

Minutes

Council Meeting

23 October 2018

Attention

These Minutes are subject to confirmation.

Prior to acting on any resolution of the Council contained in these minutes, a check should be made of the Ordinary Meeting of Council following this meeting to ensure that there has not been a correction made to any resolution

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City of Nedlands

Minutes of an Ordinary Meeting of Council held in the Council Chambers, Nedlands on Tuesday 23 October 2018 at 7 pm.

Declaration of Opening

The Presiding Member declared the meeting open at 7 pm and drew attention to the disclaimer below.

(NOTE: Council at its meeting on 24 August 2004 resolved that should the meeting time reach 11.00 p.m. the meeting is to consider an adjournment motion to reconvene the next day).

Present and Apologies and Leave Of Absence (Previously Approved)

Councillors	Councillor W R B HassellDallCouncillor A W ManganoDallCouncillor B G Hodsdon (until 7.39 pm)HollywCouncillor J D WetherallHollyw	keith Ward keith Ward keith Ward vood Ward vood Ward vista Ward ricts Ward
Staff	Mr G K TrevaskisChief ExecutMrs L M DriscollDirector CorporateMr P L MicklesonDirector Planning & DeMr M A GloverDirector TechnicaMrs N M CericExecutive Assistant to CEC	& Strategy velopment al Services
Public	There were 28 members of the public present.	
Press	The Post Newspaper and Western Suburbs representative.	3 Weekly
Leave of Absenc (Previously Appro		vista Ward ricts Ward
Apologies		/ood Ward /ista Ward
Absent	Nil.	

Disclaimer

Members of the public who attend Council meetings should not act immediately on anything they hear at the meetings, without first seeking clarification of Council's position. For example by reference to the confirmed Minutes of Council meeting. Members of the public are also advised to wait for written advice from the Council prior to taking action on any matter that they may have before Council.

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1. Public Question Time

Nil.

2. Addresses by Members of the Public

Ms Susie Moir, 18 Chessington Gardens, Mt Claremont (spoke in opposition to the recommendation)	13.1
Ms Tania Cecconi, 37 First Avenue, Claremont (spoke in opposition to the recommendation)	13.1
Mr Simon Andrew, C/-24 Carrington Street, Nedlands (spoke in support of the recommendation)	13.1
Dr Richard Charlesworth, 24 Carrington Street, Nedlands (spoke in support of the recommendation)	13.1
Mr Tim Dawkins, Urbis, Level 14, 1 William Street, Perth (spoke in opposition to the recommendation)	13.7
Moved – Councillor Hodsdon Seconded – Councillor McManus	
That Councillors be permitted to ask Mr Dawkins questions in re his address on item 13.7.	lation to
	RIED 8/1 Hassell)
Ms Yvonne Chew, 3 Whitfeld Street, Floreat (spoke in support of the recommendation)	PD48.18
Mr Stuart Redwood, 82 Stanley Street, Nedlands (spoke in opposition to the recommendation)	PD51.18
Mr Peter Plaisted, 22 Vincent Street, Nedlands (spoke in opposition to the recommendation)	TS21.18

3. Requests for Leave of Absence

Moved – Councillor McManus Seconded – Councillor Shaw

Councillor Hodsdon be granted leave of absence for the November 2018 meetings.

CARRIED UNANIMOUSLY 9/-

4. Petitions

4.1 Ms Lee James, 21/8 Bay Road, Claremont – Archie & Max Café Parking Bays – Part 2

The Chief Executive Officer tabled a petition on behalf of Ms Lee James, 21/8 Bay Road, Claremont and 205 petitioners requesting Council to keep the existing parking on Waratah Avenue and Alexander Road to stop congestion in residential streets and not damage the Café Archie & Max business. The Chief Executive Officer advised that this is the second half of the petition received by Council on 25 September 2018 at its Ordinary Council Meeting.

Moved – Councillor Hodsdon Seconded – Councillor Mangano

That the petition be received and referred to Administration to be considered in the report on Waratah Avenue to be presented to Council.

CARRIED UNANIMOUSLY 9/-

4.2 Mr Joe Oxley, The Local on Waratah, 99A Waratah Avenue, Dalkeith – Waratah Avenue Place Making Strategy

The Chief Executive Officer tabled a petition on behalf of Mr Joe Oxley, The Local on Waratah, 99A Waratah Avenue, Dalkeith and 200 petitioners in support of the Draft Concept Design for works to Waratah Avenue, between Adelma and Alexander Roads, for which the Nedlands Council were seeking public feedback until 1 October 2018.

Moved – Councillor Hassell Seconded – Councillor Argyle

That the petition be received and referred to Administration to be considered in the report on Waratah Avenue to be presented to Council.

CARRIED 8/1 (Against: Cr. Mangano)

Attachment to Item 4.1

Council Meeting – 25 September 2018

Petition – Ms Lee James, 21/8 Bay Road, Claremont Archie & Max Café Parking Bays

Item 4.1 - Attachment

- 1 OCT 2018

Petition summary and background	New plans by nedlands council have been drawn up to take out ALL our parking out the front on waratah Ave and on Alexander Road
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to keep the existing parking on waratah Ave and Alexander Rd to stop congestion in residential streets and not damage the Café Archie & Max business

Printed Name	Signature	Address	Comment	Date
DAN MURPHY	DHILT	131 New burger Starborough	Where will people parts	27-9-
Christin loten	Call	35 Beachhaver Ove YANCHEP		27.09.18
Carl Woodbudge	ylalloc 12	7612 Bay view Tee Classnest		27.9.18-
OVAGNONI	Alguni	Hobbs Ave		27/9/18
Jue Fear	gampleur.	Melnsta Ave.		28/9/18
Kapé Daiwa	(intermediated and intermediated and intermediat	Victoria Ave	Please consider keeping the Days (28/9/18
Sacha Fregati	4 SRB	Melvista ave		27/9/1
fortake kursh	8-6-	Villing Roy		21/a/
FREYA MONGO	2 Thef	- LOFTHS ST		27/9/18
Ash Metalle	Sha	Hobbs Are	rely on this stip alot!	27/9/

Item 4.1 - Attachment DS

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Printed Name	Signature	Address	Comment	Date
Gary Cox	RA	23 Balfour St.	Hentigelle	26/9/18
Joseph	At 1	45 Birduco	a Pde	26/9/
Michael Wood	four	25 clatitole.		26/9/18
Kini Lorian	i	43 PULIP ×	24	Relatiz
BONITA CARE	an Alan	le SPHILIP RC)	
HELEN DOWSLOS	502 Allance	- SY MINORA	DUK.	27/9.
ASH DANNER	TAR	BI VIEWWAY	NERLANDS	27/9
Avole Flench	! Abe	1. ar Neville Pol.	Allenn	27/9
MINGTON	An Jaman	40 MELVISTA AVE	1777	26/9
KESTIN		THE AJE. N		26/9
	N	1 31 7 82		, 1

From lee james, 21/8 bay rd Claremont wa

_	A		
TO	1		
11/	A	-	
	A	A	A

Item 4.1 - Attachment

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Printed Name	Signature	Address	Comment	Date
FRANK L'ABSAN	te state	35/11 REGAL PL E/PENTH	Leave the bays .	26/9/18
PATRICK DUBOI	s the Son	2 ROEPPE RJ Clase	0	27/9/18
Kin Zy ú e	Genin	3 leuralla Elban, Quin		27/9/10
banca borgoza	REMOSTIC	Jourth Ave Milande	f fearethe bays	27/2/14
TIMOFFICE	2 0 01	158 GRANTHAM FLORE	K -	27/2/2
BRYAN HALSTZA		836 Pencesto Cutedot	LONG THEN ALONE	2
law ARMSTRONG	1. C. bely	FI MATHIESON AVE MOSMAN PARK	Door Touch THE BAYS	27-9-18
SASHA FONES	April.	7A Lapsley Rd, Clavors	at '	27-9-18
NEADEN NINKOV	flilah iler:	165 WARAFIAHPL, DALKELTH	INSANE! PLEASE UNDERSTAND YOUR COMMUNITY!	27.9.18

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Printed Name	Signature	Address	Comment	Date
Susie Lovotter	Nowthe	- 27 Bornia Ave KE		
STAUNA MCMUTHIN	Ruhe	45 ADDERLEY ST CLA	REMENT PARKING AS	15 26/9/15
avol un Boderence	v wan Bodymen	129 Silverth Rd Maland	, Rating is essential !	26/91.85
Chados Cillin	C	96 Bescar An Como		2619/12
Sustin Bennett	AN	16 Viewway Nedlands	Dear Council, stop that, thanks.	26-9-18
Sylvani Haljim	8-	11/18 Forkey Are		261911
HILARY PASH	A	SMULLER ST	-1	
D. FOSTER	dP.	k	NEED IT	26/9/18
G. JAMes	est	~	~	26/9/18
M. KINNA	Altono	76 WATKINS ROAD	D WAKE UP AND	2
		DACKEITH	SMELL THE	
			ROUES	

From lee james, 21/8 bay rd Claremont wa

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Printed Name	Signature	Address	Comment	Date
HARRY BAKKE	& Hogakh	13RENERD.	PARKING NEEDES!	26/9/18
Beorgia Cow,	ling Oleston 6915	ling & Dears St Claver	ont. "	26/9/12
Pekry Bot	n Paleon	54 shenton Road Ck	enant - c	26/9/18
Inplottede	allecto	BORNARD ST, CLARE	CONT 11	26/9/18
Dasa mar	Hall Maardol	13 THOMSON RO CLAR	chong a	26/9/18
ADAM PARSONS	1100	MONUMENT ST MOSPIK	PARKING IS NEEDED	26.9.18
MARIA ARTELAN	ers AA	25 MONUMENT ST MOS PIC	Λ	26/9/18
MARY O'TOOLE	Majole	22a Freshwats Pde	U u	26/2/18
Stuart Bell	Sall	7/124 Mounts	Rediculous	26/1/18
Harry Davies	Ma	24 Rockton Roud	1194 ica (26/9/18
1			0	1

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Item 4.1 - Attachment DS

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Printed Name	Signature	Address	Comment	Date
JOFF HOLLOWA	Allab 1	116 DALKEITH	RETAIN PARKing	26.9-18
KEWIN FUNN	A I	51 HOBBS AVENUE	NO BENEFIT WITH CHANGE	26.9.18
Peter Thomas	fet or	16E VICTORIA AVE, CLAREMONT	Keep Parky - wilkill	26.9.18
Alex Cranston		I Viking Rol Dalkeith	Parking is key to stoppin in this grea.	\$ 26/9/18
Ame Mul	Amelle	53 Vincent St Nedle	P (I a c cl	26/9/18
nyles merletly	ASI	71 Doodpord RD deshard	strongly export	26/9/18
Ken Ashman	Inth	SI SOMERSET CHE MEN		24/9/0
L Krely	de.	96 Vic Are Palkerth ci	Parking essential for those with young children	26/9/18
A. BALLARD	Alfold d	78 PHILIP RD, DALKETT	1	26/9/18
Kevin SS.lva	USL	82 Victoria Ave Dulke. M	Retain buys For	26/19/19
		Local	businesses Lose	1. 4 3
			custometro	

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Printed Name	Signature	Address	Comment	Date
MNIDONF	Mal	8 Bronn Ave		25. 9.15
T. DRAKE-BROCKHIM	AB	16 KINGS PARK AVE	CRAMEY	11
N. CHAM3FRIN	K	BRIXIAM WA WARNZO	WOULD EFFE	
JGEBBIE	J+ Gallon J+	32/1FROMANLOOP	PLEASE LOANE AS IS	25/4/18
ANDREW MARR	Andralan	SOMERTON RD KARRINYUP		25.9.18
Gran Lee	April	Beatrice Rd. Delkeite	Porting is already a	2 /9/1
DAN LEE	-	Bertrick Ku Dalberth	Merc Lotk . Merc Lotk . PLEASE LEANE PARKING	
Z. NORMM	R	Vic Au ~		20/2/18
GAVIN HARRICAN	Rithmon	42 Waratan Are Dalkeim		
T. HUMPHRY	3	68a Victoria Ave,	Padaing executiantion passing trade	26/9/18
	W	Carenna	/ /	

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Printed Name	Signature	Address	Comment	Date
L. RICHARDSON	R.	SUBLACO		25/2
Mathilde Rakich	MRakiel	Dalkeith	How will customers stop in for coffee?	25/9
N- HALLEN				
ALEX. M. SHEPHER	MACANA	KARDINYA	LOSS OF CONVENIENT PARKING - NOT GOOD FOR BUSINES	25/9/18
Dixie Guming	hagunney.	7 Birdwood Parade Dalkeith.	(as a folle)	25/9/18
DEOLINDA ATANÁSIO	D.	Right ave. Spear uber	How while customers Stopin for catter?	25/9/18
RITA LEWIEN	H	SHELDEY	THINK OF LOCAL BUSINESSES	25/9/18
L. BLENKINSOP	Alerkinsp.	1/112 Webatah Aer.	Let it Be!!	25/9/18.
P. GlyGDL	\mathcal{O}	Ing bernard St	doit danse d',	25(9
J. THOMPSON	Asthorpsan	Washens Rel Dalhath	heaveasisplase	astix

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Signature	Address	Comment	Date
Jepen	605A CANNING HYW.	neal them	25/09/20
De	60 Bealine	les silly decon	25/9/18
BMpelle	> 4, 7 Ageth la	l best spot to get	to Shap 26/9/18
1 Abrajan	24 Genert	9	26/9/18
CBM	11 1 2	poit do is	T 26/9/48
o Citi	13 Wathins Re	1 Essential	25/9/12
- Cherch	111 Stubbs the Do	glish	25/9/18
ich Allen	156 WALATAN	4 AU SO SHOET,	Aleusely 2x/9/18
25 fr	li li	· le c	1. 25/9/18
- Mr		Will kill bus	siness 25/9/18
	Jihm Oc	All both in Shubbs the De When the state of	Aller Kost CANNING HYW. neal them De 60 Beelycolles ally clean BM folle 4, 7 Agett dol best spot to get 1 Margan 24 Generica 1 Margan 24 Generica 1 Joint do 1 Joint do

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Printed Name	Signature	Address	Comment	Date
Sugar Sevens	Stal	, Nedlands.		. 24/4/18
Ungeler Bla	1000	Mostak	Configuration	aloge-itu
Sim Lau	fal	Nedlands	90 + Spend th	e Money. On
Susie La	u D	Nodlands	No Thank	25
J. PORTER	Ka	n Dalkeith		25/9/18
TMartino	M	Clairmont	silly idea	25.9.18
J. ROWE	15As	CLAREMONT	0	25.9.18
Souri Jones	s J8/	CLAREMONT	CHANNE	26/9
Teri hal	1 Thall	Dalkutt		26/9.
Sally Co	M M	NeanP		25/9

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Printed Name	Signature	Address	Comment	Date
JADE RUBINO		66 + HILIP RD, DALKIETH	There is hot enough parking as it in?	27.09.1
TRUDY MCAULIF	E And Queippe	2 WATKINS.	need more parking	27-9-18
Catherine Bitles	CB.t.	5 Cygnel Chascat	There are not enough ph	27-9-18
Clare Nerre-	Chehhm	8 Satcliffe St	at the moments	27/9/18
Aques Gleeson	Aque 22	110 Care Carde	Perfect as is	zilalo
FILLP BROOKS	B.	98 SMYTH RD	Not Englight Existing	27.9.18
Evin Genove	se Elend	100 Melusta Auc	ament Parking	27.9.1
Eliza Macdon	de Sam	32 Waroonga Rd	It's hard enough to park currently uben!!	27.9.18
LORETA CRANST	on L. Crash	67 Birdwood Pd.	Not necessary	27.9.18
Javelle DuBone	AT Dubois.	2 Koeppe Rd.	Impossible to park	27.9.18
	(11		

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Printed Name	Signature	Address	Comment	Date
Charlotte Cox	charletter 1	68 Viking rd, Dalkerth	Keep the parking!	29.09.18
ILANDA KOHAM	Ralp	11 Claremont Wesart		79.9.18
Ben Myby	BHA	21/8 Bay Load Clavement	Keep the Parking	29.9.42
Tawing Douse	ansi	& Agett Claveron	A	25/5/18
Ian Musie	A	2 Waven Ri	4	29/stip
Evelyn	Evelyn	nedlands		29.9.10
TaylorLobch	Tuph	1 Adams KD dalkieth		29/9/18
Oere Lubich	And	1 Adams rd Delkert	Rycking to stag	29.9.15
Sam Christensen		60 Beatrice Road, outerith.	Cost inefficient, but probaby more effective them the STORSign	29.9.18

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Printed Name	Signature	Address	Comment	Date
J, MARSEN	plaise	6 ADENMA PL	NOT ENOUGH KAYS NOW	29/9
A. Nilcolinh	Alm	13 Richardon Ane	Place leep the bay!	27/9
f Castine CO.	+Castone 000	30 Vectoria des	Plaase Keep in	28/9
Anne Hermann	Aprethumann	Princepo Road Claps	Al Place loavealow	289
delon Catonalla	DEPERSTENDE	Wictoria Que	Leave as is	289
Hermann	Reenan	7 Chaster Rol	Keepite Bego	289
R FISHER	Abbut John	12 SUICLIFFE S.	Spend our money claustic	29/4
L. Ling	un	19 Hynes	Please keep the buys	30 9
pmchechal	1	77 VICTORIA AUT		C9/9
B. DAVIS	30	97 Givce Circle		29/9

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Printed Name	Signature	Address	Comment	Date
N. VEITCH.	NVerAn	64 Riley Rd Darkerth		28/9/18
M. James	14-	85 WORDTAL		2 8/8/18
M. STEIN	Nor the	- 38 The Avenue		28/8/18
KAY HOLOWA	Think	116 DALKETTH RD		28-9-18
B. Neo	Ale	7 & LEON RD		23-9-18
K. COAKLEY	-3	12 Hobbs Avenue		28.9.18
R. KWOK	tinton	7 67 VIKING RD.		ZP.9.18
J. Papas		15 Walpde St		28.9.18
K. BARR	Kilson	10 GOLDSWORTHYRE)	29.9.18
P. LARGE	H Mas	6 ADELMA PL		29.9.16

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Printed Name	Signature	Address	Comment	Date
Georgette Miss	an	20 Dooron Rd Nedlud	Dait de il Concil!!!	28/9
Amy Miller	Alich	432 Beaufort St Highgarte		28/9
JACQUI FRANCIS-COND	(mis Cood	15 Hymes Ka Dalkein.		28/9.
Katie Chown	Hours.	315 KOBERAS RD, SWBIACO	Businesses need the parking for people to feel welcome.	28/9.
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Petition summary and background	New plans by nedlands council have been drawn up to take out ALL our parking out the front on waratah Ave and on Alexander Road
Action petitioned for	We, the undersigned, are concerned citizens who urge our leaders to act now to keep the existing parking on waratah Ave and Alexander Rd to stop congestion in residential streets and not damage the Café Archie & Max business

		Comment	Date
R	141 Waratch Avenue, Datterth		30/09/2018
K ARS.	18 King St Claremon	ć.	30.9.18
lind	30 Vap So NETCANK		30/8/06
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(loc_	10 Arthurst MPark		30/9/
(And P	127 victoria Avenue, Dalke	th	30/9/18
Rev	24 Wavell Road, Dalkeith		30/9/18
AB	5 Cygnet Crescent, Parkeith	-	30/9/18
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Item 4.1 - Attachment

- 1 OCT 2018

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Printed Name	Signature	Address	Comment	Date
DAN Mloun	DAI Cont	2/2 Vietoria Du	- Dusniers No	ed 0 28.9:18
VICK UMSAS	A	8 NEVILLE PA	GET IT RIG.	MT 30/9/
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Harry Donner	Men	53 Victoria Avene (Clovent business provide	Parenjia 30/9/18
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MARK TIMONE	that is	> 3 PORT LAND ST		30/9/18

Item 4.1 - Attachment

- 1 OCT 2018

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Printed Name	Signature	Address	Comment	Date
Ashley bymes.	An	4 Commercial Rd		JOIGIN
Nicole Leslie	A.h.	4/7 Aget Rd		30/9/18
EDWIN EARLES	R-K	168 stirling twy	Corncil intention Stripping Vitality fro Subirb-111	30/9/8
Sue HEYES	Stages	43 Beatrie Rd	subirb-111 1	3574/2
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Item 4.1 - Attachment

- 1 OCT 2018

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Printed Name	Signature	Address	Comment	Date
KAY HARGREAVES	Kaytlayse	1 Wavell Rd, Dallath	Keep the bays	28/9
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NICK PALMER	Nefre	69 KINGGUAY	Keep as is	И
ANDREW BARR	other	10 Gordswormy RD	ott :	29/9
Rosyn De	wey NADAL	Newista Ave.	u.,	и
David Brunous	Amix	5 Riley Rd Claremont	Acare keep the bays	29/05/18
Graz Chuming	il.	16 Loon Roy Dalkeith	Keen bays	29/09/18
DAVIS HOWE	Q.	24/8 BAy Bas	l u	30/9/18
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Prome Reterso	Leonie Peterso	2/26 Broome S. Jedlan	ds. Keep The barp.	29/9/18

Item 4.1 - Attachment

-1 OCT 2018

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Printed Name	Signature	Address	Comment	Date
CATHERINE ALDER	aufides	64 Philip Rd., DalkeitL	that is plain STLPAD	28/09/18
A. DONNER		31 VIZWWAD NEDWANDS		29 99 18
J.Sabui	Sala	2500HSt Willetten		29/9/18
D. Henderson	De. Henderson	14 Anundel St. Frio.	Madhess	29/9/18
REME KITCHING	J. Ktchy	13 BOULTERS ST WILLAGEE	ч.	29/9/18
WENDY SUTTON	N Sutton	104 RUPERT ST SUBLACE	Þ	29/9/18
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Item 4.1 - Attachment DS

- 1 OCT 2018

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Printed Name	Signature	Address	Comment	Date
JAMES DUNN	A.	22 Garden St, Swanbourne	SMALL BIZ FIRST !!!	1/10/18
UMREN CRAMB	2	it it		
Vivi Renne	why	24 Wavelend		1/10/15
Katherine Paaliaricci	Dest. mi	9 Throssell St, Dalkeith		1/10/18
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Attachment to Item 4.2

Council Meeting – 25 September 2018

Petition – Mr Joe Oxley, The Local on Waratah, 99A Waratah Avenue, Dalkeith

Waratah Avenue Place Making Strategy



CITY OF NEDLANDS - 1 OCT 2018

30 September 2018

Re: Waratah Avenue "Place - Making" Project

Dear Greg,

As a supporter of the proposal your council have put forward to enhance the amenity of Waratah Avenue, I decided to ask our customers at The Local on Waratah if they too supported the draft concept design. I also had a display board in the restaurant showing the drawings and materials issued by the council.

I am pleased to attach 14 sheets, with 200 signatures, following our petition during the month of September. As you will see most of the supporters are residents of Dalkeith and Nedlands.

I hope this petition is of assistance to make the project a reality.

Yours sincerely,

Oxley 1 Director

enc. 14 pages

From: Joe Oxley The Local on Waratah 99A Waratah Avenue Dalkeith WA 6009 Date: $30^{TH} SEPT 2018$

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13 Joe Otu	EY 65 GOODSMITH ROAD, DACKETTH.	A.
14 Kim l	Venn 72 Rilly Rd, Dalket	F& Bullen
		<u> </u>

From: Joe Oxley The Local on Waratah 99A Waratah Avenue Dalkeith WA 6009 Date: 30⁷²¹ Sept 2018

Item 4.2 - Attachment

We, the undersigned, have added our names to this petition in support of the draft concept design for works to Waratah Avenue, between Adelma and Alexander Roads, for which the Nedlands Council currently seeks public feedback.

NAME ADDRESS SIGNATURE Camilon 1 15 1 alo TAN Joyce Rd Dalkeith 16 Jophie Viking 17 100 0 Michele Dawson 18 26 Archdeacon Nedlands HAMMOND 19 WAYAF 5 RICO 8 ALCONB NAUCETT 11 20 92 Aberdan Red Shilos 21 lake Delkert 60 Wattens Kol 22 23 ogdanich 24 Ikeith 25 ena Hix ISINT Oxford St Bateman aloma 26 Archelle Walkener titto Swalter st pastforman 27 Jepsice Mite 19 MUNOTA PO DAILETT 28

To:



From: Joe Oxley The Local on Waratah 99A Waratah Avenue Dalkeith WA 6009 Date: 30⁷⁴¹ SEPT 2018

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From: Joe Oxley The Local on Waratah 99A Waratah Avenue Dalkeith WA 6009 Date: 30THSEPT 2018

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44 Neema SI		B.
45 Luka Rea	n 62 Vincent St	Mel
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Item 4.2 - Attachmen

From: Joe Oxley The Local on Waratah 99A Waratah Avenue Dalkeith WA 6009 Date: 30²²¹SEPT 2018

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69	Tony PUGH	4/5 CLARK	ST CRAWLEY
70	JENNY RICHARDS	en 4/5 CLARK ST	I, CRAWLEY OK -



From: Joe Oxley The Local on Waratah 99A Waratah Avenue Dalkeith WA 6009 Date: 30²²¹ Sept 2018

NAME	ADDRESS	SIGNATURE
71 Anton Blackwall	16B cumpingst	ME
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73 JEAN CARLSON	South BEACH PROM NOH COO	164E Mailes/
74 BARBARA LYST	TER POBOX 194 NORTH F	FREMANTLE 6159
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To: Mr. Greg Trevaskis Chief Executive Officer Nedlands Council 71 Sterling Highway Nedlands 6009 From: Joe Oxley The Local on Waratah 99A Waratah Avenue Dalkeith WA 6009 Date: 30⁷⁴ SEPT 2018

NAME	ADDRESS	SIGNATURE
85 Jen Disspa	34 Findel Shi 20 Moon Porl	J-P-
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Item 4.2 - Attachment

To: Mr. Greg Trevaskis Chief Executive Officer Nedlands Council 71 Sterling Highway Nedlands 6009 From: Joe Oxley The Local on Waratah 99A Waratah Avenue Dalkeith WA 6009 Date: 30⁷⁴ SEPT 2018

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To:Mr. Greg Trevaskis
Chief Executive OfficerFrom: Joe Oxley
The Local on Waratah
99A Waratah Avenue
Dalkeith WA 600971 Sterling Highway
Nedlands 6009Date: 30^{24} Sept 2018

	NAME	ADDRESS	SIGNATURE
113	Bono / YOWE.	22 LOUISE ST.	AN
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115	Toby White	24 Leon Rol	Teber
	Noa.h Keleman	36 Formest St	Note
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	Cowhey Sutherland.	10 Allenty Rd	Call
	Ilania Kohan		Hond
	Jodie McFarlane	39 Webster	Atal
	PAVE ALLAN	53 ESPLANADE	Plan
	JAMES EAVAND	17 LEOPOLD	985

To: Mr. Greg Trevaskis Chief Executive Officer Nedlands Council 71 Sterling Highway Nedlands 6009 From: Joe Oxley The Local on Waratah 99A Waratah Avenue Dalkeith WA 6009 Date: 30⁷⁴Sept 2018

NAME	ADDRESS	SIGNATURE
127 J. Greenberg	37 Wartah	bung
128 J DEVC	29 Waren M	A
129 TBrown	49 Minora Rel	A
130 MUTSAS	8 Novike rd	upt:
131 G CHISHOLM	30 DEDFORD ST	l-lllol
132 J MORGAN	63 VIGORIA AVE	MZ
133 TSolamons	6 Brodyman	Jolow,
134 AMEntee	3 Portland st	023
135 J. Timoney	3 Portland st	02
136 M ELLIOT	12 WINDSOR ST	mh óf
137 E. Michael	91 Melvota Averled	brobs Stiched.
138 J. ELLIS	22 Sutclife 5 DAG	there I
139 JBotello	17 Mart Joy RO RS	
140 T. Harback	119 Adelma, Rd Dalkerth	1 - 1100
141 D. MENEGHERY		
142. Kelly Christall 143. SAKE EAST	31 Philip Rd Dalke 47 Martia RD Nedlands	
144. Keenan Ross	1/60 Ord street, Ned	ad ht

Item 4.2 - Attachment

145. Ryle Willis

67 Circle N, Dalkeith

To: Mr. Greg Trevaskis Chief Executive Officer Nedlands Council 71 Sterling Highway Nedlands 6009 From: Joe Oxley The Local on Waratah 99A Waratah Avenue Dalkeith WA 6009 Date: 30⁷⁴ Sept 2018

NAME ADDRESS SIGNATURE SHEETS 141 OTHE 142 USED 143 Nembers 144 145 146 CAST VC PARK In Sheder 147 BunetliciLore 19 kirvina Nound & lavemon 148 58 Waratah Avenue, Darkerk 149 ROCHELLE VAN DER MERINE Levise 150 Nedland 9 BRASSEY ST SIDIPNER 151 SWAMBOSOM 4 Bransery Str 152 2d inte 153 5010 JESCEN (Clargeson 154 Colts

Item 4.2 - Attachment

To: Mr. Greg Trevaskis Chief Executive Officer Nedlands Council 71 Sterling Highway Nedlands 6009 From: Joe Oxley The Local on Waratah 99A Waratah Avenue Dalkeith WA 6009 Date: 30⁻²⁰ Sept 2018

NAME ADDRESS SIGNATURE Talcoope War 110stor 155 bo CHISHOCM 30 BEDFORD 156 B 157 BEN DELLA-BOSCA 32 GOLDSMETTH RD DALLEFITH en 158 SAM MCGURK 57 THOMAS 16 Curlew Rd Nic Volloci 159 la Quel To Minora RI. 160 16 Blassey Q. Momar -HORTON 161 Scanbarne mora 24 162 Victoria Ave 163 109 ollow FRON 164 11 . . SOHN ANICASON 165 ADAN S RD Elliot Mosman Park 166 Rocvett thelt 167 Christian Ziranowski Uiking ind Lalkerth 27 Mar 168 0

To: Mr. Greg Trevaskis Chief Executive Officer Nedlands Council 71 Sterling Highway Nedlands 6009 From: Joe Oxley The Local on Waratah 99A Waratah Avenue Dalkeith WA 6009 Date: 30 Sept Zoi 8

	NAME	ADDRESS	SIGNATURE
169	CRAIG DUADODE	20 ROCICTOR RD, NEOLAN	os Angot
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To: Mr. Greg Trevaskis Chief Executive Officer Nedlands Council 71 Sterling Highway Nedlands 6009 From: Joe Oxley The Local on Waratah 99A Waratah Avenue Dalkeith WA 6009 Date: 30 SEPT 2018

NAME ADDRESS SIGNATURE 83/1175 HAY ST 183 LARSHANSEN SOUTHERN RIVER 184 EIYSE 185 TUUNSEN GARATA RICKI LLAPEMONT 186 ticket THELMA CRISP 5 Hobbs Avenue 187 BROWNE 188 GN PHATOUR DALKEI 6 Millen Cr Wise Vim 189 OWR 36 BIRRIGON LOOP SWANDOURNE. PILL 190 Kohimon EV 47 Lun Rd Dalla 191 RC 192 CHUS 16 KINGST CLARFTONT. 193 almyn Ges 194 Shalley Sim roit 42 Alexander Kd 48 Dellein 4 195 196 um Bennalt 54 PHILIP DALKEITH 197 Thomas Str. Nedlands. Masius Crosech 46 Brokman Dalpins IRumble Susan 26 Mida (1 200 R. Criddle Davies Road Dalucin

5. Disclosures of Financial Interest

The Presiding Member reminded Councillors and Staff of the requirements of Section 5.65 of the *Local Government Act* to disclose any interest during the meeting when the matter is discussed.

5.1 Councillor McManus – Item 17.1 - Financial Assistance with Legal Fees

Councillor McManus disclosed a financial interest in Item 17.1 – Financial Assistance with Legal Fees, his interest being that he is the applicant. Councillor McManus declared that he would leave the room during discussion on this item.

5.2 Councillor Hodsdon – Item 17.1 - Financial Assistance with Legal Fees

Councillor Hodsdon disclosed a financial interest in Item 17.1 – Financial Assistance with Legal Fees, his interest being that he is the applicant. Councillor Hodsdon declared that he would leave the room during discussion on this item.

6. Disclosures of Interests Affecting Impartiality

The Presiding Member reminded Councillors and Staff of the requirements of Council's Code of Conduct in accordance with Section 5.103 of the *Local Government Act*.

6.1 Councillor Hassell – PD49.18 - No. 29 Leon Road, Dalkeith – Proposed Alterations to Approved Single Dwelling

Councillor Hassell disclosed an impartiality interest in Item PD49.18 - No. 29 Leon Road, Dalkeith – Proposed Alterations to Approved Single Dwelling. Councillor Hassell disclosed that the objector is a personal friend, and as a consequence, there may be a perception that his impartiality on the matter may be affected. Councillor Hassell declared that he would consider this matter on its merits and vote accordingly.

7. Declarations by Members That They Have Not Given Due Consideration to Papers

Nil.

8. Confirmation of Minutes

8.1 Ordinary Council Meeting 25 September 2018

Moved – Councillor Hodsdon Seconded – Councillor Argyle

The Minutes of the Ordinary Council Meeting held 25 September 2018 be confirmed.

CARRIED UNANIMOUSLY 9/-

9. Announcements of the Presiding Member without discussion

Events where the Mayor had represented the City since the last Council meeting:

26 September 2018	South Perth Peninsula Action Group	AGM
28 September 2018	City of Nedlands	Opening of Student and Tutor Exhibition, Tresillian
1 October 2018	JDAP	Hollywood Hospital DA
4 October 2018	City of Nedlands	Cottesloe Get-together
8 October 2018	National Trust WA	Council Meeting
9 October 2018	Water Sensitive Cities	Transition Network Meeting
11 October 2018	Local Government Planners Association	Design Excellence
11 October 2018	UDIA	Industry Lunch
12 October 2018	City of Nedlands	Opening of Carrington Street Dog Park
17 October 2018	Watercorp	Waterwise Forum
17 October 2018	Innovation Australia	The Hydrogen Economy
19 October 2018	KPMG	Smart Cities Roadshow
22 October 2018	Watercorp	Innovation Precinct Open Day
22 October 2018	City of Nedlands	Volunteer Appreciation Event

10. Members announcements without discussion

10.1 Councillor Hassell – Nedlands RSL Luncheon

The Deputy Mayor reported that last week he and Councillors McManus and Wetherall, and the CEO, attended the Nedlands RSL Luncheon at the Hollywood Bowling Club.

An excellent speech was given by former Senator Chris Ellison.

The RSL acknowledged with appreciation the assistance of the City of Nedlands in doing its job and reminded all present of the important Armistice Day events this year commemorating the 100th year of the Armistice.

10.2 Councillor Wetherall – Volunteer's Appreciation Event

Councillor Wetherall advised he had attended the Volunteer's Appreciation Event at John Leckie Pavilion on Monday 22 October 2018. The Event was well organised with a friendly feel with about 50 people present. Feedback from volunteers indicated they were very appreciative of their efforts being recognised by the City.

10.3 Councillor Argyle – Sunset Heritage Association

Councillor Argyle advised he recently became a member of the Sunset Heritage Association although he had been invited to attend meetings for some time. Councillor Argyle commented that they seemed to have developed a good relationship with the new government department which had taken over from the previous one and that all was going to plan in accordance with legislation securing the site as an A Class Reserve ongoing until 2025.

11. Matters for Which the Meeting May Be Closed

Council, in accordance with Standing Orders and for the convenience of the public, is to identify any matter which is to be discussed behind closed doors at this meeting, and that matter is to be deferred for consideration as the last item of this meeting.

17.1 Financial Assistance with Legal Fees

12. Divisional reports and minutes of Council committees and administrative liaison working groups

12.1 Minutes of Council Committees

This is an information item only to receive the minutes of the various meetings held by the Council appointed Committees (N.B. This should not be confused with Council resolving to accept the recommendations of a particular Committee. Committee recommendations that require Council's approval should be presented to Council for resolution via the relevant departmental reports).

Moved – Councillor Hodsdon Seconded – Councillor Hassell

The Minutes of the following Committee Meetings (in date order) be received:

Arts Committee

Circulated to Councillors on 11 October 2018

Circulated to Councillors on 12 October 2018

Council Committee

9 October 2018

1 October 2018

CARRIED UNANIMOUSLY 9/-

Note: As far as possible all the following reports under items 12.2, 12.3, 12.4 and 13.1 will be moved en-bloc and only the exceptions (items which Councillors wish to amend) will be discussed.

En Bloc

Moved - Councillor Hassell Seconded – Councillor Wetherall

That all Committee Recommendations relating to Reports under items 12.2, 12.3, 12.4 and 13.1 with the exception of Report Nos. PD50.18, PD51.18, TS21.18 & 13.1 are adopted en bloc.

CARRIED UNANIMOUSLY 9/-

Moved – Councillor McManus Seconded – Councillor Wetherall

That item 13.1 be brought forward.

CARRIED UNANIMOUSLY 9/-

Please note: Item brought forward from page 36.

13.1 Hockey Proposal at Mt Claremont Oval – Community Consultation

Committee	9 October 2018		
Council	23 October 2018		
Applicant	Westside Wolves Hockey Club		
CEO	Greg Trevaskis, Chief Executive Officer		
Attachments	1. Westside Wolves Concept Plans		
	2. Community Engagement Plan		
	3. Minutes of Community Workshop		

Regulation 11(da) – Not Applicable – Recommendation Adopted

Moved – Councillor McManus Seconded – Councillor Wetherall

That the Recommendation to Council be adopted.

(Printed below for ease of reference)

<u>Amendment</u> Moved - Councillor Horley Seconded - Councillor Mangano

That "December 2018" be amended to "February 2019".

The AMENDMENT was PUT and was

LOST 2/7 (Against: Mayor Hipkins Crs. Argyle Hassell Hodsdon Wetherall Shaw & McManus)

The Original Motion was PUT and was

CARRIED 7/2 (Against: Crs. Mangano & Horley)

Council Resolution / Committee Recommendation / Recommendation to Committee

Council endorses the proposed community engagement plan (Attachment 2) for Mt Claremont Oval and seeks a report to be prepared on the results of the consultation for consideration in December 2018.

Executive Summary

Council at its meeting on 22 May 2018 resolved:

"That Council offers the City's support to the Westside Wolves Hockey Club for location of new facilities on an alternative site to the Mt Claremont Oval, with other locations to be workshopped by Council, such as the former tip site at the Mt Claremont Sporting Precinct."

