over

Grants, donations and other contributions (Continued)

a particular period, and those conditions were undischarged as at the reporting date, the nature of and amounts pertaining to those undischarged conditions are disclosed in Note 22.

That note also discloses the amount of contributions recognised as revenues in a previous reporting period which were obtained in respect of the local government's operations for the current reporting period.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

2. REVENUE AND EXPENSES (Continued)

(a) Revenue (Continued)	2019	2019	2018
	Actual	Budget	Actual
	\$	\$	\$
Other revenue			
Reimbursements and recoveries	219,478	101,288	341,048
Other	202,398	164,349	364,057
	421,876	265,637	705,105
Fees and Charges			
Governance	150	300	1,489
General purpose funding	107,580	106,150	94,358
Law, order, public safety	24,354	14,600	25,106
Health	93,638	81,000	94,861
Community amenities	420,391	362,700	430,596
Recreation and culture	1,224,355	1,176,508	1,162,839
Transport	958,013	748,300	465,975
Economic services	635,542	611,564	606,217
	3,464,023	3,101,122	2,881,441
There were no changes during the year to the amount of the fees or charges detailed in the original budget.			
Interest earnings			
Reserve accounts interest	249,054	229,767	283,382
Rates instalment and penalty interest (refer Note 23(d))	294,466	129,000	132,471
Other interest earnings	252,062	168,000	209,635
	795,582	526,767	625,488

SIGNIFICANT ACCOUNTING POLICIES

Interest earnings

Interest income is calculated by applying the effective interest rate to the gross carrying amount of a financial asset except for financial assets that subsequently become credit-impaired. For credit-impaired financial assets the effective interest rate is applied to the net carrying amount of the financial asset (after deduction of the loss allowance).

Interest earnings (Continued)

Interest income is presented as finance income where it is earned from financial assets that are held for cash management purposes.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

2. REVENUE AND EXPENSES (Continued)

(b) Expenses

	2019 Actual	2019 Budget	2018 Actual
	\$	\$	\$
Auditors remuneration			
- Audit of the Annual Financial Report	42,000	20,000	18,750
- Other Services	5,900	12,150	13,639
	47,900	32,150	32,389
Interest expenses (finance costs)			
Borrowings (refer Note 14(b))	434,044	438,772	356,169
	434,044	438,772	356,169
Rental charges			
- Operating leases	51,721	38,168	36,014
	51,721	38,168	36,014

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

3. CASH AND CASH EQUIVALENTS

	NOTE	2019	2018
		\$	\$
Cash at bank and on hand		5,699,258	4,575,682
Term deposits		3,111,523	0
Total cash and cash equivalents		8,810,781	4,575,682
Financial assets at amortised cost - term deposits	8 (a)	7,589,552	9,721,461
		16,400,333	14,297,143
Comprises:			
- Unrestricted portion		2,891,156	4,428,388
- Restricted portion		13,509,177	9,868,755
		16,400,333	14,297,143
The following restrictions have been imposed by regulations or other externally imposed requirements:			
Reserve accounts			
Pool Upgrade	4	557,392	596,653
Underground Power	4	0	146,933
Plant Replacement	4	179,100	121,922
Bore Replacement	4	70,863	64,074
Public Art	4	125,836	102,961
Cash in lieu Reserve	4	541,763	527,294
Parking	4	322,954	314,306
Building	4	763,282	317,073
Future Fund	4	7,737,317	6,139,213
Golf Course Land	4	0	1,721
Aged Transport Subsidy	4	0	12,814
Claremont Joint Venture	4	959,246	927,547
Claremont NOW	4	133,509	92,009
NEP Developer Contribution	4	384,068	375,662
Heritage Grant Reserve	4	66,456	65,000
		11,841,786	9,805,182
Other restricted cash and cash equivalents			
Unspent grants/contributions	22	408,252	63,573
Bonds and deposits held	26	1,259,139	0
Total restricted cash and cash equivalents		13,509,177	9,868,755

SIGNIFICANT ACCOUNTING POLICIES

Cash and cash equivalents

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash

Cash and cash equivalents (Continued)

and which are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of financial position.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

4. RESERVES - CASH BACKED

	2019 Opening Balance	2019 Actual Transfer to	2019 Actual Transfer from	2019 Actual Closing Balance	2019 Budget Opening Balance	2019 Budget Transfer to	2019 Budget Transfer from	2019 Budget Closing Balance	2018 Actual Opening Balance	2018 Actual Transfer to	2018 Actual Transfer from	2018 Actual Closing Balance
(a) Pool Upgrade	\$ 596,653	\$ 93,351	\$ (132,612)	\$ 557,392	\$ 456,748	\$ 94,746	\$ (400,000)	\$ 151,494	\$ 446,509	\$ 211,132	\$ (60,988)	\$ 596,653
(b) Underground Power	146,933	3,288	(150,221)	(0)	170,888	4,272	(170,000)	5,160	3,012,761	134,172	(3,000,000)	146,933
(c) Plant Replacement	121,922	57,178	0	179,100	121,108	3,028	0	124,136	119,076	2,846	0	121,922
(d) Bore Replacement	64,074	21,789	(15,000)	70,863	64,180	21,605	(15,000)	70,785	43,060	21,014	0	64,074
(e) Public Art	102,961	22,875	0	125,836	103,108	22,578	0	125,686	81,002	21,959	0	102,961
(f) Cash in lieu Reserve	527,294	14,469	0	541,763	525,776	13,144	0	538,920	424,725	102,569	0	527,294
(g) Parking	314,306	8,648	0	322,954	313,055	7,826	0	320,881	305,033	9,273	0	314,306
(h) Building	317,073	515,738	(69,529)	763,282	315,761	457,894	0	773,655	53,666	351,407	(88,000)	317,073
(i) Future Fund	6,139,213	1,648,104	(50,000)	7,737,317	5,144,301	2,049,659	(2,000,000)	5,193,960	6,492,825	373,733	(727,345)	6,139,213
(j) Golf Course Land	1,721	0	(1,721)	0	1,765	(1,765)	0	0	1,721	0	0	1,721
(k) Aged Transport Subsidy	12,814	0	(12,814)	0	12,827	(12,827)	0	0	12,502	312	0	12,814
(l) Claremont Joint Venture	927,547	31,689	0	959,246	934,361	23,359	0	957,720	910,655	16,892	0	927,547
(m) Claremont NOW	92,009	41,509	0	133,509	19,692	492	0	20,184	136,539	3,024	(47,554)	92,009
(n) NEP Developer Contribution	375,662	8,406	0	384,068	230,244	5,756	0	236,000	230,244	145,418	0	375,662
(o) Heritage Grant Reserve	65,000	1,456	0	66,456	0	0	0	0	0	65,000	0	65,000
	9,805,182	2,468,501	(431,897)	11,841,786	8,413,814	2,689,767	(2,585,000)	8,518,581	12,270,318	1,456,751	(3,923,887)	9,805,182

All of the reserve accounts are supported by money held in financial institutions and match the amount shown as restricted cash in Note 3 to this financial report.

In accordance with Council resolutions in relation to each reserve account, the purpose for which the reserves are set aside and their anticipated date of use are as follows:

Name of Reserve	Anticipated date of use	Purpose of the reserve
(a) Pool Upgrade	2019/20	to fund major maintenance of the Claremont Pool.
(b) Underground Power	2018/19	to provide for the undergrounding of power lines within the balance of the Town not already serviced with underground power.
(c) Plant Replacement	2019/20	to provide for the replacement of major items of heavy plant.
(d) Bore Replacement	Ongoing	to be used for the replacement of Park bores.
(e) Public Art	Ongoing	to assist with the programmed purchase and development of Public Art assets throughout the Town.
(f) Cash in lieu Reserve	Ongoing	to provide for the purchase of land for car parking in accordance with Clause 33(2).
(g) Parking	Ongoing	to provide for the purchase, upgrade or renewal of parking infrastructure.
(h) Building	Ongoing	to provide for building renewal in accordance with Council's Asset Management Plans.
(i) Future Fund	Ongoing	to receive proceeds of Lakeway Subdivision sales and to provide for the future planning and undertaking of capital and infrastructure works in the Town.
(j) Golf Course Land	Ongoing	to provide for the future major maintenance of the Lake Claremont Golf Course.
(k) Aged Transport Subsidy	Ongoing	to provide a subsidy to the Shine Community Services regional service for aged patrons transport.
(l) Claremont Joint Venture	Ongoing	to provide for traffic modifications/road works within the Town Centre zone and the surrounding roads.
(m) Claremont NOW	Ongoing	to fund promotion and publicity of Claremont CBD.
(n) NEP Developer Contribution	Ongoing	to accumulate funds to cover the Town's Contribution to NEP Development arising from ownership of Lot 11578 Claremont Crescent.
(o) Heritage Grant Reserve	Ongoing	to assist with funding of the Town's Heritage Grant Maintenance Program.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

5. TRADE RECEIVABLES

Current

Rates receivable	
Sundry receivables	
Allowance for impairment of receivables	
GST receivable	
Underground Power Debtors	

Non-current

Pensioner's rates and ESL deferred	
------------------------------------	--

2019	2018
\$	\$
204,288	189,793
179,552	198,185
0	(11,716)
93,062	65,799
1,758,766	0
2,235,668	442,061
269,039	249,660
269,039	249,660

SIGNIFICANT ACCOUNTING POLICIES

Trade and other receivables

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business.

Trade receivables are recognised at original invoice amount less any allowances for uncollectible amounts (i.e. impairment). The carrying amount of net trade receivables is equivalent to fair value as it is due for settlement within 30 days.

Impairment and risk exposure

Information about the impairment of trade receivables and their exposure to credit risk and interest rate risk can be found in Note 25.

Previous accounting policy: Impairment of trade receivables

In the prior year, the impairment of trade receivables was assessed based on the incurred loss model. Individual receivables which were known to be uncollectible were written off by reducing the carrying amount directly. The other receivables were assessed collectively to determine whether there was objective evidence that an impairment had been incurred but not yet identified. For these receivables the estimated impairment losses were recognised in a separate provision for impairment.

Classification and subsequent measurement

Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets.

Trade receivables are held with the objective to collect the contractual cashflows and therefore measures them subsequently at amortised cost using the effective interest rate method.

Due to the short term nature of current receivables, their carrying amount is considered to be the same as their fair value. Non-current receivables are indexed to inflation, any difference between the face value and fair value is considered immaterial.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

6. INVENTORIES

Current

Aquatic Centre Shop

2019	2018
\$	\$
4,625	0
4,625	0

Non-current

Land held for resale - cost

Cost of acquisition

128,725	128,725
128,725	128,725

The following movements in inventories occurred during the year:

Carrying amount at 1 July

Additions to inventory

Carrying amount at 30 June

128,725	128,725
4,625	0
133,350	128,725

SIGNIFICANT ACCOUNTING POLICIES

General

Inventories are measured at the lower of cost and net realisable value.

Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

Land held for resale

Land held for development and resale is valued at the lower of cost and net realisable value. Cost includes the cost of acquisition, development, borrowing costs and holding costs until completion of development.

Land held for sale (Continued)

Finance costs and holding charges incurred after development is completed are expensed.

Gains and losses are recognised in profit or loss at the time of signing an unconditional contract of sale if significant risks and rewards, and effective control over the land, are passed on to the buyer at this point.

Land held for resale is classified as current except where it is held as non-current based on the Council's intentions to release for sale.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

7. OTHER ASSETS

Other current assets

Accrued Income

2019	2018
\$	\$
43,436	45,239
43,436	45,239

SIGNIFICANT ACCOUNTING POLICIES

Other current assets

Other non-financial assets include accrued income which represents interest income that has not yet been receipted.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

8. OTHER FINANCIAL ASSETS

	NOTE	2019	2018
		\$	\$
(a) Current assets			
Other financial assets at amortised cost		7,589,552	9,721,461
Other financial assets at amortised cost			
- Financial assets at amortised cost - term deposits	3	7,589,552	9,721,461
		<u>7,589,552</u>	<u>9,721,461</u>

SIGNIFICANT ACCOUNTING POLICIES

Other financial assets at amortised cost

The Town classifies financial assets at amortised cost if both of the following criteria are met:

- the asset is held within a business model whose objective is to collect the contractual cashflows, and
- the contractual terms give rise to cash flows that are solely payments of principal and interest.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

9. PROPERTY, PLANT AND EQUIPMENT

(a) Movements in Carrying Amounts

Movement in the carrying amounts of each class of property, plant and equipment between the beginning and the end of the current financial year.