A workshop was subsequently convened at Allen Park on 9 August 2018 with councillors and staff, Westside Wolves Hockey Club, Suburban Lions Hockey Club, other sporting user groups from Mt Claremont Oval, Mt Claremont Primary School, Hockey WA and representatives from the Department of Local Government, Sport and Cultural Industries.

Whilst a number of alternative sites were discussed at the workshop no feasible alternative could be agreed to due to: costs to rehabilitate, not available/owned by other parties or not appropriate due to location or funding. The minutes of the workshop were further considered at a Council Briefing held on 4 September 2018.

This report is now presented to determine whether the Westside Wolves Hockey Club proposal should be canvassed with residents and a wider selection of key stakeholders to assist Council in its consideration of whether the Mt Claremont site could potentially be approved for a synthetic hockey pitch. If the site is confirmed, for at least a period of time that would enable the Club to develop detailed designs, costings, secure funding and prepare a detailed business plan to support its proposal.

Discussion/Overview

Background

The City has been approached by the Westside Wolves Hockey Club to consider the potential for an artificial hockey pitch and clubrooms to be constructed on the western side of Mt Claremont Oval (refer Attachment 1).

There are currently 12 artificial pitches in metropolitan Perth and only three of these are located within the Western suburbs. Westside Wolves has nearly 1,700 members from adult hockey to minkey hockey, has been resident in the Western suburbs since 1930 and is looking for a permanent home. A previous proposal to locate a similar facility in Allen Park was unsuccessful, and the concept plan fits on a section of the Mt Claremont Oval.

The City has met with the Club, as well as other sporting groups that utilise the oval, and the general indication is that the proposal is supported providing the sporting groups can co-locate at Mt Claremont or be accommodated elsewhere in the western suburbs, or the City. Council staff believe that the project should now be tested with the community and appropriate consultation take place. To achieve this, a community engagement plan has been developed to ensure all affected parties have an opportunity to comment on their support, or opposition, of Western Wolves locating here.

Mt Claremont Oval, located on the intersection of Alfred Road and Montgomery Avenue, is a Crown Reserve (R26102) for the purposes of recreation (refer figure 1 below). The Reserve has an area of 4.2 hectares with a grassed area of 2.3 hectares and the remainder, predominantly an escarpment containing remnant bushland. The Reserve is not over committed with mainly junior sport, some use for cricket or soccer and sports with low rental hours are the main users. The Western Wolves Hockey Club proposal covers approximately 0.9 hectares.

The oval is currently utilised by:

- Senior cricket (Western Suburbs Cricket Club and Swanbourne Cricket Club);
- Junior cricket (Claremont-Nedlands Cricket Club);
- Junior soccer (UWA-Nedlands FC);
- Grid Iron Football (Claremont Jets); and
- Mt Claremont Primary School.

The existing assets include flood lighting, a synthetic cricket pitch, cricket nets, basketball half court, children's playground and sports change rooms.



Figure 1: Mt Claremont Oval (Res 26102)

Westside Wolves Hockey Club

Western Australia is a significant participant and contributor to the sport of hockey in Australia and internationally. The Western Suburbs of metropolitan Perth support four established hockey Clubs. These Clubs engage in regular fixtures, the sport's development in schools, and junior 'Minkey' hockey programs. Westside Wolves Hockey Club, one of the four, originated from an early established club and has been a long-term participant in premier completion divisions for both women and men.

Westside Wolves Hockey Club was formed in 1987 with the merger of the Graduates Womens Hockey Club, Cricketers Hockey Club, Old Scotch Collegians Hockey Club and the Christ Church Hockey Club. The origins of the Club go back to 1930 when Cricketers Hockey Club was established and played at the Claremont Showground.

By 1964 the Club had moved to College Park. Following the amalgamation in 1987, the Club played at College Park, Melvista Reserve, Allen Park (originally Minkey), Selby Street and at Mt Claremont Oval before most recently moving to Cresswell Park in the Town of Claremont.

The Club fields senior teams from First Grade to Veterans and has an extensive junior program at College Park which is thought to be the largest in Australia with nearly 20 local schools participating and has been running for nearly 30 years. The membership of nearly 1700 is currently made up of:

- 92 Women Fixture Players
- 168 Men Fixture Players
- 287 Boys Fixture Players
- 261 Girls Fixture Players
- 878 Minkey Players

The Club has regularly provided players for State and National teams. There are currently three men and two women in the National squads and nearly 40 representing the State over the various age groups.

The Proposal

In late 2017, the Administration was approached by Dr Ric Charlesworth representing Westside Wolves Hockey Club to discuss the potential for an alternative home for the Club. It was anticipated at this stage that the Allen Park option was unlikely to be successful.

The current proposal is to construct an artificial pitch and associated infrastructure in the south-west corner of Mt Claremont Oval. The Club over the past two years has developed a concept (see attachment 1) at its own cost that would fit on the site and still retain a grassed rectangular pitch for use by other sports including Mt Claremont Primary School athletics, and a grassed area for casual use. The main public access would be located at Montgomery Avenue with only service access from Alfred Road, and some of

the existing infrastructure would need to be relocated e.g. cricket nets, western flood lights.

There is a recognised shortage of artificial hockey pitches in Western Australia and the Perth metropolitan area. An additional synthetic pitch at Mt Claremont will relieve pressure on the current Shenton Park facility to the benefit of other local hockey clubs.

Key Relevant Previous Council Decisions:

Ordinary Council Meeting - 22 May 2018 (to convene a workshop and explore possible alternative sites)

Councillor Briefing – 4th September 2018 (review Workshop Minutes 9th August 2018)

Consultation

On 15 December 2017 the Administration met with representatives of all the Clubs who currently tenant Mt Claremont Oval and Dr Ric Charlesworth from Westside Wolves. There was general support at the meeting for the Westside Wolves' proposal with the following caveats:

- 1. Milo-in-2 cricket remain at Mt Claremont Oval;
- 2. Junior cricket relocate to Swanbourne Oval;
- 3. Junior soccer to have a new home, perhaps at McGillvray Oval or Paul Hasluck Reserve;
- 4. Grid Iron be retained at Mt Claremont Oval; and
- 5. Senior cricket be relocated to new synthetic pitch at College Park.

Dr Charlesworth has since advised that he has also met with the staff and P&C of Mt Claremont Primary School as well as a number of Councillors.

A Workshop of Council, user sporting clubs and other key stakeholders was held on 9 August 2018 to discuss the Westside Wolves proposal and hear the views of the sporting clubs, local school and interested parties.

It is proposed to undertake broader community consultation before the Council considers any potential change to operations at the oval. The Administration has prepared a Community Consultation Plan (refer Attachment 2), and this will guide the consultation process with sporting groups, park users, the school, nearby residents and the general public. It is anticipated a report on the consultation outcomes would be prepared for the Council Meeting of 18 December 2018.

Budget/Financial Implications

Should the project progress, all costs associated with the artificial pitch and pavilion would be met by the Westside Wolves (fundraising, possible government assistance and sponsorship funding).

Any decision by Council to undertake consultation or subsequently allocate Mt Claremont Oval as suitable for a synthetic hockey pitch does not pre-commit Council to future funding obligations for this project. The decision to assist with funding is a separate decision and will be considered on its merits, Council's financial capacity and any other relevant considerations.

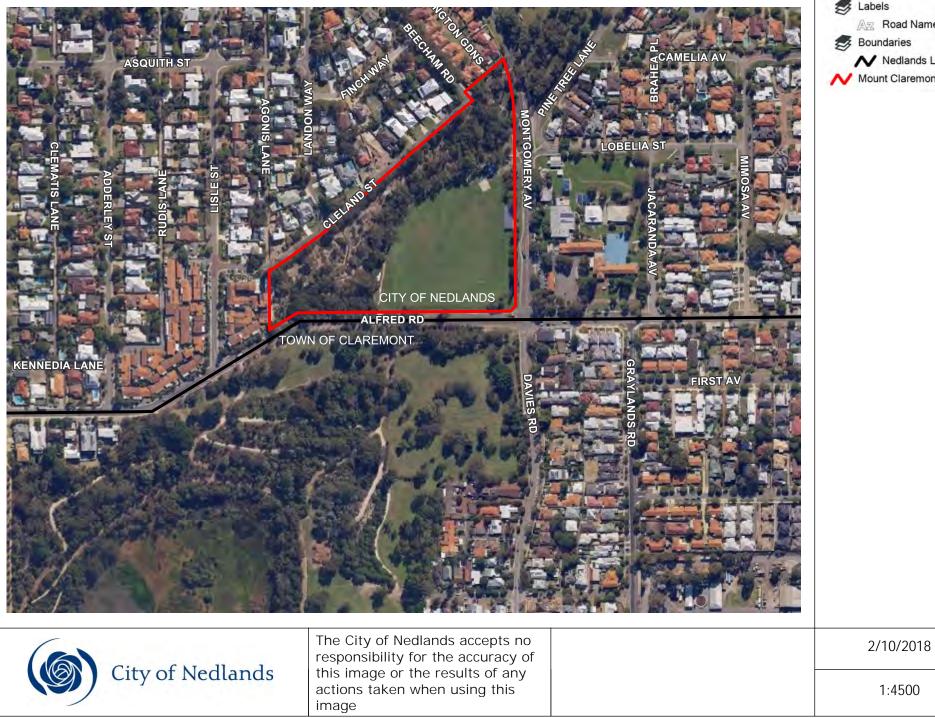
Conclusion

The Westside Wolves proposal has now been canvassed with Mt Claremont Oval user groups, nearby school, sporting agencies, councillors and staff. The proposed project has also received local newspaper coverage and Dr Charlesworth has attempted to personally contact any impacted sporting groups to discuss plans and options to overcome possible reservations.

However, all consultation to date has been informal and to assist Council in its consideration of the validity of setting aside Mt Claremont Oval to house a synthetic hockey pitch, a community engagement plan has been prepared to obtain formal feedback from local residents, sporting clubs, schools and other interested parties. It is therefore recommended that Council undertake an independent and structured community engagement process for report back to Council in December 2018 on the results/commentary received prior to Council considering whether to support the Westside Wolves Synthetic Pitch/Clubrooms proposal, or not.

Councillor Hodsdon retired from the meeting at 7.39 pm.

Councillor McManus left the room at 7.39 pm and returned at 7.41 pm.



Item 13.1 - Attachment 1

S Labels Az Road Names S Boundaries Nedlands LGA Boundary Nount Claremont Oval













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COMMUNITY ENGAGEMENT PLAN MT CLAREMONT OVAL – WESTSIDE WOLVES HOCKEY CLUB – PROPOSAL TO CONSTRUCT HOCKEY FACILITIES

The Community Engagement Policy identifies inform and consultation as follows:

	ENGAGEMENT GOAL	PROMISE TO THE PUBLIC	THIS MEANS	EXAMPLES
INFORM	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	We will keep you informed	We will give you balanced and objective information of a decision already been made by Council.	Road, parks, reserves, gardens, council facility, scheduled works
CONSULT	To obtain public feedback on analysis, alternatives and/or decisions.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will seek an opinion from you, ask advice, or turn to you for information when making decisions.	Parking and parking restrictions, minor road works, greenway projects, library events, local laws, customer satisfaction surveys

Please discuss the project with the <u>Community Engagement Coordinator</u> to finalise this template. <u>At least five working days</u> are required to ensure that the planning and setting up of the engagement project can be completed ready for the engagement period.

1. The Project

ABOUT THE PROJECT			
Project Name:	Mt Claremont Oval – Westside Wolves Hockey Club – Proposal to construct hockey facilities		
Project Description:	The Westside Wolves Hockey Club have developed a concept plan for new permanent hockey facilities (synthetic pitch, parking, clubrooms) in the western suburbs and have been working with the City for some time to find a suitable venue.		
	The purpose of the community engagement is to present the Westside Wolves Hockey Club proposal to the community and stakeholders to enable the City to gauge the level of support for the concept and to determine the suitability of the site for hockey.		
	If there is a high-level of support, the Westside Wolves Hockey Club can investigate funding options available to funding the project.		



ABOUT THE PROJECT			
Project Officer:			
Project Manager: Greg Trevaskis, CEO			
Contact Person:			
Request Date: 5 September 2018			
SharePoint reference and link: <u>Community Engagement</u> , COMMUNITY-3282			
Proposed Engagement Period: Friday, 26 October to Monday, 19 November 2018			
Budget allocation:	To be determined		

2. Stakeholders

Please list the stakeholders you have identified along with how you will inform them of the project and their level of involvement. Please consider accessibility issues, list any sub-contractors/third party people who are assisting/undertaking the project with the City and those areas of Council who receive enquiries (e.g. Customer Services, administrative support).

Internal Stakeholders	How will they be informed?	What are we asking from them?	How will feedback be sought?
CEO	Discussions	Oversight, liaising with Council, historical knowledge, decisions going forward	Discussions
Council	Council briefings and Council meetings	To review the information and business case as the project progresses, or not progresses	Discussions at briefings, resolution if at Council meeting
		Encourage people to find out more about the project within the Wards, ratepayer groups and other networks	
		To receive and discuss reports presented at Council Committee or Council meetings	
Senior Community Development Officer (Recreation)	Discussions, email	Contribute to and assist with the liaising with the affected sporting clubs and organisations	Discussions, emails
Front counter staff and Customer Service Team Leader	Discussions, emails (Mainly with the Team Leader)	To support the project with the provision of customer enquiries, point people to the engagement page, record customer enquiries and	Discussions, emails



Internal Stakeholders	How will they be informed?	What are we asking from them?	How will feedback be sought?
		develop an understanding for the project to enable the provision of customer service	
Parks Services Team	Email to the Manager Parks Services	Provide information of the project, particularly those staff working at the oval and liaise informally with the clubs (in case they are asked about the project)	Council staff to discuss with Manager Parks Services, may refer to Project Manager or the Senior Community Development Officer (Recreation) for specific club issues
Communications Team	Email and discussions via the Community Engagement Coordinator and Project Manager	To provide the communications tools as selected. To monitor media coverage and requests	Email and discussions

External Stakeholders	How will they be informed?	What are we asking from them?	How will feedback be sought?
Residents, property owners and businesses within the area (Area bounded by Lantana Avenue, Mooro Drive, Heritage Lane, St Johns Wood Boulevard, Haldene, Haldene (both sides) Asquith (both sides)	Letter	 Visit Your Voice Nedlands to find out more, read the information available, view the concept plans and provide feedback. Need to: gauge the level of support for the initial concept. Identify any issues that may/will impact on the proposal. 	Feedback to be provided on Your Voice Nedlands. People can call the City to discuss the proposal in detail.
Western Suburbs Cricket Club (David Morey)	Letter. Include option to meet one-on-one or as	Visit Your Voice Nedlands to find out more, read the information available, view	Feedback to be provided on Your Voice Nedlands.
Suburban Lions Hockey Club (Michael Sertorio)	a user group	the concept plans and provide feedback and how to	People can call the City to discuss the proposal in detail.



External Stakeholders	How will they be informed?	What are we asking from them?	How will feedback be sought?
Swanbourne Cricket Club		find out more about the project.	Clubs will have direct liaison with the City regarding their
Claremont- Nedlands Junior Cricket Club (Rod David)		 Need to: gauge the level of support for the initial concept. Identify any issues that 	specific issues/resolutions
UWA Nedlands Junior Soccer Football Club (Tony Stewart)		may/will impact on the proposal.	
Claremont Jets Gridiron Football Club (Simon Robinson)			
Mt Claremont Primary School – Principal (Tracey Oakes)	Letter	Visit Your Voice Nedlands to find out more, read the information available, view the concept plans and provide feedback and how to find out more about the project. Need to: • gauge the level of support	Feedback on the proposal either online or by written submission or discussion with Council staff
		for the initial concept.Identify any issues that the school may/will impact on the proposal.	
		 Ask them to circulate the information to parents (in newsletter) 	
		Offer to meet to discuss	
Mt Claremont Letter Primary School – Parents and Citizens (Scott Gladman)		Visit Your Voice Nedlands to find out more, read the information available, view the concept plans and provide feedback and how to find out more about the project. Need to:	Feedback on the proposal either online or by written submission or discussion with Council staff
		 gauge the level of support for the initial concept. 	



External Stakeholders	How will they be informed?	What are we asking from them?	How will feedback be sought?
		 Identify any issues that may/will impact on the proposal. 	
		 Offer to meet to discuss 	
CEO Town of Claremont	Letter	Advise of the project and whether they would like to provide comment. Ask for assistance in contacting the Town of Claremont residents in Alfred Road near the oval. encourage their residents to find out more about the project	Discussions and correspondence with the Project Manager
Department of Sport and Recreation (Rob Didcoe, Rob Thomson)	Letter	To provide information on the project	Feedback by written submission
Hockey WA (Stuart Filsenan, Peter Westlund)	Letter	To provide information on the project	Feedback by written submission
Casual users/passive recreation	Site signage at key entrance points	Visit Your Voice Nedlands to find out more, read the information available, view	Feedback to be provided on Your Voice Nedlands.
Dog owners (There are 220 registered dogs within 500m radius of the oval (from intramaps). Add on the Town of Claremont dog owners (Rangers estimate +/- 500). Site signage at key entrance points Apparently, there is an unofficial group that meets on the oval at around 6pm each evening)	Site signage at key entrance points Residents and Property Owners who are dog owners within the project area will receive a letter	 the concept plans and provide feedback and how to find out more about the project. Need to: gauge the level of support for the initial concept. Identify any issues that may/will impact on the proposal. 	People can call the City to discuss the proposal in detail. Consider a site visit for the dog owners with the unofficial group



3. Methods Used (add other methods from above if different from below).

Projects will be placed on Your Voice Nedlands by the Community Engagement Coordinator, <u>cwalker@nedlands.wa.gov.au</u>. All other communications will be undertaken in liaison with the Communications Team. Advice to the Executive and Councillors will be undertaken in liaison with the Executive Assistant to the CEO following approval by the respective Manager/Director.

Please consider accessibility issues when considering your engagement activities (refer to the <u>help</u> <u>sheet</u> in the Reference Documents folder under 'Forms and template>Community Engagement).

Not all the methods listed below will apply to all projects. If considered not applicable please enter N/A in the publish Dates/Comments column for example customer satisfaction surveys. Technical Services staff should also reference the activities to the Technical Services community engagement matrix.

Method	Responsibility	Publish Dates/Comments	
Consultation letters sent to residents, property owners, stakeholders (+/-1,700)		 Properties for mail merge. Needs to be received in letterboxes prior to Friday 26 October (post on Wednesday, 24 October) 	
Information on front page of the City's website – News and Upcoming Events	Engagement/ Senior Comms Officer	By COB Thursday 25 October	
Updates on Social Media (Facebook, Twitter)	Engagement/ Senior Comms Officer	By Friday, 25 October	
Information in Nedlands News (Post Newspaper)	Engagement/ Senior Comms Officer	Saturday, 3 November edition (upcoming) Finalised and with Communications by Monday 29 October Message: reminder of the engagement being undertaken and people to provide	
Site signage (3 signs)	Engagement, Project Manager	feedback By Thursday, 25 October (at Alfred Road where cars park and opposite of entrance to Lake Claremont, entrance off Montgomery Avenue)	
Information by advertising in The Post and the Western Suburbs weekly	Communications	Advertise in the Western Suburbs Weekly and The Post newspaper – Open for engagement. The POST – Publication for Saturday 27 October. Text to Communications by 11 October. The Western Suburbs Weekly – Publication for Tuesday, 30 October.	
		Text to Communications for both advertisement by 11 October.	



Method	Responsibility	Publish Dates/Comments
Information in CEO update to Councillors	CEO EA	To CEO EA by 24 October for insertion on Friday, 26 October – open for engagement and engagement purpose.
Media Release	Project Manager	Prepare when project description finalised. Needs to be completed, approved by Mayor, CEO and distributed by 25 October (after Council meeting on 23 October)
Poster placed at City's Community Centres and Notice Boards		Posters at: Mt Claremont Community Centre Mt Claremont Library Facilities at the Mt Claremont Oval
Outcomes included in a report to Council	Project Manager	December Council meeting (as per timelines below)
Other (Specify): E-newsletter from Your Voice Nedlands	Project Manager	Send an email to all registered participants advising of the consultation +/- 1600 participants People to register for this engagement – enable feedback of the Council decision in December. Keep away from Christmas. Advise stakeholders of the outcomes of Councils decision.

4. Supporting information required for Your Voice Nedlands

Standard inform projects will include a newsfeed, question and answer, and feedback tools along with any of the following information. Please consider accessibility issues when considering the information requirements (refer to the <u>help sheet</u> in the Reference Documents folder under 'Forms and template>Community Engagement). The following are minimum requirements for any project.

Information Requirements	SharePoint References/Comments
2 or 3 photos/images (JPG)	Images of the oval – now and future concept: Received concepts from Westside Wolves Council to prepare own images – current views
Site plans and maps (PDF)	Need high quality graphics / mock-ups of the proposed plans for all engagement and communication. Concept from the Westside Wolves - received
Logos of any project partners (PDF)	Westside Wolves
Frequently Asked Questions (FAQ) (attach)	To be developed (to address any current or future issues)
Reference documents	Previous Council decisions



Information Requirements		rements	SharePoint References/Comments	
Advertisements, particularly those with statutory requirements (e.g. road closures)			No statutory advertisements required	
Images of similar projects to illustrate what the completed project would look like			Using mock-ups of the proposed facilities as supplied by WestSide Wolves Hockey Club (as per CEO presentation, 4 September)	
Timeframe	Stage 1:	Community Engagement Period (Friday, 26 October to Monday, 19 November)		
	Stage 2:	Analysis of feedback (20 November to 23 November)		
	Stage 3:	3: Report to Council (Committee meeting – 4 December, Council meeting 18 December)		
	Stage 4:	4: Feedback to Community and Westside Wolves – outcomes engagement and Council's decision (December)		
Engagement Tools			Comments	
Club using Mt Cl include 'yes', 'no		Club using Mt C include 'yes', 'nd	eople if they support the Westside Wolves Hockey laremont Oval as their home for hockey. Survey to o', or 'unsure' and information about respondents ere they live, relationship with the oval etc.	

Feedback	General feedback can be provided. This content would support the survey results.
Ask Us a Question	People can ask us a question

5. Project Description

Please describe the project, and include project timeframes and how feedback to the community will be provide on the outcomes of the engagement. Include contact details for enquiries (please use standard email <u>council@nedlands.wa.gov.au</u> and telephone number (08) 9273 3500) unless otherwise specified. **This text should be used as the basis for all communications**.

Do you live near, or use, or have an interest in Mt Claremont Oval? If so, the City would like to hear your thoughts on a proposal from Westside Wolves Hockey Club to use a portion of the oval as their permanent home for hockey in the absence of other suitable sites in the City of Nedlands.

The Council wants to gauge the level of community support for this proposal and invites your feedback by completing an online survey.

The Westside Wolves Hockey Club, with origins from the 1930s, is a large hockey club in the western suburbs who cater for people of all ages. The Club currently has over 1,700 members and has no permanent home.

The Club has developed a concept plan for permanent hockey facilities (synthetic pitch, parking, clubrooms) in the western suburbs and has been working with the City to find a suitable venue. There are currently twelve artificial pitches in the Perth metropolitan area with only three of these



in the western suburbs, as such the development of the new facilities will improve accessibility for people of all ages wanting to play hockey in the western suburbs.

Initially, the Club located an area at Allen Park which was included in the process for developing a master plan for Allen Park. The option was subsequently not supported in the new master plan (approved by Council in December 2017) which identified that a facility of this type was not appropriate for Allen Park.

Further investigations have identified the Mt Claremont Oval as potentially being a suitable site. The oval is located within an area bounded by Cleland Street, Alfred Road and Montgomery Avenue. It is a crown reserve for the purposes of recreation with 4.2 hectares of grassed area and 2.3 hectares of predominantly remnant bushland on the Cleland Street side of the reserve.

For this proposal to proceed any future arrangements need to be negotiated with the existing Clubs and organisations who currently use the oval – the Western Suburbs and Swanbourne Cricket Clubs (senior), Claremont-Nedlands Cricket Club (junior), UWA Nedlands Football Club (junior soccer), the Claremont Jets (grid iron football) and the Mt Claremont Primary school.

In addition, there may/will be potential impacts on the users of the site for passive recreation for example walking and exercising dogs.

The City met with the Clubs in December 2017 and again in August 2018, who indicated in principle support for the proposal, however the following would need to be confirmed:

- Retention of MILO in2 Cricket Skills Program
- Relocation of junior cricket to the renovated Swanbourne Oval
- Relocation of junior soccer to another suitable venue
- Retention of grid iron at Mt Claremont Oval
- Relocation of senior cricket to the new synthetic pitch at College Park

The proponents have provided an overview of the proposal to the Council and the City's administration have undertaken preliminary research into the suitability of Mt Claremont Oval which resulted in the Council requesting a detailed report on the proposal and to include:

- 1. A project schedule for the life of the project
- 2. Community engagement outcomes on the concept from Westside Wolves (this engagement plan)
- 3. The receipt of a detailed business case by the Westside Wolves

This engagement plan details the community engagement activities proposed for gaining an understanding on the level of support of the concept by the community and stakeholders.

The outcomes of the community engagement activities will be reported to the Council in December 2018 to enable the Council to understand the community's views on this proposal.



6. Decision-Making Process

Please describe the decision-making that will occur. Include project timeframes and providing feedback to the community. Decision-making includes reports to Directors/CEO/Executive, Committee and Council, presentations to Council briefings etc. **These details will be used as part of communications**.

Date	Description		
Tuesday, 24 April	Finalise the presentation for the Councillor Briefing and send to CEO EA for distribution to Councillors		
Tuesday, 1 May	Briefing of the proposal to Councillor Briefing		
Thursday, 17 May	Preparation of Council Report (CEO Report to Council) and send to CEO EA		
Tuesday, 22 May	Presentation of CEO report on proposal with recommendation regarding the development business plan (and Council requirements) from the Westside Wolves, community engagement proposal and in- principle support to explore the use of Mt Claremont oval.		
	Decision: "That Council offers the City's support to the Westside Wolves Hockey Club for location of new facilities on an alternative site to the Mt Claremont Oval, with other locations to be workshopped by Council, such as the former tip site at the Mt Claremont Sporting Precinct."		
Thursday, 9 August	Stakeholder workshop		
Tuesday, 4 September 2018	Presentation to Councillor Briefing		
Tuesday, 9 October 2018	Committee meeting		
Wednesday, 10-22 October	Prepare for community engagement		
Tuesday, 23 October 2018	Council meeting – presentation of proposed community engagement plan (this plan)		
Wednesday, 24-25 October 2018	Finalise community engagement (inc sending out letters)		
Friday, 26 October to Monday 19 November	Community engagement period		
Tuesday, 20 November to Thursday, 22 November	Preparation of community engagement report and Council Report		
Friday, 19-23 November	Finalisation of Council Report/Reports to Executive		
Tuesday, 4 December	Committee Meeting		
Tuesday, 18 December	Council Meeting		



7. Approval of the Community Engagement Plan

Although the plan developed has been a collaborative process, the relevant Manager and/or Director needs to be aware/approve of the proposed plan and approval received from the Community Engagement Coordinator.

Approvals

Manager/Director

	Dated:	
Billoullui -	Dated:	21/9/2018

Mail Merge Area for Residents

Community Engagement Coordinator

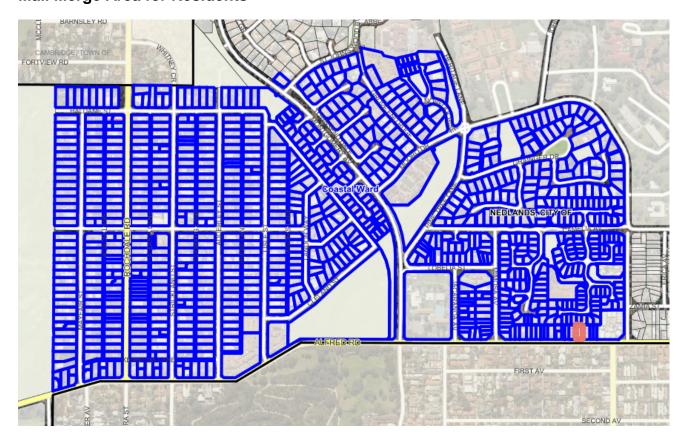




Image of Mt Claremont Oval (Current)



Images of proposed development



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Stakeholder Workshop

MINUTES

Date:9 August 2018Time:6pmVenue:Allen Park Lower Pavilion, Swanbourne

Attendees:	Greg Trevaskis Martyn Glover Nicole Ceric Amanda Cronin	Chief Executive Officer (Chair) Director Technical Services Executive Assistant to CEO & Mayor Coordinator Community Development
Councillors	His Worship the Mayor, R Councillor I S Argyle Councillor A W Mangano Councillor C M de Lacy Councillor J D Wetherall Councillor N B J Horley Councillor K A Smyth	M C Hipkins (Presiding Member) Dalkeith Ward Dalkeith Ward Hollywood Ward Hollywood Ward Coastal Districts Ward Coastal Districts Ward
By Invitation:	Rob Didcoe Rob Thomson Stu Gilsenan Peter Westlund Ric Charlesworth Sam Lemmon Tony Stewart Simon Robinson Rod David David Morey Michael Sertorio Tracey Oakes Scott Gladman	Sport & Recreation (WA) Sport & Recreation (WA) Hockey WA Hockey WA Westside Wolves Hockey Club Westside Wolves Hockey Club UWA Nedlands Football Club Claremont Jets Gridiron Club Claremont Nedlands Junior Cricket Club Western Suburbs Cricket Club Suburban Lions Hockey Club Mt Claremont Primary School Mt Claremont Primary School

1. Declaration of Opening

The Mayor opened the meeting at 6.00 pm and then asked all present to introduce themselves.

2. Apologies

Mrs L M Driscoll Director Corporate & Strategy Mr P L Mickleson **Director Planning & Development Coastal Districts Ward** Councillor L J McManus Councillor W R B Hassell Dalkeith Ward Councillor B G Hodsdon Hollywood Ward Councillor G A R Hay Melvista Ward Councillor T P James Melvista Ward Councillor N W Shaw Melvista Ward Ryan Dunne Swanbourne Cricket Club Samantha Rawstorne Mt Claremont Primary P&C

3. Overview

4. Westside Wolves proposal

Ric Charlesworth presented the Westside Wolves Hockey Pitch Proposal and outlined history of project, other sites investigated and discussed current plans for the development;

- Listed objections parking concerns, dog users, fencing of public area, synthetic not grass
- Reserve is a designated sports field catering for regional sport and is not a corner park for residents only
- 60% of the Reserve grass area would remain if a synthetic pitch is built
- 60 More car parking bays.
- Hockey is for men, woman, boys and girls from school children to adults in their 70's across all demographics

5. Alternative sites

Rob Didcoe spoke about viability of suggested alternate sites – Brockway tip site – greenway corridor, services challenges across site, geotechnical and environmental issues.

Councillor Mangano suggested council owned property behind the depot off Brockway as well a room to expand by purchasing or leasing property next to council owned property room for multiple pitches.

Ric said multiple pitches would not be viable for the club.

Ric gave another option Paul Hasluck Reserve.

Cresswell Park still used for grass Hockey. Good location close to Mt Claremont.

Mt Claremont is central to Westside Wolves players members etc.

Would Hockey and Gridiron seasons clash – no.

Hockey season - March to September Gridiron season - September to January

Hockey WA – support clubs in the right area to sustain.

Mt Claremont Primary School – small but growing school with a lot of children that play hockey. Car parking issues on school property. Higher cost of hiring facilities. Mt Claremont Farmers Market is the highest income for the School if this would impede or impact on Mt Claremont Farmers Market 5.30am – 1 pm in Summer. 6.30am – 12-1pm in Winter.

Mt Claremont Primary School would welcome further in-depth consultation with Westside Wolves on proposal to discuss / resolve any concerns.

Michael Sertorio – Comment - Suburban Lions Hockey Club – pinch of capacity issues. Supportive. Best interest of the community and the area.

Rod David – Claremont Nedlands Junior Cricket Club – concern boundary sizes. New fields being built by City would resolve their issues.

Tony Stewart – UWA Nedlands Football Club – Big stake in Mt Claremont Oval – spent money on lights. Do not want to give up their pitch unless issues can be resolved. Open to further discussions on the proposal.

Clubs are open to consultation and working through any concerns.

Where to next? Greg advised information would be collated and taken back to Councillor Briefing.

\$3 million for project Westside Wolves would contribute 1/3. Remaining funds from DSR and other fund raising. CEO advised that should Council agree to Mt Claremont Reserve being approved as a site for hockey this did not commit Council into a 1/3 funding or for any financial contribution. This is an entirely separate matter and would be considered on its merits if a request for funding was made.

Time scale – estimate 2 years to get to a final decision – design, funding etc – 1 year to build.

6. Questions/Discussion

General discussion. Greg thanked everyone for their attendance and input. Happy to answer questions following this meeting by contacting Amanda or Greg.

7. Meeting Closure

The meeting concluded at 7.36 pm.

12.2 Planning & Development Report No's PD48.18 to PD55.18 (copy attached)

Note: Regulation 11(da) of the *Local Government (Administration) Regulations 1996* requires written reasons for each decision made at the meeting that is significantly different from the relevant written recommendation of a committee or an employee as defined in section 5.70, but not a decision to only note the matter or to return the recommendation for further consideration.

PD48.18	No. 3	Whitfeld	Street,	Floreat	-	Proposed
	Single	Dwelling				

Committee	9 October 2018
Council	23 October 2018
Applicant	Plunkett Homes
Landowner	Y Chew and S Etherington
Director	Peter Mickleson – Director Planning & Development
Reference	DA2018/24
Previous Item	Item PD26.18 – June 2018
Delegation	Council has been requested by the SAT to reconsider its
	decision pursuant to Section 31(1) of the SAT Act 2004.
Attachments	1. Photographs of the subject property

Regulation 11(da) – Not Applicable – Recommendation Adopted

Moved – Councillor Hassell Seconded – Councillor Wetherall

That the Recommendation to Council be adopted.

(Printed below for ease of reference)

CARRIED EN BLOC 9/-

Council Resolution / Committee Recommendation / Recommendation to Committee

Pursuant to Section 31(1) of the *State Administrative Tribunal Act 2004 (WA)*, Council approves the development application with amended plans received on 6 September 2018 for a proposed single dwelling at (Lot 222) No. 3 Whitfeld Street, Floreat, subject to the following conditions and advice notes:

- 1. The development shall at all times comply with the application and the approved plans, subject to any modifications required as a consequence of any condition(s) of this approval.
- 2. All stormwater from the development, which includes permeable and non-permeable areas shall be contained onsite.

- 3. All footings and structures shall be constructed wholly inside the site boundaries of the property's Certificate of Title.
- 4. The parapet wall being finished to a professional standard within 14 days of the proposed development's practicable completion and be maintained thereafter by the landowner to the City's satisfaction.
- 5. All visual privacy screens (fencing) to Major Openings and Unenclosed Active Habitable Spaces as shown on the approved plans, shall prevent overlooking in accordance with the visual privacy requirements of the *Residential Design Codes 2018*. The fencing shall be installed prior to the development's practicable completion and remain in place permanently, unless otherwise approved by the City.

Advice Notes specific to this approval:

- 1. All downpipes from guttering shall be connected so as to discharge into drains, which shall empty into a soak-well; and each soak-well shall be located at least 1.8m from any building, and at least 1.8m from the boundary of the block. Soak-wells of adequate capacity to contain runoff from a 20-year recurrent storm event. Soak-wells shall be a minimum capacity of 1.0m3 for every 80m2 of calculated surface area of the development.
- 2. All street tree assets in the nature-strip (verge) shall not be removed. Any approved street tree removals shall be undertaken by the City of Nedlands and paid for by the owner of the property where the development is proposed, unless otherwise approved under the Nature Strip Development approval.
- 3. Any development in the nature-strip (verge), including footpaths, will require a Nature-Strip Development Application (NSDA) to be lodged with, and approved by, the City's Technical Services department, prior to construction commencing.
- 4. All internal water closets and ensuites without fixed or permanent window access to outside air or which open onto a hall, passage, hobby or staircase, shall be serviced by a mechanical ventilation exhaust system which is ducted to outside air, with a minimum rate of air change equal to or greater than 25 litres / second.
- 5. The landowner is advised that all mechanical equipment (e.g. airconditioner,) is required to comply with the Environmental Protection (Noise) Regulations 1997, in relation to noise.

- 6. A separate development application is required to be submitted to and approved by the City prior to erecting any fencing within the street setback area(s) which is not compliant with the deemed-tocomply provisions of the Residential Design Codes, and/or erecting any further fencing behind the primary street setback area which is more than 1.8m in height above natural ground level.
- 7. Prior to the commencement of any demolition works, any Asbestos Containing Material (ACM) in the structure to be demolished, shall be identified, safely removed and conveyed to an appropriate landfill which accepts ACM.

Removal and disposal of ACM shall be in accordance with Health (Asbestos) Regulations 1992, Regulations 5.43 - 5.53 of the Occupational Safety and Health Regulations 1996, Code of Practice for the Safe Removal of Asbestos 2nd Edition, Code of Practice for the Management and Control of Asbestos in a Workplace, and any Department of Commerce Worksafe requirements.

Where there is over 10m2 of ACM or any amount of friable ACM to be removed, it shall be removed by a Worksafe licensed and trained individual or business.

- 8. The existing retaining wall on the adjoining portion of Council's verge and the redundant crossover(s) shall be removed and the nature-strip (verge) reinstated to the City's satisfaction.
- 9. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two-year period, the approval shall lapse and be of no further effect.

PD49.18 No. 29 Leon Road, Dalkeith – Proposed Alterations to Approved Single Dwelling

Committee	9 October 2018
Council	23 October 2018
Applicant	Giorgi Architects and Builders
Landowner	R and L Atkinson
Director	Peter Mickleson – Director Planning & Development
Reference	DA18/28996
Previous Item	Nil.
Delegation	In accordance with Clause 6.7.1a) of the City's Instrument
	of Delegation, Council is required to determine the
	application due to objections being received.
Attachments	1. Photograph showing the rear portion of the subject
	property

Regulation 11(da) – Not Applicable – Recommendation Adopted

Moved – Councillor Hassell Seconded – Councillor Wetherall

That the Recommendation to Council be adopted.