	Land - freehold land	Land - vested in and under the control of Council	Total land	Buildings - non- specialised	Buildings - specialised	Total buildings	Total land and buildings	Furniture and equipment	Electronic Equipment	Minor Plant and equipment	Major Plant and equipment	Motor Vehicles	Work in Progress	Total property, plant and equipment
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Balance at 1 July 2017	44,328,750	216,221	44,544,971	1,066,800	25,261,539	26,328,339	70,873,310	347,772	716,659	781,458	54,907	482,830	145,028	73,381,964
Additions	0	0	0	0	149,674	149,674	149,674	3,170	62,292	12,442	0	207,864	39,049	474,491
(Disposals)	0	0	0	0	0	0	0	0	0	0	0	(123,756)	0	(123,756)
Depreciation (expense)	0	0	0	(18,361)	(485,316)	(503,677)	(503,677)	(50,289)	(172,968)	(117,672)	(14,734)	(82,065)	0	(941,435)
Transfers	0	0	0	0	125,474	125,474	125,474	0	0	(285,934)	0	0	(125,474)	(285,934)
Carrying amount at 30 June 2018	44,328,750	216,221	44,544,971	1,048,439	25,051,371	26,099,810	70,644,781	300,653	605,953	390,294	40,173	464,873	58,603	72,505,330
Comprises:														
Gross carrying amount at 30 June 2018	44,328,750	216,221	44,544,971	1,066,800	25,536,687	26,603,487	71,148,458	400,974	895,585	624,129	69,637	555,339	58,603	73,752,725
Accumulated depreciation at 30 June 2018	0	0	0	(18,361)	(485,316)	(503,677)	(503,677)	(100,321)	(288,632)	(233,835)	(29,464)	(90,466)	0	(1,247,395)
Carrying amount at 30 June 2018	44,328,750	216,221	44,544,971	1,048,439	25,051,371	26,099,810	70,644,781	300,653	605,953	390,294	40,173	464,873	58,603	72,505,330
Additions	0	0	0	0	369,649	369,649	369,649	6,944	11,166	127,011	22,865	116,356	42,483	686,474
(Disposals)	0	0	0	0	0	0	0	0	0	0	0	(105,319)	0	(105,319)
Assets expensed	0	0	0	0	0	0	0	(7,642)	(36,081)	(22,827)	0	0	0	(66,550)
Depreciation (expense)	0	0	0	(18,362)	(482,537)	(500,899)	(500,899)	(48,817)	(178,336)	(119,212)	(19,273)	(73,636)	0	(940,173)
Carrying amount at 30 June 2019	44,328,750	216,221	44,544,971	1,030,077	24,938,483	25,968,560	70,513,531	251,138	402,702	375,266	43,765	402,274	101,086	72,089,762
Comprises:														
Gross carrying amount at 30 June 2019	44,328,750	216,221	44,544,971	1,066,800	25,906,336	26,973,136	71,518,107	391,817	796,535	664,780	92,502	523,702	101,086	74,088,529
Accumulated depreciation at 30 June 2019	0	0	0	(36,723)	(967,853)	(1,004,576)	(1,004,576)	(140,679)	(393,833)	(289,514)	(48,737)	(121,428)	0	(1,988,767)
Carrying amount at 30 June 2019	44,328,750	216,221	44,544,971	1,030,077	24,938,483	25,968,560	70,513,531	251,138	402,702	375,266	43,765	402,274	101,086	72,089,762

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

9. PROPERTY, PLANT AND EQUIPMENT (Continued)

(b) Fair Value Measurements

Asset Class	Fair Value Hierarchy	Valuation Technique	Basis of Valuation	Date of Last Valuation	Inputs Used
Land and buildings					
Land - freehold land	2/3	Market approach using recent observable or estimated data for similar properties.	Independent & Management Valuation	June 2017	Market or estimated price per square metre
Land - vested in and under the control of Council	3	Cost approach using depreciated replacement cost	Independent Valuation	June 2017	Price per square metre
Buildings - non-specialised	2	Market approach using recent observable data for similar properties.	Independent Valuation	June 2017	Construction costs and current condition (Level 2), residual values and remaining useful life (Level 3) inputs.
Buildings - specialised	3	Cost approach using depreciated replacement cost	Management Valuation	June 2016	Purchase costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs.
Furniture and equipment	3	Cost approach using depreciated replacement cost	Management Valuation	June 2016	Purchase costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs.
Electronic Equipment	3	Cost approach using depreciated replacement cost	Management Valuation	June 2016	Purchase costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs.
Minor Plant and Equipment	3	Cost approach using depreciated replacement cost	Management Valuation	June 2016	Purchase costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs.
Major Plant and equipment	2	Market approach using recent observable data for similar properties.	Management Valuation	June 2016	Price per item
Motor Vehicles	2	Market approach using recent observable data for similar properties.	Management Valuation	June 2016	Price per item

Level 3 inputs are based on assumptions with regards to future values and patterns of consumption utilising current information. If the basis of these assumptions were varied, they have the potential to result in a significantly higher or lower fair value measurement.

During the period there were no changes in the valuation techniques used by the local government to determine the fair value of property, plant and equipment using either level 2 or level 3 inputs.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

10. INFRASTRUCTURE

(a) Movements in Carrying Amounts

Movement in the carrying amounts of each class of Infrastructure between the beginning and the end of the current financial year.

	Infrastructure - Roads	Infrastructure - Footpath	Infrastructure - Drainage	Infrastructure - Parks & Reserves	Infrastructure - Car Parks	Infrastructure - Street Furniture	Infrastructure - Street Lights	Infrastructure - Artfact	Infrastructure - Public Arts Collections	Infrastructure - Rehabilitation	Total Infrastructure
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Balance at 1 July 2017	21,261,101	8,785,268	5,441,431	2,910,161	1,196,475	518,595	404,078	744,000	522,655	343,382	42,127,376
Additions	1,925,371	1,136,439	114,012	381,195	70,825	14,884	128,512	0	53,567	0	3,724,804
Revaluation increments / (decrements) transferred to revaluation surplus	(3,773,243)	4,069,656	(888,582)	577,340	427,742	384,276	(131,312)	554,000	(146,999)	0	1,095,078
Depreciation (expense)	(1,132,476)	(257,260)	(87,703)	(232,310)	(78,031)	(30,447)	(32,278)	0	(14,183)	0	(1,844,888)
Transfers	0	0	0	629,316	0	0	0	0	0	(343,382)	285,934
Carrying amount at 30 June 2018	18,180,753	13,754,303	4,601,158	4,285,722	1,616,811	887,308	369,000	1,286,000	415,250	0	45,388,305
Comprises:											
Gross carrying amount at 30 June 2018	18,180,753	13,754,303	4,601,158	4,285,722	1,616,811	887,308	369,000	1,286,000	415,250	0	45,388,305
Accumulated depreciation at 30 June 2018	0	0	0	0	0	0	0	0	0	0	0
Carrying amount at 30 June 2018	18,180,753	13,754,303	4,601,158	4,285,722	1,616,811	887,308	369,000	1,286,000	415,250	0	45,388,305
Additions	1,432,379	622,484	11,741	487,423	32,517	8,333	31,306	0	6,173	0	2,632,356
Depreciation (expense)	(1,024,298)	(488,507)	(55,214)	(263,196)	(87,961)	(37,177)	(24,947)	0	(10,213)	0	(1,591,513)
Carrying amount at 30 June 2019	18,588,834	13,888,280	4,557,685	4,489,949	1,561,367	858,464	375,359	1,286,000	411,210	0	46,029,148
Comprises:											
Gross carrying amount at 30 June 2019	19,613,132	14,376,787	4,612,899	4,753,145	1,649,328	895,641	400,306	1,286,000	421,423	0	48,020,661
Accumulated depreciation at 30 June 2019	(1,024,298)	(488,507)	(55,214)	(263,196)	(87,961)	(37,177)	(24,947)	0	(10,213)	0	(1,591,513)
Carrying amount at 30 June 2019	18,588,834	13,888,280	4,557,685	4,489,949	1,561,367	858,464	375,359	1,286,000	411,210	0	46,029,148

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

10. INFRASTRUCTURE (Continued)

(b) Fair Value Measurements

Asset Class	Fair Value Hierarchy	Valuation Technique	Basis of Valuation	Date of Last Valuation	Inputs Used
Infrastructure - Roads	3	Cost approach using depreciated replacement cost	Management Valuation	June 2018	Construction costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs
Infrastructure - Footpath	3	Cost approach using depreciated replacement cost	Management Valuation	June 2018	Construction costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs
Infrastructure - Drainage	3	Cost approach using depreciated replacement cost	Management Valuation	June 2018	Construction costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs
Infrastructure - Parks & Reserves	3	Cost approach using depreciated replacement cost	Management Valuation	June 2018	Construction costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs
Infrastructure - Car Parks	3	Cost approach using depreciated replacement cost	Management Valuation	June 2018	Construction costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs
Infrastructure - Street Furniture	3	Cost approach using depreciated replacement cost	Management Valuation	June 2018	Construction costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs
Infrastructure - Street Lights	3	Cost approach using depreciated replacement cost	Management Valuation	June 2018	Construction costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs
Infrastructure - Artifact	2	Market approach using recent observable market data for similar assets	Independent Valuer	June 2018	Market price per item
Infrastructure - Public Arts Collection	3	Cost approach using depreciated replacement cost	Management Valuation	June 2018	Construction costs and current condition (Level 2), residual values and remaining useful life assessments (Level 3) inputs

Level 3 inputs are based on assumptions with regards to future values and patterns of consumption utilising current information. If the basis of these assumptions were varied, they have the potential to result in a significantly higher or lower fair value measurement.

During the period there were no changes in the valuation techniques used to determine the fair value of infrastructure using level 3 inputs.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

11. PROPERTY, PLANT AND EQUIPMENT (INCLUDING INFRASTRUCTURE)

SIGNIFICANT ACCOUNTING POLICIES

Fixed assets

Each class of fixed assets within either plant and equipment or infrastructure, is carried at cost or fair value as indicated less, where applicable, any accumulated depreciation and impairment losses.

Initial recognition and measurement between mandatory revaluation dates

All assets are initially recognised at cost where the fair value of the asset at date of acquisition is equal to or above \$5,000. All assets are subsequently revalued in accordance with the mandatory measurement framework.

In relation to this initial measurement, cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the Town includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overheads.

Individual assets acquired between initial recognition and the next revaluation of the asset class in accordance with the mandatory measurement framework, are recognised at cost and disclosed as being at fair value as management believes cost approximates fair value. They are subject to subsequent revaluation at the next anniversary date in accordance with the mandatory measurement framework.

Revaluation

The fair value of fixed assets is determined at least every three years and no more than five years in accordance with the regulatory framework. At the end of each period the valuation is reviewed and where appropriate the fair value is updated to reflect current market conditions. This process is considered to be in accordance with *Local Government (Financial Management) Regulation 17A (2)* which requires property, plant and equipment to be shown at fair value.

Increases in the carrying amount arising on revaluation of assets are credited to a revaluation surplus in equity. Decreases that offset previous increases of the same class of asset are recognised against revaluation surplus directly in equity. All other decreases are recognised in profit or loss.

AUSTRALIAN ACCOUNTING STANDARDS - INCONSISTENCY

Land under control

In accordance with *Local Government (Financial Management) Regulation 16(a)(ii)*, the Town was required to include as an asset (by 30 June 2013), Crown Land operated by the local government as a golf course, showground, racecourse or other sporting or recreational facility of State or Regional significance.

Upon initial recognition, these assets were recorded at cost in accordance with AASB 116. They were then classified as Land and revalued along with other land in accordance with the other policies detailed in this Note.

Land under roads

In Western Australia, all land under roads is Crown Land, the responsibility for managing which, is vested in the local government.

Effective as at 1 July 2008, Council elected not to recognise any value for land under roads acquired on or before 30 June 2008. This accords with the treatment available in *Australian Accounting Standard AASB 1051 Land Under Roads* and the fact *Local Government (Financial Management) Regulation 16(a)(i)* prohibits local governments from recognising such land as an asset.

In respect of land under roads acquired on or after 1 July 2008, as detailed above, *Local Government (Financial Management) Regulation 16(a)(i)* prohibits local governments from recognising such land as an asset.

Whilst such treatment is inconsistent with the requirements of *AASB 1051, Local Government (Financial Management) Regulation 4(2)* provides, in the event of such an inconsistency, the *Local Government (Financial Management) Regulations* prevail.

Consequently, any land under roads acquired on or after 1 July 2008 is not included as an asset of the Town.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

11. PROPERTY, PLANT AND EQUIPMENT (INCLUDING INFRASTRUCTURE) (Continued)

(a) Disposals of Assets

	2019 Actual Net Book Value	2019 Actual Sale Proceeds	2019 Actual Profit	2018 Actual Loss	2019 Budget Net Book Value	2019 Budget Sale Proceeds	2019 Budget Profit	2019 Budget Loss	2018 Actual Net Book Value	2018 Actual Sale Proceeds	2018 Actual Profit	2018 Actual Loss
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Motor Vehicles	105,319	74,729	1,440	(32,030)	75,663	71,400	0	(4,263)	123,756	120,455	5,317	(8,618)
	105,319	74,729	1,440	(32,030)	75,663	71,400	0	(4,263)	123,756	120,455	5,317	(8,618)

The following assets were disposed of during the year.

	2019 Actual Net Book Value	2019 Actual Sale Proceeds	2019 Actual Profit	2018 Actual Loss
	\$	\$	\$	\$
Plant and Equipment				
Governance				
PE365 Holden Captiva	16,419	14,092	0	(2,327)
Other property and services				
PE361 Hyundai i30	11,196	8,409	0	(2,787)
PE378 Volkswagen Golf	11,515	12,955	1,440	0
PE404 Subaru Liberty	24,108	22,273	0	(1,835)
PE388 Nissan X Trail	19,646	17,000	0	(2,646)
PE413 Isuzu D Max	22,435	0	0	(22,435)
	105,319	74,729	1,440	(32,030)

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

11. PROPERTY, PLANT AND EQUIPMENT (INCLUDING INFRASTRUCTURE) (Continued)

(b) Depreciation

	2019 Actual	2019 Budget	2018 Actual
	\$	\$	\$
Buildings - non-specialised	18,362	19,143	18,361
Buildings - specialised	482,537	483,909	485,313
Furniture and equipment	48,817	43,948	50,289
Electronic Equipment	178,336	180,545	172,998
Minor Plant and Equipment	119,212	131,779	117,672
Major Plant and equipment	19,273	22,921	14,734
Motor Vehicles	73,636	77,575	82,065
Infrastructure - Roads	1,024,298	923,495	1,132,476
Infrastructure - Footpath	488,507	440,433	257,260
Infrastructure - Drainage	55,214	49,781	67,703
Infrastructure - Parks & Reserves	263,196	237,294	232,310
Infrastructure - Car Parks	87,961	79,304	78,031
Infrastructure - Street Furniture	37,177	33,518	30,447
Infrastructure - Street Lights	24,947	22,491	32,278
Infrastructure - Public Arts Collection	10,213	9,208	14,183
	2,931,686	2,755,344	2,786,120

SIGNIFICANT ACCOUNTING POLICIES

Depreciation

The depreciable amount of all fixed assets including buildings but excluding freehold land and vested land, are depreciated on a straight-line basis over the individual asset's useful life from the time the asset is held ready for use. Leasehold improvements are depreciated over the shorter of either the unexpired period of the lease or the estimated useful life of the improvements.

The assets residual values and useful lives are reviewed, and adjusted if appropriate, at the end of each reporting period.

An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount.

Gains and losses on disposals are determined by comparing proceeds with the carrying amount. These gains and losses are included in the statement of comprehensive income in the period in which they arise.

Depreciation rates

Typical estimated useful lives for the different asset classes for the current and prior years are included in the table below

Asset Class	Useful Life (years)
Buildings:	
Buildings	50
Buildings fixtures / fittings	10-15
Furniture & Equipment	
Furniture	10
Plant & Equipment	
Motor Vehicle	5-8
trucks)	7-10
Other Plant & Equipment	3-10
Electronic Equipment	
Computers & peripherals	3-5
Other electronic equipment	3-10
Software	
Website	4-5
Other Software	4-5
Infrastructure:	
Road / Car Park pavement	40-50
Road / Car Park formation	20-30
Footpaths	30-50
Drainage	90-100
Parks & Reserves	20-40
Street Furniture	10-20
Street Lights	20-30
Public Art Collection	40-50
Reticulation	20-25

Depreciation (Continued)

When an item of property, plant and equipment is revalued, any accumulated depreciation at the date of the revaluation is treated in one of the following ways:

- The gross carrying amount is adjusted in a manner that is consistent with the revaluation of the carrying amount of the asset. For example, the gross carrying amount may be restated by reference to observable market data or it may be restated proportionately to the change in the carrying amount. The accumulated depreciation at the date of the revaluation is adjusted to equal the difference between the gross carrying amount and the carrying amount of the asset after taking into account accumulated impairment losses, or
- Eliminated against the gross carrying amount of the asset and the net amount restated to the revalued amount of the asset.