(Printed below for ease of reference)

CARRIED EN BLOC 9/-

Council Resolution / Committee Recommendation / Recommendation to Committee

Council approves the development application dated 17 May 2018 with amended plans received 7 August 2018 for alterations (a balcony and enlarged outbuilding) to the single dwelling at (Lot 256) No. 29 Leon Road, Dalkeith, subject to the following conditions and advice:

- 1. The development shall always comply with the application and the approved plans, subject to any modifications required as a consequence of any condition(s) of this approval.
- 2. This development approval only pertains to the proposed balcony and outbuilding (garage).
- 3. The previous development approval (DA2017/242, dated 22 January 2018), conditions and advice notes there-in, remain in effect. This excludes the plans approved as part of the previous development application for the dwelling.

Advice Notes specific to this proposal:

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

PD50.18 No. 71 Bruce Street, Nedlands – Proposed Single Dwelling

Committee	9 October 2018
Council	23 October 2018
Applicant	Dasco Building Group
Landowner	Т На
Director	Peter Mickleson – Director Planning & Development
Reference	DA18/28555
Previous Item	Nil.
Delegation	In accordance with Clause 6.7.1a) of the City's Instrument of Delegation, Council is required to determine the application due to an objection being received.
Attachments	1. Photographs taken on the subject property

PLEASE NOTE

Following the Committee Meeting on 9 October 2018 amended plans were submitted which now show the proposed development fully complying with the deemed-to-comply provisions of the R-Codes.

Therefore, in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* this item no longer requires development approval, only a building permit.

PD51.18 No. 82 Stanley Street, Nedlands – Additions (Ancillary Accommodation and Decking) to Existing Single House

Committee	9 October 2018
Council	23 October 2018
Applicant	Australian Renovation Group Pty Ltd
Landowner	A Vonic
Director	Peter Mickleson – Director Planning & Development
Reference	DA18/29307
Previous Item	Nil.
Delegation	In accordance with Clause 6.7.1a) of the City's Instrument of Delegation, Council is required to determine the application due to objections being received.
Attachments	1. Site Photographs

Regulation 11(da) – Council agreed that the the proposed rear lot boundary setback variation will likely have a significant impact on the local amenity as it is not consistent with the local development context.

Moved – Councillor Shaw Seconded – Councillor Mangano

That the Recommendation to Council be adopted.

(Printed below for ease of reference)

CARRIED ON THE CASTING VOTE OF THE MAYOR 4/4 (Against: Crs. Argyle Hassell Wetherall & McManus)

Council Resolution / Committee Recommendation

Council does not approve the development application.

Recommendation to Committee

Council approves the development application dated 1 June 2018 with amended plans received 10 July 2018 and 28 August 2018 to construct ancillary accommodation and decking at (Lot 689) No. 82 Stanley Street, Nedlands subject to the following conditions and advice:

- 1. The development shall always comply with the application and the approved plans, subject to any modifications required as a consequence of any condition(s) of this approval.
- 2. This development approval only pertains to the proposed ancillary accommodation and decking.

- 3. All stormwater from the development, which includes permeable and non-permeable areas shall be contained onsite.
- 4. The ancillary accommodation building shall be occupied only by persons related to the occupiers of the main dwelling.
- 5. The landowner shall execute and provide to the City a notification pursuant to section 70A of the *Transfer of Land Act 1893*, to be registered on the title to the land as notification to prospective purchasers that the use of the ancillary accommodation is subject to the restriction set out in this approval. The full costs of the notification shall be borne by the landowner; and this condition shall be fulfilled prior to the lodgement of a Building Permit application.

Advice Notes specific to this proposal:

- 1. All downpipes from guttering shall be connected so as to discharge into drains, which shall empty into a soak-well; and each soak-well shall be located at least 1.8m from any building, and at least 1.8m from the boundary of the block. Soak-wells of adequate capacity to contain runoff from a 20-year recurrent storm event. Soak-wells shall be a minimum capacity of 1.0m³ for every 80m² of calculated surface area of the development.
- 2. All internal water closets and ensuites without fixed or permanent window access to outside air or which open onto a hall, passage, hobby or staircase, shall be serviced by a mechanical ventilation exhaust system which is ducted to outside air, with a minimum rate of air change equal to or greater than 25 litres / second.
- 3. The applicant is advised to consult the City's Visual and Acoustic Privacy Advisory Information in relation to locating any mechanical equipment (e.g. air-conditioner) such that noise, vibration and visual impacts on neighbours are mitigated. The City does not recommend installing any equipment near a property boundary where it is likely that noise will intrude upon neighbours.

Prior to selecting a location for an air-conditioner, the applicant is advised to consult the online fairair noise calculator at www.fairair.com.au and use this as a guide to prevent noise affecting neighbouring properties.

Prior to installing mechanical equipment, the applicant is advised to consult neighbours, and if necessary, take measures to suppress noise.

4. The swimming pool shall be kept dry during the construction period. Alternatively, the water shall be maintained to a quality which prevents mosquitoes from breeding. 5. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two-year period, the approval shall lapse and be of no further effect.

PD52.18 No. 82 Williams Road, Nedlands – Additions to Single House

Committee	9 October 2018
Council	23 October 2018
Applicant	Mr J Schulyta
Landowner	Ms M R Lawson
Director	Peter Mickleson – Director Planning & Development
Reference	DA18/29767
Previous Item	Nil.
Delegation	In accordance with the City's Instrument of Delegation, Council is required to determine the application when refusal is recommended, and discretion exists for Council to approve the variations under the City's TPS2 and/or the R-Codes.
Attachments	1. Site Photographs

Regulation 11(da) – Not Applicable – Recommendation Adopted

Moved – Councillor Hassell Seconded – Councillor Wetherall

That the Recommendation to Council be adopted.

(Printed below for ease of reference)

CARRIED EN BLOC 9/-

Council Resolution / Committee Recommendation

Council approves the development application to construct additions to the existing single dwelling at (Lot 505) No. 82 Williams Road, Nedlands, received on 03 July 2018 with amended plans received 27 July and 03 August 2018 subject to the following conditions and advice:

- 1. The development shall at all times comply with the application and the approved plans, subject to any modifications required as a consequence of any condition(s) of this approval.
- 2. This development approval only pertains to the proposed secondary street fencing, patio, decking and outbuilding additions to the existing single house.
- 3. The parapet wall being finished to a professional standard within 14 days of the proposed development's practicable completion and be maintained thereafter by the landowner to the City's satisfaction.
- 4. All footings and structures to decking, fencing and parapet walls, shall be constructed wholly inside the site boundaries of the property's Certificate of Title.

5. All stormwater from the development, which includes permeable and non-permeable areas shall be contained onsite.

Advice Notes specific to this proposal:

- 1. Dividing fencing which is less than 1.8m in height is exempt from requiring development approval. A separate development application is required to be submitted to and approved by the City prior to erecting any fencing within the street setback area(s) which is not compliant with the deemed-to-comply provisions of the Residential Design Codes, and/or erecting any fencing behind the primary street setback area which is more than 1.8m in height above natural ground level.
- 2. All crossovers to the street(s) shall be constructed to the Council's Crossover Specifications and the applicant / landowner to obtain levels for crossovers from the Council's Infrastructure Services under supervision onsite, prior to commencement of works.
- 3. The redundant crossover(s) shall be removed and the nature-strip (verge) reinstated to the City's satisfaction.
- 4. Any development in the nature-strip (verge), including footpaths, will require a Nature-Strip Development Application (NSDA) to be lodged with, and approved by, the City's Technical Services department, prior to construction commencing.
- 5. All downpipes from guttering shall be connected so as to discharge into drains, which shall empty into a soak-well; and each soak-well shall be located at least 1.8m from any building, and at least 1.8m from the boundary of the block. Soak-wells of adequate capacity to contain runoff from a 20-year recurrent storm event. Soak-wells shall be a minimum capacity of 1.0m³ for every 80m² of calculated surface area of the development.
- 6. Prior to the commencement of any demolition works, any Asbestos Containing Material (ACM) in the structure to be demolished, shall be identified, safely removed and conveyed to an appropriate landfill which accepts ACM.

Removal and disposal of ACM shall be in accordance with *Health* (Asbestos) Regulations 1992, Regulations 5.43 - 5.53 of the Occupational Safety and Health Regulations 1996, Code of Practice for the Safe Removal of Asbestos 2nd Edition, Code of Practice for the Management and Control of Asbestos in a Workplace, and any Department of Commerce Worksafe requirements.

Where there is over 10m² of ACM or any amount of friable ACM to be removed, it shall be removed by a Worksafe licensed and trained individual or business.

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

Recommendation to Committee

Council refuses the development application to construct Additions to an existing Single Dwelling at (Lot 505) No. 82 Williams Road, Nedlands, received 03 July 2018 with amended plans dated 27 July and 03 August 2018, for the following reasons:

- 1. The development will adversely affect the amenity of the local area as the proposed outbuilding will reduce the secondary street setback within a streetscape which has an established and consistent minimum setback of 1.5m.
- 2. The proposal does not satisfy the design principles stipulated under clause 5.1.2 (Street setbacks) of the Residential Design Codes due to the nil setback proposed within an established streetscape which has a minimum 1.5m secondary street setbacks provided.
- 3. The proposal does not satisfy the design principles stipulated under clause 5.2.5 (Sight lines) of the Residential Design Codes due to the reduced setback of the outbuilding compromising safe sightlines at the proposed vehicle access point.
- 4. The proposal does not satisfy provisions (m), (n) and (s) of Clause 67 within the Planning and Development (Local Planning Schemes) Regulations 2015, as the reduced setback to the outbuilding compromises the streetscape amenity, character and vehicle access safety, setting an undesirable precedent within the streetscape.

PD53.18	Mt	Claremont	North-East	Structure	Plan
	Inve	estigation			

Committee	9 October 2018			
Council	23 October 2018			
Applicant	City of Nedlands			
Director	Peter Mickleson – Director Planning & Development			
Previous Item	OCM 26 June 2018 – 14.4			
Attachments	1. Structure Plan Flowchart			
	2. Mt Claremont North-East Landowners and			
	Management Orders Map			
	3. Mt Claremont North-East Zoning Map			
	4. Christ Church Playing Fields ODP Map			
	5. John XXIII College ODP Map			
	6. Mt Claremont Sports Precinct Structure Plan Map -			
	Option 1			
	7. Mt Claremont Sports Precinct Structure Plan Map –			
	Option 2			
	8. Mt Claremont Bus Depot Map			
	9. Waste Water Treatment Buffer Plan			
	10. John XXIII Depot Plan			
	11. Water Corporation and Western Power Easements			
	Мар			

Regulation 11(da) – Not Applicable – Recommendation Adopted

Moved – Councillor Hassell Seconded – Councillor Wetherall

That the Recommendation to Council be adopted.

(Printed below for ease of reference)

CARRIED EN BLOC 9/-

Council Resolution / Committee Recommendation

Council approves:

- 1. the preparation of a Project Plan and Community Engagement Strategy by the City's Administration. This is required for the City to explore options for future development and planning for the Mt Claremont North-East area; and
- 2. the study area boundary be extended north up Brockway to Underwood Avenue proceeding to Stephenson Avenue.

Recommendation to Committee

Council approves the preparation of a Project Plan and Community Engagement Strategy by the City's Administration. This is to follow the resolution of Local Planning Scheme No. 3 by the Minister for Planning and is required for the City to explore options for future development and planning for the Mt Claremont North-East area.

Committee	9 October 2018
Council	23 October 2018
Applicant	City of Nedlands
Director	Peter Mickleson – Director Planning & Development
Previous Item	PD23.18 – OCM 22 May 2018
Attachments	1. Proposed Municipal Inventory

Regulation 11(da) – Not Applicable – Recommendation Adopted

Moved – Councillor Hassell Seconded – Councillor Wetherall

That the Recommendation to Council be adopted.

(Printed below for ease of reference)

CARRIED EN BLOC 9/-

Council Resolution / Committee Recommendation / Recommendation to Committee

Council adopts the proposed Municipal Inventory (Attachment 1).

PD55.18 RFT 2018-19.01 - Natural Area Maintenance and Services

Committee	9 October 2018
Council	23 October 2018
Applicant	City of Nedlands
Director	Peter Mickleson – Director Planning & Development
Attachments	Nil.

Regulation 11(da) – Not Applicable – Recommendation Adopted

Moved – Councillor Hassell Seconded – Councillor Wetherall

That the Recommendation to Council be adopted.

(Printed below for ease of reference)

CARRIED EN BLOC 9/-

Council Resolution / Committee Recommendation / Recommendation to Committee

Council

- 1. Agrees to award tender no. 2018-19.01 to Green Skills Inc. for the provision of natural area maintenance and services, as per the schedule of rates and additional price information submitted; and
- 2. Authorises the Chief Executive Officer to sign an acceptance of offer for this tender.

12.3 Technical Services Report No's TS21.18 to TS22.18 (copy attached)

Note: Regulation 11(da) of the *Local Government (Administration) Regulations 1996* requires written reasons for each decision made at the meeting that is significantly different from the relevant written recommendation of a committee or an employee as defined in section 5.70, but not a decision to only note the matter or to return the recommendation for further consideration.

TS21.18 Loch Street Parking Prohibitions

Committee	9 October 2018		
Council	23 October 2018		
Applicant	City of Nedlands		
Officer	James Cresswell – Manager Infrastructure Services		
Director	Martyn Glover – Director Technical Services		
Attachments	1. Proposed Parking Prohibitions Drawing R-2018-49-02-0		
	2. Existing Parking Prohibitions Drawing R-2018-49-01-0		

Regulation 11(da) – The administration identified an opportunity to resolve the parking issue permanently in coordination with the Town of Claremont and consequently provided an alternative recommendation for Council's consideration which was agreed upon.

Moved – Councillor McManus Seconded – Councillor Hassell

Council Resolution

That Administration defer the provision of amended parking prohibitions in Loch Street until completion of the road rehabilitation between Stirling Highway and Carrington Street including parking embayments proposed for the 2019/20 Capital Works Program in coordination with the Town of Claremont.

CARRIED UNANIMOUSLY 8/-

Committee Recommendation

That the item be deferred for further consideration

Recommendation to Committee

That Council approves the proposed parking prohibitions on Loch Street between Carrington Street and Bedford Street as detailed in Attachment 1 of this report.

TS22.18 Boundary Roads Agreement – City of Perth

Committee	9 October 2018
Council	23 October 2018
Applicant	City of Nedlands
Officer	Maria Hulls, Manager Engineering Services
Director	Martyn Glover, Director Technical Services
Attachments	1. Draft Boundary Roads Agreement – City of Nedlands
	and City of Perth

Regulation 11(da) – Not Applicable – Recommendation Adopted

Moved – Councillor Hassell Seconded – Councillor Wetherall

That the Recommendation to Council be adopted.

(Printed below for ease of reference)

CARRIED EN BLOC 9/-

Council Resolution / Committee Recommendation / Recommendation to Committee

That Council authorise the Mayor and Chief Executive Officer to sign the Memorandum of Understanding for the Boundary Road Agreement between the City of Nedlands and the City of Perth as detailed in Attachment 1 of this report.

12.4 Corporate & Strategy Report No's CPS19.18 (copy attached)

Note: Regulation 11(da) of the *Local Government (Administration) Regulations 1996* requires written reasons for each decision made at the meeting that is significantly different from the relevant written recommendation of a committee or an employee as defined in section 5.70, but not a decision to only note the matter or to return the recommendation for further consideration.

CPS19.18 List of Accounts Paid – August 2018

Committee	9 October 2018		
Council	23 October 2018		
Applicant	City of Nedlands		
Officer	Vanaja Jayaraman – Manager Finance		
Director	Lorraine Driscoll – Director Corporate & Strategy		
Attachments	1. Creditor Payment Listing August 2018		
	2. Purchasing Card Payments August 2018 (29th July – 28th		
	August)		

Regulation 11(da) – Not Applicable – Recommendation Adopted

Moved – Councillor Hassell Seconded – Councillor Wetherall

That the Recommendation to Council be adopted.

(Printed below for ease of reference)

CARRIED EN BLOC 9/-

Council Resolution / Committee Recommendation / Recommendation to Committee

Council receives the List of Accounts Paid for the month of August 2018 (refer to attachments).

13 Reports by the Chief Executive Officer

Please note: This item was brought forward (see page 11).

13.1 Hockey Proposal at Mt Claremont Oval – Community Consultation

Committee	9 October 2018		
Council	23 October 2018		
Applicant	Westside Wolves Hockey Club		
CEO	Greg Trevaskis, Chief Executive Officer		
Attachments	1. Westside Wolves Concept Plans		
	2. Community Engagement Plan		
	3. Minutes of Community Workshop		

13.2 List of Delegated Authorities – September 2018

Moved – Councillor Shaw Seconded – Councillor McManus

The attached List of Delegated Authorities for the month of September 2018 be received.

CARRIED UNANIMOUSLY 8/-

Date of use of Title	Position Act	Section of Act	Applicant / CoN /
delegation of	exercising		Property Owner /
authority	delegated		Other
	authority		

	September 2018				
03/09/2018	(APP) – DA18/28374 – 151A Rochdale Rd, Mt Claremont – Additions to Grouped Dwelling	Coordinator Statutory Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	M A Lumley
03/09/2018	(APP) – DA18/28609 – 40 Browne Ave, Dalkeith – Additions to Single House	Coordinator Statutory Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	D4 Designs
04/09/2018	3018017 – Parking Infringement Withdrawal – other compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Tom Hasner
06/09/18	3032518 – Parking Infringement Withdrawal – other compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Lucia Strever
06/09/2018	(APP) – DA18/29784 – 29 Haldane St, Mt Claremont – Two Storey Single House	Manager Planning – Ross Jutras- Minett	City of Nedlands TPS2	Section 6.7.1	The Slatter Group WA

07/09/2018	(APP) – DA18/30723 – 67 Alderbury St, Floreat – Additions (Carport, Street Boundary Fencing and Rear Extension) to Single House	Manager Planning – Ross Jutras- Minett	City of Nedlands TPS2	Section 6.7.1	Wisespot Pty Ltd
11/09/2018	(APP) – DA18/29861 – 33 Brockman Ave, Dalkeith – Additions replacement (Carport and Sauna) to Single House	Coordinator Statutory Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	BuildingLines Approvals
12/09/2018	(APP) – DA18/29993 – 6 Dalkeith Rd, Nedlands – Ancillary Accommodation and Single House	Manager Planning – Ross Jutras- Minett	City of Nedlands TPS2	Section 6.7.1	Ecologic Homes
12/09/2018	(APP) – DA18/31100 – 1 Hillway, Nedlands – Swimming Pool and Equipment Area (Amendments to DA16/001 and DA16/248	Manager Planning – Ross Jutras- Minett	City of Nedlands TPS2	Section 6.7.1	Select Pools
14/09/2018	3018178 – Parking Infringement Withdrawal – other compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Lara Fine
14/09/2018	3032522 – Parking Infringement Withdrawal – other compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Deborah Savage
14/09/2018	3030393 – Parking Infringement Withdrawal – mechanical breakdown	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Ronan Casey
14/09/2018	(APP) – DA18/30459 – 8 Finsbury Gr, Mt Claremont – Additions (Garage) Retrospective	Coordinator Statutory Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	M Rodick & Associates
17/09/2018	(APP) – DA18/30157 – 83 Kingsway, Nedlands – Additions (Carport) to Single House	Coordinator Statutory Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	Risbec Designs

19/09/2018	3030393 – Parking Infringement	Manager Health &	Local	Section 9.20/6.12(1)	Edward Hopkins
	Withdrawal – other compassionate	Compliance –	Government Act		
	grounds	Andrew Melville	1995		
28/09/2018	3035419 – Parking Infringement	Manager Health &	Local	Section 9.20/6.12(1)	Jessica Luke
	Withdrawal – other compassionate	Compliance –	Government Act		
	grounds	Andrew Melville	1995		
28/09/2018	3032567 – Parking Infringement	Manager Health &	Local	Section 9.20/6.12(1)	Jai McTaggart
	Withdrawal – other compassionate	Compliance –	Government Act		
	grounds	Andrew Melville	1995		
28/09/2018	3030359 - Parking Infringement	Manager Health &	Local	Section 9.20/6.12(1)	Robert Morgan
	Withdrawal – other compassionate	Compliance –	Government Act		
	grounds	Andrew Melville	1995		
28/09/2018	3035447 - Parking Infringement	Manager Health &	Local	Section 9.20/6.12(1)	Felly Chandra
	Withdrawal – other compassionate	Compliance –	Government Act		
	grounds	Andrew Melville	1995		
28/09/2018	3032478 - Parking Infringement	Manager Health &	Local	Section 9.20/6.12(1)	Paige Wilson
	Withdrawal – vehicle breakdown	Compliance –	Government Act		
		Andrew Melville	1995		
28/09/2018	3032204 - Parking Infringement	Manager Health &	Local	Section 9.20/6.12(1)	Stan Morgillo
	Withdrawal – compassionate	Compliance –	Government Act		
	grounds	Andrew Melville	1995		
28/09/2018	3032213 - Parking Infringement	Manager Health &	Local	Section 9.20/6.12(1)	Margaret Cooper
	Withdrawal – compassionate	Compliance –	Government Act		
	grounds	Andrew Melville	1995		

Council	23 October 2018		
Applicant	City of Nedlands		
Officer	Vanaja Jayaraman – Manager Financial Services		
Director	Lorraine Driscoll – Director Corporate & Strategy		
Attachments	1. Financial Summary (Operating) by Business Units –		
	30 September 2018		
	2. Capital Works & Acquisitions – 30 September 2018		
	3. Net Current Assets – 30 September 2018		
	4. Statement of Activity – 30 September 2018		
	5. Borrowings – 30 September 2018		

13.3 Monthly Financial Report – September 2018

Regulation 11(da) – Not Applicable – Recommendation Adopted

Moved – Councillor Shaw Seconded – Councillor McManus

That the Recommendation to Council be adopted.

(Printed below for ease of reference)

CARRIED UNANIMOUSLY 8/-

Council Resolution / Recommendation to Council

Council receives the Monthly Financial Report for 30 September 2018.

Executive Summary

Administration is required to provide Council with a monthly financial report in accordance with *Regulation 34(1)* of the Local Government (Financial Management) Regulations 1996. The monthly financial variance from the budget of each business unit is reviewed with the respective manager and the Executive to identify the need for any remedial action. Significant variances are highlighted to Council in the attached Monthly Financial Report.

Discussion/Overview

The monthly financial management report meets the requirements of *Regulation 34(1) and 34(5)* of the *Local Government (Financial Management) Regulations 1996.*

The monthly financial variance from the budget of each business unit is reviewed with the respective Manager and the Executive to identify the need for any remedial action. Significant variances are highlighted to Council in the Monthly Financial Report. This report gives an overview of the revenue and expenses of the City for the month of September 2018 together with a Net Assets Statement as at 30 September 2018.

The operating revenue at the end of September 2018 was \$31.11M which represents a \$1.85M favourable variance compared to the year-to-date budget.

The operating expense at the end of September 2018 was \$8.79M, which represents a \$1.71M favourable variance compared to the year-to-date budget.

The attached Operating Statement compares "Actual" with "Budget" by Business Units. Variations from the budget of revenue and expenses by Directorates are highlighted in the following paragraphs.

Governance

Expenditure:	Favourable variance of	\$ 217,313
Revenue:	Unfavourable variance of	\$ (36,628)

The favourable expenditure variance is mainly due to savings on special projects, professional fees, ICT expenses, staff recruitment and office communication of \$137k not incurred yet. Salaries, other employee expenses and staff recruitment are lower by \$57k due to timing differences and will even out during the year.

The unfavourable revenue variance is due to lower revenue from Hollywood private hospital parking and WESROC.

Corporate and Strategy

Expenditure:	Favourable variance of	\$ 283,472
Revenue:	Favourable variance of	\$ 231,760

The favourable expenditure variance is mainly due to timing differences in the commencement of special projects and the use of professional services and ICT expenses of \$179k. Salaries, interest and office of shared services expenses are lower by \$100k due to timing differences and will even out during the year.

Favourable revenue variance is due to higher rates revenue of \$210k. Year to-date rates revenue is \$23.39M compared to annual budget of \$23.45M.

Community Development

Expenditure:	Favourable variance of	\$302,634
Revenue:	Unfavourable variance of	\$(21,962)

The favourable expenditure variance is mainly due to expenses not expended yet for community donations of \$42k, operational activities \$20k and NCC of \$41k, Tresillian courses fees and other library expenses of \$57k. Salaries expenses is lower by \$126k mainly due to delay in filling vacant positions, and timing differences.

The Unfavourable revenue variance is due to less fees & charges income from NCC and community Development of \$19k.

Planning and Development

Expenditure:	Favourable variance of	\$ 251,291
Revenue:	Favourable variance of	\$ 45,281

The favourable expenditure variance is mainly due to expenses not expended yet for operational activities, professional fees, others and donations of \$135k. Salaries is lower by \$102k mainly due to delay in filling vacant positions, and timing differences.

Small favourable revenue variance is due to higher income on planning fees & charges of \$51k.

Technical Services

Expenditure:	Favourable variance of	\$	656,838
Revenue:	Favourable variance of	\$ 1	,629,428

The favourable expenditure variance is mainly due to expenses not expended yet for Building maintenance of \$117k and park services of \$511k.

The favourable revenue variance is due to higher revenue from upfront payment of underground power (UGP) service charge of \$1.6M. The underground power revenue budget will be updated at budget review, with the confirmed figures based on owners who have elected to pay up-front or in 10-year instalments.

UGP – As at 30th September 2018, the City's service charge, spend and borrowings since the commencement of the project is as follows:

Project	Service Charge	Spend	Borrowings
Alderbury Street	\$184,509	\$0.00	\$0.00
West Hollywood	\$2,274,731	\$5,495,228	\$2,929,192
Alfred Rd & Mt Claremont	\$389,530	\$674,661	\$0.00

Borrowings

At 30th September 2018, we have a balance of borrowings of \$7.9 M. 2018/19 budget included borrowings of \$4.4M including \$2.47M for the Underground Power projects based on the assumption that 75% of the owners would opt for a 10-year loan.

However, only 23% of owners have opted for the 10-year loan, thus reducing the loan requirement for the owners' portion of the UGP to \$900k. This will reduce the borrowings for the year by \$1.57M with an estimated total outstanding borrowings of \$8.5M at year end compared to the budget of \$10M.

Net Current Assets Statement

At 30 September 2018, net current assets were \$26.9M compared to \$2.2M as at 30 June 2018. This is mainly due to rates notices amounting to \$23.1M has been issued in July for the financial year 2018/19.

Capital Works Programme

At the end of September, the expenditure on capital works were \$1.03M with further commitments of \$1.94M which is 21.4% of a total budget of \$13.88M.

Conclusion

The statement of financial activity for the period ended 30 September 2018 indicates that operating expenses are under the year-to-date budget by 16.3% or \$1.71M, while revenue is above the Budget by 6.3% or \$1.84M.

Key Relevant Previous Council Decisions:

Nil.

Consultation

N/A

Budget/Financial Implications

As outlined in the Monthly Financial Report.

CITY OF NEDLANDS FINANCIAL SUMMARY - OPERATING - BY BUSINESS UNIT AS AT 30 SEPTEMBER 2018

	AS A	T 30 SEPTEMBER 2018				
Row Labels	Master Account (desc)	September Actual YTD	September Budget YTD	Variance	Committed Balance	Annual Budget
overnance CEO`s Office						
Governance						
Expense						
20420	Salaries - Governance	186,368	198,675	12,307	0	794,69
20421	Other Employee Costs - Governance	8,186	7,846	(340)	0	40,88
20423	Office - Governance	2,076	6,567	4,491	864	29,70
20424	Motor Vehicles - Governance	3,064	3,126	62	0	12,50
20425	Depreciation - Governance	26,100	26,100	0	0	104,40
20427	Finance - Governance	67,770	67,780	10	0	271,12
20428	Insurance - Governance	29,003	29,100	97	107,498	123,50
20430	Other - Governance	300	2,499	2,199	227	10,00
20434	Professional Fees - Governance	39,529	101,666	62,137	31,453	305,00
20450	Special Projects - Governance / PC93	11,223	73,716	62,493	12,840	304,86
Expense Total		373,619	517,075	143,456	152,883	1,996,66
Income						
	Sundry Income - Governance	(36,960)	(70,254)	(33,294)	0	(281,02
50415	Profit Sale of Assets - Governance	0	0	0	0	(5,12
Income Total		(36,960)	(70,254)	(33,294)	0	(286,14
Governance Total		336,659	446,821	110,162	152,883	1,710,52
Communications						
Expense						
	Salaries - Communications	65,891	71,784	5,893	0	287,14
	Other Employee Costs - Communications	904	1,300	396	0	3,00
	Office - Communications	5,288	13,001	7,713	19,035	80,00
	Finance - Communications	21,870	21,867	(3)	0	87,46
	Other - Communications	0	599	599	0	1,90
	ICT Expenses - Communications	21,263	25,860	4,598	7,621	34,50
28350	Special Projects - Communications / PC 90	0	5,000	5,000	0	20,00
Expense Total		115,216	139,411	24,195	26,656	514,00
Communications Tota	al	115,216	139,411	24,195	26,656	514,00
Human Resources						
Expense						
	Salaries - HR	98,734	108,571	9,837	0	434,28
	Other Employee Costs - HR	60,695	77,914	17,219	10,519	274,42
	Staff Recruitment - HR	12,973	24,501	11,528	26,882	41,00
	Office - HR	253	1,578	1,325	92	6,30
	Depreciation - HR	125	126	1	0	50
	Finance - HR	(203,040)	(203,029)	11	0	(812,11)
	Other - HR	0	399	399	0	1,60
	Professional Fees - HR	0	6,000	6,000	0	24,00
20535	ICT Expenses - HR	13,067	10,000	(3,067)	0	40,00
Expense Total		(17,193)	26,060	43,253	37,493	10,00
Income 50510	Contributions & Daimburgaments LID	0	(2.224)	(2.224)	0	(10.00)
Income Total	Contributions & Reimbursements - HR	0	(3,334) (3,334)	(3,334) (3,334)	0	(10,00
Members Of Council		U	(3,334)	(3,334)	U	(10,00
Expense 20323	Office - MOC	6,769	9,000	2,231	2 726	36,00
	Depreciation - MOC	225	225	0	3,236	90
20329	Members of Council - MOC	109.248		4,178	0	448,70
20329	Other - MOC	109,248	113,426 0	4,178	0	
Expense Total	Other - MOC	116,243	122,651			1,00 486,60
Members Of Council	Total	116,243	122,651	6,408	3,236	486,60
CEO's Office Total	TOTAL	550,924	731,609	6,408 180,685	3,236 220,268	2,711,12
overnance Total		550,924	731,609	180,685	220,268	2,711,12
		550,524	731,005	180,085	220,208	2,711,12
orporate & Strategy						
Corporate Strategy & S	vstems					
Customer Services	,					
Expense						
21320	Salaries - Customer Service	95,596	112,926	17,330	0	451,70
	Other Employee Costs - Customer Service	770	1,100	330	0	6,90
21323	Office - Customer Service	533	1,377	844	905	5,50
	Finance - Customer Service	(146,310)	(146,302)	8	0	(585,20
21327	Other - Customer Service	1,922	3,798	1,876	2,409	15,20
	Special Projects - Customer Service	10,517	26,625	16,108	11,591	106,50
Expense Total		(36,973)	(476)	36,497	14,904	100,50
Income		(30,573)	(470)		,,,,,,,	
51301	Fees & Charges - Customer Services	(30)	(150)	(120)	0	(60
Income Total		(30)	(150)	(120)	0	(60
Customer Services To	tal	(37,003)	(130)	36,377	14,904	(00
ICT		(37,003)	(020)	23,377	14,504	
Expense						
21720	Salaries - ICT	118,025	119,053	1,028	0	476,20
		110,010	,	2,020	0	

21721 21723						
21723	Other Employee Costs - ICT	4,219	4,675	456	0	17,500
	Office - ICT	280	10,250	9,970	6,614	37,000
21724	Motor Vehicles - ICT	4,333	5,499	1,166	0	22,000
21725				0	0	216,000
	Depreciation - ICT	54,000	54,000			
21727	Finance - ICT	(415,920)	(415,927)	(7)	0	(1,663,707)
21730	Other - ICT	295	1,749	1,454	0	7,000
21734	Professional Fees - ICT	4,680	33,334	28,654	12,355	100,000
21735	ICT Expenses - ICT	171,246	256,071	84,825	72,013	788,000
Expense Total		(58 <i>,</i> 841)	68,704	127,545	90,981	(1)
ICT Total		(58,841)	68,704	127,545	90,981	(1)
Corporate Strategy & S	Systems Total	(95,844)	68,078	163,922	105,886	(1)
		(55,644)	00,070	100,522	105,000	(-/
Finance						
Rates						
Expense						
21920	Salaries - Rates	20,424	21,768	1,344	0	87,075
					0	
	Other Employee Costs - Rates	269	300	31		900
21923	Office - Rates	7,365	4,500	(2,865)	2,918	18,000
	Finance - Rates	53,826	32,727	(21,099)	0	130,908
21930	Other - Rates	5,800	7,334	1,534	3,547	22,000
21934	Professional Fees - Rates	1,234	37,300	36,066	16,994	59,800
Expense Total		88,919	103,929	15,010	23,460	318,683
Income						
	Pater Pater	(22 202 004)	(22 102 042)	210.050	0	(22 445 040)
51908	Rates - Rates	(23,393,901)	(23,183,042)	210,859	0	(23,445,040)
Income Total		(23,393,901)	(23,183,042)	210,859	0	(23,445,040)
Rates Total		(23,304,982)	(23,079,113)	225,869	23,460	(23,126,357)
General Finance					,	
Expense						
21420	Salaries - Finance	196,900	225,525	28,625	5,844	902,102
21421	Other Employee Costs - Finance	4,837	5,350	513	0	17,100
	. ,					
21423	Office - Finance	17,776	15,099	(2,677)	19,222	57,400
	Motor Vehicles - Finance	2,712	2,700	(12)	0	10,800
21425	Depreciation - Finance	125	126	1	0	500
21427						
	Finance - Finance	(246,618)	(249,224)	(2,606)	1,865	(996,402)
21430	Other - Finance	0	0	0	0	1,500
	Professional Fees - Finance	838	2,499	1,661	17,196	45,000
21450	Special Projects - Finance	5,010	10,000	4,990	160	40,000
	Special Projects Prinance					
Expense Total		(18,419)	12,075	30,494	44,287	78,000
Income						
51401	Fees & Charges - Finance	(26,162)	(13,918)	12,244	0	(55,500)
51410	Sundry Income - Finance	0	(375)	(375)	0	(22,500)
	Sundry Income - Finance					
Income Total		(26,162)	(14,293)	11,869	0	(78,000)
General Finance Tota	l	(44,581)	(2,218)	42,363	44,287	0
General Purpose						
Expense						
21627	Finance - General Purpose	0	0	0	0	54,000
	Interest - General Purpose	74,823	126,266	51,443	0	378,800
Expense Total		74,823	126,266	51,443	0	432,800
		74,023	120,200	51,445	Ū	452,000
Income						
	Grants Operating - General Purpose	(90,735)	(94,025)	(3,290)	0	(376,100)
51606	Contributions & Reimbursements - General Purpose	(5,000)	0	5,000	0	0
	Interest - General Purpose	(104,691)	(97,249)	7,442	0	(389,000)
	· · · · · · · · · · · · · · · · · · ·					
51610	Sundry Income - General Purpose	0	0	0	0	0
Income Total		(200,426)	(191,274)	9,152	0	(765,100)
General Purpose Tota		(125,603)	(65,008)	60,595	0	(332,300)
•		(123,003)	(00,000)	00,000	U	(332,300)
Shared Services						
Expense						
	Office - Shared Services	3,518	19,500	15,982	3,285	78,000
	Finance - Shared Services	(38,250)	(38,250)	0	0	(153,000)
21534	Professional Fees - Shared Services	6,000	12,501	6,501	25,473	75,000
Expense Total		(28,732)	(6,249)	22,483	28,758	0
		(28,732)	(6,249)	22,483	28,758	0
Shared Services Total						(23,458,657)
		(23,503,898)	(23,152,588)	351,310	96,504	• • •
Finance Total				515,232	202,390	(23,458,658)
	tal	(23,599,742)	(23,084,510)	515,252		
Finance Total	tal	(23,599,742)	(23,084,510)	515,252		
Finance Total Corporate & Strategy To		(23,599,742)	(23,084,510)			
Finance Total Corporate & Strategy To Community Developmer	t	(23,599,742)	(23,084,510)	515,252		
Finance Total Corporate & Strategy To Community Developmen Community Developmen	t ent	(23,599,742)	(23,084,510)	515,152		
Finance Total Corporate & Strategy To Community Developmer	t ent	(23,599,742)	(23,084,510)			
Finance Total Corporate & Strategy To Community Developmen Community Developmen	t ent	(23,599,742)	(23,084,510)			
Finance Total Corporate & Strategy To Community Developmen Community Developmen Community Developmen Expense	t ent nent				0	475 070
Finance Total Corporate & Strategy To Community Developmen Community Developmen Community Developmen Expense 28120	t ent nent Salaries - Community Development	97,450	118,993	21,543	0	475,979
Finance Total Corporate & Strategy To Community Developmen Community Developmen Community Developmen Expense 28120 28121	t ent nent Salaries - Community Development Other Employee Costs - Community Development	97,450 2,240	118,993 2,452	21,543 212	0	8,400
Finance Total Corporate & Strategy To Community Developmen Community Developmen Community Developmen Expense 28120	t ent nent Salaries - Community Development	97,450	118,993	21,543		
Finance Total Corporate & Strategy To Community Developmer Community Developmer Community Developmer Expense 28120 28121 28123	t ent nent Salaries - Community Development Other Employee Costs - Community Development Office - Community Development	97,450 2,240 237	118,993 2,452 972	21,543 212 735	0 0	8,400 3,900
Finance Total Corporate & Strategy To Community Developmer Community Developmer Community Developmer Expense 28120 28121 28123 28124	t ent nent Salaries - Community Development Other Employee Costs - Community Development Office - Community Development Motor Vehicles - Community Development	97,450 2,240 237 3,429	118,993 2,452 972 3,474	21,543 212 735 45	0 0 0	8,400 3,900 13,900
Finance Total Corporate & Strategy To Community Developmer Community Developmer Expense 28120 28121 28123 28124 28125	t ent nent Salaries - Community Development Other Employee Costs - Community Development Office - Community Development Motor Vehicles - Community Development Depreciation - Community Development	97,450 2,240 237 3,429 825	118,993 2,452 972 3,474 825	21,543 212 735 45 0	0 0 0	8,400 3,900 13,900 3,300
Finance Total Corporate & Strategy To Community Developmer Community Developmer Community Developmer Expense 28120 28121 28123 28124	t ent nent Salaries - Community Development Other Employee Costs - Community Development Office - Community Development Motor Vehicles - Community Development	97,450 2,240 237 3,429	118,993 2,452 972 3,474	21,543 212 735 45	0 0 0	8,400 3,900 13,900
Finance Total Corporate & Strategy To Community Developmer Community Developmer Expense 28120 28121 28123 28124 28125 28125 28127	t ent nent Salaries - Community Development Other Employee Costs - Community Development Office - Community Development Motor Vehicles - Community Development Depreciation - Community Development Finance - Community Development	97,450 2,240 237 3,429 825 47,460	118,993 2,452 972 3,474 825 47,472	21,543 212 735 45 0 12	0 0 0 0 0	8,400 3,900 13,900 3,300 189,892
Finance Total Corporate & Strategy To Community Developmer Community Developmer Expense 28120 28121 28123 28124 28125 28127 28130	t ent nent Salaries - Community Development Other Employee Costs - Community Development Office - Community Development Motor Vehicles - Community Development Depreciation - Community Development Finance - Community Development Other - Community Development	97,450 2,240 237 3,429 825 47,460 0	118,993 2,452 972 3,474 825 47,472 0	21,543 212 735 45 0 12 0	0 0 0 0 0 0	8,400 3,900 13,900 3,300 189,892 3,500
Finance Total Corporate & Strategy To Community Developmer Community Developmer Expense 28120 28121 28123 28124 28125 28127 28130 28134	t ent nent Salaries - Community Development Other Employee Costs - Community Development Office - Community Development Motor Vehicles - Community Development Depreciation - Community Development Finance - Community Development Other - Community Development Professional Fees - Community Development	97,450 2,240 237 3,429 825 47,460 0 350	118,993 2,452 972 3,474 825 47,472 0 0	21,543 212 735 45 0 12 0 (350)	0 0 0 0 0 0 0 0	8,400 3,900 13,900 3,300 189,892 3,500 2,000
Finance Total Corporate & Strategy To Community Developmer Community Developmer Expense 28120 28121 28123 28124 28125 28127 28130	t ent nent Salaries - Community Development Other Employee Costs - Community Development Office - Community Development Motor Vehicles - Community Development Depreciation - Community Development Finance - Community Development Other - Community Development	97,450 2,240 237 3,429 825 47,460 0	118,993 2,452 972 3,474 825 47,472 0	21,543 212 735 45 0 12 0	0 0 0 0 0 0	8,400 3,900 13,900 3,300 189,892 3,500
Finance Total Corporate & Strategy To Community Developmer Community Developmer Expense 28120 28121 28123 28124 28125 28127 28130 28134	t ent nent Salaries - Community Development Other Employee Costs - Community Development Office - Community Development Motor Vehicles - Community Development Depreciation - Community Development Finance - Community Development Other - Community Development Professional Fees - Community Development Donations - Community Development	97,450 2,240 237 3,429 825 47,460 0 350	118,993 2,452 972 3,474 825 47,472 0 0 0 44,251	21,543 212 735 45 0 12 0 (350) 42,501	0 0 0 0 0 0 0 0	8,400 3,900 13,900 3,300 189,892 3,500 2,000 179,000
Finance Total Corporate & Strategy To Community Developmer Community Developmer Expense 28120 28121 28123 28124 28125 28127 28127 28130 28134 28137 28137 28150	t ent nent Salaries - Community Development Other Employee Costs - Community Development Office - Community Development Motor Vehicles - Community Development Depreciation - Community Development Finance - Community Development Other - Community Development Professional Fees - Community Development Donations - Community Development Special Projects - Community Development	97,450 2,240 237 3,429 825 47,460 0 350 1,750 0	118,993 2,452 972 3,474 825 47,472 0 0 0 44,251 1,250	21,543 212 735 45 0 12 0 (350) 42,501 1,250	0 0 0 0 0 0 0 0 0 0	8,400 3,900 13,900 3,300 189,892 3,500 2,000 179,000 20,000
Finance Total Corporate & Strategy To Community Developmer Community Developmer Expense 28120 28121 28123 28124 28125 28124 28125 28127 28130 28134 28137	t ent nent Salaries - Community Development Other Employee Costs - Community Development Office - Community Development Motor Vehicles - Community Development Depreciation - Community Development Finance - Community Development Other - Community Development Professional Fees - Community Development Donations - Community Development	97,450 2,240 237 3,429 825 47,460 0 350 1,750	118,993 2,452 972 3,474 825 47,472 0 0 0 44,251	21,543 212 735 45 0 12 0 (350) 42,501	0 0 0 0 0 0 0 0 0	8,400 3,900 13,900 3,300 189,892 3,500 2,000 179,000