TOWN OF CLAREMONT
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FOR THE YEAR ENDED 30TH JUNE 2019

112. REVALUATION SURPLUS

	2019		2019		2019		2018		2018		Total	
	Opening Balance	Revaluation Increment	Revaluation (Decrement)	Movement on Revaluation	Closing Balance	Opening Balance	Revaluation Increment	Revaluation (Decrement)	Movement on Revaluation	Closing Balance	Total	
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	
Land	33,899,439	0	0	0	33,899,439	33,899,439	0	0	0	33,899,439	0	
Building	8,637,912	0	0	0	8,637,912	8,637,912	0	0	0	8,637,912	0	
Furniture and Equipment	59,622	0	0	0	59,622	59,622	0	0	0	59,622	0	
Electronic Equipment	290,432	0	0	0	290,432	290,432	0	0	0	290,432	0	
Minor Plant and Equipment	549,764	0	0	0	549,764	549,764	0	0	0	549,764	0	
Major Plant and Equipment	24,499	0	0	0	24,499	24,499	0	0	0	24,499	0	
Motor Vehicles	33,333	0	0	0	33,333	33,333	0	0	0	33,333	0	
Roads	2,722,318	0	0	0	2,722,318	6,495,561	0	(3,773,243)	(3,773,243)	2,722,318	0	
Footpaths	6,970,083	0	0	0	6,970,083	2,880,227	4,089,856	0	4,089,856	6,970,083	0	
Drainage	955,086	0	0	0	955,086	1,841,668	0	(886,582)	(886,582)	955,086	0	
Parks & Reserves	1,254,140	0	0	0	1,254,140	676,800	577,340	0	577,340	1,254,140	0	
Car Parks	714,490	0	0	0	714,490	286,748	427,742	0	427,742	714,490	0	
Street Furnitures	553,082	0	0	0	553,082	168,806	384,276	0	384,276	553,082	0	
Street Lights	6,271	0	0	0	6,271	137,583	0	(131,312)	(131,312)	6,271	0	
Public Art Collection	7,604	0	0	0	7,604	154,603	0	(146,999)	(146,999)	7,604	0	
Reliculation	132,514	0	0	0	132,514	132,514	0	0	0	132,514	0	
Investment in Associate	13,667	48,112	0	48,112	61,779	13,667	0	0	0	13,667	0	
Artefacts	554,000	0	0	0	554,000	0	554,000	0	554,000	554,000	0	
	57,378,256	48,112	0	48,112	57,426,368	56,283,178	6,033,214	(4,938,136)	1,095,078	57,378,256	0	

Movements on revaluation of property, plant and equipment (including infrastructure) are not able to be reliably attributed to a program as the assets were revalued by class as provided for by AASB 116 Aus 40, 1.

TOWN OF CLAREMONT
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FOR THE YEAR ENDED 30TH JUNE 2019

13. TRADE AND OTHER PAYABLES

Current

Sundry creditors

Property and other bonds

Accrued salaries and wages

Prepaid income

Accrued interest on long term borrowings

	2019	2018
	\$	\$
	1,627,446	1,351,702
	1,259,139	0
	77,872	97,631
	0	10,500
	18,563	19,294
	2,983,020	1,479,127

SIGNIFICANT ACCOUNTING POLICIES

Trade and other payables

Trade and other payables represent liabilities for goods and services provided to the Town prior to the end of the financial year that are unpaid and arise when the Town becomes obliged to make future payments in respect

Trade and other payables (Continued)

of the purchase of these goods and services. The amounts are unsecured, are recognised as a current liability and are normally paid within 30 days of recognition.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019.

14. INFORMATION ON BORROWINGS

(a) Borrowings

	2018	2019
	\$	\$
Current	511,883	700,495
Non-current	10,503,242	11,018,094
	11,015,225	11,718,589

(b) Repayments - Borrowings

Particulars	Loan Number	Initiation Date	Interest Rate	30 June 2018				30 June 2019				30 June 2020				30 June 2021			
				Principal 1 July 2018	Actual New Loans	Repayments	Interest	Principal 30 June 2018	Budget Interest	Actual New Loans	Repayments	Principal 30 June 2019	Budget Interest	Actual New Loans	Repayments	Principal 30 June 2020	Budget Interest	Actual New Loans	Repayments
Governance																			
Claremont No.1	4	WATC*	2.40%	1,574,758	0	66,299	48,308	1,508,459											
Recreation and culture																			
Claremont Community Hub	3	WATC*	4.45%	884,118	0	46,701	44,719	837,417											
Pool Refurbishment	1	WATC*	6.34%	759,713	0	41,359	52,619	718,314											
Transport																			
UGP	5	WATC*	2.94%	3,000,000	0	150,000	106,931	2,850,000											
Economic services																			
Purchase 333 Stirling Hwy	333	WATC*	2.67%	5,500,000	0	5,500,000	92,827	0											
Purchase 333 Stirling Hwy-Revrite	2	WATC*	2.75%	0	5,200,000	99,965	86,640	5,101,035											
				11,718,589	5,200,000	5,903,364	434,044	11,015,225											

* WA Treasury Corporation

All loan repayments were financed by general purpose revenue.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

14. INFORMATION ON BORROWINGS (Continued)

(c) New Borrowings - 2018/19

Particulars/Purpose	Institution	Loan Type	Term Years	Interest Rate %	Amount Borrowed		Amount (Used)		Total Interest & Charges	Actual Balance Unspent
					2018 Actual	2018 Budget	2018 Actual	2018 Budget		
Loan 2 – 333 Stirling Highway - Rewrite	WATC	Debenture	5	2.73%	5,200,000	5,200,000	5,200,000	5,200,000	88,640	0
					5,200,000	5,200,000	5,200,000	5,200,000	88,640	0

(d) Undrawn Borrowing Facilities

Credit Standby Arrangements

Credit card limit

Credit card balance at balance date

Total amount of credit unused

	2018	2017
	\$	\$
Credit card limit	50,000	49,000
Credit card balance at balance date	(15,130)	(10,188)
Total amount of credit unused	34,870	38,812

Loan facilities

Loan facilities - current

Loan facilities - non-current

Total facilities in use at balance date

	2018	2017
	\$	\$
Loan facilities - current	511,983	700,495
Loan facilities - non-current	10,503,242	11,018,094
Total facilities in use at balance date	11,015,225	11,718,589

Unused loan facilities at balance date

	2018	2017
	\$	\$
Unused loan facilities at balance date	0	0

SIGNIFICANT ACCOUNTING POLICIES

Financial liabilities

Financial liabilities are recognised at fair value when the Town becomes a party to the contractual provisions to the instrument.

Non-derivative financial liabilities (excluding financial guarantees) are subsequently measured at amortised cost. Gains or losses are recognised in profit or loss.

Financial liabilities are derecognised where the related obligations are discharged, cancelled or expired. The difference between the carrying amount of the financial liability extinguished or transferred to another party and the fair value of the consideration paid, including the transfer of non-cash assets or liabilities assumed, is recognised in profit or loss.

Borrowing costs

Borrowing costs are recognised as an expense when incurred except where they are directly attributable to the acquisition, construction or production of a qualifying asset. Where this is the case, they are capitalised as part of the cost of the particular asset until such time as the asset is substantially ready for its intended use or sale.

Risk

Information regarding exposure to risk can be found at Note 25

TOWN OF CLAREMONT
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15. EMPLOYEE RELATED PROVISIONS

Employee Related Provisions	Provision for Annual Leave	Provision for Long Service Leave	Provision for Sick Leave	Total
	\$	\$	\$	\$
Opening balance at 1 July 2018				
Current provisions	566,928	632,158	130,926	1,330,012
Non-current provisions	0	234,505	0	234,505
	566,928	866,663	130,926	1,564,517
Additional provision	490,400	72,367	160,012	722,779
Amounts used	(471,522)	(235,642)	(148,909)	(856,073)
Balance at 30 June 2019	585,806	703,388	142,029	1,431,223
Comprises				
Current	585,806	565,803	142,029	1,293,638
Non-current	0	137,585	0	137,585
	585,806	703,388	142,029	1,431,223
Amounts are expected to be settled on the following basis:	2019	2018		
	\$	\$		
Less than 12 months after the reporting date	300,000	150,000		
More than 12 months from reporting date	1,107,358	1,387,951		
Expected reimbursements from other WA local governments	23,865	26,566		
	1,431,223	1,564,517		

Timing of the payment of current leave liabilities is difficult to determine as it is dependent on future decisions of employees. Expected settlement timings are based on information obtained from employees and historical leave trends and assumes no events will occur to impact on these historical trends.

SIGNIFICANT ACCOUNTING POLICIES

Employee benefits

Short-term employee benefits

Provision is made for the Town's obligations for short-term employee benefits. Short-term employee benefits are benefits (other than termination benefits) that are expected to be settled wholly before 12 months after the end of the annual reporting period in which the employees render the related service, including wages, salaries and sick leave. Short-term employee benefits are measured at the (undiscounted) amounts expected to be paid when the obligation is settled.

The Town's obligations for short-term employee benefits such as wages, salaries and sick leave are recognised as a part of current trade and other payables in the statement of financial position.

Other long-term employee benefits

The Town's obligations for employees' annual leave and long service leave entitlements are recognised as provisions in the statement of financial position.

Long-term employee benefits are measured at the present value of the expected future payments to be made to employees. Expected future payments incorporate anticipated future wage and salary levels, durations of service and employee departures and are discounted at

Other long-term employee benefits (Continued)

rates determined by reference to market yields at the end of the reporting period on government bonds that have maturity dates that approximate the terms of the obligations. Any remeasurements for changes in assumptions of obligations for other long-term employee benefits are recognised in profit or loss in the periods in which the changes occur.

The Town's obligations for long-term employee benefits are presented as non-current provisions in its statement of financial position, except where the Town does not have an unconditional right to defer settlement for at least 12 months after the end of the reporting period, in which case the obligations are presented as current provisions.

Provisions

Provisions are recognised when the Town has a present legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured.

Provisions are measured using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

16. NOTES TO THE STATEMENT OF CASH FLOWS

Reconciliation of Cash

For the purposes of the Statement of Cash Flows, cash includes cash and cash equivalents, net of outstanding bank overdrafts. Cash at the end of the reporting period is reconciled to the related items in the Statement of Financial Position as follows:

	2019 Actual	2019 Budget	2018 Actual
	\$	\$	\$
Cash and cash equivalents	8,810,781	10,728,531	4,575,682
Reconciliation of Net Cash Provided By Operating Activities to Net Result			
Net result	3,306,965	3,051,399	(4,654,647)
Non-cash flows in Net result:			
(Loss) on assets expensed	66,550	0	0
Depreciation	2,931,686	2,755,344	2,786,120
(Profit)/loss on sale of asset	30,590	4,263	3,301
Share of profit of associate	170,073	0	252,422
Changes in assets and liabilities:			
(Increase)/decrease in receivables	(1,812,986)	0	(111,888)
(Increase)/decrease in other assets	1,803	0	0
(Increase)/decrease in inventories	(4,625)	0	0
Increase/(decrease) in payables	1,503,893	0	101,609
Increase/(decrease) in provisions	(133,294)	0	160,619
Grants contributions for the development of assets	(945,372)	(1,102,467)	(951,530)
Net cash from operating activities	5,115,283	4,708,539	(2,413,994)

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
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17. TOTAL ASSETS CLASSIFIED BY FUNCTION AND ACTIVITY

	2019	2018
	\$	\$
Governance	7,057,739	7,306,940
Law, order, public safety	104,948	131,420
Health	489,356	511,072
Education and welfare	8,823,857	8,891,101
Community amenities	1,066,599	1,266,518
Recreation and culture	31,405,906	31,088,569
Transport	49,903,036	49,458,701
Economic services	19,978,275	20,037,919
Other property and services	291,648	325,809
Unallocated	18,953,099	15,034,102
	<u>138,074,463</u>	<u>134,052,151</u>

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

18. CONTINGENT LIABILITIES

The Town of Claremont had no contingent liabilities on 30 June 2019.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

19. LEASING COMMITMENTS

(a) Operating Lease Commitments

Non-cancellable operating leases contracted for but not capitalised in the accounts.

Payable:

- not later than one year
- later than one year but not later than five years

2019	2018
\$	\$
46,558	36,014
29,686	62,382
76,244	98,396

SIGNIFICANT ACCOUNTING POLICIES

Leases

Leases of fixed assets where substantially all the risks and benefits incidental to the ownership of the asset, but not legal ownership, are transferred to the Town, are classified as finance leases.

Finance leases are capitalised recording an asset and a liability at the lower of the fair value of the leased property or the present value of the minimum lease payments, including any guaranteed residual values. Lease payments are allocated between the reduction of the lease liability and the lease interest expense for the period.

Leases (Continued)

Leased assets are depreciated on a straight line basis over the shorter of their estimated useful lives or the lease term.

Lease payments for operating leases, where substantially all the risks and benefits remain with the lessor, are charged as expenses on a straight line basis over the lease term.

Lease incentives under operating leases are recognised as a liability and amortised on a straight line basis over the life of the lease term.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

20. RELATED PARTY TRANSACTIONS

Elected Members Remuneration

The following fees, expenses and allowances were paid to council members and/or the Mayor.

	2019 Actual	2019 Budget	2018 Actual
	\$	\$	\$
Meeting Fees	170,936	185,660	170,936
Mayor's Allowance	36,591	37,131	36,591
Deputy Mayor's Allowance	9,148	4,643	9,148
Travelling expenses	0	1,000	160
Telecommunications allowance	35,019	22,400	35,000
Members Costs	0	6,609	0
	251,694	257,443	251,835

Key Management Personnel (KMP) Compensation Disclosure

The total of remuneration paid to KMP of the Town during the year are as follows:

	2019 Actual	2018 Actual
	\$	\$
Short-term employee benefits	946,562	927,687
Post-employment benefits	129,064	122,884
Other long-term benefits	23,654	19,482
Termination benefits	0	59,748
	1,099,280	1,129,801

Short-term employee benefits

These amounts include all salary, fringe benefits and cash bonuses awarded to KMP except for details in respect to fees and benefits paid to elected members which may be found above.

Post-employment benefits

These amounts are the current-year's estimated cost of providing for the Town's superannuation contributions made during the year.