Income						
58101	Fees & Charges - Community Development	(3,022)	(6,834)	(3,812)	0	(18,000)
58104	Grants Operating - Community Development	0	0	0	0	(21,000)
58106	Contributions & Reimbursem - Community Developr	(900)	0	900	0	(200)
Income Total		(3,922)	(6,834)	(2,912)	0	(39,200)
Community Devel	lopment Total	160,388	243,705	83,317	55,443	1,014,371
Community Facilit	ties					
Income						
58201	Fees & Charges - Community Facilities	(3,369)	(3,125)	244	0	(12,500)
58206	Contributions & Reimbursemen -Community Facilitie	0	(250)	(250)	0	(1,000)
58209	Council Property - Community Facilities	(42,624)	(42,852)	(228)	0	(171,400)
Income Total		(45,993)	(46,227)	(234)	0	(184,900)
Community Facilit	ties Total	(45,993)	(46,227)	(234)	0	(184,900)
Volunteer Service	is VRC					
Expense						
	Salaries - Volunteer Services VRC	21,683	22,776	1,093	0	91,108
	Other Employee Cost - Volunteer Services VRC	269	300	31	0	900
	Office - Volunteer Services VRC	45	822	777	0	3,000
	Finance - Volunteer Services VRC	4,890	4,887	(3)	0	19,546
29330	Other - Volunteer Services VRC	1,416	1,375	(41)	44 44	5,700 120,254
Expense Total Income		28,304	30,160	1,856	44	120,254
59304	Grants Operating - Volunteer Services VRC	(7,578)	(7,000)	578	0	(14,000)
Income Total	States operating volunteer services vite	(7,578)	(7,000)	578	0	(14,000)
Volunteer Service	s VRC Total	20,726	23,160	2,434	44	106,254
Volunteer Service	s NVS	-, -	-,	, -		, -
Expense						
29220	Salaries - Volunteer Services NVS	3,597	8,202	4,605	0	32,817
	Other Employee Costs - Volunteer Services NVS	96	100	4	0	700
	Office - Volunteer Services NVS	0	0	0	0	800
	Finance - Volunteer Services NVS	4,290	4,281	(9)	0	17,122
29230	Other - Volunteer Services NVS	111	525	414	985	2,600
29250	Special Projects - Volunteer Services NVS	0	0	0	195	3,000
Expense Total		8,094	13,108	5,014	1,180	57,039
Volunteer Service	es NVS Total	8,094	13,108	5,014	1,180	57,039
Tresillian Commu	nity Centre					
Expense						
	Salaries - Tresillian CC	57,269	66,534	9,265	0	266,134
	Other Employee Costs - Tresillan CC	750	800	50	0	3,000
	Office - Tresillian CC	4,531	6,327	1,796	3,341	25,300
	Depreciation - Tresillan CC	200	201	1	0	800
	Finance - Tresillan CC	21,000	21,111	111	0	84,445
	Other - Tresillan CC	401	3,611	3,210	256	7,500
	Courses - Tresillan CC	42,080	75,000	32,920	1,568	200,500
29150	Exhibition	1,513	0	(1,513)	836	6,200
Expense Total		127,743	173,584	45,841	6,002	593,879
Income 59101	Fees & Charges - Tresillan CC	(123,912)	(120,625)	3,287	0	(361,500)
	Council Property - Tresillan CC	(7,972)	(7,125)	847	0	(28,500)
51906	Contributions & Reimbursement - Tresillian CC	(500)	0	500	0	(20,500)
Income Total	contributions & Reinbursement - Tresman CC	(132,384)	(127,750)	4,634	0	(390,000)
Tresillian Commu	nity Centre Total	(4,641)	45,834	50,475	6,002	203,879
Community Develo	,	138,573	279,580	141,007	62,668	1,196,643
Community Service	•			,	,	_,,
Nedlands Commu	inity Care					
Expense						
28620	Salaries - NCC	184,380	216,562	32,182	0	866,242
	Other Employee Costs - NCC	814	0	(814)	0	17,300
28623	Office - NCC	1,150	2,376	1,226	1,952	11,500
	Motor Vehicles - NCC	8,979	29,250	20,271	0	117,000
	Depreciation - NCC	6,575	6,576	1	0	26,300
	Utility - NCC	953	2,250	1,297	0	9,000
	Finance - NCC	66,360	66,369	9	0	265,472
	Other - NCC	4,314	16,428	12,114	3,517	65,700
	ICT Expenses - NCC	109	6,500	6,391	185	16,000
28664	Hacc Unit Cost - NCC / PC66	12,210	0	(12,210)	0	0
Expense Total		285,844	346,311	60,467	5,654	1,394,514
Income 58601	Fees & Charges - NCC	(18,581)	(21,498)	(2,917)	0	(86,000)
	Grants Operating - NCC	(18,581)	(258,225)	(15,592)	0	(1,032,900)
	Sundry Income - NCC	(242,033)	(238,223)	0	0	(1,032,900)
Income Total	candi y meome mee	(261,214)	(279,723)	(18,509)	0	(1,120,900)
Nedlands Commu	inity Care Total	24,630	66,588	41,958	5,654	273,614
Positive Ageing	· ·	,,	,	,	-,	-,
Expense						
27420	Salaries - Positive Ageing	13,425	18,018	4,593	0	72,071
27421	Other Employee Costs - Positive Ageing	154	200	46	0	800
27427	Finance - Positive Ageing	7,440	7,446	6	0	29,785
28437	Donations - Positive Ageing	873	1,500	627	2,792	6,000
28450	Other - Positive Ageing	5,514	4,050	(1,464)	660	16,200

Expense Total		27,406	31,214	3,808	3,452	124,856
Income 58420	Fees & Charges - Positive Ageing	(14,745)	(6,249)	8,496	0	(25,000
Income Total	rees & charges - Positive Ageing	(14,745)	(6,249)	8,490 8,496	0	(25,000
Positive Ageing Tota	al	12,661	24,965	12,304	3,452	99,856
Point Resolution Ch		12,001	24,505	12,504	3,432	55,050
Expense						
28820	Salaries - PRCC	114,022	128,075	14,053	0	512,290
28821	Other Employee Costs - PRCC	1,835	1,975	140	0	8,500
28823	Office - PRCC	789	2,875	2,086	46	10,200
28824	Motor Vehicles - PRCC	2,070	2,001	(69)	0	8,000
28825	Depreciation - PRCC	2,070	276	1	0	1,100
28826	Utility - PRCC	1,675	2,658	983	0	8,300
28827	Finance - PRCC	21,900	21,891	(9)	0	87,56
28830	Other - PRCC	733	4,499	3,767	1,831	18,000
	ICT Expenses - PRCC	235	801	566	0	4,80
Expense Total	ICT Expenses - PRCC	143,533	165,051	21,518	1,877	658,75
Income		143,333	105,051	21,518	1,877	038,73
58801	Fees & Charges - PRCC	(134,080)	(150,000)	(15,920)	0	(575,000
	rees & charges - racc				0	
Income Total Point Resolution Ch	ild Care Tatal	(134,080)	(150,000)	(15,920)	-	(575,000
		9,453	15,051	5,598	1,877	83,75
Mt Claremont Libra	۱ ۷					
Expense	Office Mt Clarger and Library	2 202	2.654	4.350	010	11.00
	Office - Mt Claremont Library	2,392	3,651	1,259	918	11,00
	Finance - Mt Claremont Library	26,790	26,778	(12)	0	107,10
	Other - Mt Claremont Library	3,921	9,106	5,185	9,519	37,00
28535	ICT Expenses - Mt Claremont Library	1,148	2,249	1,101	31	14,00
Expense Total		34,251	41,784	7,533	10,468	169,10
Income						
	Fees & Charges - Mt Claremont Library	(189)	(126)	63	0	(500
	Sundry Income - Mt Claremont Library	(119)	(75)	44	0	(300
58511	Fines & Penalties - Mt Claremont Library	(353)	(100)	253	0	(400
Income Total		(661)	(301)	360	0	(1,200
Mt Claremont Libra	ry Total	33,590	41,483	7,893	10,468	167,908
Nedlands Library						
Expense						
28720	Salaries - Library Services	215,645	254,598	38,953	0	1,018,39
	Other Employee Costs - Library Services	6,039	6,589	550	0	31,150
	Office - Nedlands Library	8,609	14,599	5,990	3,313	45,500
	Motor Vehicles - Nedlands Library	4,554	4,575	21	0	18,30
28725	Depreciation - Nedlands Library	3,000	3,000	0	0	12,00
28727	Finance - Nedlands Library	139,140	139,138	(2)	0	556,55
28730	Other - Nedlands Library	13,566	37,854	24,288	25,836	147,40
28731	Grants Expenditure - Nedlands Library	609	1,100	491	0	1,10
28734	Professional Fees - Nedlands Library	2,600	0	(2,600)	0	(
28735	ICT Expenses - Nedlands Library	2,427	5,103	2,676	318	36,00
28750	Special Projects - Nedlands Library	0	0	0	0	3,10
	Special Projects - Neulanus Library	396,189	466,556	70,367	29,467	1,869,50
Expense Total		390,189	400,550	70,307	29,467	1,809,50
Income		(2.220)	(4.274)	055		(5.500
58701	Fees & Charges - Nedland Library	(2,229)	(1,374)	855	0	(5,500
	Grants Operating - Nedlands Library	(1,200)	(1,100)	100	0	(1,100
	Sundry Income - Nedlands Library	(2,019)	(1,626)	393	0	(6,500
58711	Fines & Penalties - Nedlands Library	(948)	(750)	198	0	(3,000
Income Total		(6,396)	(4,850)	1,546	0	(16,100
Nedlands Library To		389,793	461,706	71,913	29,467	1,853,40
Community Services		470,127	609,793	139,666	50,918	2,478,53
ommunity Developm	ent Total	608,701	889,373	280,672	113,586	3,675,17
anning & Developme	nt Services					
Planning Services						
Town Planning - Adı	ministration					
Expense						
24820	Salaries - Town Planning Admin	23,070	26,598	3,528	0	106,39
24821	Other Employee Costs-Town Planning Admin	9,731	9,850	119	0	31,00
24823	Office - Town Planning Admin	1,186	1,708	522	2,002	8,00
24824	Motor Vehicles - Town Planning Admin	10,943	12,000	1,057	0	48,00
24825	Depreciation - Town Planning Admin	150	150	0	0	60
24827	Finance - Town Planning Admin	85,560	85,560	0	0	342,24
	Other - Town Planning Admin	0	750	750	0	5,00
Expense Total		130,640	136,616	5,976	2,002	541,23
Income	Fees & Charges - Town Planning Admin	(139,274)	(87,750)	51,524	0	(351,000
		(100,214)	(3.). 30)	51,524	U	
54801	Fines & Penalties - Town Planning	(500)	(375)	125	0	(1 500
54801 54811	Fines & Penalties - Town Planning	(500) (139.774)	(375) (88.125)	125 51.649	0	(1,500
54801		(500) (139,774) (9,134)	(375) (88,125) 48,491	125 51,649 57,625	0 0 2,002	(1,500 (352,500 188,73

Expense						
	Salaries - Statutory Planning	85,748	99,546	13,798	0	398,177
	Other Employee Costs - Statutory Planning	0	0	0	0	2,200
	Professional Fees - Statutory Planning	5,000	5,000	0	26,455	20,000

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Expense Total	Total	90,748 90,748	104,546 104,546	13,798 13,798	26,455 26,455	420, 3 420,3
Statutory Planning Strategic Planning	Iotal	90,748	104,546	13,798	26,455	420,
Expense						
24857	Strategic Projects - Strategic Planning	37,737	41,791	4,054	17,414	125,
24857	Salaries - Strategic Planning	71,063	99,495	28,432	0	397,9
24920	Other Employee Costs - Strategic Planning	0	0	0	0	2,2
	Professional Fees - Strategic Planning	0	5,000	5,000	0	20,0
Expense Total		108,800	146,286	37,486	17,414	545,0
	Tatal	•	•		17,414	
Strategic Planning ⁻ anning Services To		108,800	146,286	37,486		545,0
ealth & Compliance		190,415	299,323	108,908	45,870	1,154,1
Sustainability						
Expense 24620	Salarias Sustainability	11 474	7,959	(2 515)	0	31,
	Salaries - Sustainability	11,474	,	(3,515)		,
	Other Employee Costs - Sustainability	250	300	50	0	
	Motor Vehicles - Sustainability	4,789	3,999	(790)	0	16,
	Depreciation - Sustainablility	400	399	(1)	0	1,
	Finance - Sustainablility	4,470	4,470	0	0	17,
	Professional Fees - Sustainablility	1,320	0	(1,320)	0	
	ICT Expenses - Sustainablility	208	0	(208)	0	
24638	Operational Activities - Sustainability / PC79	9,739	15,050	5,311	123	49
Expense Total		32,650	32,177	(473)	123	116
ustainability Total		32,650	32,177	(473)	123	116
nvironmental Hea	lth					
Expense						
24720	Salaries - Environmental Health	105,803	112,422	6,619	631	449
	Other Employee Costs - Environmental Health	5,586	5,025	(561)	0	20
	Office - Environmental Health	219	1,052	833	420	4
	Depreciation - Environmental Health	1,650	1,650	0	0	6
	Finance - Environmental Health	30,900	30,915	15	0	123
	Other - Environmental Health	250	5,875	5,625	34,107	8
24735	ICT Expenses - Environmental Health	0	2,500	2,500	0	2
24751	OPRL Activities - Environmental Health PC76,77,78	7,691	26,128	18,437	7,345	92
Expense Total		152,099	185,567	33,468	42,504	708
Income		152,055	105,507	33,400	42,304	700
54701	Fees & Charges - Environmental Health	(22,121)	(45,000)	(22,879)	0	(45,
		0			0	
54710 54711	Sundry Income - Environmental Health Fines & Penalties - Environmental Health		(249)	(249)	0	(1,
	Filles & Perialities - Environmental Realth	(720)	(3,246)	(2,526)	0	(13,
Income Total		(22,841)	(48,495)	(25,654)		(59,
nvironmental Hea		129,258	137,072	7,814	42,504	649
Environmental Con	iservation					
Expense						
	Other Employee Costs - Environmental Conservation	0	275	275	0	2
	Office - Environmental Conservation	0	350	350	0	1
	Finance - Environmental Conservation	16,590	16,578	(12)	0	66
24230	Other - Environmental Conservation	0	375	375	0	1
24237	Donations - Environmental Conservation	0	6,175	6,175	0	24
24251	Operational Activities-Environ Conservation / PC80	138,424	205,767	67,343	133,294	853
Expense Total		155,014	229,520	74,506	133,294	950
Income						
	Grants Operating - Environmental Conservation	(5,940)	(7,500)	(1,560)	0	(30,
54210	Sundry Income - Environmental Conservation	(6,356)	0	6,356	0	(8,
Income Total		(12,296)	(7,500)	4,796	0	(38,
nvironmental Con	servation Total	142,718	222,020	79,302	133,294	911
anger Services						
Expense						
21120	Salaries - Ranger Services	143,772	159,169	15,397	0	636
	Other Employee Costs - Ranger Services	3,198	2,301	(897)	0	7
	Office - Ranger Services	2,285	2,301	39	2,907	9
	Motor Vehicles - Ranger Services	16,955	13,749	(3,206)	2,907	55
	Depreciation - Ranger Services	1,250	1,251	1	0	102
	Finance - Ranger Services	42,064	48,022	5,958	0	192
	Other - Ranger Services	2,603	20,202	17,599	3,265	82
	Professional Fees - Ranger Services	0	0	0	0	
	ICT Expenses - Ranger Services	0	0	0	0	10
21137	Donations - Ranger Services	0	1,000	1,000	0	1
Expense Total		212,126	248,018	35,892	6,172	999
Income						
	Fees & Charges - Ranger Services	(9,775)	(20,205)	(10,430)	0	(82,
51106	Contributions & Reimbursements- Rangers Services	(27,678)	0	27,678	0	(30,
	Sundry Income - Ranger Services	(4,000)	0	4,000	0	
	Fines & Penalties - Rangers Services	(128,789)	(98,125)	30,664	0	(370,
		(170,242)	(118,330)	51,912	0	(483,
			129,688	87,803	6,172	516
51111 Income Total	tal	41,885				
51111 Income Total anger Services To		41,885 346.511				2,193
51111 Income Total anger Services To alth & Complianc		41,885 346,511	520,957	174,446	182,093	2,193
51111 Income Total anger Services To alth & Complianc Iding Services						2,193
51111 Income Total anger Services To						2,193

24421 24423						
24423	Other Employee Costs - Building Services	6,355	8,575	2,220	0	26,600
	Office - Building Services	310	3,143	2,833	0	4,900
24424	Motor Vehicles - Building Services	6,810	6,399	(411)	0	25,600
24425	Depreciation - Building Services	75	75	0	0	300
24427	Finance - Building Services	66,000	66,003	3	0	264,009
24430	Other - Building Services	00,000	3,066	3,066	0	3,400
24430						
	Professional Fees - Building Services	200	5,833	5,633	996	20,000
Expense Total		250,868	301,508	50,640	30,201	1,178,462
Income						
54401	Fees & Charges - Building Services	(221,989)	(229,896)	(7,907)	0	(450,700)
	Sundry Income - Building Services	(11,149)	(39,000)	(27,851)	0	(156,000)
	Fines & Penalties - Building Services	(500)	(3,000)	(2,500)	0	(12,000)
	Contributions & Reimbursements - Building Services	(837)	0	837	0	0
Income Total		(234,475)	(271,896)	(37,421)	0	(618,700)
Building Services To	tal	16,394	29,612	13,218	30,201	559,762
Building Services Tot		16,394	29,612	13,218	30,201	559,762
-						
Planning & Developme	ent Services Total	553,320	849,892	296,572	258,165	3,908,186
Technical Services						
Engineering						
Infrastructure Servi	ces					
Expense						
26220	Salaries - Infrastructure Svs	495,077	571,330	76,253	0	2,285,320
26221	Other Employee Costs - Infrastructure Svs	27,027	30,421	3,394	8,576	111,350
26223	Office - Infrastructure Svs	6,414	14,309	7,895	6,312	41,400
26223	Motor Vehicles - Infrastructure Svs				0,312	
		13,910	12,501	(1,409)		50,000
	Depreciation - Infrastructure Svs	2,950	2,949	(1)	0	11,800
	Finance - Infrastructure Svs	(273,025)	(664,665)	(391,640)	0	(2,658,664)
26228	Insurance - Infrastructure Svs	17,047	17,200	153	46,974	68,700
	Other - Infrastructure Svs	20,192	20,775	583	6,222	68,100
	Professional Fees - Infrastructure Svs	13,325	6,666	(6,659)	7,253	20,000
26235	ICT Expenses - Infrastructure Svs	1,814	3,825	2,011	2,074	15,300
36101	Project Contribution - Infrastructure	1,645,234	1,993,960	348,726	65,891	1,993,960
	Project contribution - initiastructure			· · · · · · · · · · · · · · · · · · ·		
Expense Total		1,969,964	2,009,271	39,307	143,303	2,007,266
Income						
50202	Service Charges - Infrastructure Svs	(2,846,202)	(1,159,900)	1,686,302	0	(1,159,900)
Income Total		(2,846,202)	(1,159,900)	1,686,302	0	(1,159,900)
Infrastructure Servi	ces Total	(876,238)	849,371	1,725,609	143,303	847,366
Plant Operating						
Expense	Other Employee Costs - Plant Operating	0	0	0	0	1 700
Expense 26521	Other Employee Costs - Plant Operating	0	0	0	0	1,700
Expense 26521 26525	Depreciation - Plant Operating	162,000	162,000	0	0	648,000
Expense 26521 26525 26527	Depreciation - Plant Operating Finance - Plant Operating	162,000 (150,061)	162,000 (331,213)	0 (181,152)	0 0	648,000 (1,324,851)
Expense 26521 26525 26527 26532	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating	162,000 (150,061) 166,334	162,000 (331,213) 178,915	0 (181,152) 12,581	0 0 57,335	648,000 (1,324,851) 728,551
Expense 26521 26525 26527 26532 26533	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating	162,000 (150,061) 166,334 2,335	162,000 (331,213) 178,915 10,401	0 (181,152)	0 0 57,335 1,047	648,000 (1,324,851) 728,551 41,600
Expense 26521 26525 26527 26532	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating	162,000 (150,061) 166,334	162,000 (331,213) 178,915	0 (181,152) 12,581	0 0 57,335	648,000 (1,324,851) 728,551
Expense 26521 26525 26527 26532 26533	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating	162,000 (150,061) 166,334 2,335	162,000 (331,213) 178,915 10,401	0 (181,152) 12,581 8,066	0 0 57,335 1,047	648,000 (1,324,851) 728,551 41,600
Expense 26521 26525 26527 26532 26533 26549	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating	162,000 (150,061) 166,334 2,335 0	162,000 (331,213) 178,915 10,401 11,312	0 (181,152) 12,581 8,066 11,312	0 0 57,335 1,047 0	648,000 (1,324,851) 728,551 41,600 33,937
Expense 26521 26525 26527 26532 26533 26549 Expense Total	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating	162,000 (150,061) 166,334 2,335 0 180,608	162,000 (331,213) 178,915 10,401 11,312 31,415	0 (181,152) 12,581 8,066 11,312 (149,193)	0 0 57,335 1,047 0	648,000 (1,324,851) 728,551 41,600 33,937 128,937
Expense 26521 26525 26527 26532 26533 26533 26549 Expense Total Income 56501	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Fees & Charges - Plant Operating	162,000 (150,061) 166,334 2,335 0 180,608 (13,165)	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501)	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664	0 0 57,335 1,047 0 58,381	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000)
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56510	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Fees & Charges - Plant Operating Sundry Income - Plant operating	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000)	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000	0 0 57,335 1,047 0 58,381 0 0	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56510 56515	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Fees & Charges - Plant Operating	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736)	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736)	0 0 57,335 1,047 0 58,381 0 0 0	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206)
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56510 56515 Income Total	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Fees & Charges - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165)	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237)	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072)	0 0 57,335 1,047 0 58,381 0 0 0 0 0	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206)
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Fees & Charges - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736)	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736)	0 0 57,335 1,047 0 58,381 0 0 0	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206)
Expense 26521 26525 26527 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and E	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Fees & Charges - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165)	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237)	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072)	0 0 57,335 1,047 0 58,381 0 0 0 0 0	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206)
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Fees & Charges - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165)	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237)	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072)	0 0 57,335 1,047 0 58,381 0 0 0 0 0	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206)
Expense 26521 26525 26527 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and E	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Fees & Charges - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165)	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237)	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072)	0 0 57,335 1,047 0 58,381 0 0 0 0 0	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206)
Expense 26521 26525 26527 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and D Expense	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Fees & Charges - Plant Operating Sundry Income - Plant Operating Profit Sale of Assets - Plant Operating al	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822)	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072) (170,265)	0 0 57,335 1,047 0 58,381 0 0 0 0 0 58,381	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206) 7,731
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and D Expense 26625 26625 26626	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant Operating Profit Sale of Assets - Plant Operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 951,800 46,787	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (27,736) (21,072) (170,265) 1 88,213	0 0 57,335 1,047 0 58,381 0 0 0 0 0 58,381 0 0 58,381	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206) 7,731 3,807,200 540,000
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56510 56510 56515 Income Total Plant Operating Tot Streets Roads and D Expense 26625 26626 26630	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Fees & Charges - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Depote Depote S Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Other	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 951,800 46,787 15,954	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072) (170,265) 1 88,213 (14,205)	0 0 57,335 1,047 0 58,381 0 0 0 0 58,381 0 0 58,381	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206) 7,731 3,807,200 540,000 7,000
Expense 26521 26525 26532 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and D Expense 26625 26626 26630 26640	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Fees & Charges - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Other Reinstatement - Streets Roads & Depot	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 951,800 46,787 15,954 939	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (27,736) (21,072) (170,265) 1 88,213 (14,205) 813	0 0 57,335 1,047 0 58,381 0 0 0 0 58,381 0 58,381 0 0 4,800 0 0	648,000 (1,324,851) 728,551 41,600 33,937 (38,000) 0 (38,000) 0 (83,206) (121,206) 7,731 3,807,200 540,000 7,000
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and D Expense 26625 26626 26630 26640 26667	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Other Reinstatement - Streets Roads & Depot Road Maintenance / PC51	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 951,800 46,787 15,954 939 54,109	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (27,736) (21,072) (170,265) 1 88,213 (14,205) 813 116,016	0 0 57,335 1,047 0 58,381 0 0 0 0 58,381 0 58,381 0 0 4,800 0 0 4,800 0 0 0	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206) 7,731 3,807,200 540,000 7,000 7,000 680,500
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and D Expense 26625 26626 26630 26640 26667 26668	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Other Reinstatement - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC52	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 951,800 46,787 15,954 939 54,109 191,624	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (27,736) (21,072) (170,265) 1 88,213 (14,205) 813 116,016 (62,800)	0 0 57,335 1,047 0 58,381 0 0 0 0 58,381 0 58,381 0 0 4,800 0 0 4,800 0 0 76,550 106,662	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (38,000) 0 (83,206) (121,206) 7,731 3,807,200 540,000 7,000 7,000 680,500 515,300
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and D Expense 26625 26626 26630 26640 26667 26668 26669	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Fees & Charges - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Other Reinstatement - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC52 Footpath Maintenance / PC53	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 9 951,800 46,787 15,954 939 54,109 191,624 12,631	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824 51,351	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (27,736) (21,072) (170,265) 1 (170,265) 1 88,213 (14,205) 813 116,016 (62,800) 38,720	0 0 57,335 1,047 0 58,381 0 0 0 0 58,381 0 0 58,381 0 0 4,800 0 0 4,800 0 0 76,550 106,662 7,936	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206) 7,731 3,807,200 540,000 7,000 680,500 515,300 205,400
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and D Expense 26625 26626 26630 26640 26667 26668 26669 26670	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant Operating Profit Sale of Assets - Plant Operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Other Reinstatement - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC52 Footpath Maintenance / PC53 Parking Signs / PC54	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 9951,800 46,787 15,954 939 54,109 191,624 12,631 20,434	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824 51,351 21,876	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072) (170,265) 1 (170,265) 1 888,213 (14,205) 813 116,016 (62,800) 38,720 1,442	0 0 57,335 1,047 0 58,381 0 0 0 0 58,381 0 0 4,800 0 4,800 0 0 76,550 106,662 7,936 1,212	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (38,206) (121,206) 7,731 3,807,200 540,000 7,000 540,000 515,300 205,400 87,500
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and D Expense 26625 26626 26630 26640 26667 26668 26669	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Fees & Charges - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Other Reinstatement - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC52 Footpath Maintenance / PC53	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 9 951,800 46,787 15,954 939 54,109 191,624 12,631	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824 51,351	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (27,736) (21,072) (170,265) 1 (170,265) 1 88,213 (14,205) 813 116,016 (62,800) 38,720	0 0 57,335 1,047 0 58,381 0 0 0 0 58,381 0 0 58,381 0 0 4,800 0 0 4,800 0 0 76,550 106,662 7,936	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206) 7,731 3,807,200 540,000 7,000 680,500 515,300 205,400
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and D Expense 26625 26626 26630 26640 26667 26668 26669 26670	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant Operating Profit Sale of Assets - Plant Operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Other Reinstatement - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC52 Footpath Maintenance / PC53 Parking Signs / PC54	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 9951,800 46,787 15,954 939 54,109 191,624 12,631 20,434	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824 51,351 21,876	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072) (170,265) 1 (170,265) 1 888,213 (14,205) 813 116,016 (62,800) 38,720 1,442	0 0 57,335 1,047 0 58,381 0 0 0 0 58,381 0 0 4,800 0 4,800 0 0 76,550 106,662 7,936 1,212	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (38,206) (121,206) 7,731 3,807,200 540,000 7,000 540,000 515,300 205,400 87,500
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56515 Income Total Plant Operating Tot Streets Roads and D Expense 26625 26626 26626 26667 26668 26669 26670 26671	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Depreciation - Streets Roads & Depots Other Reinstatement - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC53 Parking Signs / PC54 Right of Way Maintenance / PC55	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 951,800 46,787 15,954 939 54,109 191,624 12,631 20,434 26,366	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824 51,351 21,876 21,876	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072) (170,265) 1 1 88,213 (14,205) 813 116,016 (62,800) 38,720 1,442 (4,490)	0 0 57,335 1,047 0 58,381 0 0 0 0 58,381 0 58,381 0 0 4,800 0 0 0 76,550 106,662 7,936 1,212 0	648,000 (1,324,851) 728,551 41,600 33,937 (38,000) 0 (38,000) 0 (83,206) (121,206) 7,731 3,807,200 540,000 7,000 7,000 540,000 515,300 205,400 87,500
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56510 56510 56515 Income Total Plant Operating Tot Streets Roads and D Expense 26625 26626 26630 26640 26667 26668 26669 26670 26671 26672 26673	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Other Reinstatement - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC53 Parking Signs / PC54 Right of Way Maintenance / PC55 Bus Shelter Maintenance / PC56 Graffiti Control / PC57	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 951,800 46,787 15,954 939 54,109 191,624 12,631 20,434 26,366 1,679 0	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824 51,351 21,876 21,876 3,866 4,875	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072) (170,265) (170,265) 1 813 (14,205) 813 116,016 (62,800) 38,720 1,442 (4,490) 2,187 4,875	0 0 57,335 1,047 0 58,381 0 0 0 0 58,381 0 0 58,381 0 0 0 4,800 0 0 76,550 106,662 7,936 1,212 0 0 840 2,582	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206) 7,731 3,807,200 540,000 7,000 540,000 540,000 515,300 205,400 87,500 87,500 11,600 19,500
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and D Expense 26625 26626 26630 26640 26667 26668 26669 26667 26667 26667 26671 26672 26673 26673	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant Operating Profit Sale of Assets - Plant Operating Profit Sale of Assets - Plant Operating Depreciation - Plant operating Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Other Reinstatement - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC53 Parking Signs / PC54 Right of Way Maintenance / PC55 Bus Shelter Maintenance / PC56	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 9 51,800 46,787 15,954 939 54,109 191,624 12,631 20,434 26,366 1,679 0 28,759	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824 51,351 21,876 21,876 21,876 3,866 4,875 37,875	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072) (170,265) 1 888,213 (14,205) 813 116,016 (62,800) 38,720 1,442 (4,490) 2,187 4,875 9,116	0 0 57,335 1,047 0 58,381 0 0 0 0 58,381 0 0 58,381 0 0 4,800 0 0 76,550 106,662 7,936 1,212 0 0 840 2,582 4,731	648,000 (1,324,851) 728,551 41,600 33,937 (38,000) 0 (38,000) (121,206) 7,731 3,807,200 540,000 7,000 540,000 7,000 680,500 515,300 205,400 87,500 87,500 11,600 19,500
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56515 Income Total Plant Operating Tot Streets Roads and D Expense 26625 26626 26630 26667 26667 26667 26667 26667 26667 26667 26671 26672 26671 26672 26673 26674	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Other Reinstatement - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC53 Parking Signs / PC54 Right of Way Maintenance / PC55 Bus Shelter Maintenance / PC56 Graffiti Control / PC57	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 951,800 46,787 15,954 939 54,109 191,624 12,631 20,434 26,366 1,679 0	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824 51,351 21,876 21,876 3,866 4,875	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072) (170,265) (170,265) 1 813 (14,205) 813 116,016 (62,800) 38,720 1,442 (4,490) 2,187 4,875	0 0 57,335 1,047 0 58,381 0 0 0 0 58,381 0 0 58,381 0 0 0 4,800 0 0 76,550 106,662 7,936 1,212 0 0 840 2,582	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206) 7,731 3,807,200 540,000 7,000 540,000 540,000 515,300 205,400 87,500 87,500 11,600 19,500
Expense 26521 26525 26537 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and D Expense 26625 26626 26630 26640 26667 26668 26669 26670 26671 26672 26673 26673 26674 Expense Total Income	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Other Reinstatement - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC53 Parking Signs / PC54 Right of Way Maintenance / PC55 Bus Shelter Maintenance / PC56 Graffiti Control / PC57 Streets Roads & Depot / PC89	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 9 951,800 46,787 15,954 939 54,109 191,624 12,631 20,434 26,366 1,679 0 28,759 1,351,081	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824 51,351 21,876 21,876 21,876 3,866 4,875 37,875 1,530,970	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072) (170,265) (170,265) 1 (170,265) 1 (170,265) 813 (14,205) 813 116,016 (62,800) 38,720 1,442 (4,490) 2,187 4,875 9,116 179,889	0 0 57,335 1,047 0 58,381 0 0 0 0 58,381 0 0 58,381 0 0 0 4,800 0 0 0 76,550 106,662 7,936 1,212 0 0 0 76,550 106,662 7,936 1,212 0 0 840 2,582 4,731 205,313	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206) 7,731 3,807,200 540,000 7,000 540,000 7,000 680,500 515,300 205,400 87,500 87,500 11,600 19,500 151,500
Expense 26521 26525 26537 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and D Expense 26625 26626 26620 26667 26668 26669 26670 26671 26673 26673 26673 26673 26674 Expense Total Income	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Profit Sale of Assets - Plant Operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Utility - Streets Roads & Depots Other Reinstatement - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC52 Footpath Maintenance / PC53 Parking Signs / PC54 Right of Way Maintenance / PC55 Bus Shelter Maintenance / PC56 Graffiti Control / PC57 Streets Roads & Depot / PC89	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 9 951,800 46,787 15,954 939 54,109 191,624 12,631 20,434 26,366 1,679 0 0 28,759 1,351,081	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824 51,351 21,876 21,876 3,866 4,875 37,875 1,530,970 (19,251)	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072) (170,265) 1 (170,265) 1 (170,265) 813 (14,205) 813 (14,205) 813 116,016 (62,800) 38,720 1,442 (4,490) 2,187 4,875 9,116 179,889 (1,382)	0 0 57,335 1,047 0 58,381 0 0 0 58,381 0 0 58,381 0 0 4,800 0 0 4,800 0 0 76,550 106,662 7,936 1,212 0 0 840 2,582 4,731 205,313	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206) 7,731 3,807,200 540,000 7,000 540,000 7,000 540,000 515,300 205,400 87,500 87,500 87,500 11,600 19,500 151,500 6,120,000
Expense 26521 26525 26527 26533 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and D 26625 26626 26626 26626 26626 26626 26626 26627 26667 26667 26667 26667 26670 26671 26673 26674 Expense Total Income 56601 56601	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Utility - Streets Roads & Depot Reinstatement - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC52 Footpath Maintenance / PC53 Parking Signs / PC54 Right of Way Maintenance / PC56 Graffiti Control / PC57 Streets Roads & Depot / PC89 Fees & Charges - Streets Roads & Depots	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 9 951,800 46,787 15,954 939 54,109 191,624 12,631 20,434 26,366 1,679 0 0 28,759 1,351,081	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824 51,351 21,876 21,876 3,866 4,875 37,875 1,530,970 (19,251) (16,251)	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072) (170,265) 1 (170,265) 1 (170,265) 813 (14,205) 813 (14,205) 813 116,016 (62,800) 38,720 1,442 (4,490) 2,187 4,875 9,116 179,889 (1,382) (16,251)	0 0 57,335 1,047 0 58,381 0 0 0 58,381 0 0 58,381 0 0 0 58,381 0 0 0 76,550 106,662 7,936 1,212 0 0 76,550 106,662 7,936 1,212 0 840 2,582 4,731 205,313	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206) 7,731 3,807,200 540,000 7,000 540,000 7,000 680,500 515,300 205,400 87,500 87,500 11,600 19,500 151,500 (77,000) (65,000)
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and D Expense 26625 26626 26626 26667 26667 26668 26669 26667 26667 26673 26671 26672 26673 26674 Expense Total Income 56001 56601 56604 56606	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Profit Sale of Assets - Plant Operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Utility - Streets Roads & Depots Other Reinstatement - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC52 Footpath Maintenance / PC53 Parking Signs / PC54 Right of Way Maintenance / PC55 Bus Shelter Maintenance / PC56 Graffiti Control / PC57 Streets Roads & Depot / PC89	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 9 951,800 46,787 15,954 939 54,109 191,624 12,631 20,434 26,366 1,679 0 0 28,759 1,351,081	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824 51,351 21,876 21,876 21,876 3,866 4,875 37,875 1,530,970 (19,251) (16,251) (16,251) (5,001)	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072) (170,265) 1 (170,265) 1 (170,265) 813 (14,205) 813 (14,205) 813 116,016 (62,800) 38,720 1,442 (4,490) 2,187 4,875 9,116 179,889 (1,382)	0 0 57,335 1,047 0 58,381 0 0 0 0 58,381 0 0 0 58,381 0 0 0 4,800 0 0 76,550 106,662 7,936 1,212 0 0 840 2,582 4,731 205,313	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (38,000) (121,206) 7,731 3,807,200 540,000 7,000 540,000 7,000 540,000 515,300 205,400 87,500 87,500 11,600 19,500 (77,000) (65,000) (20,000)
Expense 26521 26525 26527 26533 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and D 26625 26626 26626 26626 26626 26626 26626 26627 26667 26667 26667 26667 26670 26671 26673 26674 Expense Total Income 56601 56601	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Utility - Streets Roads & Depot Reinstatement - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC52 Footpath Maintenance / PC53 Parking Signs / PC54 Right of Way Maintenance / PC56 Graffiti Control / PC57 Streets Roads & Depot / PC89 Fees & Charges - Streets Roads & Depots	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 9 951,800 46,787 15,954 939 54,109 191,624 12,631 20,434 26,366 1,679 0 0 28,759 1,351,081	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824 51,351 21,876 21,876 3,866 4,875 37,875 1,530,970 (19,251) (16,251)	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072) (170,265) 1 (170,265) 1 (170,265) 813 (14,205) 813 (14,205) 813 116,016 (62,800) 38,720 1,442 (4,490) 2,187 4,875 9,116 179,889 (1,382) (16,251)	0 0 57,335 1,047 0 58,381 0 0 0 58,381 0 0 58,381 0 0 0 58,381 0 0 0 76,550 106,662 7,936 1,212 0 0 76,550 106,662 7,936 1,212 0 840 2,582 4,731 205,313	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206) 7,731 3,807,200 540,000 7,000 540,000 7,000 680,500 515,300 205,400 87,500 87,500 11,600 19,500 151,500 (77,000) (65,000)
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and D Expense 26625 26626 26626 26667 26667 26668 26669 26670 26671 26672 26673 26674 Expense Total Income 56001 56601 56604 56606	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Other Reinstatement - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC53 Parking Signs / PC54 Right of Way Maintenance / PC55 Bus Shelter Maintenance / PC56 Graffiti Control / PC57 Streets Roads & Depots	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 9 951,800 46,787 15,954 939 54,109 191,624 12,631 20,434 26,366 1,679 0 28,759 1,351,081 (17,869) 0 (4,567)	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824 51,351 21,876 21,876 21,876 3,866 4,875 37,875 1,530,970 (19,251) (16,251) (16,251) (5,001)	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072) (170,265) 1 (170,265) 1 (170,265) 1 (170,265) 813 (14,205) 813 (14,205) 813 116,016 (62,800) 38,720 1,442 (4,490) 2,187 4,875 9,116 179,889 (1,382) (16,251) (134)	0 0 57,335 1,047 0 58,381 0 0 0 0 58,381 0 0 0 58,381 0 0 0 4,800 0 0 76,550 106,662 7,936 1,212 0 0 840 2,582 4,731 205,313	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (38,000) (121,206) 7,731 3,807,200 540,000 7,000 540,000 7,000 540,000 515,300 205,400 87,500 87,500 11,600 19,500 (77,000) (65,000) (20,000)
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and D Streets Roads and D 26625 26626 26630 26667 26667 26668 26669 26670 26671 26672 26673 26674 Expense Total Income S 5601 56601 56604 56606 Income Total	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Depreciation - Streets Roads & Depots Other Reinstatement - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC52 Footpath Maintenance / PC53 Parking Signs / PC54 Right of Way Maintenance / PC55 Bus Shelter Maintenance / PC56 Graffiti Control / PC57 Streets Roads & Depots	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 9 951,800 46,787 15,954 939 54,109 191,624 12,631 20,434 26,366 1,679 0 28,759 1,351,081 (17,869) 0 (4,567) (22,436)	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824 51,351 21,876 21,876 3,866 4,875 37,875 1,530,970 (19,251) (16,251) (16,251) (5,001) (40,503)	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072) (170,265) 1 (170,265) 1 (170,265) 8 1 (170,265) 9 1 (14,205) 8 1 (1,442) (1,442) (1,442) (1,487) 9,116 (170,251) (1,382) (1,382) (1,382) (1,382) (1,382) (13,380)	0 0 57,335 1,047 0 58,381 0 0 0 0 58,381 0 0 58,381 0 0 0 4,800 0 0 0 76,550 106,662 7,936 1,212 0 0 840 2,582 4,731 205,313 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206) 7,731 3,807,200 540,000 7,000 7,000 540,000 7,000 540,000 515,300 205,400 87,500 87,500 11,600 19,500 (151,500 6,120,000 (20,000) (20,000)
Expense 26521 26525 26527 26533 26549 Expense Total Income 56501 56510 56510 56511 Income Total Plant Operating Tot Streets Roads and D Expense 26625 26626 26626 26630 26667 26668 26671 26672 26674 Expense Total Income 56601 56606 Income Total	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Depreciation - Streets Roads & Depots Other Reinstatement - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC52 Footpath Maintenance / PC53 Parking Signs / PC54 Right of Way Maintenance / PC55 Bus Shelter Maintenance / PC56 Graffiti Control / PC57 Streets Roads & Depots	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 9 951,800 46,787 15,954 939 54,109 191,624 12,631 20,434 26,366 1,679 0 28,759 1,351,081 (17,869) 0 (4,567) (22,436)	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824 51,351 21,876 21,876 3,866 4,875 37,875 1,530,970 (19,251) (16,251) (16,251) (5,001) (40,503)	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072) (170,265) 1 (170,265) 1 (170,265) 8 1 (170,265) 9 1 (14,205) 8 1 (1,442) (1,442) (1,442) (1,487) 9,116 (170,251) (1,382) (1,382) (1,382) (1,382) (1,382) (13,380)	0 0 57,335 1,047 0 58,381 0 0 0 0 58,381 0 0 58,381 0 0 0 4,800 0 0 0 76,550 106,662 7,936 1,212 0 0 840 2,582 4,731 205,313 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206) 7,731 3,807,200 540,000 7,000 7,000 540,000 7,000 540,000 515,300 205,400 87,500 87,500 11,600 19,500 (151,500 6,120,000 (20,000) (20,000)
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income 56501 56515 Income Total Plant Operating Tot Streets Roads and D Expense 26625 26626 26630 26640 26667 26667 26667 26667 26667 26671 26671 26671 26671 26671 26672 26673 26674 Expense Total Income 56601 56604 56606 Income Total Streets Roads and D	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Utility - Streets Roads & Depots Other Reinstatement - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC53 Parking Signs / PC54 Right of Way Maintenance / PC55 Bus Shelter Maintenance / PC56 Graffiti Control / PC57 Streets Roads & Depots Contributions & Reimburse - Streets Roads & Depots Contributions & Reimburse - Streets Roads & Depots Contributions & Reimburse - Streets Roads & Depots	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 9 951,800 46,787 15,954 939 54,109 191,624 12,631 20,434 26,366 1,679 0 28,759 1,351,081 (17,869) 0 (4,567) (22,436) 1,328,645	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824 51,351 21,876 21,876 21,876 3,866 4,875 37,875 1,530,970 (19,251) (16,251) (5,001) (40,503) 1,490,467	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072) (170,265) 1 1 88,213 (14,205) 813 116,016 (62,800) 38,720 1,442 (4,490) 2,187 4,875 9,116 179,889 (1,382) (16,251) (434) (18,067) 161,822	0 0 57,335 1,047 0 58,381 0 0 0 0 58,381 0 0 58,381 0 0 4,800 0 0 0 4,800 0 0 0 4,800 0 0 0 76,550 106,662 7,936 1,212 0 0 0 76,550 106,662 7,936 1,212 0 0 840 2,582 4,731 205,313	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206) 7,731 3,807,200 540,000 7,000 540,000 7,000 680,500 515,300 205,400 87,500 87,500 11,600 151,500 6,120,000 (77,000) (65,000) (20,000) (162,000) 5,958,000
Expense 26521 26525 26527 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and D 26625 26626 26627 26626 26627 26628 26629 26627 26628 26629 26629 26627 26628 26629 26627 26627 26627 26627 26670 26671 26672 26673 26674 Expense Total Income 56601 56606 Income Total Streets Roads and D Waste Minimisation Expense 24520	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Profit Sale of Assets - Plant Operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Utility - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC53 Parking Signs / PC54 Right of Way Maintenance / PC55 Bus Shelter Maintenance / PC56 Grants Operating - Streets Roads & Depots Control / PC57 Streets Roads & Depots	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 9 951,800 46,787 15,954 939 54,109 191,624 12,631 20,434 26,366 1,679 0 0 28,759 1,351,081 (17,869) 0 (4,567) (22,436) 1,328,645	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824 51,351 21,876 21,876 21,876 3,866 4,875 37,875 1,530,970 (19,251) (16,251) (16,251) (5,001) (40,503) 1,490,467	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072) (170,265) 1 (170,265) 1 (170,265) 813 (14,205) 813 (14,205) 813 (14,205) 813 116,016 (62,800) 38,720 1,442 (4,490) 2,187 4,875 9,116 179,889 (1,382) (16,251) (434) (18,067) 161,822	0 0 57,335 1,047 0 58,381 0 0 0 58,381 0 0 58,381 0 0 58,381 0 0 0 4,800 0 0 0 4,800 0 0 0 76,550 106,662 7,936 1,212 0 0 840 2,582 4,731 205,313 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206) 7,731 3,807,200 540,000 7,000 680,500 515,300 205,400 87,500 11,600 19,500 151,500 6,120,000 (77,000) (65,000) (20,000) (162,000) 5,958,000
Expense 26521 26525 26527 26532 26533 26549 Expense Total Income Total Plant Operating Tot Streets Roads and D 26625 26626 26627 26628 26626 26626 26627 26626 26627 26628 26629 26626 26627 26628 26629 26626 26627 26628 26629 26670 26671 26672 26673 26674 Expense Total Income 56601 56604 56605 Income Total Streets Roads and D Waste Minimisation Expense 24520 24521	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Utility - Streets Roads & Depot Reinstatement - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC52 Footpath Maintenance / PC53 Parking Signs / PC54 Right of Way Maintenance / PC55 Bus Shelter Maintenance / PC56 Graffiti Control / PC57 Streets Roads & Depots Contributions & Reimburse - Streets Roads & Dep	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 9 951,800 46,787 15,954 939 54,109 191,624 12,631 20,434 26,366 1,679 0 0 28,759 1,351,081 (17,869) 0 (4,567) (22,436) 1,328,645	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824 51,351 21,876 21,876 21,876 21,876 3,866 4,875 3,886 4,875 3,886 4,875 3,875 1,530,970 (19,251) (16,251) (16,251) (16,251) (16,251) (16,251) (16,251) (16,251) (16,251) (16,251) (16,251) (16,251) (16,251) (16,251) (16,251) (19,251) (16,251) (19,251) (16,251) (19,251) (16,251) (19,251) (16,251) (19,2	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072) (170,265) 1 (170,265) 1 (170,265) 813 (14,205) 813 (14,205) 813 116,016 (62,800) 38,720 1,442 (4,490) 2,187 4,875 9,116 179,889 (1,382) (16,251) (434) (18,067) 161,822	0 0 57,335 1,047 0 58,381 0 0 0 0 58,381 0 0 58,381 0 0 0 4,800 0 0 0 4,800 0 0 0 76,550 106,662 7,936 1,212 0 0 0 76,550 106,662 7,936 1,212 0 0 840 2,582 4,731 205,313 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206) 7,731 3,807,200 540,000 7,000 540,000 7,000 540,000 7,000 540,000 515,300 205,400 87,500 87,500 87,500 11,600 19,500 151,500 (65,000) (162,000) (162,000) (162,000) 5,958,000
Expense 26521 26525 26527 26533 26549 Expense Total Income 56501 56510 56515 Income Total Plant Operating Tot Streets Roads and D 26625 26626 26627 26626 26627 26628 26629 26627 26628 26629 26629 26627 26628 26629 26627 26627 26627 26627 26670 26671 26672 26673 26674 Expense Total Income 56601 56606 Income Total Streets Roads and D Waste Minimisation Expense 24520	Depreciation - Plant Operating Finance - Plant Operating Plant - Plant Operating Minor Parts & Workshop Tools - Plant Operating Loss Sale of Assets - Plant Operating Sundry Income - Plant operating Profit Sale of Assets - Plant Operating Profit Sale of Assets - Plant Operating Profit Sale of Assets - Plant Operating Depreciation - Streets Roads & Depots Utility - Streets Roads & Depots Utility - Streets Roads & Depot Road Maintenance / PC51 Drainage Maintenance / PC53 Parking Signs / PC54 Right of Way Maintenance / PC55 Bus Shelter Maintenance / PC56 Grants Operating - Streets Roads & Depots Control / PC57 Streets Roads & Depots	162,000 (150,061) 166,334 2,335 0 180,608 (13,165) (3,000) 0 (16,165) 164,443 9 951,800 46,787 15,954 939 54,109 191,624 12,631 20,434 26,366 1,679 0 0 28,759 1,351,081 (17,869) 0 (4,567) (22,436) 1,328,645	162,000 (331,213) 178,915 10,401 11,312 31,415 (9,501) 0 (27,736) (37,237) (5,822) 951,801 135,000 1,749 1,752 170,125 128,824 51,351 21,876 21,876 21,876 3,866 4,875 37,875 1,530,970 (19,251) (16,251) (16,251) (5,001) (40,503) 1,490,467	0 (181,152) 12,581 8,066 11,312 (149,193) 3,664 3,000 (27,736) (21,072) (170,265) 1 (170,265) 1 (170,265) 813 (14,205) 813 (14,205) 813 (14,205) 813 116,016 (62,800) 38,720 1,442 (4,490) 2,187 4,875 9,116 179,889 (1,382) (16,251) (434) (18,067) 161,822	0 0 57,335 1,047 0 58,381 0 0 0 58,381 0 0 58,381 0 0 58,381 0 0 0 4,800 0 0 0 4,800 0 0 0 76,550 106,662 7,936 1,212 0 0 840 2,582 4,731 205,313 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	648,000 (1,324,851) 728,551 41,600 33,937 128,937 (38,000) 0 (83,206) (121,206) 7,731 3,807,200 540,000 7,000 680,500 515,300 205,400 87,500 11,600 19,500 151,500 6,120,000 (77,000) (65,000) (20,000) (162,000) 5,958,000

Expense 24120 Salaries 24121 Other Er 24123 Office - 24124 Motor V 24125 Deprecia 24126 Utility - 24127 Finance 24128 Insurant 24130 Other -1 24133 Building 24135 ICT Expense Expense Total Income S4106 Contribut 54109 Contribut S4109 Contribut Parks Services Parks Parks Services Parks Parks Services Mainter Services Contribut Services Contribut Services Control Services Contro Services	Building Maintenance Tehicles - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance PC40 Building Maintenance PC40 Building Maintenance PC58 Enses - Building Maintenance - Building Maintenanc	0 8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 (18,050) (50,760) (68,810) 536,532 (1,458,753) 283,025 759,915 1,042,940 (151) (3,675) (10,982) (7,427) 0 (22,235) 1,020,705 1,020,705 (438,048)	201 9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776) (60,225) (86,001) 626,320 318,447 283,024 1,271,619 1,554,643 (2,499) (5,001) (16,749) (375) (249) (24,873) 1,529,770 1,529,770 1,848,217	201 71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 (9,465) (17,191) 89,788 1,777,200 (9,465) (17,191) 89,788 1,777,200 (1,191) (1,191) (2,348) (1,326) (5,767) 7,052 (249) (2,638) 509,065 509,065 2,286,265	0 0 0 (431) 0 458 247 102,866 0 0 103,140 0 0 0 0 0 0 0 103,140 1,800,300 0 0 0 368,738 368,738 368,738 368,738 368,738	432,83 6,50 36,00 712,60 272,50 (151,96; 134,20 2,600 (1,400,90 (240,900 (240,900 (240,900 (240,900 (344,000 2,528,56 8,976,29 1,132,10 4,336,90 5,469,00 (10,000 (20,000 (67,000 (1,500 (1,500 (1,500) (1,400) (1,500) (1,400) (1,500) (1,400) (1,500) (1,400) (1,500) (1,400) (1,500) (1,400) (1,500) (1,400) (1,400) (1,500) (1,400) (1,500) (1,400) (1,400) (1,500) (1,400) (1,400) (1,500) (1,400) (1,400) (1,400) (1,500) (1,400) (1,400) (1,400) (1,500) (1,400) (1,400) (1,400) (1,500) (1,400) (1,400) (1,400) (1,400) (1,500) (1,40) (1,400)
Expense 24120 Salaries 24121 Other Er 24123 Office - 24124 Motor V 24125 Deprecia 24126 Utility - 24127 Finance 24128 Insurant 24129 Jinance 24120 Other -I 24121 Finance 24123 Building 24130 Other -I 24133 Building 24135 ICT Expense Expense Total Income Income Total Engineering Total Parks Services Mainter Parks Services Mainter 26365 Mainter 1ncome Income 1ncome Income 26360 Deprecia 26365 Mainter 26365 Mainter 56301 Fees & O 56302 Fines & O 56303 Sendry H 56310 Sundry H 56310 Sundry H 56310 <t< th=""><th>Tehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance PC40 Building Maintenance PC40 Building Maintenance PC40 Building Maintenance PC58 enses - Building Maintenance ations & Reimbursement - Building Maintena Property - Building Maintenance ation - Parks Services nance - Parks Services / PC59 Charges - Parks & Ovals ations & Reimbursements - Parks Services Property - Parks Services ncome - Parks Services</th><th>8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342 (18,050) (50,760) (68,810) 536,532 (1,458,753) 283,025 759,915 1,042,940 (151) (3,675) (10,982) (7,427) 0 (22,235) 1,020,705 1,020,705</th><th>9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776) (60,225) (86,001) 626,320 318,447 283,024 1,271,619 1,554,643 (2,499) (5,001) (16,749) (375) (249) (24,873) 1,529,770 1,529,770</th><th>71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979 (7,726) (9,465) (17,191) 89,788 1,777,200 (1) 511,704 511,704 511,704 511,703 (2,348) (1,326) (5,767) 7,052 (249) (2,638) 509,065</th><th>0 (431) 0 (431) 0 458 247 102,866 0 0 103,140 0 0 0 0 103,140 1,800,300 0 0 368,738 368,738 368,738 0 0 0 0 0 0 0 0 0 0 0 0 0</th><th>6,50 36,00 712,60 272,50 (151,96: 134,20 2,500 2,872,56 (103,100 (240,900 (344,000 2,528,56 8,976,29 1,132,10 4,336,90 5,469,00 (10,000 (20,000 (1,500 (1,500 (1,500 (1,500 5,369,50 5,369,50 5,369,50</th></t<>	Tehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance PC40 Building Maintenance PC40 Building Maintenance PC40 Building Maintenance PC58 enses - Building Maintenance ations & Reimbursement - Building Maintena Property - Building Maintenance ation - Parks Services nance - Parks Services / PC59 Charges - Parks & Ovals ations & Reimbursements - Parks Services Property - Parks Services ncome - Parks Services	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342 (18,050) (50,760) (68,810) 536,532 (1,458,753) 283,025 759,915 1,042,940 (151) (3,675) (10,982) (7,427) 0 (22,235) 1,020,705 1,020,705	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776) (60,225) (86,001) 626,320 318,447 283,024 1,271,619 1,554,643 (2,499) (5,001) (16,749) (375) (249) (24,873) 1,529,770 1,529,770	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979 (7,726) (9,465) (17,191) 89,788 1,777,200 (1) 511,704 511,704 511,704 511,703 (2,348) (1,326) (5,767) 7,052 (249) (2,638) 509,065	0 (431) 0 (431) 0 458 247 102,866 0 0 103,140 0 0 0 0 103,140 1,800,300 0 0 368,738 368,738 368,738 0 0 0 0 0 0 0 0 0 0 0 0 0	6,50 36,00 712,60 272,50 (151,96: 134,20 2,500 2,872,56 (103,100 (240,900 (344,000 2,528,56 8,976,29 1,132,10 4,336,90 5,469,00 (10,000 (20,000 (1,500 (1,500 (1,500 (1,500 5,369,50 5,369,50 5,369,50
Expense 24120 Salaries 24121 Other Er 24123 Office - 24124 Motor V 24125 Deprecia 24126 Utility - 24127 Finance 24128 Insurant 24129 Other -1 24120 Utility - 24121 Finance 24123 Insurant 24124 Insurant 24125 Utility - 24126 Utility - 24127 Finance 24128 Insurant 24130 Other -1 24131 Building 24135 ICT Expense Expense Total Income Building Maintenance Total Engineering Total Parks Services Parks 26360 Deprecia 26365 Mainter 1ncome Expense Total Income Income 56301 Fees & O 56302 Contribu 56310 Sundry I 5631	Tehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance PC40 Building Maintenance PC40 Building Maintenance PC40 Building Maintenance PC58 enses - Building Maintenance ations & Reimbursement - Building Maintena Property - Building Maintenance ation - Parks Services nance - Parks Services / PC59 Charges - Parks & Ovals ations & Reimbursements - Parks Services Property - Parks Services ncome - Parks Services	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342 (18,050) (50,760) (68,810) 536,532 (1,458,753) 283,025 759,915 1,042,940 (151) (3,675) (10,982) (7,427) 0 (22,235) 1,020,705	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776) (60,225) (86,001) 626,320 318,447 283,024 1,271,619 1,554,643 (2,499) (5,001) (16,749) (375) (249) (24,873) 1,529,770	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979 (7,726) (9,465) (17,191) 89,788 1,777,200 (1) 511,704 511,704 511,704 511,703 (2,348) (1,326) (5,767) 7,052 (249) (2,638) 509,065	0 0 (431) 0 458 247 102,866 0 0 103,140 0 0 0 0 0 0 0 0 0 0 0 0 0	6,50 36,00 712,60 272,50 (151,96) 2,6,00 1,400,90 2,50 2,872,56 (103,100 (240,900 (240,900 (344,000 2,528,56 8,976,29 1,132,10 4,336,90 5,469,00 (10,000 (67,000 (1,500 (1,500 (1,500) 5,369,50
Expense 24120 Salaries 24121 Other Er 24123 Office - 24124 Motor V 24125 Deprecia 24126 Utility - 24127 Finance 24128 Insurant 24130 Other -1 24131 Building 24132 Insurant 24133 Building 24135 ICT Expense Expense Total Income 54106 Contribut 54109 Council Income Total Building Maintenance Total Expense Parks Services Parks Parks Services Parecia 26365 Mainter Second Deprecia 26365 Mainter Second Second Second Second Second Second Second Council Second Second Second Second	Tehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance PC40 Building Maintenance PC40 Building Maintenance PC40 Building Maintenance PC58 enses - Building Maintenance ations & Reimbursement - Building Maintena Property - Building Maintenance ation - Parks Services nance - Parks Services / PC59 Charges - Parks & Ovals ations & Reimbursements - Parks Services Property - Parks Services ncome - Parks Services	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342 (18,050) (50,760) (68,810) 536,532 (1,458,753) 283,025 759,915 1,042,940 (151) (3,675) (10,982) (7,427) 0	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776) (60,225) (86,001) 626,320 318,447 283,024 1,271,619 1,554,643 (2,499) (5,001) (16,749) (375) (249)	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979 (7,726) (9,465) (17,191) 89,788 1,777,200 (1) 511,704 511,704 (2,348) (1,326) (5,767) 7,052 (249)	0 0 (431) 0 458 247 102,866 0 103,140 0 0 0 103,140 1,800,300 103,140 1,800,300 368,738 368,738 368,738	6,50 36,00 712,60 272,50 (151,96 134,20 2,6,00 1,400,90 2,50 2,872,56 (103,100 (240,900 (344,000 2,528,566 8,976,29 1,132,10 4,336,90 5,469,00 (10,000 (67,000 (1,500 (1,000) (1,500) (1,000
Expense Expense 24120 Salaries 24121 Other Er 24123 Office - 24124 Motor V 24125 Depreci 24126 Utility - 24127 Finance 24130 Other - 24131 Building 24132 Insurant 24133 Building 24135 ICT Expe Expense Total Income Income Total Services Parks Services Parks Services Expense 26360 Depreci 26365 Mainter Services Services Factorial Fees & C Services Contributor 26360 Depreci 26361 Fees & C Services Services Services Contributor 26365 Mainter Services Contributor Services Service Services Service Services Contributor Services Contributor Services Contributor Services Contributor Services Contributor Services Contributor	Tehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance PC40 Building Maintenance PC40 Building Maintenance PC40 Building Maintenance PC58 enses - Building Maintenance ations & Reimbursement - Building Maintena Property - Building Maintenance ation - Parks Services nance - Parks Services / PC59 Charges - Parks & Ovals ations & Reimbursements - Parks Services Property - Parks Services ncome - Parks Services	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342 (18,050) (50,760) (68,810) 536,532 (1,458,753) 283,025 759,915 1,042,940 (151) (3,675) (10,982) (7,427)	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776) (60,225) (86,001) 626,320 318,447 283,024 1,271,619 1,554,643 (2,499) (5,001) (16,749) (375)	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979 (7,726) (9,465) (17,191) 89,788 1,777,200 (1) 511,704 511,704 (2,348) (1,326) (5,767) 7,052	0 0 (431) 0 458 247 102,866 0 103,140 0 0 0 103,140 1,800,300 103,140 1,800,300	6,50 50 36,00 712,60 272,50 (151,96 134,20 26,00 1,400,90 (240,900 (344,000 2,528,56 8,976,29 1,132,10 4,336,90 5,469,00 (10,000 (20,000 (67,000 (1,500)
Expense Expense 24120 Salaries 24121 Other Er 24123 Office - 24124 Motor V 24125 Depreci 24126 Utility - 24127 Finance 24130 Other - 24131 Building 24132 Insurant 24133 Building 24135 ICT Expense Expense Total Income Income Total Sourcil Building Maintenance Total Parks Services Parks Services Expense 26365 Mainter 56301 Fees & O 56301 Fees & O 56301 Fees & O 56305 Contribut	Tehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance PC40 Building Maintenance PC40 Building Maintenance PC40 Building Maintenance PC58 enses - Building Maintenance utions & Reimbursement - Building Maintena Property - Building Maintenance ation - Parks Services nance - Parks Services / PC59 Charges - Parks & Ovals utions & Reimbursements - Parks Services Property - Parks Services	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342 (18,050) (50,760) (68,810) 536,532 (1,458,753) 283,025 759,915 1,042,940 (151) (3,675) (10,982)	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776) (60,225) (86,001) 626,320 318,447 283,024 1,271,619 1,254,643 (2,499) (5,001) (16,749)	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979 (7,726) (9,465) (17,191) 89,788 1,777,200 (1) 511,704 511,704 511,704 511,703	0 0 (431) 0 458 247 102,866 0 103,140 103,140 1,800,300 103,140 1,800,300	6,50 50 36,00 712,60 272,50 (151,96 134,20 2,600 1,400,90 (240,900 (240,900 (344,000 2,528,56 8,976,29 1,132,10 4,336,90 5,469,00 (10,000 (20,000 (67,000
Expense Expense 24120 Salaries 24121 Other End 24123 Office - 24124 Motor V 24125 Deprecia 24126 Utility - 24127 Finance 24130 Other - I 24131 Building 24132 Insurant 24133 Building 24135 ICT Expense Expense Total Income Income Council 54109 Council Parks Services Expense Expense Casa 26360 Deprecia 26365 Mainter 26365 Mainter 56301 Fees & C 56306 Contribut	rehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance PC40 Building Maintenance PC40 Building Maintenance PC58 enses - Building Maintenance Property - Building Maintenance Property - Building Maintenance Property - Building Maintenance Charges - Parks Services / PC59 Charges - Parks & Ovals utions & Reimbursements - Parks Services	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342 (18,050) (50,760) (68,810) 536,532 (1,458,753) 283,025 759,915 1,042,940 (151) (3,675)	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776) (60,225) (86,001) 626,320 318,447 283,024 1,271,619 1,554,643 (2,499) (5,001)	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979 (7,726) (9,465) (17,191) 89,788 1,777,200 (1) 511,704 511,704 511,704	0 0 (431) 0 458 247 102,866 0 103,140 103,140 1,800,300 0 103,140 1,800,300	6,50 50 36,00 712,60 272,50 (151,96 134,20 2,600 1,400,90 (2,50 2,872,56 (103,100 (240,900 (344,000 2,528,56 8,976,29 1,132,10 4,336,90 5,469,00 (10,000 (20,000
Expense Expense 24120 Salaries 24121 Other End 24123 Office - 24124 Motor V 24125 Deprecia 24126 Utility - 24127 Finance 24130 Other - I 24131 Building 24132 Insurance 24133 Building 24135 ICT Expense Expense Total Income Income Total Building Maintenance Total Building Maintenance Total Expense Parks Services Parks Services Expense Calafo Calafo Deprecia 26365 Mainten Expense Total Income 1ncome Fees & Colafo	rehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance PC40 Building Maintenance PC40 Building Maintenance PC58 enses - Building Maintenance utions & Reimbursement - Building Maintena Property - Building Maintenance	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342 (18,050) (50,760) (68,810) 536,532 (1,458,753) 283,025 759,915 1,042,940 (151)	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776) (60,225) (86,001) 626,320 318,447 283,024 1,271,619 1,554,643 (2,499)	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979 (7,726) (9,465) (17,191) 89,788 1,777,200 (1) 511,704 511,704 511,703	0 0 (431) 0 458 247 102,866 0 103,140 0 0 0 0 0 103,140 1,800,300	6,50 50 36,00 712,60 272,50 (151,961 134,20 2,600 1,400,90 2,50 2,872,56 (103,100 (244,000 (344,000 2,528,56 8,976,29 1,132,10 4,336,90 5,469,00 (10,000
Expense 24120 Salaries 24121 Other Et 24123 Office - 24124 Motor V 24125 Depreci 24126 Utility - 24127 Finance 24130 Other -1 24133 Building 24135 ICT Expense Total Income S4106 Contribu S4109 Council Income Total Building Maintenance Total Engineering Total Parks Services Parks Services Expense 26360 Depreci 26365 Mainter Expense Total Income	rehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance PC40 Building Maintenance PC40 Building Maintenance - Building Maintenance PC58 enses - Building Maintenance utions & Reimbursement - Building Maintena Property - Building Maintenance	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342 (18,050) (50,760) (68,810) 536,532 (1,458,753) 283,025 759,915 1,042,940	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776) (60,225) (86,001) 626,320 318,447 283,024 1,271,619 1,554,643	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979 (7,726) (9,465) (17,191) 89,788 1,777,200 (1) 511,704 511,703	0 0 (431) 0 458 247 102,866 0 103,140 0 0 0 0 103,140 1,800,300	6,50 36,00 712,60 272,50 (151,96: 134,20 2,600 1,400,90 (240,900 (344,000 2,528,56 8,976,29 1,132,10 4,336,90 5,469,00
Expense 24120 Salaries 24121 Other Er 24123 Office - 24124 Motor V 24125 Depreci 24126 Utility - 24127 Finance 24130 Other -1 24133 Building 24135 ICT Expense Total Income S4106 Contribu S4109 Council Income Total Building Maintenance Total Engineering Total Parks Services Expense 26360 Depreci 26365 Mainter Expense Total	Tehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance PC40 Building Maintenance PC40 Building Maintenance PC40 - Building Maintenance PC58 enses - Building Maintenance utions & Reimbursement - Building Maintena Property - Building Maintenance	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342 (18,050) (50,760) (68,810) 536,532 (1,458,753) 283,025 759,915	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776) (60,225) (86,001) 626,320 318,447 283,024 1,271,619	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979 (7,726) (9,465) (17,191) 89,788 1,777,200 (1) 511,704	0 0 (431) 0 458 247 102,866 0 103,140 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6,50 36,00 712,60 272,50 (151,96 134,20 26,00 1,400,90 (240,900 (240,900 (240,900 (344,000 2,528,56 8,976,29 1,132,10 4,336,90
Expense 24120 Salaries 24121 Other En 24123 Office - 24124 Motor V 24125 Depreci 24126 Utility - 24127 Finance 24128 Insurand 24130 Other -1 24133 Building 24135 ICT Expense Total Income S4106 Contribu S4109 Council Income S4106 Contribu S4108 Contribu S4108 Council Income S4108 Council	Tehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance PC40 Building Maintenance PC40 Building Maintenance PC40 - Building Maintenance PC58 enses - Building Maintenance utions & Reimbursement - Building Maintena Property - Building Maintenance	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342 (18,050) (50,760) (68,810) 536,532 (1,458,753) 283,025 759,915	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776) (60,225) (86,001) 626,320 318,447 283,024 1,271,619	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979 (7,726) (9,465) (17,191) 89,788 1,777,200 (1) 511,704	0 0 (431) 0 458 247 102,866 0 103,140 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6,50 36,00 712,60 272,50 (151,96 134,20 26,00 1,400,90 (240,900 (240,900 (240,900 (344,000 2,528,56 8,976,29 1,132,10 4,336,90
Expense 24120 Salaries 24121 Other Er 24123 Office - 24124 Motor V 24125 Depreci 24126 Utility - 24127 Finance 24128 Insurand 24130 Other -1 24133 Building 24135 ICT Expense Total Income S4106 Contribu S4109 Council Income S4106 Contribu S4108 Council Income S4106 Contribu S4108 Council Income S4106 Contribu S4108 Council Income S4106 Council Income S4106 Council Income S4108 Council Income	Tehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance PC40 Building Maintenance PC40 Building Maintenance PC40 - Building Maintenance PC58 enses - Building Maintenance utions & Reimbursement - Building Maintena Property - Building Maintenance	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342 (18,050) (50,760) (68,810) 536,532 (1,458,753)	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776) (60,225) (86,001) 626,320 318,447 283,024	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979 (7,726) (9,465) (17,191) 89,788 1,777,200	0 0 (431) 0 458 247 102,866 0 103,140 0 0 0 0 103,140 1,800,300	6,50 36,00 712,60 272,50 (151,96 134,20 2,6,00 1,400,90 (240,900 (240,900 (344,000 2,528,56 8,976,29 1,132,10
Expense 24120 Salaries 24121 Other Er 24123 Office - 24124 Motor V 24125 Depreci 24125 Utility - 24127 Finance 24128 Insuranc 24130 Other - 24133 Building 24135 ICT Expense Expense Total Income 54106 Contribu 54109 Council Income 54106 Contribu 54109 Council Regineering Total Parks Services Expense Ex	fehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance PC40 Building Maintenance PC40 Building Maintenance PC40 - Building Maintenance PC58 enses - Building Maintenance utions & Reimbursement - Building Maintena Property - Building Maintenance	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342 (18,050) (50,760) (68,810) 536,532 (1,458,753)	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776) (60,225) (86,001) 626,320 318,447	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979 (7,726) (9,465) (17,191) 89,788 1,777,200	0 0 (431) 0 458 247 102,866 0 103,140 0 0 0 103,140 1,800,300	6,50 36,00 712,60 272,50 (151,96 134,20 2,6,00 1,400,90 2,50 2,872,56 (103,10) (240,90) (344,00 2,528,56 8,976,25
Expense 24120 Salaries 24121 Other Et 24123 Office - 24124 Motor V 24125 Depreci 24125 Depreci 24126 Utility - 24127 Finance 24128 Insuranc 24130 Other -1 24133 Building 24135 ICT Expense Total Income 54106 Contribu 54109 Council Income Total Building Maintenance Total Engineering Total Parks Services Parks Services	rehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance Exe - Building Maintenance PC40 Building Maintenance - Building Maintenance PC58 enses - Building Maintenance utions & Reimbursement - Building Maintena	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342 (18,050) (50,760) (68,810) 536,532	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776) (60,225) (86,001) 626,320	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979 (7,726) (9,465) (17,191) 89,788	0 0 (431) 0 458 247 102,866 0 103,140 0 0 0 0 0 0 0 0 0 0 0 0	6,50 36,00 712,60 272,50 (151,96' 134,20 2,600 1,400,90 2,500 2,872,56 (103,100 (240,900 (344,000 2,528,56)
Expense 24120 Salaries 24121 Other Et 24123 Office - 24124 Motor V 24125 Depreci 24125 Depreci 24127 Finance 24128 Insurant 24130 Other - 24133 Building 24135 ICT Expense Expense Total Income 54106 Contribu 54109 Council Income Total Building Maintenance Total Engineering Total Parks Services	rehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance Exe - Building Maintenance PC40 Building Maintenance - Building Maintenance PC58 enses - Building Maintenance utions & Reimbursement - Building Maintena	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342 (18,050) (50,760) (68,810) 536,532	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776) (60,225) (86,001) 626,320	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979 (7,726) (9,465) (17,191) 89,788	0 0 (431) 0 458 247 102,866 0 103,140 0 0 0 0 0 0 0 0 0 0 0 0	6,50 36,00 712,60 272,50 (151,96 134,20 2,600 1,400,90 (103,10) (240,90) (344,00 2,528,56
Expense 24120 Salaries 24121 Other Et 24123 Office - 24124 Motor V 24125 Depreci 24126 Utility - 24127 Finance 24128 Insurand 24130 Other -I 24133 Building 24135 ICT Expense Expense Total Income 54106 Contribu 54109 Council Income Total Building Maintenance Total Engineering Total	rehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance Exe - Building Maintenance PC40 Building Maintenance - Building Maintenance PC58 enses - Building Maintenance utions & Reimbursement - Building Maintena	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342 (18,050) (50,760) (68,810) 536,532	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776) (60,225) (86,001) 626,320	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979 (7,726) (9,465) (17,191) 89,788	0 0 (431) 0 458 247 102,866 0 103,140 0 0 0 0 0 0 0 0 0 0 0 0	6,50 36,00 712,60 272,50 (151,96 134,22 26,00 1,400,90 2,50 2,872,56 (103,10 (240,90 (344,00 2,528,56)
Expense 24120 Salaries 24121 Other Et 24123 Office - 24124 Motor V 24125 Depreci 24126 Utility - 24127 Finance 24128 Insurand 24130 Other - 24133 Building 24135 ICT Expense Expense Total Income 54106 Contribut 54109 Council Income Total Building Maintenance Total	rehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance Exe - Building Maintenance PC40 Building Maintenance - Building Maintenance PC58 enses - Building Maintenance utions & Reimbursement - Building Maintena	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342 (18,050) (50,760) (68,810) 536,532	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776) (60,225) (86,001) 626,320	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979 (7,726) (9,465) (17,191) 89,788	0 0 (431) 0 458 247 102,866 0 103,140 0 0 0 0 0 0 0 0 0 0 0 0	6,50 36,00 712,60 272,50 (151,96 134,22 26,00 1,400,90 2,50 2,872,56 (103,10 (240,90 (344,00 2,528,56)
Expense 24120 Salaries 24121 Other Ed 24123 Office - 24124 Motor V 24125 Depreci 24126 Utility - 24127 Finance 24130 Other - I 24133 Building 24135 ICT Expense Expense Total Income 54106 Contribut 54109 Council	rehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance Exe - Building Maintenance PC40 Building Maintenance - Building Maintenance PC58 enses - Building Maintenance utions & Reimbursement - Building Maintena	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342 (18,050) (50,760) (68,810)	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776) (60,225) (86,001)	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979 (7,726) (9,465) (17,191)	0 0 (431) 0 458 247 102,866 0 103,140 0 0 0 0 0 0	6,50 36,00 712,60 272,50 (151,96 134,20 2,600 1,400,90 2,50 2,872,56 (103,100 (240,900 (344,000
Expense 24120 Salaries 24121 Other Eu 24123 Office - 24124 Motor V 24125 Depreci 24126 Utility - 24127 Finance 24130 Other - I 24133 Building 24135 ICT Expense Total Income 54106 Contribut 54109 Council Council	rehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance Exe - Building Maintenance PC40 Building Maintenance - Building Maintenance PC58 enses - Building Maintenance utions & Reimbursement - Building Maintena	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342 (18,050) (50,760)	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776) (60,225)	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979 (7,726) (9,465)	0 0 (431) 0 458 247 102,866 0 103,140	6,50 36,00 712,60 272,55 (151,96 134,20 26,00 1,400,90 2,50 2,872,56 (103,10 (240,90
Expense 24120 Salaries 24121 Other Eu 24123 Office - 24124 Motor V 24125 Depreci 24126 Utility - 24127 Finance 24130 Other - I 24133 Building 24135 ICT Expense Total Income 54106	rehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance Exe - Building Maintenance PC40 Building Maintenance - Building Maintenance PC58 enses - Building Maintenance utions & Reimbursement - Building Maintena	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342 (18,050)	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321 (25,776)	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979 (7,726)	0 0 (431) 0 458 247 102,866 0 103,140	6,50 36,00 712,60 272,50 (151,96 134,20 26,00 1,400,90 2,50 2,872,50 (103,10
Expense 24120 Salaries 24121 Other En 24123 Office - 24124 Motor V 24125 Deprecis 24126 Utility - 24127 Finance 24128 Insurant 24130 Other - I 24135 ICT Expense Expense Total Income	fehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance ce - Building Maintenance PC40 Building Maintenance - Building Maintenance PC58 enses - Building Maintenance	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0 605,342	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250 712,321	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250 106,979	0 0 (431) 0 458 247 102,866 0 103,140	6,5(36,0(712,6(272,5((151,96 134,2(26,0(1,400,9(2,5(2,872,5(
Expense 24120 Salaries 24121 Other En 24123 Office - 24124 Motor V 24125 Deprecis 24126 Utility - 24127 Finance 24128 Insurant 24130 Other - 1 24133 Building 24135 ICT Expense Expense Total Expense Total	rehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance ce - Building Maintenance PC40 Building Maintenance - Building Maintenance PC58	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250	0 0 (431) 0 458 247 102,866 0	6,5(36,00 712,6(272,5((151,96 134,2(26,00 1,400,90 2,5(
Expense 24120 Salaries 24121 Other En 24123 Office - 24124 Motor V 24125 Depreci- 24126 Utility - 24127 Finance 24128 Insurance 24130 Other - 24133 Building 24135 ICT Expense	rehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance ce - Building Maintenance PC40 Building Maintenance - Building Maintenance PC58	8,929 178,150 41,040 41,520 39,613 2,890 203,907 0	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305 1,250	71 0 49,788 (79,512) (6,413) 3,608 117,398 1,250	0 0 (431) 0 458 247 102,866 0	6,50 36,00 712,60 272,50 (151,96 134,20 26,00 1,400,90 2,50
Expense 24120 Salaries 24121 Other En 24123 Office - 24124 Motor V 24125 Deprecis 24126 Utility - 24127 Finance 24128 Insurance 24130 Other -	rehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance ce - Building Maintenance PC40 Building Maintenance - Building Maintenance PC58	8,929 178,150 41,040 41,520 39,613 2,890 203,907	9,000 178,150 90,828 (37,992) 33,200 6,498 321,305	71 0 49,788 (79,512) (6,413) 3,608 117,398	0 0 (431) 0 458 247 102,866	6,50 50 36,00 712,60 272,50 (151,96 134,20 26,00 1,400,90
Expense 24120 Salaries 24121 Other En 24123 Office - 24124 Motor V 24125 Deprecis 24126 Utility - 24127 Finance 24128 Insurance 24130 Other -	rehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance ce - Building Maintenance PC40 Building Maintenance	8,929 178,150 41,040 41,520 39,613 2,890	9,000 178,150 90,828 (37,992) 33,200 6,498	71 0 49,788 (79,512) (6,413) 3,608	0 0 (431) 0 458 247	6,50 50 36,00 712,60 272,50 (151,96 134,20 26,00
Expense 24120 Salaries 24121 Other Ei 24123 Office - 24124 Motor V 24125 Deprecia 24126 Utility - 24127 Finance 24128 Insurance	rehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance ce - Building Maintenance PC40	8,929 178,150 41,040 41,520 39,613	9,000 178,150 90,828 (37,992) 33,200	71 0 49,788 (79,512) (6,413)	0 (431) 0 458	6,50 50 36,00 712,60 272,50 (151,96 134,20
Expense 24120 Salaries 24121 Other Ei 24123 Office - 24124 Motor V 24125 Deprecia 24126 Utility - 24127 Finance	rehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43 - Building Maintenance	8,929 178,150 41,040 41,520	9,000 178,150 90,828 (37,992)	71 0 49,788 (79,512)	0 0 (431) 0	6,50 50 36,00 712,60 272,50 (151,96
Expense 24120 Salaries 24121 Other Ei 24123 Office - 24124 Motor V 24125 Deprecia 24126 Utility -	rehicles - Building Maintenance ation - Building Maintenance Building Maintenance PC41,42,43	8,929 178,150 41,040	9,000 178,150 90,828	71 0 49,788	0 0 (431)	6,50 50 36,00 712,60 272,50
Expense 24120 Salaries 24121 Other Ei 24123 Office - 24124 Motor V 24125 Deprecia	ehicles - Building Maintenance ation - Building Maintenance	8,929 178,150	9,000 178,150	71 0	0	6,50 50 36,00 712,60
Expense 24120 Salaries 24121 Other Er 24123 Office - 24124 Motor V	ehicles - Building Maintenance	8,929	9,000	71	0	6,50 50 36,00
Expense 24120 Salaries 24121 Other En 24123 Office -						6,5 5
Expense 24120 Salaries 24121 Other En	Building Maintenance	0	201	201	0	6,50
Expense 24120 Salaries			1)07.5	525		,
Expense	mployee Costs - Building Maintenance	750	1,673	923	0	/32.83
	- Building Maintenance	88,544	108,208	19,664	0	
Building Maintenance		(2,612,135)	(2,641,889)	(29,754)	1,290,102	(365,36
Waste Minimisation Total		(3,296,769)	(3,294,675)	2,094	U 1,290,162	(3,305,60
Income Total	Linarges - Waste Minimisation			,	0	
	Charges - Waste Minimisation	(3,296,769)	(3,294,675)	2,094	0	(3,305,60
Income		684,634	652,786	(31,848)	1,290,162	2,940,23
Expense Total	trategy - waste Winimisation / PC75		,	(31,848)	1,290,162	
	trategy - Waste Minimisation / PC74	42,061 3,982	42,250	(26,812) 38,268	2,164	84,50
	rcial - Waste Minimisation / PC73 /aste - Waste Minimisation / PC74	26,428	23,901 15,249	(2,527)	85,495 56,731	95,60
	tal Bulk - Waste Minimisation / PC72	18,533	0	(18,533)	128,270	374,60
	tal Kerbside - Waste Minimisation / PC71	493,812	464,701	(29,111)	1,016,379	
	e of Product - Waste Minimisation	225	750	525	1,123	1,858,8