Other long-term benefits

These amounts represent long service benefits accruing during the year.

Termination benefits

These amounts represent termination benefits paid to KMP (Note: may or may not be applicable in any given year).

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

20. RELATED PARTY TRANSACTIONS (Continued)

Transactions with related parties

Transactions between related parties and the Town are on normal commercial terms and conditions, no more favourable than those available to other parties, unless otherwise stated.

For the years ended 30 June 2019 and 2018, there were no transactions with related parties noted.

Related Parties

The Town's main related parties are as follows:

i. Key management personnel

Any person(s) having authority and responsibility for planning, directing and controlling the activities of the entity, directly or indirectly, including any elected member, are considered key management personnel.

ii. Entities subject to significant influence by the Town

An entity that has the power to participate in the financial and operating policy decisions of an entity, but does not have control over those policies, is an entity which holds significant influence. Significant influence may be gained by share ownership, statute or agreement.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

21. INVESTMENT IN ASSOCIATES

The Town together with the Town of Cottesloe, the Town of Mosman Park, the Shire of Peppermint Grove and the City of Subiaco have an interest in the Western Metropolitan Regional Council (WMRC) waste transfer station. The Council was formed to provide for the efficient treatment and/or disposal of waste. A waste transfer station was constructed from funds provided from constituent Councils. The voting power held by the Town is 20%. The Town's 21.34% share of the net assets are included as follows:

	2019	2018
	\$	\$
(a) Retained Surplus attributable to interest in associate:		
Balance at the beginning of the financial year	248,789	501,211
Share of associate's reserve increments during the year	48,112	0
Share of associate's other comprehensive income	0	0
Share of associate's net result	(170,073)	(252,422)
Balance at the end of the financial year	126,828	248,789
(b) Carrying amount of investment in associate:		
Balance at the beginning of the financial year	995,688	1,248,110
Share of associate's reserve increments during the year	48,112	0
Share of associate's net result	(170,073)	(252,422)
Balance at the end of the financial year	873,727	995,688
(c) Share of associate entity's results and financial position		
Current Assets	514,959	728,611
Non Current Assets	479,428	478,171
Total Assets	994,387	1,206,782
Current Liabilities	116,525	208,349
Non Current Liabilities	4,135	2,746
Total Liabilities	120,660	211,094
Revenues	1,108,914	1,110,670
Expenses	(1,278,987)	(1,363,092)
Share of Net Result		
Total Profit/(Loss) from ordinary activities	(170,073)	(252,422)
Other Comprehensive Income		
Changes in revaluation of non current assets	48,112	0
Total Other Comprehensive Income	48,112	0
Total Comprehensive Income	(121,961)	(252,422)

SIGNIFICANT ACCOUNTING POLICIES

Investment in associates

An associate is an entity over which the Town has significant influence. Significant influence is the power to participate in the financial operating policy decisions of that entity but is not control or joint control of those policies. Investments in associates are accounted for in the financial statements by applying the equity method of accounting, whereby the investment is initially recognised at cost and adjusted thereafter for the post-acquisition change in the Town's share of net assets of the associate. In addition, the Town's share of the profit or loss of the associate is included in the Town's profit or loss. The carrying amount of the investment includes, where applicable, goodwill relating to the associate. Any discount on acquisition, whereby the Town's share of the net fair value of the associate exceeds the cost of investment, is recognised in profit or loss in the period in which the investment is acquired.

SIGNIFICANT ACCOUNTING POLICIES (Continued)

Investment in associates (Continued)

Profits and losses resulting from transactions between the Town and the associate are eliminated to the extent of the Town's interest in the associate. When the Town's share of losses in a associate equals or exceeds its interest in the associate, the Town discontinues recognising its share of further losses unless it has incurred legal or constructive obligations or made payments on behalf of the associate. When the associate subsequently makes profits, the Town will resume recognising its share of those profits once its share of the profits equals the share of the losses not recognised.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
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22. CONDITIONS OVER GRANTS/CONTRIBUTIONS

Grant/Contribution	Opening Balance (1) 1/07/17	Received (2) 2017/18	Expended (3) 2017/18	Closing Balance (1) 30/06/18	Received (2) 2018/19	Expended (3) 2018/19	Closing Balance 30/06/19
	\$	\$	\$	\$	\$	\$	\$
Recreation and culture							
Department Of Infrastructure	5,299	0	(5,299)	0	0	0	0
Department of Local Government, Sport and Cultural Industries	0	63,573	0	63,573	0	(63,573)	0
Transport							
Developer - DA3086	408,252	0	0	408,252	0	0	408,252
Total	413,551	63,573	(5,299)	471,825	0	(63,573)	408,252

Notes:

- (1) - Grants/contributions recognised as revenue in a previous reporting period which were not expended at the close of the previous reporting period.
- (2) - New grants/contributions which were recognised as revenues during the reporting period and which had not yet been fully expended in the manner specified by the contributor.
- (3) - Grants/contributions which had been recognised as revenues in a previous reporting period or received in the current reporting period and which were expended in the current reporting period in the manner specified by the contributor.

TOWN OF CLAREMONT
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FOR THE YEAR ENDED 30TH JUNE 2019

23. RATING INFORMATION

(a) Rates

RATE TYPE

Differential general rate / general rate

Gross rental valuations

	2018/19 Number of Properties	2018/19 Actual Rateable Value	2018/19 Actual Rate	2018/19 Actual Interim Rates	2018/19 Budget Rate	2018/19 Budget Back Rate	2018/19 Budget Total Revenue	2017/18 Actual Total Revenue
Residential	3,703	147,096,932	9,347,589	(176,501)	0	0	13,035,639	8,708,723
Commercial	199	54,859,705	3,473,460	(2,597)	0	0	0	3,398,491
Industrial	56	9,703,910	616,854	0	0	0	0	605,039
Miscellaneous	17	1,199,900	76,250	0	0	0	0	56,918
Sub-Total	3,975	212,860,447	13,513,933	(179,098)	0	0	13,035,639	12,769,171

Minimum payment

Gross rental valuations

	2018/19 Number of Properties	2018/19 Actual Rateable Value	2018/19 Actual Rate	2018/19 Actual Interim Rates	2018/19 Budget Rate	2018/19 Budget Back Rate	2018/19 Budget Total Revenue	2017/18 Actual Total Revenue
Residential	1,052	17,025,148	1,369,704	0	1,408,764	0	1,408,764	1,359,792
Commercial	24	380,110	31,248	0	0	0	0	28,116
Industrial	1	16,200	1,302	0	0	0	0	1,278
Miscellaneous	4	65,400	5,208	0	0	0	0	0
Sub-Total	1,081	17,486,858	1,407,462	0	1,408,764	0	1,408,764	1,389,186

Total amount raised from general rate

Specified Area Rate (refer Note 23(b))

Totals

SIGNIFICANT ACCOUNTING POLICIES

Rates

Control over assets acquired from rates is obtained at the commencement of the rating period or, where earlier, upon receipt of the rates.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

23. RATING INFORMATION (Continued)

(b) Specified Area Rate

Specified Area Rate	Basis of Valuation	Rate in \$	2018/19 Rateable Value	2018/19 Rate	2018/19 Revenue	2018/19 Interim Rate	2018/19 Back Rate	2018/19 Budget Rate	2018/19 Interim Rate	2018/19 Budget Revenue	2018/19 Total Budget Revenue	2017/18 Total Actual Revenue
BID Program-CBD	GRV	0.002627	45,680,623	120,003	0	0	0	0	0	0	120,000	60,096
				120,003	0	0	0	0	0	0	120,000	60,096

Specified Area Rate	Purpose of the rate	Area/properties Rate Imposed	2018/19 Actual Rate	2018/19 Actual Reserve	2018/19 Actual Applied to Costs
BID Program-CBD	Promotion of CBD thru: marketing, advertising, festivals, street activities etc	Commercial Properties within CBD, bounded by Stirling Hwy, Stirling Road, Gugeri Street and Laura Ave	120,003	0	0
			120,003	0	0

(c) Service Charges

Service Charges	Amount of Charge	2018/19 Actual Revenue	2018/19 Actual Charges	2018/19 Actual Applied to Costs	2018/19 Actual Reserve	2018/19 Budget Charges	2018/19 Budget Set Aside to Reserve	2018/19 Budget Applied to Costs	2018/19 Budget Reserve	2017/18 Total Actual Revenue
Underground Power Service	General UGP	3,500	2,208,500	2,058,279	150,221	2,184,000	0	0	0	0
		3,150	1,896,550	1,659,459	237,091	1,936,000	0	0	0	0
			4,105,050	3,717,738	387,312	4,120,000	0	0	0	0

Area/Properties Charge Imposed
All Owners within the designated undergrounding of power area.

Objects of the Charge
Undergrounding of power project

Nature of the Service Charge
Underground Power Service

TOWN OF CLAREMONT
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23. RATING INFORMATION (Continued)

(d) Interest Charges & Instalments

Instalment Options	Date Due	Instalment Plan Admin Charge	Instalment Plan Interest Rate	Unpaid Rates Interest Rate
		\$	%	%
Option One	20 Aug 2018	0	0.00%	11.00%
Option Two	20 Aug 2018	0	0.00%	11.00%
	22 Oct 2018	17.00	5.50%	11.00%
	07 Jan 2019	17.00	5.50%	11.00%
	11 Mar 2019	17.00	5.50%	11.00%

	2019 Actual	2019 Budget	2018 Actual
	\$	\$	\$
Interest on unpaid rates	37,775	24,000	40,751
Interest on instalment plan	102,178	82,000	91,720
Charges on instalment plan	64,493	60,000	64,311
Interest on service charge	154,513	23,000	0
	358,959	189,000	196,782

TOWN OF CLAREMONT
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24. RATE SETTING STATEMENT INFORMATION

		2018/19 2018/19 (30 June 2019)	Budget 2018/19 (30 June 2019)	2018/19 (1 July 2018)
	Note	Carried Forward) \$	Carried Forward) \$	Brought Forward) \$
(a) Non-cash amounts excluded from operating activities				
The following non-cash revenue or expenditure has been excluded from amounts attributable to operating activities within the Rate Setting Statement in accordance with <i>Financial Management Regulation 32</i> .				
Adjustments to operating activities				
Less: Profit on asset disposals	11(a)	(1,440)	0	(5,317)
Share of Loss/(Profit) from Associate	21(a)	170,073	0	252,422
Movement in pensioner deferred rates (non-current)		(19,379)	0	(40,875)
Movement in employee benefit provisions (non-current)		(96,920)	0	43,708
Add: Loss on disposal of assets	11(a)	32,030	4,263	8,618
Add: Loss on assets expensed	9	66,550	0	0
Add: Depreciation on assets	11(b)	2,931,686	2,755,344	2,786,120
Non cash amounts excluded from operating activities		3,082,600	2,759,607	3,044,676
(b) Surplus/(deficit) after imposition of general rates				
The following current assets and liabilities have been excluded from the net current assets used in the Rate Setting Statement in accordance with <i>Financial Management Regulation 32</i> to agree to the surplus/(deficit) after imposition of general rates.				
Adjustments to net current assets				
Less: Reserves - Restricted cash	3	(11,841,786)	(8,518,585)	(9,805,182)
Less: Unspent Grant - Restricted Cash	3	(408,252)	0	(63,573)
Less: Land held for resale		0	(128,725)	0
Add: Borrowings	14(a)	511,983	454,398	700,495
Total adjustments to net current assets		(11,738,055)	(8,192,912)	(9,168,260)
Net current assets used in the Rate Setting Statement				
Total current assets		18,684,062	11,313,544	14,784,443
Less: Total current liabilities		(4,788,641)	(3,085,015)	(3,509,634)
Less: Total adjustments to net current assets		(11,738,055)	(8,192,912)	(9,168,260)
Net current assets used in the Rate Setting Statement		2,157,366	35,617	2,106,549

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

25. FINANCIAL RISK MANAGEMENT

This note explains the Town's exposure to financial risks and how these risks could affect the Town's future financial performance.

Risk	Exposure arising from	Measurement	Management
Market risk - interest rate	Long term borrowings at variable rates	Sensitivity analysis	Utilise fixed interest rate borrowings
Credit risk	Cash and cash equivalents, trade receivables, financial assets and debt investments	Aging analysis Credit analysis	Diversification of bank deposits, credit limits. Investment policy
Liquidity risk	Borrowings and other liabilities	Rolling cash flow forecasts	Availability of committed credit lines and borrowing facilities

The Town does not engage in transactions expressed in foreign currencies and is therefore not subject to foreign currency risk.

Financial risk management is carried out by the finance area under policies approved by the Council. The finance area identifies, evaluates and manages financial risks in close co-operation with the operating divisions. Council have approved the overall risk management policy and provide policies on specific areas such as investment policy.

(a) Interest rate risk

Cash and cash equivalents

The Town's main interest rate risk arises from cash and cash equivalents with variable interest rates, which exposes the Town to cash flow interest rate risk. Short term overdraft facilities also have variable interest rates however these are repaid within 12 months, reducing the risk level to minimal.

Excess cash and cash equivalents are invested in fixed interest rate term deposits which do not expose the Town to cash flow interest rate risk. Cash and cash equivalents required for working capital are held in variable interest rate accounts and non-interest bearing accounts. Carrying amounts of cash and cash equivalents at the 30 June and the weighted average interest rate across all cash and cash equivalents and term deposits held disclosed as financial assets at amortised cost are reflected in the table below.

	Weighted Average Interest Rate	Carrying Amounts	Fixed Interest Rate	Variable Interest Rate	Non interest Bearing
	%	\$	\$	\$	\$
2019					
Cash and cash equivalents	1.59%	8,810,781	3,111,523	4,951,908	747,350
Financial assets at amortised cost - term deposits	2.35%	7,589,552	7,589,552	0	0
2018					
Cash and cash equivalents	1.77%	4,575,682	1,566,199	2,421,906	587,577
Financial assets at amortised cost	2.58%	9,721,461	9,721,461	0	0

Sensitivity

Profit or loss is sensitive to higher/lower interest income from cash and cash equivalents as a result of changes in interest rates.

	2019	2018
	\$	\$
Impact of a 1% movement in interest rates on profit and loss and equity*	49,519	24,219

* Holding all other variables constant

Borrowings

Borrowings are subject to interest rate risk - the risk that movements in interest rates could adversely affect funding costs.

The Town manages this risk by borrowing long term and fixing the interest rate to the situation considered the most advantageous at the time of negotiation. The Town does not consider there to be any interest rate risk in relation to borrowings. Details of interest rates applicable to each borrowing may be found at Note 14(b).

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
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25. FINANCIAL RISK MANAGEMENT (Continued)

(b) Credit risk

Trade Receivables

The Town's major receivables comprise rates annual charges and user fees and charges. The major risk associated with these receivables is credit risk – the risk that the debts may not be repaid. The Town manages this risk by monitoring outstanding debt and employing debt recovery policies. It also encourages ratepayers to pay rates by the due date through incentives.

Credit risk on rates and annual charges is minimised by the ability of the Town to recover these debts as a secured charge over the land, that is, the land can be sold to recover the debt. The Town is also able to charge interest on overdue rates and annual charges at higher than market rates, which further encourages payment.

The level of outstanding receivables is reported to Council monthly and benchmarks are set and monitored for acceptable collection performance.

The Town applies the AASB 9 simplified approach to measuring expected credit losses using a lifetime expected loss allowance for all trade receivables. To measure the expected credit losses, rates receivable are separated from other trade receivables due to the difference in payment terms and security for rates receivable.

The expected loss rates are based on the payment profiles of rates and fees and charges over a period of 36 months before 1 July 2018 or 1 July 2019 respectively and the corresponding historical losses experienced within this period. Historical credit loss rates are adjusted to reflect current and forward-looking information on macroeconomic factors such as the ability of ratepayers and residents to settle the receivables. Housing prices and unemployment rates have been identified as the most relevant factor in repayment rates, and accordingly adjustments are made to the expected credit loss rate based on these factors. There are no material receivables that have been subject to a re-negotiation of repayment terms.

The loss allowance as at 30 June 2019 and 1 July 2018 (on adoption of AASB 9) was determined as follows for rates receivable. No expected credit loss was forecast on 1 July 2018 or 30 June 2019 for rates receivable as penalty interest applies to unpaid rates and properties associated with unpaid rates may be disposed of to recover unpaid rates.

	Current	More than 1 year past due	More than 2 years past due	More than 3 years past due	Total
30 June 2019					
Rates receivable					
Expected credit loss	0.00%	0.00%	0.00%	0.00%	
Gross carrying amount	443,386	24,725	4,074	1,142	473,327
Loss allowance	0	0	0	0	0
01 July 2018					
Rates receivable					
Expected credit loss	0.00%	0.00%	0.00%	0.00%	
Gross carrying amount	434,237	4,074	271	871	439,453
Loss allowance	0	0	0	0	0

The loss allowance as at 30 June 2019 and 1 July 2018 (on adoption of AASB 9) was determined as follows for sundry receivables.

	Current	More than 30 days past due	More than 60 days past due	More than 90 days past due	Total
30 June 2019					
Sundry Receivables					
Expected credit loss	0.00%	0.00%	0.00%	0.00%	
Gross carrying amount	151,699	13,239	0	14,614	179,552
Loss allowance	0	0	0	0	0
01 July 2018					
Sundry Receivables					
Expected credit loss	0.00%	0.00%	0.00%	73.36%	
Gross carrying amount	137,502	40,517	4,196	15,970	198,185
Loss allowance	0	0	0	11,716	11,716

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TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

25. FINANCIAL RISK MANAGEMENT (Continued)

(c) Liquidity risk

Payables and borrowings

Payables and borrowings are both subject to liquidity risk – that is the risk that insufficient funds may be on hand to meet payment obligations as and when they fall due. The Town manages this risk by monitoring its cash flow requirements and liquidity levels and maintaining an adequate cash buffer. Payment terms can be extended and overdraft facilities drawn upon if required and disclosed in Note 14(d).

The contractual undiscounted cash flows of the Town's payables and borrowings are set out in the liquidity table below. Balances due within 12 months equal their carrying balances, as the impact of discounting is not significant.

	Due within 1 year	Due between 1 & 5 years	Due after 5 years	Total contractual cash flows	Carrying values
	\$	\$	\$	\$	\$
2019					
Payables	2,983,020	0	0	2,983,020	2,983,020
Borrowings	849,944	10,432,003	1,262,213	12,544,160	11,015,225
	3,832,964	10,432,003	1,262,213	15,527,180	13,998,245
2018					
Payables	1,479,127	0	0	1,479,127	1,479,127
Borrowings	6,088,670	5,430,501	1,436,662	12,955,833	11,718,589
	7,567,797	5,430,501	1,436,662	14,434,960	13,197,716

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

26. TRUST FUNDS

Funds held at balance date which are required to be held in trust and which are not included in the financial statements are as follows. In previous years, bonds and deposits were held as trust monies. They are now included in Restricted Cash at Note 3 and as a current liability at Note 13.

	1 July 2018	Amounts Received	Amounts Paid	Reclassified to Restricted Cash	30 June 2019
	\$	\$	\$		\$
BCITF Fees	6,535	123,169	(120,865)	0	8,839
Build Services Levy	15,364	120,036	(116,367)	0	19,033
DAP Fees	8,511	25,982	(34,493)	0	0
Damage Bond Residential	867,128	226,000	(202,000)	(891,128)	0
Damage Bond Demolition	162,500	27,000	(51,000)	(138,500)	0
Damage Bond Lakeway	17,500	0	(17,500)	0	0
Damage Bond Commercial	192,500	3,000	(15,000)	(180,500)	0
Damage Bond Verge Usage Bond	5,150	0	0	(5,150)	0
Damage Bond Performance Bond	36,500	9,000	(5,000)	(40,500)	0
Other Trust Bonds	80,867	46,303	(44,527)	(3,361)	79,282
	1,392,555	580,490	(606,752)	(1,259,139)	107,154

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

27. INITIAL APPLICATION OF AUSTRALIAN ACCOUNTING STANDARDS

During the current year, the Town adopted all of the new and revised Australian Accounting Standards and Interpretations which were compiled, became mandatory and which were applicable to its operations.

Whilst many reflected inconsequential changes associated with the amendment of existing standards, the only new standard with material application is AASB 9 *Financial Instruments*.

AASB 9 Financial Instruments

AASB 9 *Financial Instruments* replaces AASB 139 *Financial Instruments: Recognition and Measurement* for annual reporting periods beginning on or after 1 January 2018, bringing together all three aspects of the accounting for financial instruments: classification and measurement; impairment; and hedge accounting.

The Town applied AASB 9 retrospectively, with an initial application date of 1 July 2018. The adoption of AASB 9 has resulted in changes in accounting policies and adjustments to the amounts recognised in the financial statements. In accordance with AASB 9.7.2.15, the Town has not restated the comparative information which continues to be reported under AASB 139.

The effect of adopting AASB 9 as at 1 July 2018 was, as follows:

	Adjustments	01 July 2018
		\$
Assets		
Trade receivables	(a),(b)	0
Total Assets		0
Total adjustments to Retained Surplus		
Accumulated surplus/(deficit)	(a),(b)	0
		0

(a) Classification and measurement

Under AASB 9, financial assets are subsequently measured at amortised cost, fair value through other comprehensive income (fair value through OCI) or fair value through profit or loss (fair value through P/L). The classification is based on two criteria: the Town's business model for managing the assets; and whether the assets' contractual cash flows represent 'solely payments of principal and interest' on the principal amount outstanding.

The assessment of the Town's business model was made as of the date of initial application, 1 July 2018. The assessment of whether contractual cash flows on financial assets are solely comprised of principal and interest was made based on the facts and circumstances as at the initial recognition of the assets.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

27. INITIAL APPLICATION OF AUSTRALIAN ACCOUNTING STANDARDS (Continued)

The classification and measurement requirements of AASB 9 did not have a significant impact on the Town. The following are the changes in the classification of the Town's financial assets:

- Trade receivables and Loans and advances (i.e. Other debtors) classified as Loans and receivables as at 30 June 2018 are held to collect contractual cash flows and give rise to cash flows representing solely payments of principal and interest. These are classified and measured as Financial assets at amortised cost beginning 1 July 2018.
- The Town did not designate any financial assets as at fair value through profit and loss.

In summary, upon the adoption of AASB 9, the Town had the following required (or elected) reclassifications as at 1 July 2018:

AASB 139 category	AASB 139 value \$	AASB 9 category amortised cost \$	Fair value through OCI \$	Fair value through P/L \$
Loans and receivables				
Trade receivables	442,061	442,061	0	0
	442,061	442,061	0	0

(b) Impairment

The adoption of AASB 9 has fundamentally changed the Town's accounting for impairment losses for financial assets by replacing AASB 139's incurred loss approach with a forward-looking expected credit loss (ECL) approach. AASB 9 requires the Town to recognise an allowance for ECLs for all financial assets not held at fair value through P/L. Upon adoption of AASB 9, the Town has not recognised an additional impairment on the Town's Trade receivables.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

28. NEW ACCOUNTING STANDARDS AND INTERPRETATIONS FOR APPLICATION IN FUTURE YEARS

The AASB has issued a number of new and amended Accounting Standards and Interpretations that have mandatory application dates for future reporting periods, some of which are relevant to the Town.

This note explains management's assessment of the new and amended pronouncements that are relevant to the Town, the impact of the adoption of AASB 15 *Revenue from Contracts with Customers*, AASB 16 *Leases* and AASB 1058 *Income for Not-for-Profit Entities*.

These standards are applicable to future reporting periods and have not yet been adopted.

(a) Revenue from Contracts with Customers

The Town will adopt AASB 15 *Revenue from Contracts with Customers* (issued December 2014) on 1 July 2019 resulting in changes in accounting policies. In accordance with the transition provisions AASB 15, the Town will adopt the new rules retrospectively with the cumulative effect of initially applying these rules recognised on 1 July 2019. In summary the following adjustments are expected to be made to the amounts recognised in the Statement of Financial Position at the date of initial application (1 July 2019):

		AASB 118 carrying amount 30 June 2019	Reclassification per reserve balances	AASB 15 carrying amount 01 July 2019
	Note	\$	\$	\$
Contract liabilities non-current				
Unspent grants/contributions		0	408,252	408,252
Developer contributions		0	322,954	322,954
Cash in lieu of parking		0	541,763	541,763
Adjustment to retained surplus from adoption of AASB 15	28(d)		(1,272,969)	

(b) Leases

The Town will adopt AASB 16 retrospectively from 1 July 2019 which will result in changes in accounting policies. In accordance with the transition provisions of AASB 16, the Town will apply this Standard to its leases retrospectively, with the cumulative effect of initially applying AASB 16 to be recognised on 1 July 2019. In applying the AASB 16 under the specific transition provisions chosen, the Town will not restate comparatives for prior reporting periods.

On adoption of AASB 16, the Town will recognise lease liabilities in relation to leases which had previously been classified as an 'operating lease' applying AASB 117. These lease liabilities will be measured at the present value of the remaining lease payments, discounted using the lessee's incremental borrowing rate on 1 July 2019.

The net impact of the standard will not be material to the Town.

On adoption of AASB 16, the Town will recognise a right-of-use asset in relation to a lease which had previously been classified as an 'operating lease' applying AASB 117. This right-of-use asset is to be measured as if AASB 16 had been applied since its commencement date by the carrying amount but discounted using the lessee's incremental borrowing rate as on 1 July 2019.

On adoption of AASB 16 *Leases* (issued February 2016), for leases which had previously been classified as an 'operating lease' when applying AASB 117, the Town is not required to make any adjustments on transition for leases for which the underlying asset is of low value. Assets for which the fair value as at the date of acquisition is under \$5,000 are not recognised as an asset in accordance with Financial Management Regulation 17A (5).

In applying AASB 16 for the first time, the Town will use the following practical expedient permitted by the standard.

- The exclusion of initial direct costs from the measurement of the right-of-use asset at the date of initial application.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

28. NEW ACCOUNTING STANDARDS AND INTERPRETATIONS FOR APPLICATION IN FUTURE YEARS (Continued)

(c) Income For Not-For-Profit Entities

The Town will adopt AASB 1058 *Income for Not-for-Profit Entities* (issued December 2016) on 1 July 2019 which will result in changes in accounting policies. In accordance with the transition provisions AASB 1058, the Town will adopt the new rules retrospectively with the cumulative effect of initially applying AASB 1058 recognised at 1 July 2019. Comparative information for prior reporting periods shall not be restated in accordance with AASB 1058 transition requirements.

In applying AASB 1058 retrospectively with the cumulative effect of initially applying the Standard on 1 July 2019 changes will occur to the following financial statement line items by application of AASB 1058 as compared to AASB 1004 Contributions before the change:

		AASB 1004 carrying amount		AASB 1058 carrying amount
	Note	30 June 2019	Reclassification	01 July 2019
		\$	\$	\$
Trade and other payables		2,983,020	158,639	3,141,659
Adjustment to retained surplus from adoption of AASB 1058	28(d)		(158,639)	

Prepaid rates are, until the taxable event for the rates has occurred, refundable at the request of the ratepayer. Therefore the rates received in advance give rise to a financial liability that is within the scope of AASB 9. On 1 July 2019 the prepaid rates will be recognised as a financial asset and a related amount recognised as a financial liability and no income recognised by the Town. When the taxable event occurs the financial liability will be extinguished and the Town will recognise income for the prepaid rates that have not been refunded.

Assets that were acquired for consideration, that were significantly less than fair value principally to enable the Town to further its objectives, may have been measured on initial recognition under other Australian Accounting Standards at a cost that was significantly less than fair value. Such assets are not required to be remeasured at fair value.

Volunteer Services in relation to Volunteer Fire Services will not be recognised in revenue and expenditure as the fair value of the services can not be reliably estimated.

(d) Impact of changes to Retained Surplus

The impact on the Town of the changes as at 1 July 2019 is as follows:

	Note	Adjustments	2019
			\$
Retained surplus - 30 June 2019			53,376,841
Adjustment to retained surplus from adoption of AASB 15	28(a)	(1,272,969)	
Adjustment to retained surplus from adoption of AASB 16	28(b)	0	
Adjustment to retained surplus from adoption of AASB 1058	28(c)	(158,639)	(1,431,608)
Retained surplus - 01 July 2019			51,945,233

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

29. OTHER SIGNIFICANT ACCOUNTING POLICIES

a) Goods and services tax (GST)

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO).

Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position.

Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

b) Current and non-current classification

The asset or liability is classified as current if it is expected to be settled within the next 12 months, being the Town's operational cycle. In the case of liabilities where the Town does not have the unconditional right to defer settlement beyond 12 months, such as vested long service leave, the liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current or non-current based on the Town's intentions to release for sale.

c) Rounding off figures

All figures shown in this annual financial report, other than a rate in the dollar, are rounded to the nearest dollar. Amounts are presented in Australian Dollars.

d) Comparative figures

Where required, comparative figures have been adjusted to conform with changes in presentation for the current financial year.