CITY OF NEDLANDS CAPITAL WORKS & ACQUISITIONS AS AT 30 SEPTEMBER 2018

L1			September Actual YTD	Committed Balance	luno Rudgot VTD	Rudget Available
2	_	Nu L2 - Desc Rehabilitation		Dalatice	June Budget YTD	
	2012	Waratah Avenue	0	0	414,900	414,900
	2012	Princess Road	0	0	17,680	17,680
	2019	Beatrice Road	6,767	0	77,112	70,345
	2030	Kingston St	0,707	0	57,120	57,120
	2124	Brockway Road	0	0	29,920	29,920
	2143	Knutsford Street	0	0	14,008	14,008
	2044	Leon Road	0	0	62,424	62,424
	600	Princess Rd - Marita to Broadway LHS	13,180	7,200	02,424	-20,380
	604	Stirling Hwy-Meriwa to Clifton (north)	0	7,200	77,112	69,452
	605	Stirling Hwy-Florenct to Mtjoy (south)	0	10,647	145,144	134,497
	606	Stirling Hwy-Baird to Boronia (north)	0	11,615	157,896	146,281
	607	Stirling Hwy-Thomas to Archdeacon(south)	0	21,156	137,890	140,281
	608	Stirling Hwy- Archdeacon to Bruce (south)	0	21,130	86,292	86,292
		Rehabilitation Total	19,946	58,278	1,325,962	1,247,738
		abilitation	15,540	50,270	1,323,902	1,247,730
	2024	Carrington Street	35,761	0	0	25 761
	2024	Dalkeith Road	5,715	0	0	-35,761 -5,715
	2028	Camelia Ave	0	0	115,464	
	2199	Riverview Ct	84,804	113,432	100,000	115,464 -98,236
	2190			0	•	
		Brockway Road	0		257,992	257,992
	2079	Minora Road	0	91,955	173,362	81,407
	2174	Sayer Street	0	455	22,345	21,890
	2115	Leura Street	0	0	459,272	459,272
	2129	Goldsmith Road	34,426	53,452	225,651	137,774
	2147	Nandina Avenue	0	0	269,824	269,824
	2152	Kathryn Crescent	66,812	76,977	244,120	100,331
	2164	Iolanthe Street	985	83,372	158,576	74,219
	2196	Marlin Court	0	46,413	106,080	59,667
	2220	Heritage Lane	0	0	326,808	326,808
	2311	Cormorant Lane	0	0	89,760	89,760
	2347	Sittella Lane	0	0	18,760	18,760
		abilitation Total	228,503	466,055	2,568,014	1,873,456
		Rehabilitation	0	0	40,800	40.900
	2010	Broadway	0	0	•	40,800
	2024	Carrington Street	249,267	20,485	252,552	,
	2050 2188	Strickland Street	0	1,091	0	-1,091
		Iris Avenue	0	0	68,000 54,400	68,000
	2318	Gerygone Lane			,	54,400
-	-	Rehabilitation Total	249,267	21,576	415,752	144,909
5		-	1 072	2 (50	0	4.021
	4057	Beaton Park	1,972	2,659	0	-4,631
	500 501	City Wide Bus Shelters - Replace	0	0 14,137	73,440	73,440
	501	City Wide Street Lights - INSTL LED West Hollywood - LED smart control	0	2,100	50,000 125,000	35,863 122,900
		rniture / Bus Shelter Total				
G			1,972	18,896	248,440	227,572
D		nded Projects	0	C 120	75.000	C0 070
	2001	Railway Road	0	6,130	75,000	68,870
	2003	Alfred Road	0	0	57,150	57,150
	2010	Broadway	0	0	90,000	90,000
	2012	Waratah Avenue Birdwood Parade	0	0	205,000	205,000
	2015		0	0	172,000	172,000 62,979
	2015		0	100 224	1 ~ 1 ~ 1 ~ 1 ~ 1	
	2018	Underwood Avenue	0	100,321	163,300	
	2018 2037	Underwood Avenue Elizabeth Street	0	0	1,250,000	1,250,000
	2018 2037 2200	Underwood Avenue Elizabeth Street John XXII Avenue	0 0	0 0	1,250,000 309,600	1,250,000 309,600
	2018 2037 2200 2409	Underwood Avenue Elizabeth Street John XXII Avenue INTXN- Smyth Road/Monash Avenue	0 0 0	0 0 215,936	1,250,000 309,600 0	1,250,000 309,600 -215,936
	2018 2037 2200 2409 400	Underwood Avenue Elizabeth Street John XXII Avenue INTXN- Smyth Road/Monash Avenue Brockway Rd - Underwood to Lemnos	0 0 0 0	0 0 215,936 8,882	1,250,000 309,600 0 0	1,250,000 309,600 -215,936 -8,882
	2018 2037 2200 2409 400 2262	Underwood Avenue Elizabeth Street John XXII Avenue INTXN- Smyth Road/Monash Avenue Brockway Rd - Underwood to Lemnos Iris Avenue (South)	0 0 0 0 0	0 0 215,936 8,882 0	1,250,000 309,600 0 0 37,500	1,250,000 309,600 -215,936 -8,882 37,500
	2018 2037 2200 2409 400 2262 2410	Underwood Avenue Elizabeth Street John XXII Avenue INTXN- Smyth Road/Monash Avenue Brockway Rd - Underwood to Lemnos Iris Avenue (South) INTXN - Smyth RD/Monash Av	0 0 0 0 0 0	0 0 215,936 8,882 0 102,893	1,250,000 309,600 0 37,500 190,000	1,250,000 309,600 -215,936 -8,882 37,500 87,107
11	2018 2037 2200 2409 400 2262 2410 Grant Fur	Underwood Avenue Elizabeth Street John XXII Avenue INTXN- Smyth Road/Monash Avenue Brockway Rd - Underwood to Lemnos Iris Avenue (South)	0 0 0 0 0	0 0 215,936 8,882 0	1,250,000 309,600 0 0 37,500	1,250,000 309,600 -215,936 -8,882 37,500

4003 B	roome St - Council Depot	6,348	24 112	140 600	100 /
	•	•	34,113	149,600	109,:
	Prabble House Flat - 8A Webster St	0	213	0	
	Draper St - Hackett Playcentre	0	-730	0	-
	3 Jutland Pde - PRCC	995	0	81,600	80,6
	05 Montgomery Ave - MTC Library	22,130	0	0	-22,2
	9 Haldane St - MTC Community Centre	5,491	0	0	-5,4
	7 Stirling Highway - Maisonettes	0	0	163,200	163,
	1 Stirling Hwy - Administration Bldg	7,816	919	102,000	93,
	erdun St-Highview Pk Hockey Pvln (Suburban Lions)	0	0	40,800	40,
	llen Park (Master Plan)	0	0	150,000	150,
	1elvista Reserve	0	-1,161	0	1,
	Draper St - Hackett Hall	17,068	200	210,000	192,
	00A Princess Rd - College Park Family Centre	0	0	272,000	272,
	ohn XXIII Ave - Council Depot	6,055	990	204,000	196,
9000 C	ity Wide	1,370	10,041	68,000	56,
Building Cons	struction Total	67,272	44,584	1,441,200	1,329,
Off Street Par	rking				
405 B	roadway Foreshore Carpark - Resurface	0	0	129,200	129,
406 N	1aisonettes Carpark - Reserface	0	0	43,520	43,
Off Street Pa	rking Total	0	0	172,720	172,
	rves Construction				
	eaton Park	0	6,993	0	-6,
	Paran Park	18,103	0	0	-18,
	avid Cruickshank Reserve	261	0	0	
	ones Park	612	27	0	-
	Allvista Reserve	012	36,479	0	-36
	oint Resolution Reserve	0	4,614	0	-30,
	t Johns Wood Boulevard P.O.S	0	2,000	0	-4,
		0	•	0	-2
	treet Gardens and Verges		38,095		
	iver Wall Restoration	6,105	5,554	0	-11,
	eaton Park - Irrigation upgrade	14,141	116	0	-14
	eaton Park - R bollard lighing	0	51,604	0	-51,
	ollege Park - UG irrigation system	0	0	432,480	432
	esley Graham Rsv - Renew garden beds	-2,101	0	0	2,
	M Rose Gdn - R rose garden beds	140	50	0	-
	t Res Rsv - DVPT Greenway buffer S1	45,427	0	47,042	1
728 St	t John Wood Bv POS - DVLP park	850	10,439	178,500	167
730 A	llen Park - R bollard light Heritage Pr	16,558	0	51,952	35,
731 A	llen Park - R bollard lighting x3	0	0	17,408	17,
732 A	llen Park (LO) - INST floodlight	0	18,730	123,000	104
733 A	squith Park - R park sign	0	0	9,112	9,
734 A	squith Reserve - Redevelopment	0	0	291,040	291
	irdwood Pde Rsv-R carpark lightpole x2	0	0	16,918	16
	ishop Rd Rsv - R drinking fountain	0	2,868	5,304	2
	ishop Rd Rsv - Enviro-scape manster pln	0	0	66,096	66
	rockman Rsv - R drinking fountain	0	2,868	5,304	2
	rockman Rsv - UG playground	0	0	71,944	71
	arringotn Park - R fence Stage 1	32,256	0	34,898	2
	arringoth Park - R gate x2	0	0	3,536	3
	arringoth Park - R basketball backboard	0	4,295	8,976	4
	harles Crt Rsv - R carpark light pole	0	3,623	16,456	12
	harles Crt Rsv - R combo table	0			
		0	0	5,304	5
	harles Crt Rsv - R fitness equipment		0	35,360	35
	ollege Park - UG gate	0	0	5,304	5
	ollege Park - R tennis floodlight x8	26,452	0	33,864	7
	ollege Park - R drinking fountain	4,094	0	5,304	1,
	ollege Park - R park signs x2	0	0	18,768	18
	aran Park - Renovate lower pond	5,609	113,500	190,400	71
	C Rsv - R boomgate	1,156	0	3,800	2
	amilton Park - UG irrigation system	0	0	23,200	23
	Iollywood Bowling Club - R fence	0	0	23,200	23,
	lolllywood Rsv - UG pathway	0	0	142,800	142
	lolllywood Rsv - R gate	1,156	0	5,304	4
756 H	ollywood TCR - R Gate	1,156	0	5,304	4,
	ollywood TCR - UP playground	0	0	35,496	35,
757 H					
	ollywood TCR - R ball collector & net	734	0	5,304	4,

760	Hollywood TCR - R pump & RDVLP bore	0	0	11,800	11,800
761	Jones Park - R fence	0	13,931	14,008	77
762	Jones Park - R gate	0	0	5,304	5,304
763	Lesley Graham Rsv - R park sign	0	0	9,112	9,112
764	Lesley Graham Rsv - R park bench	1,088	0	2,720	1,632
765	Leura Park - R self closing gate x3	0	4,520	5,304	784
766	Pine Tree Park - UP playground equip	0	0	15,640	15,640
767	Pt Res Rsv - UG irrigation system	0	0	204,000	204,000
768	Raiway Rd - Complete greenway	0	0	102,000	102,000
769	St Johns Wood Blv POS - INST playground	2,244	0	136,000	133,756
Parks a	& Reserves Construction Total	176,040	320,306	2,436,366	1,940,020
5 Plant &	& Equipment				
7500	Technical Svs - Engineering	44,486	60,955	116,000	10,559
7501	Development Svs - Town Planning	0	0	46,000	46,000
7502	Development Svs - Building Svs	0	0	23,000	23,000
7505	Planning & Development Svs - Ranger Svs	92,899	254	159,000	65,847
7509	Technical Svs - Parks Svs	67,119	92,898	390,700	230,683
7511	Community Svs - Service Centres	0	0	33,000	33,000
7515	Corporate & Strategy - ICT	0	0	42,000	42,000
Plant 8	& Equipment Total	204,504	154,107	809,700	451,089
6 ICT Ca	pital Projects				
6039	Library System Software	7,650	1,464	60,000	50,886
6053	Hardware	0	16,065	0	-16,065
6054	Sofware	0	14,595	0	-14,595
6056	Hardware - server refreshment	0	0	100,000	100,000
6057	Hardware - redundant link	0	0	22,000	22,000
6058		0	0	6,000	6,000
6059		0	0	89,600	89,600
6060	· ·	0	0	42,000	42,000
6061		0	0	200,000	200,000
	pital Projects Total	7,650	32,124	519,600	479,826
	ure & Fixture	.,	, :		,
4008		0	0	8,500	8,500
	ure & Fixture Total	0	0	8,500	8,500
	Projects - Parks		-	-,	-,
900	Beaton Park - AAPS Stage 1	26,105	95,706	0	-121,811
901	Beaton Park - AAPS Stage 2	25,491	284,740	630,000	319,769
902	Beaton Park - Riverwall Stage 2	19,531	17,751	0	-37,281
903	Charles Crt Rsy - CNST riverwall S4-1	0	1,086	519,296	518,210
	Swanbourne Beach Oval - rehabilitation	1,492	1,080	240,000	238,508
QU1		1,432		2-10,000	
904 Major	Projects - Parks Total	72,618	399,283	1,389,296	917,395

CITY OF NEDLANDS NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY CLOSING FUNDS

FOR THE PERIOD ENDING 30 SEPTEMBER 2018

	2018/19	2017/18
	YTD 30 Sep 2018	YTD 30 June 2018
Current Assets		
Cash & Cash Equivalents	26,658,560	11,135,046
Receivable - Rates Outstanding	10,048,159	357,409
Receivable - Sundry Debtors	818,361	396,685
Receivable - Self Supporting Loan	9,952	13,219
Receivable - UGP	945,639	0
GST Receivable	104,681	192,341
Prepayments	53,374	186,333
Less: Provision for Doubtful Debts	(5,186)	(5,186)
Inventories	8,439	31,937
	38,641,979	12,307,784
Current Liabilities		
Payable - Sundry Creditors	(399,813)	(1,712,842)
Payable - ESL	(2,960,242)	0
Accrued Salaries and Wages	(92,897)	(276,846)
Staff Provisions	(2,208,859)	(2,088,625)
Borrowings	(3,794,359)	(3,249,693)
	(9,456,170)	(7,328,006)
	29,185,809	4,979,778
Less: Restricted Reserves	(6,058,537)	(6,032,347)
Add Back: Borrowings	3,794,359	3,249,693
*Net Current Assets	26,921,631	2,197,124

CITY OF NEDLANDS STATEMENT OF FINANCIAL ACTIVITY BY DIRECTORATES FOR THE PERIOD ENDED 30 SEPTEMBER 2018

	Note	2018-19 Annual Budget	September 18 YTD Budget	September 18 YTD Actual	September 18 YTD Variance	Variance
Operating Income		\$	\$	\$	\$	%
Governance		296,143	73,588	36,960	(36,628)	-49.8%
Corporate & Strategy		24,288,740	23,388,759	23,620,519	231,760	1.0%
Community Development		2,366,300	628,934	606,972	(21,962)	-3.5%
Planning & Development Services		1,552,000	534,346	579,627	45,281	8.5%
Technical Services		5,192,206	4,643,189	6,272,617	1,629,428	35.1%
	-	33,695,389	29,268,816	31,116,695	1,847,879	6.3%
Operating Expense						
Governance		(3,007,271)	(805,197)	(587,884)	217,313	27.0%
Corporate & Strategy		(830,082)	(304,249)	(20,777)	283,472	93.2%
Community Development		(6,041,478)	(1,518,307)	(1,215,673)	302,634	19.9%
Planning & Development Services		(5,460,186)	(1,384,238)	(1,132,947)	251,291	18.2%
Technical Services		(19,538,003)	(6,491,406)	(5,834,568)	656,838	10.1%
	-	(34,877,020)	(10,503,397)	(8,791,849)	1,711,548	16.3%
Canital Income						
Capital Income Grants Capital		3,845,392		1,138,047		
Proceeds from Disposal of Assets		3,790,001		96,636		
New Borrowings		4,418,560		950,552		
Self Supporting Loan Principal Repayments		13,219		0		
Transfer from Reserve		3,245,505		0		
	-	15,312,677	-	2,185,235		
Capital Expenditure						
Land & Buildings		(1,231,200)		(67,272)		
Infrastructure - Road		(7,032,000)		(499,689)		
Infrastructure - Parks		(4,284,100)		(248,658)		
Plant & Equipment		(809,700)		(204,504)		
Furniture & Equipment		(528,100)		(7,650)		
Repayment of Debentures		(4,353,220)		(405,886)		
Transfer to Reserves		(4,466,816)		(26,190)		
	-	(22,705,136)	-	(1,459,849)		
Total Operating and Non-Operating	-	(8,574,090)	-	23,050,233		
Adjustment - Non Cash Items						
Depreciation		6,691,600		1,672,900		
Receivables/Provisions/Other Accruals		(10,000)		1,374		
(Profit) on Sale of Assets		(88,329)		0		
Loss on Sale of Assets		33,937		0		
ADD - Surplus/(Deficit) 1 July b/f		1,352,512		2,197,124		
LESS - Surplus/(Deficit) 30 June c/f		(594,370)		26,921,631		
	=	8,574,090	-	(23,050,233)		

BORROWINGS REPORT FOR THE PERIOD ENDED 30 SEPTEMBER 2018

	Actual YTD 30th September 2018			Budget 2018/19		
	Principal 30-Jun-18	New Ioans	Repayment	Principal 30-Sep-18	New loans	Principal 30-Sep-18
Purpose	\$	\$	\$	\$	\$	\$
Loan 178 - Waste Bins	48,688	0	(24,162)	24,526	0	0
Loan 179 - Road Infrastructures	764,036	0	(26,651)	737,385	0	654,992
Loan 181 - Building and Road Infrastructures	727,240	0	(55,835)	671,405	0	498,901
Loan 182 - Building	888,399	0	(58 <i>,</i> 781)	829,618	0	649,124
Loan 183 - Building	1,187,478	0	(38 <i>,</i> 564)	1,148,914	0	1,031,606
Loan 184 - Building	1,047,101	0	(31,114)	1,015,987	0	921,180
Loan 185 - Building	495,569	0	(14,726)	480,843	0	435,974
Loan 187 - Underground Power (CON)	3,081,977	0	(152,785)	2,929,192	0	2,464,759
Loan - Short Term Facility - Underground Power (W. Hollywood Res)	1,652,524	950,552	(2,603,076)	0	950,552	0
Loan 188 - Underground Power (W.Hollywood Res)	0	0		0	2,043,957	1,917,267
Loan 189 - Underground Power (Alfred & MTC Res)	0	0		0	191,550	179,677
Loan 190 - Underground Power (Alderbury Res)	0	0		0	232,502	218,091
Loan 191 - Building and Road Infrastructures	0	0		0	1,000,000	1,000,000
	9,893,012	950,552	(3,005,694)	7,837,870	4,418,561	9,971,573
Self Supporting Loans						
Loan 186 - Dalkeith Bowling Club	105,664	0		105,664	0	92,445
Total	9,998,676	950,552	(3,005,694)	7,943,534	4,418,561	10,064,018

Council	23 October 2018
Applicant	City of Nedlands
Officer	Vanaja Jayaraman – Manager Financial Services
Director	Lorraine Driscoll – Director Corporate & Strategy
Attachments	Investment Report for the period ended 30 September
	2018

13.4 Monthly Investment Report – September 2018

Regulation 11(da) – Not Applicable – Recommendation Adopted

Moved – Councillor McManus Seconded – Councillor Mangano

That the Recommendation to Council be adopted.

(Printed below for ease of reference)

CARRIED UNANIMOUSLY 8/-

Council Resolution / Recommendation to Council

Council receives the Investment Report for the period ended 30 September 2018.

Executive Summary

In accordance with the Council's Investment Policy, Administration is required to present a summary of investments to Council on a monthly basis.

Discussion/Overview

Council's Investment of Funds report meets the requirements of Section 6.14 of the Local Government Act 1995.

The Investment Policy of the City, which is reviewed each year by the Audit and Risk Committee of Council, is structured so as to minimise any risks associated with the City's cash investments. The officers adhere to this Policy, and continuously monitor market conditions to ensure that the City obtains attractive and optimum yields without compromising on risk management.

The Investment Policy of the City, which is reviewed each year by the Audit and Risk Committee of Council, is structured so as to minimise any risks associated with the City's cash investments. The officers adhere to this Policy, and continuously monitor market conditions to ensure that the City obtains attractive and optimum yields without compromising on risk management.

The Investment Summary shows that as at 30 September 2018 the City held the following funds in investments:

Municipal Funds	\$ 12,550,254.11
Reserve Funds	\$ 6,076,227.30
Total	\$ 18,626,481.41

The total interest earned from investments as at 30 September 2018 was \$79,455.01.

The Investment Portfolio comprises holdings in the following institutions:

Financial Institution	Funds Invested	Interest Rate	Proportion of Portfolio
NAB	\$5,295,922.67	2.46% - 2.74%	28.43%
Westpac	\$5,638,167.47	2.50% - 2.81%	30.27%
ANZ	\$2,181,113.11	2.30% - 2.50%	11.71%
CBA	\$5,511,278.16	1.30% - 2.46%	29.59%
Total	\$18,626,481.41		100.00%



Conclusion

The Investment Report is presented to Council.

Key Relevant Previous Council Decisions:

Nil.

Consultation

Required by legislation: Required by City of Redlands policy:

Yes	No
Yes	No

 \boxtimes

Budget/Financial Implications

Investment income is steady as per budget.

INVESTMENTS REPORT

FOR THE PERIOD ENDED 30 SEPTEMBER 2018

	Interest	Invest.	Maturity	Period	NAB	Westpac	ANZ	СВА		Interest
Particulars	Rate	Date	Date	Days	*AA-/Stable/A-1+	*AA-/Stable/A-1+	*AA-/Stable/A-1+	*AA-/Stable/A-1+	Total	YTD Accumulated
RESERVE INVESTMENTS										
City Development - Western Zone	2.38%	17-May-18	13-Nov-18	180				169,098.08	169,098.08	\$1,039.20
City Development - Western Zone	2.42%	24-Sep-18	23-Jan-19	121				201,699.32	201,699.32	\$1,269.89
North Street	2.74%	21-Sep-18	21-Jan-19	122	771,198.25				771,198.25	\$5,274.85
Welfare - General	2.42%	17-Sep-18	15-Jan-19	120				308,351.06	308,351.06	\$1,867.88
Welfare - NCC	2.36%	17-May-18	13-Nov-18	180				154,677.61	154,677.61	\$950.38
Welfare - PRCC	1.30%	N/A	N/A	N/A				15,413.46	15,413.46	\$19.72
Services - Tawarri 1	2.74%	21-Sep-18	21-Jan-19	122	66,089.89				66,089.89	\$452.04
Services General	2.47%	30-Aug-18	30-Jan-19	153	24,843.17				24,843.17	\$162.90
Services - Tawarri 2	2.50%	11-May-18	11-Nov-18	184			113,394.15		113,394.15	\$665.58
Insurance	2.50%	11-May-18	11-Nov-18	184			63,118.95		63,118.95	\$370.48
Undrground power	2.75%	2-Jul-18	2-Nov-18	123	488,744.23				488,744.23	\$3,294.23
Waste Management	2.38%	17-May-18	13-Nov-18	180				494,809.66	494,809.66	\$3,040.22
City Development - Swanbourne	2.42%	17-Sep-18	15-Jan-19	120				130,021.48	130,021.48	\$778.90
City Building - General	2.74%	21-Sep-18	21-Jan-19	122	473,105.58				473,105.58	\$3,235.95
City Building - PRCC	1.30%	N/A	N/A	N/A				25,605.08	25,605.08	\$32.17
Business system Reserve	2.46%	28-Aug-18	25-Jan-19	150	103,144.55				103,144.55	\$675.10
Public Art Reserves	2.46%	28-Aug-18	25-Jan-19	150	127,843.19				127,843.19	\$744.18
Waste Management Reserve	2.46%	28-Aug-18	25-Jan-19	150	353,623.70				353,623.70	\$1,824.22
City Development Reserve	2.46%	28-Aug-18	25-Jan-19	150	89,414.06				89,414.06	\$585.36
Building Replacement Reserve	2.46%	28-Aug-18	25-Jan-19	150	195,041.59				195,041.59	\$979.74
All ability play space	2.75%	2-Jul-18	2-Nov-18	123	95,543.50				95,543.50	\$643.50
Major projects	2.59%	29-Sep-18	29-Jan-19	122		1,611,446.72			1,611,446.72	\$11,446.72
TOTAL RESERVE INVESTMENTS					2,788,591.71	1,611,446.72	176,513.11	1,499,675.75	6,076,227.30	\$39,353.24
MUNICIPAL INVESTMENTS										
Muni Investment NS60	2.50%	30-Sep-18	31-Oct-18	31		1,016,974.72			1,016,974.72	\$6,312.38
Muni Investment #4 - WBC	2.75%	3-Aug-18	4-Feb-19	185		1,004,369.86			1,004,369.86	\$4,369.86
Muni Investment #5 - WBC	2.71%	20-Aug-18	20-Dec-18	122		1,003,044.11			1,003,044.11	\$3,044.11
Muni Investment #6 - WBC	2.66%	29-Aug-18	29-Jan-19	153		1,002,332.05			1,002,332.05	\$2,332.05
Muni Investment #1 - CBA	2.41%	27-Jul-18	25-Oct-18	90				1,004,291.78	1,004,291.78	\$4,291.78
Muni Investment #2 - CBA	2.41%	19-Sep-18	19-Nov-18	61				2,005,153.92	2,005,153.92	\$5,153.92
Muni Investment #7 - NAB	2.62%	30-Aug-18	28-Nov-18	90	1,503,337.81				1,503,337.81	\$3,337.81
Muni Investment #8 - ANZ	2.30%	29-Aug-18	30-Nov-18	93			1,002,016.44		1,002,016.44	\$2,016.44
Muni Investment #3 - CBA	2.46%	29-Aug-18	27-Nov-18	90				1,002,156.71	1,002,156.71	\$2,156.71
Muni Investment #9 - ANZ	2.30%	20-Aug-18	20-Nov-18	92			1,002,583.56		1,002,583.56	\$2,583.56
Muni Investment #10 - NAB	2.65%	6-Aug-18	5-Nov-18	91	1,003,993.15				1,003,993.15	\$3,993.15
Muni Investment #157 - ANZ										\$509.99
TOTAL MUNICIPAL INVESTMENTS					2,507,330.96	4,026,720.75	2,004,600.00	4,011,602.40	12,550,254.11	\$40,101.77
TOTAL					5,295,922.67	5,638,167.47	2,181,113.11	5,511,278.15	18,626,481.41	\$79,455.01

13.5 RFT 2018-19.06 Provision of Pavement Marking Services

Council	23 October 2018	
Applicant	City of Nedlands	
Officer	Nathan Brewer – Purchasing and Tenders Coordinator	
Director	Martyn Glover – Director Technical Services	
Attachments	1. Final Evaluation Scoresheet (Confidential)	

Regulation 11(da) – Not Applicable – Recommendation Adopted

Moved – Councillor Hassell Seconded – Councillor McManus

That the Recommendation to Council be adopted.