When the Town applies an accounting policy retrospectively, makes a retrospective restatement or reclassifies items in its financial statements that has a material effect on the statement of financial position, an additional (third) statement of financial position as at the beginning of the preceding period in addition to the minimum comparative financial statements is presented.

e) Budget comparative figures

Unless otherwise stated, the budget comparative figures shown in this annual financial report relate to the original budget estimate for the relevant item of disclosure.

f) Superannuation

The Town contributes to a number of Superannuation Funds on behalf of employees. All funds to which the Town contributes are defined contribution plans.

g) Fair value of assets and liabilities

Fair value is the price that the Town would receive to sell the asset or would have to pay to transfer a liability, in an orderly (i.e. unforced) transaction between independent, knowledgeable and willing market participants at the measurement date.

As fair value is a market-based measure, the closest equivalent observable market pricing information is used to determine fair value. Adjustments to market values may be made having regard to the characteristics of the specific asset or liability. The fair values of assets that are not traded in an active market are determined using one or more valuation techniques. These valuation techniques maximise, to the extent possible, the use of observable market data.

To the extent possible, market information is extracted from either the principal market for the asset or liability (i.e. the market with the greatest volume and level of activity for the asset or liability) or, in the absence of such a market, the most advantageous market available to the entity at the end of the reporting period (i.e. the market that maximises the receipts from the sale of the asset after taking into account transaction costs and transport costs).

For non-financial assets, the fair value measurement also takes into account a market participant's ability to use the asset in its highest and best use or to sell it to another market participant that would use the asset in its highest and best use.

h) Fair value hierarchy

AASB 13 requires the disclosure of fair value information by level of the fair value hierarchy, which categorises fair value measurement into one of three possible levels based on the lowest level that an input that is significant to the measurement can be categorised into as follows:

Level 1

Measurements based on quoted prices (unadjusted) in active markets for identical assets or liabilities that the entity can access at the measurement date.

Level 2

Measurements based on inputs other than quoted prices included in Level 1 that are observable for the asset or liability, either directly or indirectly.

Level 3

Measurements based on unobservable inputs for the asset or liability.

The fair values of assets and liabilities that are not traded in an active market are determined using one or more valuation techniques. These valuation techniques maximise, to the extent possible, the use of observable market data. If all significant inputs required to measure fair value are observable, the asset or liability is included in Level 2. If one or more significant inputs are not based on observable market data, the asset or liability is included in Level 3.

Valuation techniques

The Town selects a valuation technique that is appropriate in the circumstances and for which sufficient data is available to measure fair value. The availability of sufficient and relevant data primarily depends on the specific characteristics of the asset or liability being measured. The valuation techniques selected by the Town are consistent with one or more of the following valuation approaches:

Market approach

Valuation techniques that use prices and other relevant information generated by market transactions for identical or similar assets or liabilities.

Income approach

Valuation techniques that convert estimated future cash flows or income and expenses into a single discounted present value.

Cost approach

Valuation techniques that reflect the current replacement cost of the service capacity of an asset.

Each valuation technique requires inputs that reflect the assumptions that buyers and sellers would use when pricing the asset or liability, including assumptions about risks. When selecting a valuation technique, the Town gives priority to those techniques that maximise the use of observable inputs and minimise the use of unobservable inputs. Inputs that are developed using market data (such as publicly available information on actual transactions) and reflect the assumptions that buyers and sellers would generally use when pricing the asset or liability are considered observable, whereas inputs for which market data is not available and therefore are developed using the best information available about such assumptions are considered unobservable.

i) Impairment of assets

In accordance with Australian Accounting Standards the Town's cash generating non-specialised assets, other than inventories, are assessed at each reporting date to determine whether there is any indication they may be impaired.

Where such an indication exists, an impairment test is carried out on the asset by comparing the recoverable amount of the asset, being the higher of the asset's fair value less costs to sell and value in use, to the asset's carrying amount.

Any excess of the asset's carrying amount over its recoverable amount is recognised immediately in profit or loss, unless the asset is carried at a revalued amount in accordance with another Standard (e.g. AASB 116) whereby any impairment loss of a revalued asset is treated as a revaluation decrease in accordance with that other Standard.

For non-cash generating specialised assets that are measured under the revaluation model, such as roads, drains, public buildings and the like, no annual assessment of impairment is required. Rather AASB 116 31 applies and revaluations need only be made with sufficient regulatory to ensure the carrying value does not differ materially from that which would be determined using fair value at the end of the reporting period.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

30. ACTIVITIES/PROGRAMS

In order to discharge its responsibilities to the community, Council has developed a set of operational and financial objectives. These objectives have been established both on an overall 'basis, reflected by the Town's Community Vision, and for each of its broad activities/programs.

The Town's operations as disclosed in these financial statements encompass the following service orientated activities/programs.

PROGRAM NAME AND OBJECTIVES	ACTIVITIES
GOVERNANCE To provide a decision making process for the efficient allocation of scarce resources.	Includes the activities of members of council and the administrative support available to the council for the provision of governance of the district. Other costs relate to the task of assisting elected members and ratepayers on matters which do not concern specific council services.
GENERAL PURPOSE FUNDING To collect revenue to allow for the provision of services.	Rates, general purpose government grants and interest revenue.
LAW, ORDER, PUBLIC SAFETY To provide services to help ensure a safer and environmentally conscious community.	Supervision and enforcement of various local laws relating to fire prevention, animal control and other aspects of public safety including emergency services.
HEALTH To provide an operational framework for environmental and community health.	Inspection of food outlets and their control, provision of meat inspection services, noise control.
EDUCATION AND WELFARE To provide services to disadvantaged persons, the elderly, children and youth.	Pre-schools, aged and disabled, senior citizens, welfare administration, donations to welfare organisations.
COMMUNITY AMENITIES To provide services required by the community.	Rubbish collections, recycling, litter control, public litter bins, town planning control/studies.
TRANSPORT To provide safe, effective and efficient transport services to the community.	Roads, footpaths, cycleways, right of way, drainage, road verges, median strips, street lighting, street cleaning, street trees, traffic surveys, parking services, traffic management and underground power.
ECONOMIC SERVICES To help promote the shire and its economic wellbeing.	Building services, commercial leases, strategic planning and activities involving the Royal Agricultural Society, Claremont Now and Anzac Cottage.
OTHER PROPERTY AND SERVICES To monitor and control council's overheads operating accounts.	Public works overheads, plant/vehicle operations, private works and other property.

TOWN OF CLAREMONT
NOTES TO AND FORMING PART OF THE FINANCIAL REPORT
FOR THE YEAR ENDED 30TH JUNE 2019

31. FINANCIAL RATIOS

	2019 Actual	2018 Actual	2017 Actual
Current ratio	1.47	1.40	1.89
Asset consumption ratio	0.97	0.99	0.95
Asset renewal funding ratio	1.18	1.02	1.13
Asset sustainability ratio	0.99	1.32	1.02
Debt service cover ratio	0.90	(4.88)	6.31
Operating surplus ratio	0.10	0.30	0.08
Own source revenue coverage ratio	1.09	0.76	1.05

The above ratios are calculated as follows:

Current ratio	$\frac{\text{current assets minus restricted assets}}{\text{current liabilities minus liabilities associated with restricted assets}}$
Asset consumption ratio	$\frac{\text{depreciated replacement costs of depreciable assets}}{\text{current replacement cost of depreciable assets}}$
Asset renewal funding ratio	$\frac{\text{NPV of planned capital renewal over 10 years}}{\text{NPV of required capital expenditure over 10 years}}$
Asset sustainability ratio	$\frac{\text{capital renewal and replacement expenditure}}{\text{depreciation}}$
Debt service cover ratio	$\frac{\text{annual operating surplus before interest and depreciation}}{\text{principal and interest}}$
Operating surplus ratio	$\frac{\text{operating revenue minus operating expenses}}{\text{own source operating revenue}}$
Own source revenue coverage ratio	$\frac{\text{own source operating revenue}}{\text{operating expense}}$

13.2.3 LIST OF PAYMENTS 1 TO 30 NOVEMBER 2019**File Number:** FIM/00108, D-19-42204**Author:** Edwin Kwan, Senior Finance Officer**Authoriser:** Liz Ledger, Chief Executive Officer**Attachments:** 1. List of payments 1 - 30 November 2019 [↓](#) **PURPOSE**

For Council to note the payments made in November 2019.

BACKGROUND

Council has delegated to the Chief Executive Officer (CEO) the exercise of its power to make payments from the Municipal Fund. The CEO is required to present a list to Council of those payments made since the last list was submitted.

DISCUSSION

Attached is the list of all accounts paid totalling \$1,987,018.18 during the month of November 2019.

The attached schedule covers:

• Municipal Funds electronic funds transfers (EFT)	\$	1,349,734.83
• Municipal Fund vouchers ()	\$	0.00
• Municipal Fund direct debits	\$	537,483.94
• Trust Fund electronic funds transfer (EFT)	\$	99,799.41
• Trust Fund vouchers	\$	0.00

All invoices have been verified, and all payments have been duly authorised in accordance with Council's procedures

PAST RESOLUTIONS

Ordinary Council Meeting 19 November 2019, resolution 155/19:

That Council notes all payments made for October 2019 totalling \$1,818,827.24 comprising;

<i>Municipal Funds electronic funds transfers (EFT)</i>	\$	1,010,197.21
<i>Municipal Fund vouchers ()</i>	\$	0.00
<i>Municipal Fund direct debits</i>	\$	720,356.61
<i>Trust Fund electronic funds transfer (EFT)</i>	\$	88,273.42
<i>Trust Fund vouchers</i>	\$	0.00

FINANCIAL AND STAFF IMPLICATIONS

Resource requirements are in accordance with existing budgetary allocation.

POLICY AND STATUTORY IMPLICATIONS

Local Government (Financial Management) Regulations 1996, Regulations 12- 13.
Town of Claremont Delegation Register – DA9 Payment of Accounts.

COMMUNICATION / CONSULTATION

Nil

STRATEGIC IMPLICATIONS**Leadership and Governance**

We are an open and accountable local government; a leader in community service standards.

- Demonstrate a high standard of governance, accountability, management and strategic planning.
- Manage our finances responsibly and improve financial sustainability.

URGENCY

The Schedule of Payments is to be presented to the next ordinary meeting of Council after the list has been prepared.

VOTING REQUIREMENTS

Simple majority decision of Council required.

OFFICER RECOMMENDATION

That Council notes all payments made by the Chief Executive Officer under Delegation DA9 for November 2019 totalling \$1,987,018.18, as detailed in Attachment 1 comprising:

\$1,349,734.83 Municipal Funds electronic funds transfers (EFT)

\$ 0.00 Municipal Funds vouchers (-)

\$ 537,483.94 Municipal Funds direct debits

\$ 99,799.41 Trust Fund EFT

\$ 0.00 Trust Fund vouchers

SCHEDULE OF PAYMENTS

1-30 November 2019

ELECTRONIC FUNDS TRANSFERS NOVEMBER 2019 - MUNICIPAL FUND

Date	Ref.	Name	Details	Amount
21/11/2019	EFT01697	3D HR LEGAL (ARGYLE FAMILY TRUST)	Legal consultation	\$ 1,381.05
14/11/2019	EFT01695	A SUANN	Election nomination deposit refund	\$ 80.00
07/11/2019	EFT01694	A TULLOCH	Allowance Councillor 1 to 19 October 2019	\$ 1,017.38
28/11/2019	EFT01698	AFFIRMATIVE GROUP 3 (STP FAMILY TRUST)	Anstey street brickpaving rectification works	\$ 8,144.40
14/11/2019	EFT01695	ALCAN FIRE SAFETY	Fire safety inspection	\$ 2,372.70
07/11/2019	EFT01694	ALEXANDRA WINGATE	Reimbursement of mobile phone usage	\$ 36.00
14/11/2019	EFT01695	ALEXANDRA WINGATE	Reimbursement of mobile phone usage	\$ 36.00
14/11/2019	EFT01695	ALICE L KELLY	Rates refund	\$ 2,176.77
14/11/2019	EFT01695	ALL FENCE U RENT	Fence hire SMH	\$ 295.63
28/11/2019	EFT01698	ALSCO	Feminine hygiene unit services for September 2019	\$ 649.66
14/11/2019	EFT01695	ALYKA PTY LTD	Website upgrade - 2nd 50% instalment	\$ 3,465.00
28/11/2019	EFT01698	ALYKA PTY LTD	Web updates Claremont 1hr develop & 1 hr testing	\$ 385.00
07/11/2019	EFT01694	ARBORLOGIC	Various park works	\$ 8,332.50
07/11/2019	EFT01694	ARTSOURCE	Art Awards - FB/online advertising	\$ 770.00
07/11/2019	EFT01694	ASU	Union fee from employee deduction	\$ 25.90
21/11/2019	EFT01697	ASU	Union fee from employee deduction	\$ 25.90
07/11/2019	EFT01694	AUSTRALIA POST - 623462	Postage	\$ 2,134.87
28/11/2019	EFT01698	AUSTRALIA POST - 623462	Postage	\$ 719.17
14/11/2019	EFT01695	AUSTRALIA POST - 673027	Postage	\$ 1,275.15
07/11/2019	EFT01694	AUSTRALIAN TAXATION OFFICE	PAYG withholding	\$ 53,230.00
21/11/2019	EFT01697	AUSTRALIAN TAXATION OFFICE	PAYG withholding	\$ 58,629.12
07/11/2019	EFT01694	AXON PUBLIC SAFETY AUSTRALIA	License 1year, basic and professional evidence	\$ 3,576.10
14/11/2019	EFT01695	B & B WASTE CONTRACTORS PTY LTD	Domestic waste collection	\$ 25,367.46
14/11/2019	EFT01695	BARRY HARRINGTON	Reimbursement of mobile phone usage	\$ 59.00
07/11/2019	EFT01694	BARRY L & HEATHER B TASKER	Dog registration refund	\$ 80.00
07/11/2019	EFT01694	BEAVER TREE SERVICES	Various park works	\$ 3,718.00
21/11/2019	EFT01697	BEAVER TREE SERVICES	Various park works	\$ 4,057.90
07/11/2019	EFT01694	BLACK SWAN HORTICULTURE (LAIRD WAYNE C	Mulch verge at Anzac Cottage	\$ 198.00
28/11/2019	EFT01698	BLACK SWAN HORTICULTURE (LAIRD WAYNE C	Garden maintenance for Oct 2019	\$ 21,875.33
21/11/2019	EFT01697	BOOKERY (CAVAL LIMITED)	Library Acquisitions	\$ 770.00
28/11/2019	EFT01698	BORAL CONSTRUCTION MATERIALS (BORAL RE	Anstey St & Cliff Rd works	\$ 62,757.00
07/11/2019	EFT01694	BOYAN ELECTRICAL SERVICES	Repairs and maintenance	\$ 930.60
14/11/2019	EFT01695	BOYAN ELECTRICAL SERVICES	Repairs and maintenance	\$ 237.60
21/11/2019	EFT01697	BOYAN ELECTRICAL SERVICES	Repairs and maintenance	\$ 983.05
28/11/2019	EFT01698	BOYAN ELECTRICAL SERVICES	Repairs and maintenance	\$ 1,136.85
21/11/2019	EFT01697	BRIAN PAGE	Bond refund	\$ 3,000.00
07/11/2019	EFT01694	BRONWYN LEE	Library children activities	\$ 340.00
07/11/2019	EFT01694	BUNNINGS	Tools and equipment	\$ 184.17
21/11/2019	EFT01697	BUNNINGS	Tools and equipment	\$ 439.45
07/11/2019	EFT01694	BURKE AIR	Repairs and maintenance	\$ 314.60
07/11/2019	EFT01694	BUZZ ENTERPRISES PTY LTD (SIFTING SANDS)	Softfall Cleaning Townwide (playground sandpits)	\$ 3,308.26
07/11/2019	EFT01694	C MEWS	Allowance Councillor 1 to 19 October 2019	\$ 1,017.38
14/11/2019	EFT01695	C MEWS	Election nomination deposit refund	\$ 80.00
14/11/2019	EFT01695	C.V.P. ELECTRICAL CO	Repairs and maintenance	\$ 223.63
28/11/2019	EFT01698	CALL ASSOCIATES P/L (CONNECT/INSIGHT CCS)	Communications - October 2019	\$ 711.43
21/11/2019	EFT01697	CANCER COUNCIL WESTERN AUSTRALIA	Safety and first aid	\$ 194.99
07/11/2019	EFT01694	CARLY FILBEY	Reimbursement of mobile phone usage	\$ 96.00
07/11/2019	EFT01694	CHILD SUPPORT AGENCY	Child support from employee deduction	\$ 454.82
21/11/2019	EFT01697	CHILD SUPPORT AGENCY	Child support from employee deduction	\$ 454.82
07/11/2019	EFT01694	CITY OF NEDLANDS (BUILDING SERVICES)	Swimming Pool Assessment	\$ 228.80
07/11/2019	EFT01694	CITY OF NEDLANDS (NON-BUILDING SERVICES)	Rent for depot	\$ 3,783.79
07/11/2019	EFT01694	CIVICA PTY LTD	CIVICA inv. annual licence library	\$ 24,692.67
07/11/2019	EFT01694	CLAREMONT BAPTIST CHURCH	Building plan search	\$ 316.00
07/11/2019	EFT01694	CLAREMONT FOOTBALL CLUB INC	Claremont Oval reticulation repairs	\$ 40,989.30
14/11/2019	EFT01695	CLAREMONT FOOTBALL CLUB INC	Removing bee hive in goal post at oval	\$ 600.00
21/11/2019	EFT01697	CLAREMONT NEWSPAPER DELIVERY SERVICE	Library acquisitions	\$ 549.60
14/11/2019	EFT01695	CLAREMONT RECREATION CLUB	Quarterly Ground Subsidy April-June19	\$ 5,907.28
21/11/2019	EFT01697	CLAREMONT YACHT CLUB	Museum event	\$ 400.00
07/11/2019	EFT01694	CLEAN CITY GROUP PTY LTD	Various roads work	\$ 9,889.00
14/11/2019	EFT01695	CLEAN CITY GROUP PTY LTD	Various roads work	\$ 3,995.20
21/11/2019	EFT01697	CLEAN CITY GROUP PTY LTD	Various roads work	\$ 1,881.00
07/11/2019	EFT01694	COLLEAGUES NAGELS	Precinct Parking permits x 10	\$ 115.94
28/11/2019	EFT01698	COLLEAGUES NAGELS	Precinct Parking permits x 10	\$ 115.72
28/11/2019	EFT01698	COMMUNITY NEWSPAPER GROUP	Advertising Seniors Week - Western Suburbs Weekly	\$ 1,254.00
07/11/2019	EFT01694	COMPLETE OFFICE SUPPLIES PTY LTD	Tools and equipment	\$ 1,329.98

SCHEDULE OF PAYMENTS
1-30 November 2019

Date	Ref.	Name	Details	Amount
14/11/2019	EFT01695	COMPLETE OFFICE SUPPLIES PTY LTD	Tools and equipment	\$ 560.01
14/11/2019	EFT01695	COMPLETE RESURFACING SOLUTIONS (TRUSTE	Aquatic Centre building works	\$ 32,250.00
14/11/2019	EFT01695	COMPU-STOR	External record storage	\$ 609.44
07/11/2019	EFT01694	CONTRAFLOW	Traffic controls	\$ 34,500.38
14/11/2019	EFT01695	CONTRAFLOW	Traffic controls	\$ 13,516.51
21/11/2019	EFT01697	CONTRAFLOW	Traffic controls	\$ 9,523.79
28/11/2019	EFT01698	CONTRAFLOW	Traffic controls	\$ 631.13
21/11/2019	EFT01697	CORNERSTONE RENOVATIONS	Repairs and maintenance	\$ 15,202.00
28/11/2019	EFT01698	CSP INDUSTRIES PTY LTD	Emergency Service HP Machine	\$ 196.75
21/11/2019	EFT01697	DARREN SANDERS - INTEGRO HOMES	Bond refund	\$ 3,000.00
28/11/2019	EFT01698	DAVID A & DEBORAH H OAKLEY	Rates refund	\$ 99.84
07/11/2019	EFT01694	DE FREITAS & RYAN REAL ESTATE	Museum O'Connor lease	\$ 1,923.21
28/11/2019	EFT01698	DEPARTMENT OF TRANSPORT	Disclosure of info fee Oct 480 searches	\$ 1,632.00
14/11/2019	EFT01695	DIELECTRIC SECURITY SYSTEMS	Building security	\$ 115.50
28/11/2019	EFT01698	DIELECTRIC SECURITY SYSTEMS	Building security	\$ 115.50
14/11/2019	EFT01695	DIXON CONCRETE	Various road works	\$ 715.00
21/11/2019	EFT01697	DIXON CONCRETE	Various road works	\$ 5,280.00
07/11/2019	EFT01694	DONEGAN ENTERPRISES PTY LTD	Weekly playground inspections of various parks	\$ 6,110.50
28/11/2019	EFT01698	DONEGAN ENTERPRISES PTY LTD	Weekly playground inspections of various parks	\$ 2,788.50
07/11/2019	EFT01694	DOWSING CONCRETE	Various road works	\$ 44,732.34
21/11/2019	EFT01697	DOWSING CONCRETE	Various road works	\$ 2,300.54
28/11/2019	EFT01698	DOWSING CONCRETE	Various road works	\$ 29,133.33
28/11/2019	EFT01698	DRIVE SAFE AUSTRALIA (VAN LEEUWEN FAMIL	Driving training staff	\$ 4,950.00
07/11/2019	EFT01694	DU ELECTRICAL	Repairs and maintenance	\$ 8,783.50
07/11/2019	EFT01694	EBSCO AUSTRALIA (EBSCO INTERNATIONAL INC	Library acquisitions choice magazine online	\$ 1,029.38
28/11/2019	EFT01698	ELECTRIC WEST PTY LTD	Remembrance Day event	\$ 90.00
07/11/2019	EFT01694	ELISABETH C CONDRY	Rates refund	\$ 223.37
07/11/2019	EFT01694	ELLIOTTS IRRIGATION PTY LTD	Irrigation	\$ 245.30
21/11/2019	EFT01697	ELLIOTTS IRRIGATION PTY LTD	Irrigation	\$ 245.30
07/11/2019	EFT01694	ENVIRO SWEEP	CBD & Residential area sweeps for Sept 2019	\$ 18,834.20
28/11/2019	EFT01698	ENVIRO SWEEP	CBD & Residential area sweeps for Oct 2019	\$ 19,622.90
07/11/2019	EFT01694	ENVIROCARE SYSTEMS	Aquatic Centre - urinal Clean	\$ 191.40
21/11/2019	EFT01697	EVENT HEALTH MANAGEMENT	First aid for Remembrance Day	\$ 366.56
21/11/2019	EFT01697	FAST FINISHING SERVICES	Binding Lake Claremont advisory 2018	\$ 204.60
28/11/2019	EFT01698	FOOD TECHNOLOGY SERVICES	22 Food Business risk assessments in October	\$ 2,190.10
21/11/2019	EFT01697	FREO FIRE SERVICES PTY LTD	Repairs and maintenance	\$ 109.09
28/11/2019	EFT01698	FREO FIRE SERVICES PTY LTD	Repairs and maintenance	\$ 109.09
28/11/2019	EFT01698	FRESHWATER BAY PRIMARY SCHOOL PARENTS	Royal Show 2019 Parking - reprocess	\$ 15,778.00
28/11/2019	EFT01698	FRUIT AT WORK	Fruit order	\$ 577.50
07/11/2019	EFT01694	G & I SURVEYS	Road surveys	\$ 2,505.80
07/11/2019	EFT01694	G FORCE PRINTING	External printing	\$ 111.10
28/11/2019	EFT01698	G FORCE PRINTING	External printing	\$ 389.84
07/11/2019	EFT01694	GLENVIEW MACHINE KERBING (BROOKLEA INV	Kerb cnr Stirling Rd & Claremont Cres	\$ 550.00
21/11/2019	EFT01697	GLENVIEW MACHINE KERBING (BROOKLEA INV	Install new kerb to carpark entry at Claremont Cres	\$ 1,650.00
07/11/2019	EFT01694	GLOWSTIX AUSTRALIA PTY LTD	300x battery powered candles for Xmas carols	\$ 629.20
07/11/2019	EFT01694	GOODALL'S BRICKPAVING & MINI BOBCAT SER	Various road works	\$ 435.88
21/11/2019	EFT01697	GOODALL'S BRICKPAVING & MINI BOBCAT SER	Various road works	\$ 1,823.80
28/11/2019	EFT01698	GOODALL'S BRICKPAVING & MINI BOBCAT SER	Various road works	\$ 539.00
21/11/2019	EFT01697	GPS ON BAYVIEW	Pre-employment medical	\$ 380.00
28/11/2019	EFT01698	GPS ON BAYVIEW	Staff skin check	\$ 90.00
28/11/2019	EFT01698	GWT POWER MUSIC t/a POWER MUSIC PRODL	Remembrance Day event	\$ 589.00
21/11/2019	EFT01697	HANNAH ETHERINGTON FLOWERS	Remembranc Day Wreath Women's Services	\$ 300.00
07/11/2019	EFT01694	HIP POCKET WORKWEAR & SAFETY STIRLING (Sunscreen for Aquatic Centre	\$ 160.00
07/11/2019	EFT01694	IMAGESOURCE	Various printing	\$ 1,025.20
14/11/2019	EFT01695	IMAGESOURCE	Various printing	\$ 224.40
28/11/2019	EFT01698	IMAGESOURCE	Various printing	\$ 1,009.80
28/11/2019	EFT01698	INFOCOUNCIL PTY LTD	InfoCouncil Updates	\$ 2,750.00
21/11/2019	EFT01697	IPWEA-WA DIVISION	Public works week 1/2 day registration	\$ 300.00
28/11/2019	EFT01698	IXOM OPERATIONS PTY LTD	Aquatic Centre Chemicals	\$ 4,211.56
07/11/2019	EFT01694	J & V CONTRACTORS	Various road works	\$ 16,653.45
28/11/2019	EFT01698	J & V CONTRACTORS	Various road works	\$ 5,544.00
07/11/2019	EFT01694	JAMES DOHERTY	Bond refund	\$ 1,000.00
14/11/2019	EFT01695	JANDABUP INVESTMENTS PTY LTD (NOLITA TR	Trybooking payment for senior lunch	\$ 1,680.00
07/11/2019	EFT01694	JARED BRAY	Reimbursement of mobile phone usage	\$ 24.50
28/11/2019	EFT01698	JASON SIGNMAKERS	Road signs	\$ 439.56
28/11/2019	EFT01698	JDSI CONSULTING ENGINEERS	Infrastructure Capacity Review	\$ 1,567.50