(Printed below for ease of reference)

CARRIED UNANIMOUSLY 8/-

Council Resolution / Recommendation to Council

Council:

- 1. agrees to award tender no. 2018-19.06 to Tagsat Pty Ltd t/a Retro Roads for the Provision of Pavement Marking Services as per the schedule of rates submitted; and
- 2. authorises the Chief Executive Officer to sign an acceptance of offer for this tender.

Executive Summary

To award the tender for the Provision of Pavement Marking Services to the City.

Discussion/Overview

Tender Information

The City of Nedlands includes a provision for pavement marking services in operational works. Expenditure on this contract is likely to exceed \$150,000. Therefore, to comply with legislative requirements outlined in the Local Government Act 1995 and ensure the best value for money for the City, this service must be tendered.

Tender RFT 2018-19.06 was advertised on 30 August 2018 in the West Australian Newspaper and on www.tenderlink.com/nedlands. The tender period ended on 18 September 2018 and submitted tenders were opened by officers of the City at 2:30pm. Four (4) submissions were received by the City. Compliant tenders were received from the following companies:

- 1. Tagsat Pty Ltd t/a Retro Roads
- 2. Weston Road Systems
- 3. TJ Linemarking
- 4. Linemarking WA

The proposed term of this contract is 12 months, with the option of four (4) further 12-month extensions after successful performance reviews.

Evaluation

The tender was independently evaluated by three (3) City officers in accordance with the qualitative criteria specified in the tender documentation, qualitative criteria was afforded a total of 70% of the total score.

Price criteria was evaluated on a schedule of rates basis, against prices taken from the completed itemised price schedule included within the tender submissions. A price criteria score was allocated based on the best value being scored at 100% and other values scored proportionally against this price. A total of 30% weighting was allocated to the price criteria.

A confidential evaluation and recommendation report was completed and approved by the evaluation panel, Manager Engineering Services and Director Technical Services. References were sought from appropriate sources for quality assurance purposes which backed up the findings of the evaluation panel.

The final evaluation, including pricing and scoring, can be viewed in Attachment 1.

Conclusion

After an assessment of the submitted tenders it is proposed that the tender submission received from the contractor Tagsat Pty Ltd t/a Retro Roads be accepted.

Retro Roads demonstrated an excellent understanding of the contract requirements through an extremely thorough methodology inclusive of all stages of the contract, also giving a thorough description of their capabilities and history. They provided an extensive list of experience with contracts of a similar size and scope, including several examples of quality outcomes on similar projects with descriptions, pictures, issues faced and how they were overcome. Retro Roads provided an excellent submission, demonstrating their capabilities clearly and showing a desire to create positive relationships with their clients. It is the opinion of the evaluation panel that the offer from Retro Roads represents the best value option to the City and it is proposed their offer be accepted.

Key Relevant Previous Council Decisions

Nil.

Consultation

Nil.

Budget/Financial Implications

A provision for pavement marking services is included as part of the engineering road maintenance operational budget.

13.6 RFT 2017-18.14 Provision of Cleaning Services

Council	23 October 2018	
Applicant	City of Nedlands	
Officer	Nathan Brewer – Purchasing and Tenders Coordinator	
Director	Martyn Glover – Director Technical Services	
Attachments	1. Final Evaluation Scoresheet (Confidential)	

Moved – Councillor McManus Seconded – Councillor Argyle

That this item be deferred to item 17 to allow for confidential discussion behind closed doors.

CARRIED UNANIMOUSLY 8-

Please note: Refer to page 59 for resolution.

Recommendation to Council

Council:

- 1. agrees to award tender no. 2017-18.14 to Charles Cleaning Service for the Provision of Cleaning Services as per the schedule of rates submitted; and
- 2. authorises the Chief Executive Officer to sign an acceptance of offer for this tender.

Executive Summary

To award the tender for the Provision of Cleaning Services for City buildings.

Discussion/Overview

Tender Information

The City of Nedlands includes a provision for contract cleaning services to maintain the sanitary condition of the City's buildings and amenities within operational budgets. Expenditure on this contract is likely to exceed \$150,000. Therefore, to comply with legislative requirements outlined in the Local Government Act 1995 and to ensure the best value for money for the City, this service must be tendered.

Tender RFT 2017-18.14 was advertised on 25 June 2018 in the West Australian Newspaper and on www.tenderlink.com/nedlands. The tender period ended on 9 July 2018 and submitted tenders were opened by officers of the City at 2:30 pm. Seventeen (17) submissions were received by the City. Compliant tenders were received from the following companies:

- 1. Alpha Corporate Property Services Pty Ltd
- 2. ASF Cleaning Pty Ltd
- 3. Brigade Facilities Management Pty Ltd
- 4. Brightmark Group Pty Ltd
- 5. Cleandustrial Services Pty Ltd
- 6. ARA Property Services Pty Ltd
- 7. Charles Service Company
- 8. Delron Cleaning Pty Ltd
- 9. Iconic Property Services Pty Ltd
- 10. ICS Service Solutions
- 11. JCA Property Management Pty Ltd ta JCA Corporate Cleaning
- 12. Mission Impossible Cleaning Pty Ltd
- 13. Office Cleaning Experts ta OCE Corporate Cleaning
- 14. Presidential Facility Services Pty Ltd
- 15. The Trustee for Panich Family Trust TA DMC Cleaning
- 16. Pickwick Group Pty Ltd ATF The Pickwick Cleaning Services Unit Trust
- 17. Wilson Property Services Pty Ltd.

The proposed term of this contract is 12 months, with the option of four 12month extensions after a successful performance review.

Evaluation

The tender was independently evaluated by three (3) City officers in accordance with the qualitative criteria specified in the tender documentation. Qualitative criteria was afforded a total of 70% of the total score.

Price criteria was evaluated on a schedule of rates basis, against prices based on the completed itemised price schedule included within the tender submissions. A price criteria score was allocated based on the best value being scored at 100% and other values scored proportionally against this price. A total of 30% weighting was allocated to the price criteria.

A confidential evaluation and recommendation report was completed and approved by the evaluation panel, Manager Engineering Services and Director Technical Services. References were sought from appropriate sources for quality assurance purposes which backed up the findings of the evaluation panel.

The final evaluation, including pricing and scoring, can be viewed in Attachment 1 (Confidential) – RFT 2017-18.14 Provision of Cleaning Services Final Evaluation.

Conclusion

After an assessment of the submitted tenders it is proposed that the tender submission received from the contractor Charles Service Company be accepted.

Charles Service Company (CSC) held the cleaning services contract with the City from 2007-2014 and are therefore familiar with the Council buildings and the scope of work. CSC provided a detailed methodology which, along with their previous relationship with the City, demonstrated a thorough understanding of the contract requirements. They have a highly experienced management team with dedicated roles for this request and a large number of permanent cleaning staff at their disposal.

While Charles Service Company did not achieve the highest score in the evaluation process for both qualitative and quantitative assessment, they have demonstrated themselves, in tandem with universally positive professional references, capable of completing the required scope of works to a high standard at an acceptable price and consequently it is recommended their offer is accepted.

Key Relevant Previous Council Decisions:

None.

Consultation

Not required.

Budget/Financial Implications

A provision for cleaning services is included as part of the Building Maintenance operational budget. The proposed cost of this offer is within the allocated budget.

13.7 Metro West JDAP Application – (Lots 3, 4 and 5) No. 90 Stirling Highway, Nedlands – Supermarket and Six Shops

Council	23 October 2018
Applicant	Urbis Pty Ltd
Landowner	ALDI Foods Pty Ltd
Director	Peter Mickleson – Director Planning & Development
Reference	DA18/29611
	DAP/18/01444
Previous Item	Nil.
Attachments	1. Responsible Authority Report and attachments

Regulation 11(da) - The proposed development mostly complies with the provisions of Town Planning Scheme No. 2 in terms of built form and will provide additional car parking compared to the existing development. With the submission of additional information to address traffic generation for the development and access to the site, the Council recommends approval of the development application.

Moved – Mayor Hipkins Seconded – Councillor Shaw

Council Resolution

Council recommends to the Metropolitan West Joint Development Assessment Panel that the application (reference DAP/18/01444) for a supermarket and 6 shops at (Lots 3, 4 and 5) No. 90 Stirling Highway, Nedlands, be approved subject to the resolution of traffic issues.

> CARRIED 7/1 (Against: Cr. Mangano)

Recommendation to Council

Council recommends to the Metropolitan West Joint Development Assessment Panel that the application (reference DAP/18/01444) for a supermarket and 6 shops at (Lots 3, 4 and 5) No. 90 Stirling Highway, Nedlands, be refused for the reasons contained in the Responsible Authority Report (dated 5 October 2018).

1.0 Executive Summary

In accordance with the Planning and Development (Development Assessment Panels) Regulations 2011, Administration is required to provide a Responsible Authority Report (RAR) to the Joint Development Assessment Panel (JDAP). Council views can also be submitted as a separate submission. The purpose of this report is to obtain Council's submission.

The development consists of the following:

- An Aldi supermarket with a retail floor space of 1,213sqm.
- A 347sqm storage area at the rear of the supermarket.
- Office and staff facilities 60sqm in area.
- A gross leasable area of 624sqm for additional shop tenancies fronting Florence Road and Stirling Highway which are proposed to be independent of the supermarket.
- A basement car park containing 90 bays, including 2 disabled bays.
- Vehicle access to the property being proposed to be from Florence Road.
- Soft and hard landscaping.
- Wall and pylon signage associated with the proposed supermarket.

The RAR outlines the proposal in detail (see attachment 1)

Form 1 – Responsible Authority Report

(Regulation 12)

Property Location:	Lots 3, 4 and 5, No. 90 Stirling Highway, Nedlands		
Development Description:	Supermarket and Six Shops		
DAP Name:	Metro West Joint Development Assessment Panel		
Applicant:	Urbis Pty Ltd		
Owner:	ALDI Foods Pty Ltd		
Value of Development:	\$10 million		
LG Reference:	DA18/29611		
Responsible Authority:	City of Nedlands		
Authorising Officer:	Peter Mickleson – Director Planning and		
	Development		
DAP File No:	DAP/18/01444		
Report Due Date:	2 November 2018		
Application Received Date:	22 June 2018		
Application Process Days:	90 Days		
Attachment(s):	1. Aerial Image		
	2. Applicant's Report		
	3. Development Plans and Elevations (Plans		
	A001, A101, A102, A204 and A205)		
	4. Traffic Technical Note		
	5. CoN Traffic Consultant review		
	6. Summary of submissions		
	7. City of Nedlands Council Minutes - 23		
	October 2018		

Officer Recommendation:

That the Metropolitan West JDAP resolves to:

1. **Refuse** DAP Application reference DAP/18/01444 and accompanying plans (numbered A001, A101, A102, A204 and A205 dated 12 November 2017, in accordance with Clause 68 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the provisions of the City of Nedlands Town Planning Scheme No. 2, be refused for the following reasons:

Reasons for Refusal

- 1. The proposal does not satisfy provisions (m), (r), (s) and (t) of Clause 67 within the *Planning and Development (Local Planning Schemes) Regulations 2015*, as the traffic volumes and movements generated by the proposal is likely to have a significant impact on the local amenity, and the safety of road users.
- 2. The proposal being located within close proximity to an unsignalised intersection which is already operating close to practical capacity during peak demand periods and proposing access to a lower road. The proposed access arrangements are deemed to be inappropriate.

Zoning	MRS:	Urban and Primary Regional Road
	TPS:	Retail Shopping
Use Class:		'P' – Shop
Strategy Policy:		Nil
Development Scheme:		Town Planning Scheme No. 2 (TPS2)
Aggregate Lot Size:		4658m ²
Existing Land Use:		Supermarket

Details: outline of development application

The proposal involves the development of a single storey retail building with basement car parking which consists of the following:

- The demolition of an existing IGA supermarket and 6 specialty stores and associated open air car park.
- The construction of a new supermarket (an Aldi) with a retail floor space of 1,213sqm.
- A 347sqm storage area at the rear of the supermarket.
- Office and staff facilities 60sqm in area.
- A gross leasable area of 624sqm for additional shop tenancies fronting Florence Road and Stirling Highway which are proposed to be independent of the supermarket.
- The basement car park containing 90 bays, including 2 disabled bays.
- Vehicle access to the property being proposed to be from Florence Road with no proposed vehicular access to Stirling Highway.
- Soft and hard landscaping.
- Wall and pylon signage associated with the proposed supermarket.

In support of the application the applicant has provided a Traffic Impact Assessment (TIA) and an Environmental Acoustic Assessment (**Attachment 2**).

The development plans which are the subject of this application are provided as **Attachment 3**.

Background:

The current application was lodged on the 22nd June 2018.

The subject site is located at No. 90 Stirling Highway, Nedlands which is bounded by Stirling Highway to the north and Florence Road to the east. Refer to **Attachment 1** for an aerial image of the property.

The subject site is currently occupied by an IGA supermarket, various speciality shops and associated car parking which is proposed to be demolished and replaced with a new supermarket and associated specialty stores and the retention of a mature fig tree in the north eastern portion of the site fronting Stirling Highway.

Nearby properties contain commercial and low-density residential uses including the Captain Stirling Hotel.

Vehicular access onto the site is currently provided from Stirling Highway and Florence Road, and loading and servicing is currently provided via an on-street loading bay for IGA within Florence Road.

Legislation and Policy:

Legislation

- Planning and Development Act 2005
- Planning and Development (Local Planning Schemes) Regulations 2015
- Planning and Development (Development Assessment Panels) Regulations 2011
- City of Nedlands Town Planning Scheme No.2 (TPS 2)

State Government Policy

State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2)

Town Planning Scheme No. 2

In accordance with TPS 2 the use 'Shop' is defined to be the following:

"Shop - means any building wherein goods or services are exposed or offered for sale by retail and without limiting the generality of the foregoing shall include:

shops for the sale of foodstuffs generally, clothing, drapery, furniture and furnishings, footwear, hardware, electrical goods, sporting goods, toys and second-hand goods; jewellers, chemists, stationers, newsagents, variety stores, photographic studios and supplies, florists, dry-cleaning agencies, barbers and hairdressers; and liquor stores;

but shall not include a service office, a general office, a professional office or a market."

Local Planning Policies

- Local Planning Policy 6.11 Road Widening (Stirling Highway)
- Advertisement Signs on Zoned and Reserved Land (Except Road Reserves) Local Planning Policy
- Landscaping Plans Local Planning Policy

Consultation:

Public Consultation

The proposal was formally advertised in accordance with the Planning and Development (Local Planning Scheme) Regulations 2015 as follows:

Advertising method	Advertising dates
Letters to neighbouring residents and landowners within 200m of the subject property for 21 days	, .
Nedlands website	27 July - 17 August 2018

At the end of the consultation period, a total of 37 submissions were received comprising of 25 objections, 1 no comment and 11 support/non-objection.

The main issues raised in the submission received are summarised and addressed in the below table, for full detail refer to **Attachment 6**.

Issue Raised	Officer's comments
Concern regarding,	Issue Resolved
Number of car parking bays	The City's TPS2 car parking provisions were written prior to 1985 and are out of date. The car parking required does not reflect the economies of the larger scale shopping centre format nor the reciprocity of the tenancies and hence the reduced requirement for car parking bays specified in proposed LPS3. The City finds the number of car parking bays provided for the proposal adequate.
Concern regarding,	Issue Resolved
Appearance of the development	The existing development is not listed on the City's Municipal Inventory and has not been deemed to have any architectural or cultural significance. The proposed development will conceal car parking and create active street frontages to Stirling Highway and Florence Road – all while retaining a significant mature tree. It is considered that the tree retention provides a higher amenity for the pedestrian/people orientated environment. There are smaller retail tenancies proposed as part of this development and future developments may facilitate the same opportunities. The proposal complies with the maximum building height requirements under TPS 2.
Concern regarding,	Issue Not Resolved
Increased traffic volumes	The applicant has provided a traffic impact assessment report (TIA) which the City's Traffic Consultant does not believe demonstrates that the traffic generated by the development will be acceptable with the current configuration (refer to Attachment 4).

Consultation with other Agencies or Consultants

The proposal was advertised to external agencies including Main Roads WA (MRWA) and the Water Corporation.

See a summary of the submissions below. For a summary of the submissions refer to **Attachment 6**.

1. Main Roads WA

Reason for referral

The subject property potentially being impacted by the future widening of Stirling Highway.

Summary of submission

A traffic impact assessment being required to be prepared as the development will generate a high impact.

2. Water Corporation

Reason for referral

The development potentially impacted nearby water and wastewater infrastructure.

Summary of submission

Reticulated water and sewerage services are currently available to the subject area to cater for the proposed development. The developer/disturber is expected to fund any new works required or the upgrading of existing works and protection of all works.

Planning Assessment:

State Planning Policy 4.2 – Activity Centres for Perth and Peel

SPP 4.2 seeks to reduce the emphasis on numerical retail floor space caps, with a greater focus on the distribution, function, broad land use and design criteria of activity centres.

The site is included within an area that is classified as a 'Neighbourhood Centre' and provide weekly household and shopping needs. Neighbourhood and Local Centres are not subject to activity centre plan provisions.

Local Planning Policy 6.11 – Road Widening (Stirling Highway)

Provis	sion of Poli	icy			Officer co	mment		
(b)	the road w the require Nedlands No. 2. as	requires ent on land videning shal rements of Town Planr s if the lan for the roa	affecte I comply the Ci hing Sch d had	ed by y with ty of neme been		0	accommodates	this
(C)		ed buildings distance of 2					4 Table II of TPS ack to future wide	

	from the existing front boundary (being Stirling Highway reserve) or 7.0 metres from the future road widening boundary (whichever is the greater).	boundary. Scheme requirement has been reflected in the design.
(d)	The Council may require a larger setback to be provided for the purpose of maintaining a uniform setback.	The built form on nearby properties is setback less than what is being proposed on the subject property. Having the proposed building setback less from the street boundary so as to be uniform with nearby properties is not recommended in this circumstance as it would potentially have a significant impact on the streetscape.
(e)	The area of road widening shall be excluded from the affected lot for the purpose of calculating: a. Car parking; b. Landscaping; c. Plot Ratio; or d. any other standard described by the City of Nedlands Town Planning Scheme (with the exception of determining front setback).	This has been reflected in the proposed design.
(f)	The area of road widening shall be landscaped to the satisfaction of Council and not used for any other purpose than landscaping unless otherwise approved by Council.	The proposed road widening area is to be landscaped.

Advertisement Signs on Zoned and Reserved Land (Except Road Reserves) Local Planning Policy

Provis	sion of Policy	Officer comment
6.2	A pylon sign is not to exceed 6 metres in height above natural ground level.	The front pylon sign is proposed to be 7.6m in height in lieu of 6m above natural ground level. The pylon sign that has been designed to have a significant clearance, ensuring that sight lines will not be impacted.
		Considering the size, location and the appearance of the sign it is unlikely to have a significant impact on the locality amenity.
6.5	A wall sign shall be required to:	Three Aldi signs in lieu of 2 are proposed on the building totalling 14.4m ² in lieu of
(a)	be limited to a maximum of two signs per tenancy; and	a maximum area of 10m ^{2.}

(b) not exceed 10m ² in aggregate per tenancy.	All signage is proposed to be integrated into the building, and therefore is unlikely to have a significant impact on the locality amenity.
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Landscaping Plans – Local Planning Policy

Provi	sion of Policy	Officer comment
(a)	50% of the street setback area using soft landscape treatments, unless otherwise approved by the City.	A combination of hard and soft landscaping is proposed in the setback area.
		The hard landscaping accommodates pedestrian movement whilst allowing room for alfresco dining opportunities.
		The soft landscaping which will occupy approximately 50% of the street setback area, provides the opportunity that is required to help sustain an alfresco dining experience. The grassed sloped garden beds provide additional seating opportunities. The proposal includes new street trees and retains the existing street trees.
(b)	One shade tree being provided for every 4 continuous open car parking bays.	All car parking is proposed to be available in a basement so therefore no open car parking is proposed, however, the proposal does include the provision of new street trees and retains the existing street trees.
(e)	The retention of mature trees where possible.	An existing mature fig tree and the existing street trees are proposed to be retained.
(f)	The avoidance of landscaping which will fully obstruct surveillance from the property to the street, and vice versa.	The location of the proposed landscaping and existing street trees will likely allow for adequate surveillance from the property to the street, and vice versa.

Fill and Fencing Local Planning Policy

Provis	sion of Policy	Officer comment
4.1	0	A 2-metre height acoustic wall is proposed to the southern side lot boundary in lieu of a maximum of 1.8m.
		Being 20cm higher than what is permitted is unlikely to be apparent

		when viewed from the adjoining property, and therefore is unlikely to have a significant impact on the locality amenity.
4.3	In primary street setback areas, solid fencing to a maximum height of 1.2 metres above natural ground level, and visually permeable fencing to a maximum height of 1.8m above natural ground level.	A 1.8m solid wall with signage is proposed to the corner truncation of the site in lieu of a maximum 1.2m. The location of the wall still allows for passive surveillance of the street from the property, and vice versa. It will also not significantly obstruct the sight lines of drivers leaving the property.

Local Planning Scheme

Requirement	Officer comment
A nil setback is required to the Stirling Highway road reservation boundary as per Table 2 of the City's TPS2.	A larger setback is proposed to retain an existing mature tree and provide seating, landscaping and pedestrian access. Clause 5.4.1 of TPS 2 allows for variations to this requirement to be considered.
The required secondary street setback is 2.5m as per Table 2 of the City's TPS2.	A nil setback is proposed for one of the tenancies. The wall concerned is single storey, 10 metres in length and is proposed to have landscaping grown on its external surface. It is therefore unlikely to have a significant impact on the locality amenity.
In accordance with Schedule III of the City's TPS 2 the following car parking provisions apply: Restaurant – 1 bay per 2.6m ² of seating area or 1 per 2 seated persons Shop – 8.3 per 100m2 of GLA and 1/5 for employees Office – same as shop Aldi = 1642m ² Tenancy 1, 2 and 6 = 347m2 Total required = 166 bays	The development has proposed to provide 90 bays in an under-croft basement accessed from the rear which is a shortfall of 153 bays. The car parking provided is limited by the height provisions of the City's TPS2 and also the retention of the existing tree. By excavating lower below natural ground level would potentially result in the access way's gradient not complying with the Australian Standards, and fewer car bays being provided in order to address the gradient issue.
Tenancy 3, 4 and 5 = 277m2 Total required = 77 bays Required 243 bays	The City's TPS2 car parking provisions were written prior to 1985 and are out of date. The car parking required does not reflect the economies in the larger scale

	shopping centre format nor the reciprocity of the tenancies and hence the reduced requirement for car parking bays specified in draft LPS3. The City finds the number of car parking bays provided for the proposal adequate.
In accordance with clause 5.5.4 of TPS 2, retaining walls more than 0.5m in height are permitted without Council approval.	Up to 1.9m of fill and retaining is proposed in the south-western corner of the site due to the slope across the property. This is adjacent to the drainage sump and western property only and away from the southern side lot boundary.

Planning and Development (Local Planning Schemes) Regulations 2015

Clause 67 of the Regulations require the City to have due regard to the following matters which are relevant to the development which are not addressed in the other sections of this report:

Requirement	Compliance
 The amenity of the locality including the following: environmental impacts of the development; the character of the locality; social impacts of the development. 	 The development proposes negligible environmental impact. The character of the locality is not impacted with the development consistent with existing development on the property and the eastern neighbouring property. The likely traffic volumes and movements as a consequence of the proposed development will potentially have a significant impact on the local amenity in terms of traffic and pedestrian safety.
 The availability and adequacy of the following – public transport services; public utility services; storage, management and collection of waste; access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities); access by older people and people with disability; 	 The development will be well serviced by existing public utilities. If the application is approved by JDAP the City recommends that a condition be included which requires that an updated waste management plan be provided. Pedestrian access to and within the site has been addressed in the applicant's report under Attachment 2. Cyclists access and end of trip facilities has also been addressed in the applicant's report under Attachment 2.

	 Universal access is mandatory under the relevant Australian Standards and provisions of the BCA for the development, addressed at the building permit stage.
The impact of the development on the community notwithstanding the impact of the development on particular individuals.	 The development will work in conjunction with existing services provided at the subject property. The development's scale is consistent with nearby nonresidential zoned properties to ensure minimal impact to the residential interface to the south. The likely traffic volumes and movements as a consequence of the proposed development will potentially have a significant impact on the local amenity in terms of traffic and pedestrian safety.

Traffic Impact Assessment

The proponent submitted a traffic impact assessment (TIA) which was peer reviewed by both the City's Traffic Consultant and MRWA.

Comments are yet to be received from MRWA.

The City's Traffic Consultant has reviewed the TIA (dated June 2018) and Traffic Technical Note and concluded the following:

"A review of the Transcore Technical Note - 1A for the proposal indicates that the assumptions documented in the assessment are fundamentally flawed with a number of key issues not addressed as would be expected as part of an assessment of a proposed shopping centre redevelopment which relies heavily on passing trade, is located in close proximity to an unsignalised intersection which is already operating close to practical capacity during peak demand periods and proposes access to a lower order road."

There are still a significant number of gaps in the base data, the design peak maximum period has been incorrectly assessed, the results are inconclusive and incorrect, and the assessment is inconsistent with accepted industry standard practice and accepted guidelines. The results of this revised peer review indicate that the proposal cannot be accommodated within the context of the adjacent boundary road network either in the medium-term (10+ years) or potential the long-term in its current form, the proposed access arrangements are inappropriate, the assessment has not been prepared in the context of acceptable traffic engineering practice and the impacts to the broader road network have not been fully assessed in accordance with standard and accepted traffic engineering practice, particularly in the context of future road planning in the area and the resultant impacts on Florence Road and the local road network to the north and south of Stirling Highway in the vicinity of the proposal."

The response received in full detail can be viewed under Attachment 5.

Officer Comments

The proposal consists of a redevelopment of the existing Captain Stirling Shopping Centre to include a new purpose-built large format Aldi Supermarket and 6 specialty shops.

The proposed development is predominantly compliant with TPS 2 and Council's policies with the exception of Car parking (number of parking bays), Signage, pylon sign is 7.6m in height as opposed to 6m.

The proposed scale and site layout will result in an appearance of the development unlikely to have a significant impact on the local amenity particularly when viewed from nearby residential properties.

The only proposed vehicular access to the site is from Florence Road, the access point being approximately 55 metres from the unsignalised intersection with Stirling Highway which is classified as a Primary Distributor road under the MRWA Functional Road Hierarchy. Florence Road is classified as being an Access Road which provides local access to abutting residential properties, which typically are roads not intended to carry high traffic volumes associated with commercial developments.

Existing traffic volumes for Stirling Highway are approximately 39,500 vehicles per day, whereas Florence Road is approximately 2,500 vehicles per day. Both roads are approaching capacity based on this.

The proposed traffic distribution of site-generated traffic with a significant focus on Stirling Highway as a draw for the passing trade element does not address the impacts to the unsignalised intersection at Florence Road with a specific emphasis on the lack of a dedicated westbound left-turn lane and eastbound right-turn lane within Stirling Highway.

There is limited assessment of the impacts of the proposal on the local road network namely Florence Road further to the south or with regard to the Stirling Highway/Dalkeith Road signalised intersection to the west as it is expected that due to the regional draw of the proposed Aldi Supermarket, that the local road network to both the north and south of Stirling Highway will be impacted.

Council Recommendation:

Provided as Attachment 7.

Conclusion:

The proposed development is in most part compliant with TPS 2 and Council's policies, however traffic volumes and movements as a consequence of the proposal are likely to create traffic and pedestrian safety issues based on advice the City has received from its Traffic Consultant. Although the application does not comply with the requirements of car parking or signage, the City concedes that these are supplementary issue as opposed to its concerns regarding Traffic Impact Assessment.

The proposed distribution of traffic with the majority of the site-generated activity originating from and destined to Stirling Highway via Florence Road adjacent to the site,

the proposal has not only not addressed the weekday p.m. peak period in detail, it has also not addressed the impacts during the a.m. peak period impacting on northbound outbound queuing on Florence Road on approach to Stirling Highway. This is unacceptable to the City and requires resolution prior to the City offering a positive recommendation to this proposal.

Accordingly, it is recommended that the application be refused.

Attachment 1 – Aerial Image



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director
Consultant
Project Code
Report Number

Tim Dawkins James Balfour PA1035 DA Submission .

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EXECUTIVE SUMMARY

ALDI Foods Pty Ltd is seeking planning approval for the use and development of Lots 3, 4, and 5 (90) Stirling Highway, Nedlands for the purposes of a retail development consisting of an ALDI store, six (6) specialty stores, and associated car parking, access and landscaping. The six (6) specialty stores are intended to be a mix of shops and restaurants, however, this is subject to lease negotiations as to what these will be, hence we are applying for both across the specialty stores.

ALDI is a 'hard discount' supermarket operation in Australia with a business model that limits operating costs to ensure the lowest possible price for its range of award winning exclusive brand products. ALDI has been operating on the east coast of Australia since 2001 with over 500 stores in operation, and have a goal of opening approximately 60 to 70 stores within the Perth Metropolitan area and select regional locations in the near term. ALDI's unique offer and positioning within the market provides them with the ability to offer a new approach to convenience shopping.

The proposal offers an appropriate development response to the locality, positively contributing to the Nedlands locality. The introduction of an ALDI store will provide a greater level of convenience and choice for the local community and create local employment opportunities.

The following represents a summary of the key matters outlined in the report:

- The ALDI store is consistent with the State and local planning framework as it applied to the subject land
- The ALDI store will provide a clear focal point within the Nedlands area, providing a strong street interface and relationship with the contiguous built form (built and proposed).
- The ALDI and speciality stores will expand on the amenity currently offered to the residents within the local catchment.
- An ALDI store will contribute to the mix of uses within the Nedlands area and provide an alternative retail offer.
- The built form provides an appropriate resolution of the site, with a strong address to both Stirling Highway and Florence Road, with stores and alfresco areas addressing the street to provide a high level of activity.
- The design accommodates the retention of the large fig tree in the north-east of the site.
- The proposal has considered the future development of the adjoining sites and the wider locality to ensure a co-ordinated development of the precinct.
- An ALDI store will positively contribute to the level of activity and will work towards achieving a higher level of economic activity within the local area.

This planning report provides an overview of the proposal within the context of the State and local planning framework and provides a comprehensive assessment of the proposal against the relevant requirements affecting the subject site. Overall, the proposed development demonstrates strong compliance with the relevant statutory provisions of the prevailing planning framework.

In preparing this application, Urbis and the ALDI project team have undertaken several inspections of the site and immediate environment to determine the compatibility and locational synergies of the site and its surrounds, and met with representatives of the City of Nedlands on a pre-lodgement basis to understand the strategic objectives of the site and broader locality.

1. SUMMARY

Urbis, on behalf of ALDI Foods Pty Ltd is seeking development approval over Lots 3, 4, and 5 (90) Stirling Highway, Nedlands for the purposes of an ALDI store, specialty shops and associated car parking and landscaping.

1.1. OUTLINE OF DEVELOPMENT APPLICATION

The proposed development comprises the following components:

- 1,213m² of ALDI retail floor space (front of house).
- 347m² storage area (back of house).
- 60m² for office and staff facilities.
- 624m² GLA for additional shop tenancies fronting Florence Road and Stirling Highway which are independent of the proposed ALDI.
- 55m² communal toilet facilities.
- 90 on-site basement car bays, including two disabled bays.
- All vehicle access provided from Florence Road, with parking in a basement and not visible from the street.
- High quality soft and hard landscaping.
- ALDI related signage.

1.2. LEGISLATION & POLICY

The legislative framework and planning policy framework guiding the assessment and determination of the subject application is as follows:

- Planning and Development Act 2005.
- City of Nedlands Local Planning Scheme No.2 (LPS 2).
- Draft City of Nedlands Local Planning Scheme No.3 (draft LPS 3).
- Draft Development Control Policy 5.1 Regional roads (vehicular access)
- State Planning Policy 4.2 Activity Centres for Perth and Peel
- LPP6.11 Road Widening (Stirling Highway)
- Advertisement Signs on Zoned and Reserved Land (Except Road Reserves) Local Planning Policy
- Landscaping Plans Local Planning Policy

2. THE ALDI CONCEPT

ALDI has over 7,000 stores worldwide with the first store being introduced to the Australian market in 2001. An ALDI store is considered to be a 'hard discount' supermarket when it is compared to traditional supermarkets such as Coles and Woolworths, offering a more limited range of products (mostly its own private label) at the lowest possible price. ALDI extensively invests in product development to ensure the products uphold stringent quality standards and adapt to changing consumer tastes and preferences. The ALDI brand is highly recognised for their great value and high quality products offered to consumers.

ALDI provides choice for the weekly grocery shopping needs of customers, as well as offering weekly special buys for general merchandise. ALDI offers the cheapest prices for staple groceries in Australia and has had significant impact on lowering prices of groceries in markets they enter.¹ With food and groceries being one of the largest items in a household budget, lower prices for groceries is a significant contributor to reducing the cost of living for households.

The ALDI presence within the Australian market has been further enhanced in recent years in response to global economic conditions which have affected household spending capacity and encouraged consumers to be increasingly prudent in their shopping habits. The planning process plays an important role in enabling ALDI stores to be established to respond to demand and serve the market in a convenient and appropriate location.

ALDI has a 'set floor plan' model for its internal store layout, creating efficiencies that offer consumers an alternative way to shop, making ALDI stand out from traditional convenience model offered by other supermarkets. ALDI's trading philosophies are preserved in their approaches to store servicing, operation and the display of products, which are efficient and minimalist.

¹ ACCC, 2008, Grocery Inquiry Report Summary

3. CONTEXT & LOCATIONAL CONSIDERATIONS

3.1. LOCATION

The subject site is located one the corner of Stirling Highway and Florence Road in Nedlands. The site is approximately 5km west of the CBD and approximately 1km west of the University of Western Australian (UWA).

The site has a high level of pedestrian connectivity to Stirling Highway and surrounding streets, and further had vehicle connectivity to Stirling Highway and to the south via Florence Road.

3.2. SITE OVERVIEW

The site is currently occupied by an IGA Supermarket, various specialty stores and ancillary car parking. The immediate locality is characterised by commercial, office and entertainment development along Stirling Highway, with residential development transitioning away from the Stirling Highway corridor from a density of R35 down to R20 then R10.

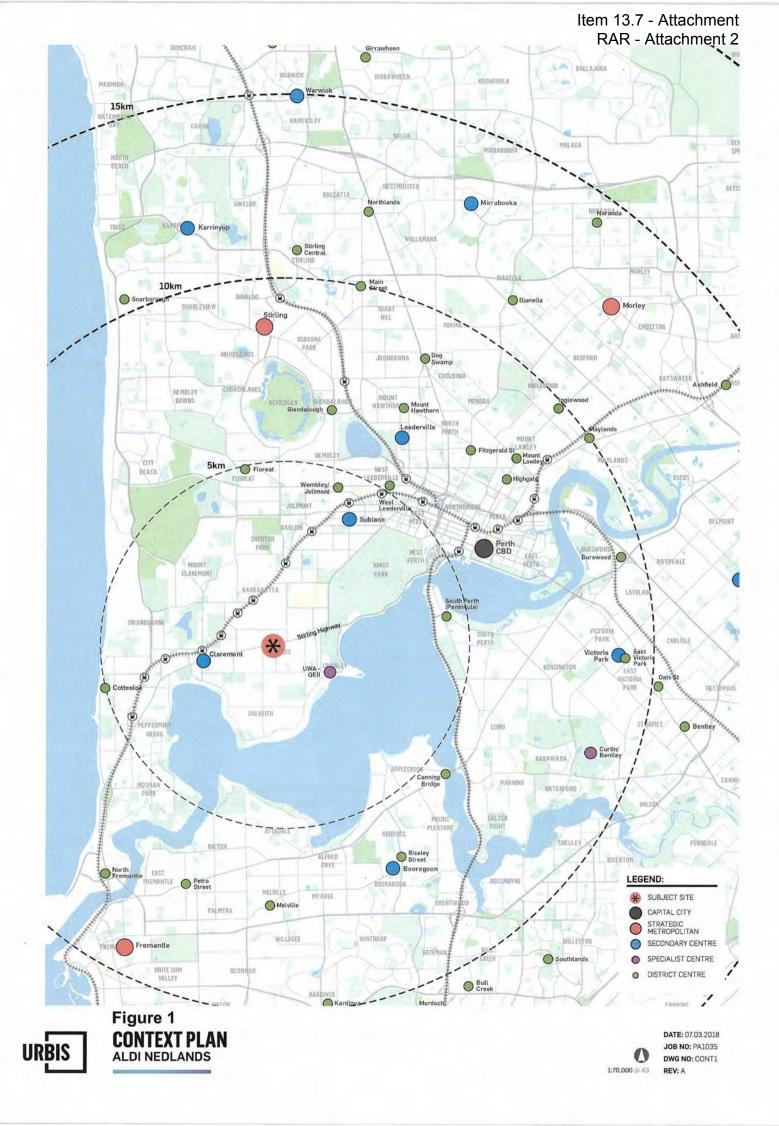
Table 1 - Lot	- Site Particulars Area (m²)	Plan	Vol/Folio	Proprietor	LPS 2	MRS
3	1,265	1747	1285/76	ALDI FOODS PTY LTD	Retail Shopping	Urban / Primary Regional Roads
4	1,657	1747	1285/76	ALDI FOODS PTY LTD	Retail Shopping	Urban / Primary Regional Roads
5	1,738	1747	1285/76	ALDI FOODS PTY LTD	Retail Shopping	Urban / Primary Regional Roads

Certificate of Titles are attached at Appendix B.

Adjoining the site to the west is an existing post office and veterinary clinic. Vehicular access into the site is currently provided from Florence Road and Stirling Highway, and loading and servicing is currently provided via an on-street loading bay for the IGA within Florence Road.

A portion of the site is subject to a Primary Regional Road Reserve for future acquisition to accommodate the widening of Stirling Highway in line with the boundaries. The proposed development accommodates the portions of Lots 3, 4 and 5 of the resumption.

To the east of the site is the State and local heritage listed Captain Stirling Hotel. This site is zoned 'Hotel', however, has been subject to multiple applications for redevelopment of a Woolworths Store with specialty stores and office tenancies.