SCHEDULE OF PAYMENTS
1-30 November 2019

Date	Ref.	Name	Details	Amount
07/11/2019	EFT01694	JEFF MOURITZ GAS & AIR PTY LTD	Kindy air conditioner	\$ 7,035.00
07/11/2019	EFT01694	JOHN & CLARE BRANS	Dog registration refund	\$ 150.00
28/11/2019	EFT01698	JR & A HERSEY PTY LTD	Safety equipment	\$ 1,093.62
14/11/2019	EFT01695	K MAIN	Election nomination deposit refund	\$ 80.00
14/11/2019	EFT01695	KERB DIRECT KERBING PTY LTD	Various kerb works	\$ 3,128.62
28/11/2019	EFT01698	KERB DIRECT KERBING PTY LTD	Various kerb works	\$ 13,331.40
07/11/2019	EFT01694	KESTRAL COMPUTING PTY LTD	IT Operations Kestral Annual Fee	\$ 12,753.17
28/11/2019	EFT01698	KYOCERA	Printing	\$ 891.02
14/11/2019	EFT01695	LANDGATE - MIDLAND	GRV INT Vals metro G2019/09-21/9/19 to 4/10/19	\$ 99.63
21/11/2019	EFT01697	LGISWA	LGIS Property adjust 2018-19 year	\$ 3,143.59
28/11/2019	EFT01698	LGISWA	Various insurance instalments 2019/20	\$ 129,602.77
07/11/2019	EFT01694	LGRCEU	Union fee from employee deduction	\$ 61.50
21/11/2019	EFT01697	LGRCEU	Union fee from employee deduction	\$ 61.50
07/11/2019	EFT01694	LISA ANNE BLACK	Nature bugs design & sculpt w/s for 15 9/10/19	\$ 455.00
28/11/2019	EFT01698	LISA WARDLE	Reimbursement of NPC	\$ 52.00
21/11/2019	EFT01697	LOCAL COMMUNITY INSURANCE SERVICES	Various buskers under permit	\$ 592.63
14/11/2019	EFT01695	LOCAL GOVERNMENT PROFESSIONALS WA	Induction to LG course for staff	\$ 350.00
07/11/2019	EFT01694	LOCK, STOCK & FARRELL LOCKSMITH	Building locks	\$ 289.00
28/11/2019	EFT01698	LOUISE M SYNNOT & & SCOTT N SIEKIERKA	Dog registration refund	\$ 20.00
07/11/2019	EFT01694	M.D.R. MOBILE DIESEL REPAIRS	Repairs and maintenance	\$ 773.85
21/11/2019	EFT01697	M.D.R. MOBILE DIESEL REPAIRS	Repairs and maintenance	\$ 385.00
28/11/2019	EFT01698	MAGPIES MAGAZINES	Subscriptions	\$ 56.00
14/11/2019	EFT01695	MARKETFORCE	Various advertising	\$ 529.52
21/11/2019	EFT01697	MARKETFORCE	Various advertising	\$ 3,212.22
21/11/2019	EFT01697	MARQUEE MAGIC	Museum Programmes	\$ 232.00
14/11/2019	EFT01695	MELVILLE SUBARU	Aquatic Centre Manager car service	\$ 547.95
28/11/2019	EFT01698	MICHAEL THOMAS DUCKETT	WC-LEMC and WC-ERM expenses	\$ 1,837.31
07/11/2019	EFT01694	MOORE STEPHENS	Annual audit fee	\$ 550.00
14/11/2019	EFT01695	MOORE STEPHENS	Annual audit fee	\$ 1,100.00
07/11/2019	EFT01694	NEVERFAIL SPRINGWATER LTD	Bottle water	\$ 81.94
28/11/2019	EFT01698	NEVERFAIL SPRINGWATER LTD	Bottle water	\$ 81.94
21/11/2019	EFT01697	NORTH METROPOLITAN TAFE	Staff Training/Conferences	\$ 369.85
07/11/2019	EFT01694	OCE CORPORATE CLEANING	Toiletries for TOC buildings	\$ 1,379.05
07/11/2019	EFT01694	ON HOLD ON LINE (K.L & L.R JONES)	Phone message on hold	\$ 69.00
28/11/2019	EFT01698	ON HOLD ON LINE (K.L & L.R JONES)	Phone message on hold	\$ 69.00
07/11/2019	EFT01694	OST (COUNCILFIRST)	IT support	\$ 287.54
14/11/2019	EFT01695	OST (COUNCILFIRST)	IT support	\$ 80.30
21/11/2019	EFT01697	OVEN SPARKLE	BBQ cleaning for October 2019	\$ 704.00
14/11/2019	EFT01695	P BROWNE	Election nomination deposit refund	\$ 80.00
14/11/2019	EFT01695	P EDWARDS	Election nomination deposit refund	\$ 80.00
14/11/2019	EFT01695	P TELFORD	Election nomination deposit refund	\$ 80.00
21/11/2019	EFT01697	PETER & NATASHA A Ogonowski	Dog registration refund	\$ 150.00
28/11/2019	EFT01699	PHASE 3 LANDSCAPE CONSTRUCTION	2018-19 Aquatic Centre splashpad	\$ 165,000.00
21/11/2019	EFT01697	PHIL JOHNSON PLUMBING AND GAS	Repairs and maintenance	\$ 2,570.00
28/11/2019	EFT01698	PHIL JOHNSON PLUMBING AND GAS	Repairs and maintenance	\$ 212.00
21/11/2019	EFT01697	PHOTOGRAPHY PROJECT	Photographs (Elected Members) update	\$ 467.50
07/11/2019	EFT01694	PIPELINE IRRIGATION	Irrigation at parks	\$ 10,802.00
14/11/2019	EFT01695	PIPELINE IRRIGATION	Irrigation at parks	\$ 7,860.60
21/11/2019	EFT01697	PIPELINE IRRIGATION	Irrigation at parks	\$ 13,965.60
28/11/2019	EFT01698	PLUNKETT HOMES	BA 2019 / 00202; BCITF fees refund	\$ 788.32
07/11/2019	EFT01694	PRIORITY 1 FIRE AND SAFETY PTY LTD	Staff Training/Conferences - Confined Space & B/A	\$ 1,320.00
07/11/2019	EFT01694	PROFESSIONAL TREE SURGEONS	Various park works	\$ 4,037.00
21/11/2019	EFT01697	PROFESSIONAL TREE SURGEONS	Various park works	\$ 4,081.00
21/11/2019	EFT01697	PROGILITY PTY LTD	Paloalto firewall annual licence & support 19/20	\$ 7,208.30
07/11/2019	EFT01694	PROTEC ASPHALT	Various road works	\$ 3,861.00
21/11/2019	EFT01697	PROTEC ASPHALT	Various road works	\$ 2,340.00
28/11/2019	EFT01698	PROTEC ASPHALT	Various road works	\$ 2,590.50
28/11/2019	EFT01698	PUMPS AUSTRALIA PTY LTD	Repair water pump on Water Truck	\$ 698.50
07/11/2019	EFT01694	QTM PTY LTD	Anstey Road traffic management	\$ 753.50
21/11/2019	EFT01697	R K ROACH	Road survey	\$ 209.00
28/11/2019	EFT01698	R K ROACH	Road survey	\$ 574.75
14/11/2019	EFT01695	R WATSON	Election nomination deposit refund	\$ 80.00
07/11/2019	EFT01694	RAM LOCKSMITHS (WA) PTY LTD	Building locks	\$ 520.20
21/11/2019	EFT01697	REDINK HOMES (RED INK HOMES PTY LTD)	Development application refund	\$ 735.00
28/11/2019	EFT01698	ROBERT & ORLA M KAPINKOFF	Rates refund	\$ 76.78
21/11/2019	EFT01697	ROGER J CUMMING	Bond refund	\$ 500.00

SCHEDULE OF PAYMENTS
1-30 November 2019

Date	Ref.	Name	Details	Amount
07/11/2019	EFT01694	S FRANKLYN	Reimbursement of flight cost	\$ 903.10
14/11/2019	EFT01695	S HATTON	Election nomination deposit refund	\$ 80.00
07/11/2019	EFT01694	SEEK LIMITED	Job advertising	\$ 1,375.00
14/11/2019	EFT01695	SEEK LIMITED	Job advertising	\$ 1,375.00
28/11/2019	EFT01698	SERCUL	Water Quality Sampling Event Lake Claremont	\$ 4,400.00
21/11/2019	EFT01697	SHERIDANS FOR BADGES	Desk Plates - Telford/Suann	\$ 134.20
28/11/2019	EFT01698	SIGMA CHEMICALS	Aquatic Centre Chemicals	\$ 871.20
21/11/2019	EFT01697	SMOKE & MIRRORS AUDIO VISUAL (ABSTRACT	PA microphone service	\$ 132.00
28/11/2019	EFT01698	SPEEDO AUSTRALIA PTY LIMITED	Aquatic Centre shop purchase	\$ 2,584.99
14/11/2019	EFT01695	SPORTSWORLD OF WA	Aquatic Centre shop purchase	\$ 1,348.05
21/11/2019	EFT01697	STUMP OUT	PA microphone service	\$ 980.00
14/11/2019	EFT01695	SUBARU OSBORNE PARK	New car for Maintenance Supervisor	\$ 28,875.95
07/11/2019	EFT01694	SUEZ RECYCLING & RECOVERY (PERTH) P/L	Domestic waste collection	\$ 18,987.27
28/11/2019	EFT01698	SUEZ RECYCLING & RECOVERY (PERTH) P/L	Domestic waste collection	\$ 26,397.06
21/11/2019	EFT01697	SUSTAINABLE OUTDOORS	Various roads work	\$ 942.09
28/11/2019	EFT01698	SUSTAINABLE OUTDOORS	Various roads work	\$ 28,336.67
07/11/2019	EFT01694	TECHNOLOGY ONE LTD	IntraMaps Subscription	\$ 9,839.50
14/11/2019	EFT01695	TELFORD INDUSTRIES	Aquatic Centre Chemicals	\$ 246.40
07/11/2019	EFT01694	TELSTRA	Parks data sim	\$ 244.97
14/11/2019	EFT01695	TELSTRA	Mobile phone usage	\$ 1,203.37
07/11/2019	EFT01694	THE ANALYTICS COMPANY LTD (JETREPORTS A	Annual licence - Jet Reports	\$ 878.90
07/11/2019	EFT01694	THE FRUIT BOX GROUP	Milk delivery	\$ 247.76
28/11/2019	EFT01698	THE JOYS OF THE WOMEN	Library Events	\$ 150.00
14/11/2019	EFT01695	THE PAPER COMPANY OF AUSTRALIA	Paper	\$ 275.00
14/11/2019	EFT01695	THE ROYAL LIFE SAVING SOCIETY WA INC	Aquatic Centre events and equipment	\$ 1,122.00
28/11/2019	EFT01698	TRADIES WORKWEAR & SAFETY (TRADIES WOF	Staff Uniforms/Protective Clothing	\$ 552.55
21/11/2019	EFT01697	TRISLEY'S HYDRAULIC SERVICES PTY LTD	Emergency Works Replace Damaged Grease Pump	\$ 293.92
28/11/2019	EFT01698	TUDOR HOUSE (WA) PTY LTD	Australian Handwaver flags (x20)	\$ 148.00
07/11/2019	EFT01694	TURFMASTER FACILITY MANAGEMENT	Mowing at Aquatic Centre	\$ 528.00
07/11/2019	EFT01694	TURFWORKS WA PTY LTD	Various roads work	\$ 4,511.10
21/11/2019	EFT01697	TURFWORKS WA PTY LTD	Various roads work	\$ 3,620.10
28/11/2019	EFT01698	TURFWORKS WA PTY LTD	Various roads work	\$ 4,258.10
21/11/2019	EFT01697	TWO YACHT CHEFS (KIRKWOOD DELICATESSEN	Refreshments meeting minister	\$ 572.20
07/11/2019	EFT01694	ULTIMO CATERING & EVENTS	Catering for OCM dinner	\$ 935.00
14/11/2019	EFT01695	ULTIMO CATERING & EVENTS	Catering for OCM dinner	\$ 715.00
21/11/2019	EFT01697	ULTIMO CATERING & EVENTS	Catering for OCM dinner	\$ 168.95
28/11/2019	EFT01698	ULTIMO CATERING & EVENTS	Catering for OCM dinner	\$ 825.00
28/11/2019	EFT01698	UPSTART PTY LTD	Name badge	\$ 53.63
07/11/2019	EFT01694	VICKI COBBY	Reimbursement of NPC	\$ 52.00
21/11/2019	EFT01697	VISION IDZ	Membership Cards RFID Aquatic Centre	\$ 1,425.00
21/11/2019	EFT01697	VOCUS PTY LTD	Internet service	\$ 7,977.78
14/11/2019	EFT01695	VORGEE PTY LTD	Aquatic Centre shop purchase	\$ 488.40
07/11/2019	EFT01694	WEST COAST PROFILERS PTY LTD	Various road works	\$ 6,142.37
21/11/2019	EFT01697	WEST COAST PROFILERS PTY LTD	Various road works	\$ 10,099.23
07/11/2019	EFT01694	WEST COAST SHADE PTY LTD	Install shade sails at Mofflin Park	\$ 352.00
07/11/2019	EFT01694	WESTBOOKS	Library acquisitions	\$ 1,816.19
14/11/2019	EFT01695	WESTBOOKS	Library acquisitions	\$ 561.67
21/11/2019	EFT01697	WESTBOOKS	Library acquisitions	\$ 348.51
07/11/2019	EFT01694	WESTERN METROPOLITAN REGIONAL COUNCIL	Domestic waste collection	\$ 25,606.33
14/11/2019	EFT01695	WESTERN METROPOLITAN REGIONAL COUNCIL	Domestic waste collection	\$ 20,912.15
07/11/2019	EFT01694	WESTON ROAD SYSTEMS	Car bay marking - Leura Ave	\$ 3,660.80
07/11/2019	EFT01694	WINC	Stationery	\$ 950.33
28/11/2019	EFT01698	WINC	Stationery	\$ 44.17
14/11/2019	EFT01695	WOODLANDS DISTRIBUTORS AND AGENCIES P	5 boxes of dog waste bags	\$ 609.95
14/11/2019	EFT01695	ZENIEN (ASTUTA TRUST)	Remote Investigation Church lane CCTV issue	\$ 45.38
Total EFT				\$ 1,349,734.83
Total Number of EFT Transfers				252

CHEQUES ISSUED NOVEMBER 2019 - MUNICIPAL FUND

Date	Ref.	Name	Details	Amount
Total Cheques				\$ -
Total Number of Cheques				0

DIRECT DEBITS NOVEMBER 2019 - MUNICIPAL FUND

Date	Ref.	Name	Details	Amount
		CALTEX	Fuel card expenses	\$ 2,686.98

**SCHEDULE OF PAYMENTS
1-30 November 2019**

Date	Ref.	Name	Details	Amount
		FINES ENFORCEMENT REGISTRY	Unpaid infringement pursuit	\$ 3,850.00
		IBM	Lease of computers	\$ 1,812.64
		KYOCERA	Printers rental	\$ 1,092.92
		NAB / CBA	Various bank fees	\$ 6,073.03
		PAYROLL	Payroll and superannuation	\$ 444,273.93
		SHELL	Fuel card expenses	\$ 2,630.30
		SUEZ	Domestic waste collection	\$ 30,000.00
		SYNERGY	Various electricity and street lighting	\$ 31,731.64
		WATER CORP	Various water charges	\$ 13,332.50
Total Direct Debits				\$ 537,483.94

TOTAL MUNICIPAL PAYMENTS FOR THE MONTH OF NOVEMBER 2019

\$ 1,887,218.77

ELECTRONIC FUNDS TRANSFERS NOVEMBER 2019 - TRUST FUND

Date	Ref.	Name	Details	Amount
14/11/2019	EFT01696	BCITF	BCITF levies October 2019	\$ 6,819.50
14/11/2019	EFT01696	DMIRS (BSL)	BS levies October 2019	\$ 92,979.91
Total EFT				\$ 99,799.41
Total Number of EFT Transfers				2

CHEQUES ISSUED NOVEMBER 2019 - TRUST FUND

Date	Ref.	Name	Details	Amount
Total Cheques				\$ -
Total number of Cheques				\$ -

TOTAL TRUST PAYMENTS FOR THE MONTH OF NOVEMBER 2019

\$ 99,799.41

TOTAL ALL PAYMENTS FOR THE MONTH OF NOVEMBER 2019

\$ 1,987,018.18

14 ANNOUNCEMENTS BY THE PRESIDING PERSON

15 ELECTED MEMBERS' MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

16 NEW BUSINESS OF AN URGENT NATURE APPROVED BY THE PRESIDING PERSON OR BY DECISION OF MEETING

17 CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC

18 FUTURE MEETINGS OF COUNCIL

Ordinary Council Meeting, Tuesday 4 February 2020 at 7.00pm.

19 DECLARATION OF CLOSURE OF MEETING