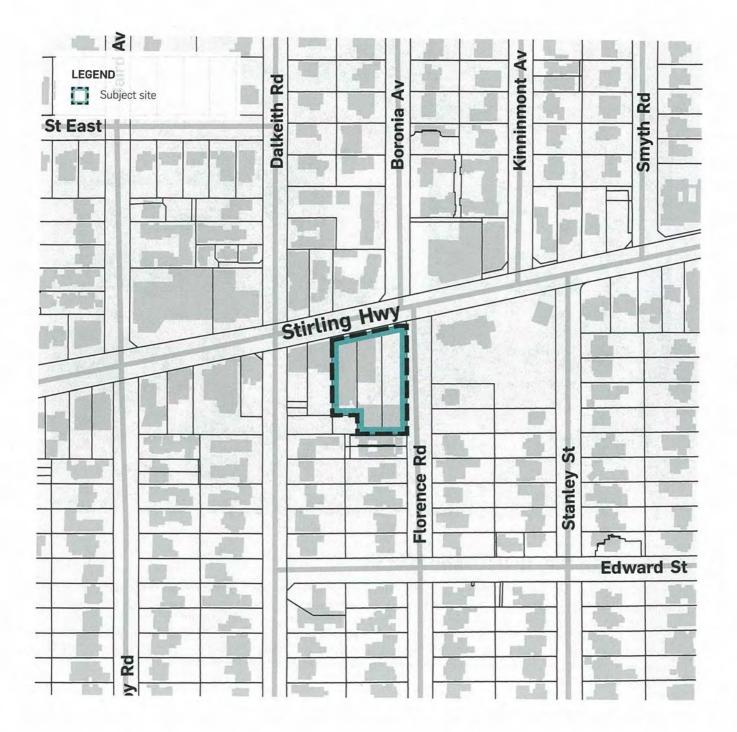




Figure 2 SUBJECT SITE PLAN ALDI NEDLANDS

DATE: 07.03.2018 JOB NO: PA1035 DWG NO: FIG - 1 REV: A

3.3. PHYSICAL CONDITION

The subject site currently contains the former IGA, specialty stores and associated parking. This application proposes the demolition of all buildings and structures on the site, to facilitate the subject site development. The mature fig tree in the north-east of the site is proposed to be retained.

Figure 3 – Aerial Photo



Source: Nearmap February 2018

3.4. EXISTING TRAFFIC AND ACCESS

The subject site has a street frontage to Stirling Highway to the north and Florence Road to the east. Stirling Highway is a Primary Regional Road (Red Road), and the reservations extends into the subject site along Stirling Highway, ranging from 2.9 metres to 3.6 metres. There is an existing vehicular access directly onto Stirling Highway which is used to service a number of the commercial tenancies. Primary vehicular access into the customer car park is currently from Florence Road as depicted in **Figure 4**. A loading bay is currently provided within Florence Road the verge/on-street parking along Florence Road which can also be seen in **Figure 4**.

Florence Road intersects Stirling Highway which is currently a four (4) lane highway with median strip. Florence Road intersects Stirling Highway with full movement. Dalkeith Road to the west of the site contains traffic lights that provide breaks in traffic for vehicles wanting to turn east bound onto Stirling Highway. further detail around traffic and access is provided within **Section 4** and the Traffic Impact Assessment (**Appendix B**).



Figure 4 – Existing access off Florence Road and loading bay

Source: Google Street View

4. **PROPOSED DEVELOPMENT**

4.1. ARCHITECTURAL STATEMENT

The architectural proposal for ALDI Nedlands has been informed by four major design considerations; the prevailing brick and render architecture of the traditional 1940's Nedlands bungalows and the curves of the art deco buildings scattered through the neighbourhood. The materiality of the proposal is to use a high-quality terracotta façade material that references the red brick of the Californian Bungalows of the neighbourhood. This is complimented by a large curvilinear awning structure that provides shelter and shade, and is treated in a simple white aluminium cladding.

The resolution of the site has been largely driven by the wonderful existing Port Jackson fig tree that dominates the north-east corner of the site. This creates the opportunity to create a destination, becoming the centre piece for the precinct and a gathering place that will provide an informal 'town square' within the shopping precinct for the local population.

The primary use of the site is for an ALDI store. The ALDI shopfront faces Stirling Highway and will provide a highly active interface. An additional 624 m² of speciality tenancies wraps the Stirling Highway and Florence Road frontages and have glazed shop fronts orientated to the street.

The existing Port Jackson fig determines the levels of the alfresco area, which is dug in and retained from the Stirling Highway level with a series of faceted landscaped terraces. It is expected this alfresco will be suitable for a range of active uses including the opportunity for small performance pieces that are intended to become a quasi-town square.

All servicing and car park access is via a service entry off Florence Road at the sites southern boundary. It is understood that the City of Nedlands are investigating opportunities to provide a ROW between Florence Road to Dalkeith Road, and the proposal has been designed to allow this in the future, should the City of Nedlands finalise the various land acquisitions, engineering studies and construction required.

The proposal is detailed in the plans prepared by *Peter Hobbs Architects* that accompany this application.

4.2. LANDSCAPE PHILOSOPHY

Aldi Nedlands design intent is to provide an inviting landscape design that will ultimately serve function over form, while being aesthetically pleasing for the users and general public. Encouraging the public into the design space will serve to provide a high level of amenity to the space and the surrounding tenancies. The planning of the building and layout of external areas has been developed to encourage "outdoor social interaction" spaces for all occupants.

Key objectives for the Landscape Design include:

- To create sustainable, comfortable, outdoor spaces which are relevant and welcoming to the whole Aldi Nedlands site and to encourage social interaction.
- To create a landscape setting that is complimentary to the building architecture, highly legible to users and provides for all levels of mobility across the external spaces;
- The layout of spaces to encourage gathering and interaction of visitors to Aldi and surrounding tenancies;
- To introduce and establish plant species that are known to tolerate the local conditions, are adaptable to the local soil types and climatic characteristics, and provide seasonal colour, smell and texture to enhance the outdoor areas. To use low water use plants, with a preference for hardy native and exotic species to ensure that the proposed landscape reaches its' full potential;
- To use materials that complement the colours, textures and forms of the architectural style adopted for the Aldi buildings, and are robust in terms of ongoing maintenance and longevity, and;
- Refer to Crime Prevention through Environmental Design (CPT ED) principles for the external spaces to ensure safety of residents and public is fully considered. Key aspects of the landscape strategy include no obstructions to lines of sight, low level planting with upper canopy trees, use of robust materials and detailing, and well-lit spaces.

The use of sloped planters and lush planting help to soften the built forms and create a more tranquil space that enhances useability. Adequate seating around the design space also enhances useability and creates areas more intimate and withdrawn from tenancy entrances and the busy Stirling Highway.

8 PROPOSED DEVELOPMENT

A simple hard works materials palette is used to contrast nicely with the planting and also compliment the building aspects of Aldi. Feature unit paving with alternating exposed aggregate concrete help to define areas and also compliment the buildings layout. Timber bench seating and slope walls help to invite users and provide functionality to alfresco areas for surrounding tenancies.

The landscape design intent for the Aldi Nedlands store will enhance the useability of the built spaces and encourage visitors into the site and other tenancies. It provides a place of relief and relaxation from Stirling Highway and the hustle and bustle of Aldi and the other tenancies, while also allowing for tranquil alfresco spaces surrounded by lush, complimentary planting.

Figure 5 - Precedent of sloped planters and seating that encourage useability and informal gathering



Source: Plan E 2018

4.3. PROPOSAL

Currently, the site does not contribute well to the character or amenity of the streetscape due to the dominant at-grade car park and large building setbacks. The proposed development provides a high quality urban design response to improve the existing amenity experienced within the immediate locality.

Both Stirling Highway and Florence Road provide a relatively hostile pedestrian experience, however, by introducing a basement car park and the innovative use of levels, the development has created opportunity create a high-quality interface with the public domain. The development as proposed brings the built form to the Stirling Highway, to retain the sense of enclosure and activity along the corridor. The retention of the large fig tree ensures the definition of the site is retained and provides respite to the high traffic volumes along Stirling Highway, creates an intimate place for people to gather for casual interaction.

The proposed development of the site will substantially contribute to the revitalisation of the locality and enhance the role of the defined neighbourhoods centre and the surrounding public realm. Incorporating and improving landscaping will further assist in improving the site's overall appearance and provide a high quality development with a strong interface within the pedestrian realm. The front of the store is positioned at the eastern end of the Hilton activity centre. The floor to ceiling glazing at the front of the store creates a highly active area looking onto the street and the public plaza that is proposed where the existing large fig tree is proposed to be retained. Overall development provides an appropriate interaction with both Stirling Highway and Florence Road and provides a safer more interactive pedestrian connectivity throughout (refer **Figure 6** and **7**).

The storage/back of house areas associated with the store are positioned internally within the building so that they are not visible from public view. Further, the access and parking is taken from the southern end of the site and is contained within a basement level. The proposal includes integrated landscaping throughout the site, including the retention of the fig tree, planting of new shrubs and additional trees, ensuring the development maintains a quality resolution.

Once operational and established, the ALDI store anticipates employing up to 20 people, on a full-time and part-time basis. The retail sales area will consist of five (5) wide aisles with adjacent product display areas. The internal fit out of the ALDI store will include the provision of cash registers, shelving for display of goods, refrigeration and freezer units, back of house, storage area and ancillary staff facilities and amenities.

PROPOSED DEVELOPMENT 9

The trading hours will be limited by Retail Trading Hours Act 1987, and will be required to conform to te applicable statutory limits. However, as a guide, the typical trading hours for ALDI stores in the Perth metropolitan area are currently:

- 8am to 8pm every weekday
- 8am to 5pm every Saturday
- 11am and 5pm every Sunday

The proposed ALDI store is considered to contribute to the local area by providing a level of activity that exceeds the 9 – 5pm standard trading hours supported by built form response, and providing full height glazing, with the activity focussed towards the northern (Stirling Highway) end of the site. Improved safe access will be provided by removing existing vehicle access to both Stirling Highway and Florence Road.

The six (6) speciality stores will further the employment generation of this development, however, the finer details surrounding these shops will be available once tenants are confirmed.



Figure 6 – Proposed Stirling Highway Elevations (West)

Source: PH Architects

Figure 7 - Proposed Stirling Highway Elevations (East)



URBIS 21062018_PA1035_ALDI NEDLANDS_DA_FINAL

PROPOSED DEVELOPMENT 11

4.4. NET LETTABLE AREA

The complete development provides 1,712 sq. m of PLUC5 NLA (excluding any back of house and staff area).

4.5. VEHICULAR ACCESS AND CAR PARKING

4.5.1. Access

Vehicular access is proposed to consolidate to one crossover to be taken from Florence Road at the rear of the site, taking vehicles down into the basement parking and delivery vehicles further along to a loading dock concealed behind the built form and separate from any conflict with vehicles and pedestrians. Parking is proposed for a total of 90 car bays, including 2 universal car bays in a fully enclosed basement.

Pedestrians will access the site directly from the external street front footpaths abutting the site. Access from the basement carpark will be provided via a ramp that runs from the central portion of the basement and via a lift that takes patrons within close proximity to the pedestrian entry into the ALDI Store.

The Transport Assessment that has been completed for this site estimates that the development would generate approximately 3,400 total Saturday trips, including 366 trips (inbound and outbound) during the Saturday peak (12.00pm to 1.00pm). The distribution of traffic to and from the proposed development has been evaluated based on the catchment area served by the proposed ALDI store and the access routes available to and from the site. Accordingly, the direction split of traffic to and from the site is assumed as follows:

- 40% of all traffic to and from Florence Road north direction (via Stirling Highway)
- 60% of all traffic from Florence Road south direction

Overall, the Transport Assessment concludes that the proposed redevelopment would have the same level of impact that the existing operation as the subject site currently experiences. The impact on the development on the wider road network has also been assessed and concludes that the proposed redevelopment will result in almost neutral net impact on the adjacent road network, therefore the impact on the surrounding road network is considered to be insignificant.

Overall, the capacity assessment of the street network in the locality confirms the that additional traffic associated with the proposed development would easily accommodate in the post-development scenario, with the traffic conditions remaining similar to that of the existing. The 10-year the post-development scenario shows that the road network would continue to operate satisfactorily with space capacity for future growth.

A detailed Transport Assessment has been prepared by Transcore and is attached at Appendix B.

4.6. SERVICING & DELIVERIES

All ALDI products and goods provided by independent suppliers are delivered to the central ALDI distribution centre. At the distribution centre, all products are packaged into pallets and loaded onto 19 metre articulated vehicles (owned and operated by ALDI) for delivery to the ALDI stores. No suppliers are permitted to deliver directly to the store. This significantly reduces the number of service vehicles accessing the site and ensures complete control over the timing of deliveries. A maximum of three deliveries would typically be made to any ALDI store each day.

The development provides an adequate servicing area for the store to accommodate the manoeuvring of trucks and the loading and unloading of goods without impacting on adjoining land uses. All vehicle movements can be undertaken in a safe manner utilising a truck turn table, ensuring trucks can easily drive straight onto the turn pad and be manoeuvred safely into the unloading/loading position and finally into a forward gear to exit the site. Delivery vehicles will enter via the one crossover from Florence Road, turning left towards Stirling Highway. No direct access is proposed off Stirling Highway.

4.7. NOISE

All delivery and service vehicle movements will be limited to the rear of the site, entering and exiting from Florence Road.

Due to the 24 hour operation of the Distribution Centre (as is the case in all major cities across Australia) it is important that the site is capable of receiving deliveries (most particularly bread) outside of the core opening hours, subject to the restrictions specified in the *Environmental Protection (Noise) Regulations 1997* (EP Regulations). The report assumes a 5am – 7am delivery for bakery goods. The EP Regulations are a statutory instrument with the full force of law, and will ensure operations on site are maintained within acceptable limits.

The proposed ALDI store assists in achieving these desired outcomes, however key consideration has been given in ensuring that the potential land use conflict is minimised and the level of amenity to adjoining residential properties to the south is maintained. The design of the building responds to the adjoining built form scale and provides a sensitive transition to the residential lots. The delivery area is mainly consistent with the exiting operation of deliveries to the IGA.

The operations of the store and deliveries to the site will be controlled to ensure compliance with the EP Regulations. The Acoustic Assessment undertaken by *Herring Storer* confirms that the noise emissions associated with the proposed ALDI store have been determined to comply with the EP Regulations, even if trucks within the delivery dock leave their engines and refrigeration units operating whilst deliveries occur. It is anticipated that a standard condition requiring compliance with the EP Regulations will be applied to any planning approval.

A detailed Acoustic Assessment has been prepared by Herring Storer and is attached at Appendix C.

4.8. SIGNAGE

The development proposal includes ALDI's standard arrangement of high quality signs. The signage is restrained and integrated into the facades and at the site entries, ensuring they complement the built form and do not adversely impact on the amenity of the surrounding land.

The signage is proposed in line with the requirements set out in the City of Nedlands Advertisement Signs on Zoned and Reserved Lands Local Planning Policy (LPP). This is assessed within **Table 6** of this report.

4.9. ECONOMIC EFFECTS

It is expected that the development of the site for an ALDI will contribute to the diversity of the western suburbs area. The ALDI store will be a catalytic destination that will create stimulus and opportunity for a mix of other uses to be established and flourish in a Neighbourhood Centre. Patrons of ALDI come from a regional catchment and will frequent surround offers such as food and beverage and other specialty stores such as chemists.

The positive outcomes that will flow from the development of the proposal include:

- Employment opportunity and generation during construction and (more significantly) during the ongoing operation of the supermarket and other potential commercial uses.
- The provision of an alternative, conveniently located supermarket to service residents within the defined trade area.
- Consumer benefit associated with access to discounted groceries and fresh food.
- Increased competition between supermarket brands leading to cheaper prices and improved service levels.
- Increasing the catchment of visitors to the Neighbourhood Centre that benefits other businesses through cross visitation.

Increased attractiveness of the locality for residential uses, improving the capacity for higher density residential development to be located along the Stirling Highway Corridor.

5. STATE PLANNING FRAMEWORK

The proposed ALDI development strongly aligns with a range of State planning documents as detailed in the table below.

Table 2 – Summary of Key Documents Within the State Planning Framework

Document	Purpose	Relevant Provision	Compliance
Metropolitan Region Scheme (MRS)	Metropolitan statutory land use planning scheme	The subject land is predominately included within the 'Urban' zone – allowing for a range of activities including residential, commercial, recreational and light industry.	The proposed ALDI store is consistent with the intent and contemplated land uses of the 'Urban' zone under the MRS. No development is proposed within the Primary Regional Road reserve.
		A small portion of the Stirling Highway frontage is included within the 'Primary Regional Road' reserve.	
Directions 2031 & Beyond	High level strategic spatial plan which sets the vision for future expansion of the Perth and Peel area.	Beyond provides for a	The development of an ALDI store in the Nedlands Neighbourhood Centre is consistent with the objectives set out under Directions 2031 & Beyond. The development proposes an enhancement to the Neighbourhood Centre which will increase the provision and diversification of retail activity and amenity in the Centre and facilitate additional employment and local business development opportunities. It will ensure the increased provision of locally available jobs. The provision of an ALDI store will also provide significant amenity in terms of the range of goods and services offered to the local residents that is currently available.
State Planning Policy 4.2. – Activity Cetnres for Perth and Peel (SPP4.2)		the emphasis on numerical retail floor	The site is included within an area that is classified as a 'Neighbourhood Centre' and provide weekly household and shopping needs. Neighbourhood and Local Centres are not subject to activity centre plan provisions.

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6. LOCAL PLANNING FRAMEWORK

This section outlines the key elements of the local government planning framework that relate to the subject site, and involves a detailed assessment of the proposed development against these requirements.

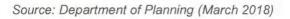
6.1. CITY OF NEDLANDS TOWN PLANNING SCHEME NO.2

6.1.1. Zoning

The subject site is included within the 'Retail Shopping' zone and 'Primary Regional Road' Reserve under the City of Nedlands Town Planning Scheme No.2 (TPS 2).

LEGEND AVENUE REGION SCHEME RESERVES (MRS) DALKEITH ROAD Civic and Cultural Other Regional Roads R20 BAIRD Parks and Recreation R10 Parks and Recreation - restricted Port Installations R20 Primary Regional Roads R35 Raiways R35 State Forests Waterways A59 Water Catchments LOCAL SCHEME RESERVES Municipal Purposes R20 Public Purposes : Cemetery R35 Public Purposes : Primary School R10 20 R20 -----4 45 LOCAL SCHEME ZONES Development Retail Shopping 0 Ĥ Hotel Service Station R10 ROAD Light Industry Special Use ROAD Office Special Use : Special Use FLORENCE V Special Use : Various Office/Showroom VOLTNU Residential R10 Subject Site Month No 10

Figure 8 – Town Planning Scheme No. 2



'Retail Shopping' is not defined within LPS2, nor is 'Retail Shopping' defined within the Model Scheme Text.

6.1.2. Land Use

The proposal is for the purpose of 'Shopping Centre' and 'Restaurant'.

Shopping Centre - means a building or part of a building wherein goods are displayed and offered for sale by wholesale or by retail, including the sale of foodstuffs, liquor or beverages; items of clothing or apparel, fabrics, footwear, magazines, newspapers, books and paper products; medicinal or pharmaceutical products; china, glassware or domestic hardware; items of personal adornment, small electrical goods of a domestic nature; toys and generally items of a cash and carry nature related to daily household and recreational needs and consumption;;

Restaurant - means a building wherein food is prepared solely for sale and consumption within the building or portion thereof and (without limiting the generality of the foregoing) the expression includes a licensed restaurant, or cafe. The expression also includes a restaurant at which food for consumption outside the building, or portion thereof, is sold where the Council is of the opinion that the sale of food for consumption outside the building is not the principal part of the business. The expression shall also include an outdoor establishment and in that case for the purpose of this definition, the outdoor eating area shall be treated as being within the building of the restaurant;

'Shopping Centre' is a 'P' (as-of-right) use and Restaurant is an 'AA' (discretionary) use within the 'Retail Shopping' zone. With lease negotiations still to be held with prospective tenants, the use of 'shop' or 'restaurant' is not definitive, with the exception of the ALDI store. However, a mix of both uses will be promoted for the specialty stores. Therefore, we request both uses be considered for approval across the specialty store tenancies.

6.1.3. Development Standards

Clause 5.4 of LPS2 outlines the development standards for sites not within residential zones. Clause 5.4.1 directs all development not within the 'Residential' zone to the standards outlined in Table II within LPS2. These, along with additional requirements for development specifically within the 'Retail Shopping' zone (Clause 5.7) are assessed in **Table 4**.

Table 3 – LPS 2 Development Standards

Clause	Stand	dard	Proposed Intent	Compliance
Clause 5.4	4			
5.4.1	Refers	to Table II of LPS2		
Table II				
Min Setback	Front	Note (1) On Stirling Highway the minimum front boundary setback shall be nil exclusive of any road widening.	The design accommodates the road widening, however, seeks to celebrate the existing 80-year-old fig tree in the north-east of the site and therefore does not not propose a nil setback to the road widening except at the most north-western corner of the site. A public space has been created around the feature tree that can be enjoyed by pedestrians walking through the site, people entering the ALDI or specialty stores and provides an attractive vista for people dining in the alfresco area.	Variation sought

Clause	Sta	ndard	Proposed Intent	Compliance
	Side	2.5 m where the side boundary of the lot adjoins any other street5m where the lot adjoins any Residential zone.	The majority of the side setback to Florence Street is setback 4.264m. Tenancy 6 has a nil setback for a length of 10m and deliberately creates a separation for pedestrians from the servicing and vehicle entry areas.	\checkmark
	Rear	5.0 m where the lot adjoins any Residential zone.	The development proposes a 16m rear setback.	\checkmark
5.4.2	Land	lscaping Requirements - In the case	of development for a purpose other	than residential
	street boundary and the setback line: and		The setback areas are a mixture of hard and soft landscaping.	
	a s c c c c c c c c c c c c c c c c c c	he portion of the lot between any adjoining residential lot and the setback line from the respective lot boundary shall be designed and developed to the satisfaction of the Council as landscaping or natural planting BUT the Council may approve the paving and draining of bortion of the area of the lot between the street boundary and the setback line in order to provide rehicular access.	See Landscaping section for further detail.	~
Clause 5.	5			
5.5.1	deve affec area in ter	ncil may refuse to approve a lopment that would adversely t the amenity of the surrounding having regard to effects on locality ms of external development, traffic estion and hazard and noise.	The proposed development is in line with both the existing use of the site and the use planned for the site in the City of Nedlands planning framework. The proposal provides generous setbacks to residential	✓
			development.	·
			The Environmental Acoustic Statement (Appendix C) states the following:	
			"Noise emissions associated with the proposed Aldi store have been determined to comply with the	

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Clause	Standard	Proposed Intent	Compliance
		Environmental Protection (Noise) Regulations 1997".	
		The Traffic Impact Assessment (Appendix B) states the following:	
· · · · · · · · ·		"Due to the proposed replacement of existing shopping centre at the subject site the proposed redevelopment will have near- neutral overall traffic impact on surrounding road networkThe proposed redevelopment would have no detrimental impact on the operation of the adjacent road network and intersections".	
		External appearance: Refer Section 4.1 Architectural Statement for full Architectural intent and how this development considered surrounding development.	
5.5.2	Buildings external walls must be constructed brick, stone, concrete.	The built form is constructed of brick, stone, concrete.	\checkmark
5.5.3	In the case of development within the Retail Shopping Zone: landscaping and natural planting to enhance the appearance of the development and to secure a harmonious relationship between the development and existing	The proposed development incorporates a variety of hard and soft landscaping with a conscious design around maintaining and enhancing the 80+ year old fig tree.	✓
	or potential development on adjoining land.	Refer to Landscape section for further detail.	
5.5.4	Retaining walls shall not exceed 0.5m in height at any point. Council shall have regard to:(a) its likely impact on the amenity or appearance of the land immediately surrounding the proposed retaining	The subject site has an NGL of 23.30 AHD in the north east corner of the site and a low point in the southwest corner of the site of 19.40 AHD resulting in a cross fall of 3.90m.	Variation sought
	wall;	The design proposes an RL of 21.4m AHD, the median between the high and low points of the site. The southern end of the site (the service and basement access point of the site) are designated an RL of 20.00 AHD to assist servicing levels of the stores and to minimise	

Clause	St	andard	Proposed Intent	Compliance
			impact on the neighbouring properties.	
			This results in an even cut and fill of the site which will not look out of context with the streetscape.	
•			The highest level of retaining is therefore, in the north east corner of the site with retaining of 1.7m broken through use of retained and reclining garden beds and timber seating areas, creating an amphitheatre environment around the feature tree and alfresco area. This also provides a level of separation from the Highway.	
			Finally, the proposed retained level at the highest point is 23.10m compared with the existing 23.30m and therefore, proposes to retain less than currently exists provide an improved outcome for the streetscape.	
	(b)	the materials, shape, height or proximity of the retaining wall to, and their likely effect on the outlook from, surrounding land.	Due to the design proposing excavation, there is no exposed retaining.	
	(c)	the effect on the usability of the land on which the retaining wall is proposed	The retaining proposes to retain the street and footpaths of which are not impacted by the retaining.	
Clause 5.7				
5.7.1	(a)	any building on a lot is constructed so as to have regard to the development or likely development of adjoining lots	The proposed development addresses Florence Road to create a 'main street' environment in line with the City of Nedlands's Strategic intent for Florence Road.	√

Further, the development allows for an extended setback to the rear residential lots south of the subject site, including the allowance for a

Clause Standard

Proposed Intent

NA

future lane connecting Florence and Dalkeith roads that could eventuate via the drainage reserve.

 (b) where agreements between adjacent owners are made with the intent of achieving a co-ordinated development, such development is completed within 1 year of approval

 (c) any group of buildings has an integrated layout in terms of vehicular and pedestrian circulation, appearance, colour and texture of external materials and landscaping;

 (d) the design of the development or redevelopment makes provision for general uniformity of advertising signs

 (e) vehicular servicing to shops is provided to the rear of such shops and is screened from public view in a manner satisfactory to the Council

 (f) off-street carparking is laid out to provide for both the convenience and safety of shoppers

(g) vehicular access from public roads is so sited as to minimise hazards to passing traffic The design proposes a complete redevelopment of built form, access, movement, parking and landscaping. See relevant sections for further intent.

The redevelopment proposes a consistent theme of advertising all controlled by ALDI as the landlord. See 6.2.2 for further detail.

Deliveries and customer parking is accessed via the rear entrance lane with parking contained in the basement.

There are currently six (6) on street car parking bays along Florence Road in front of the subject development site. These are conveniently located, in particular with the speciality stores. Further, due to the design of the specialty stores 3 - 6, there is a high level of interaction and surveillance over these bays.

The proposed design accommodates a single vehicle access point to the rear of the subject site. This minimises pedestrian and vehicular traffic conflicts.

Compliance

Clause	St	andard	Proposed Intent	Compliance
Clause 5.1	1 Ma	aximum Building Height		
		site shall be developed or building nstructed:		
	(a)	to contain more than two storeys directly above each other in the case of residential use or three storeys in the case of other uses, excluding areas for plant and equipment, storage, toilets and the parking of wheeled vehicles;	NA	
	(b)	with the height of any part of an exterior wall greater than 8.5m from mean natural ground level at the base of the walls; and	Exterior walls are no greater than 8.5m from the mean natural ground level of 20.5m.	√
	(c)	to exceed 8.5 metres in overall height facing the primary street frontage, measured from the mean level of the lot boundary at the primary street frontage; and	Development is no greater than 8.5m from the mean natural ground level of 20.5m facing Stirling Highway.	
	(d)	so that any point of the building exceeds a height of 10m, measured from the mean natural ground level around the base of the building or from such other level determined by Council	Development is no greater than 10m from the mean natural ground level of 20.5m.	

6.1.4. City of Nedlands TPS2 Schedule III - Car Parking Requirement by Use Class

Car parking rates for land use in the City of Nedlands is guided by the Schedule 3 of TPS2. TPS2 was originally gazetted in 1985 and has not gazetted an amendment to Schedule 3 since. We would therefore propose to adopt a more recent and relevant parking rate that is consistent with State Planning Policy 4.2 – Planning for Activity Centres (SPP4.2). Schedule F of draft City of Nedlands Local Planning Scheme No. 3 (draft LPS3) adopts a rate of 1 bay per 30m² for 'shop' ('shopping centre' not defined in parking schedule) and 1 bay per 20m2 NLA for 'restaurant'. As demonstrated in Table 4, the proposed parking is compliant with the draft LPS 3 requirements.

Table 4 - draft LPS3 Parking Requirements

Source	Requirement	NLA	Required	Proposed	Compliant
'shopping centre'	1 car bay per 30m² of NLA	Total 1560	52	76 bays	
(falls under 'shop')		(1213 + 79			\checkmark
(ALDI + tenancy 1, 2, and 6)		+79 + 189)			
'restaurant'	1 car bay per 20m ² of NLA	277	13.85	14 bays	,
(tenancy 3, 4, and 5 not confirmed)					

6.1.5. Draft City of Nedlands Local Planning Scheme No. 3 (LPS3)

The City of Nedlands is currently advertising draft Local Planning Scheme No. 3 (draft LPS3). Although this proposal is being submitted under the endorsed LPS2, this section addresses the proposals consistency with land use permissibility set out in draft LPS3.

The subject site is zoned 'Neighbourhood Centre' & 'Primary Regional Roads' under draft LPS3. The proposal meets the objectives of the Neighbourhood Centre by providing an ALDI and specialty shops/services that provide employment and services for the surrounding community. The ALDI will provide for weekly shopping requirements and will be supported by a range of specialty stores and services.

Under draft LPS3 an ALDI would be classified a 'Shop' which is a 'D' (Discretionary) use and Restaurant is a 'P' (Permitted) use under the 'Neighbourhood Centre' zone.

The proposal is consistent with many of the objectives of the 'Neighbourhood Centre', and further, the likely types of specialty stores are permissible land uses within 'Neighbourhood Centre' zone.

6.2. LOCAL PLANNING POLICY

6.2.1. LPP 6.11 - Road Widening (Stirling Highway)

The purposes of LPP 6.11 is to describe the setback requirements relating to commercial land affected by road widening along Stirling Highway.

Table 5 – Requirements Table

Element	Requirement	Comment	Compliance
(a)	This Policy shall apply to commercial land abutting Stirling Highway which is proposed to be widened	Site is subject to LPP 6.11	\checkmark
(b)	Council requires that any development on land affected by the road widening shall comply with the requirements of the City of Nedlands Town Planning Scheme No. 2. as if the land had been resumed for the road widening purpose	Proposed design accommodates this requirement.	✓
(c)	All proposed buildings shall be setback a distance of 12 metres from the existing front boundary (being Stirling Highway reserve) or 7.0 metres from the future road widening boundary (whichever is the greater)	setback to future widening boundary. Scheme requirement has been reflected in the design, see Section 6.1.3 Development Standards .	
(d)	The Council may require a larger setback to be provided for the purpose of maintaining a uniform setback.	NA – Built form surrounding this site is forward of the proposed setback.	\checkmark
(e)	The area of road widening shall be excluded from the affected lot for the purpose of calculating:	This has been reflected in the proposed design.	
	a. Car parking;		\checkmark
	b. Landscaping;		Ŧ
	c. Plot Ratio; or		
	d. any other standard described by the City of Nedlands Town Planning		
URBIS		PRO	POSED DEVELOPMENT 23

determinin (f) The area of			
	with the exception of g front setback).		
used for a than lands	of road widening ndscaped to the n of Council and not ny other purpose caping unless approved by	The proposed road widening area is landscape in accordance with the Landscape Concept Plan and in accordance with a future Landscape Management Plan as a condition of development approval.	✓

6.2.2. Advertisement Signs on Zoned and Reserved Land (Except Road **Reserves) Local Planning Policy**

This LPP establishes the requirements and provides guidance for different types of advertising applications. The LPP seeks to ensure advertisements don't adversely impact on the amenity of surrounding areas and to ensure the safety of vehicles, pedestrians and cyclists. The requirements and signs exempt from approval are outlined in Table 6.

Table 6 - Requirements Table

Element	Requirement	Comment	Compliance
(a)	Advertisement signage is to be located on the site to which it relates;	Signage is for ALDI and Tenancies on site only.	√
(b)	Advertisement signage is only to be located within the boundaries of the land;	All signage is located within the subject site boundaries. This application proposes to remove the two (2) pylon signs within the Primary Regional Road Reserve (Stirling Highway widening) and replace with one (1) pylon sign within the consolidated lot.	\checkmark
(c)	Advertisement signage is not to detract from the building's design;	The proposed signage is consistent with ALDI national signage as depicted in the signage site plan enclosed. These signs are designed to be integrated into the theme of the overall built form.	e ✓
(d)	Advertisement signage is not to pose a threat to public safety or health and shall not have any sharp or pointed projections below a height of 2.75 metres from ground level	All signage is above ground and out of pedestrian level, with the exception of Sign Type 1 (Outdoor Digital Poster Box) of which is designed to ensure public safety and is consistent with national signage ; design.	\checkmark
(e)	Advertisement signage shall not be in any position where it	All signage is integrated into the building with the exception of Sign Type 4 (Twin Pol	✓

Element	Requirement	Comment	Compliance
	obstructs the view from a street and/or the site lines of vehicles and/or pedestrians; and	Sign) that has been designed to have a significant clearance, ensuring site lines are not impacted. This sign type is not dissimila from what currently exist in this location.	
(f)	Advertisement signage shall not contain any discriminatory or offensive material.	We can confirm the advertisement material will be relevant to the business or products sold.	\checkmark
Exemptions			
5.7	Window Signs which:	Noted.	
	 (a) Do not cover more than 25% of the glazed area of the window; and (b) Do not exceed 10sqm in area per tenancy. 	1	✓

6.2.3. Landscaping Plans - Local Planning Policy

The Landscaping Plans LPP sets out to encourage provisions and maintenance of landscaping within nonresidential development. It will provide guidance on Council's expectations, encourage creative landscaping options and plant types and encourage the retention of trees and vegetation of environmental culturally significant landscape design. **Table 7** establishes how the proposed development responds to the purpose of a landscape plan and further responds to the requirements outlined for non-residential development.

 Table 7 – Landscape Requirements

Element Requirement		rement	Comment	Compliance
Purpose	(a)	Enhance the environmental amenity of a site by retaining remnant vegetation, preventing erosion, soil degradation and nutrient stripping;	Refer to Landscape Philosophy Section 4.2	
	(b)	Integrate elements of the		
	(c)	streetscape; Enhance privacy;		
		Create a buffer between incompatible development;		\checkmark
	(e)	Create shade and a wind shelter;		
	(f)	Define pedestrian networks;		
	(g)	Enhance the overall appearance of development and create a more pleasant working environment; and		
	(h)	Soften the effect of large areas of paving.		

Comment

Compliance

4.0 Landscaping Design Criteria

Element Requirement

4.1 Non-Residential Development

(a)

The portion of the lot between the street boundary and the setback line and the portion of the lot between any adjoining residential lot and the setback line from the respective lot boundary, shall be designed and developed to the satisfaction of the City through use of a mixture of plants, as landscaping or natural planting, but the City may approve the paving and draining of portion of the area of the lot between the street boundary and the setback line in order to provide vehicular access.

As depicted in the enclosed landscape concept drawings, the proposal includes a mixture of both hard and soft landscaping within all setback areas. This is enhanced trees and materials.

- (b) A Landscape Plan is to include:
 - (a) 50% of street setback area using soft landscape treatments, unless otherwise combination of hard and soft approved by the City.

The proposed setback areas use a landscaping in a deliberate manner. The hard accommodates the essential pedestrian movement whilst allowing room for alfresco dining opportunities that will assist in the ability for Florence Road to become a 'main street'. The proposal utilises timber and the retained areas as a space for kids and parents to play and relax around the retained 80-year-old fig tree.

The soft landscaping provides the ambience that is required to help sustain an alfresco dining experience. The grassed sloped rectilinear garden beds provide additional seating opportunities around the 80-year-old fig tree. The proposal includes new street trees and retains the existing street trees.

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Element Re	quirement	Comment	Compliance
(b)	One shade tree being provided for every 4 continuous open car parking bays.	Parking in with basement, however, the proposal includes new street trees and retains the existing street trees for the existing	\checkmark
(c)	In cases where car parking bays are not located within the street setback area, a least one tree for every 10m across a lot's street frontage is to be provided, unless otherwise approved by the City	street bays.	;
(d)	Plants being setback an adequate distance from driveways, crossovers, footpaths and truncations so as not to obstruct driver and/or pedestrian sightlines when they reach full maturity.	Trees proposed at crossovers with canopies above site lines.	\checkmark
(e)	The retention of mature trees where practicable, unless otherwise approved by the City. If sufficient justification for removal of significant trees, the City will expect equivalent trees to be planted elsewhere on the site.	80-year-old fig tree and street tress to be retained.	
(f)	The avoidance of landscaping which will fully obstruct surveillance from the property to the street, and vice versa.	Existing street trees and spaced consistently and will provide significant opportunity for surveillance.	\checkmark
(g)	Landscape design which will not provide concealment or entrapment areas	The landscape concept provides open and useable areas that are framed by active tenancies.	\checkmark
(h)	The use of a variety of landscaping to create interesting built environments	The proposed landscaping concept utilises a mixture of plants, trees and materials throughout the development that will create a diverse landscaped environment.	

6.3. CITY OF NEDLANDS LOCAL PLANNING STRATEGY

The City of Nedlands Local Planning Strategy (Strategy) was recently endorsed by the WAPC in September 2017. The Strategy sets out long term strategic land use planning for the City in line with community and Council's vision. The strategy is also designed to support and guide the development of the draft LPS which is currently out for advertising and is addressed within **section 6.1.4**.

The Strategy designates the subject site within the Town Centre and surrounded by 'Urban Growth' and 'Transition' areas. The strategy earmarks the subject site specifically as part of the Town Centre to be a complex mixed-use activity centre. The City is to encourage development that will improve the condition and/or performance of the existing centre.

The proposed development improves the current amenity of the area through the provision of an ALDI store with a larger range of newly developed specialty stores to serve an increasingly diversified and more densely populated community. This proposal takes the at grade parking away from the site through the significant investment of a basement car park. Further, the proposal proposes to demolish the tired development currently on the site, whilst still retaining the significant fig tree in the north-east corner of the site. Finally, the development proposes to accommodate deliveries from within the site and off the verge of Florence, assisting the creation of an improved pedestrian environment.

7. CONCLUSION

The proposed development seeks approval to establish a 'Shop' for the purpose of an ALDI store and six (6) specialty tenancies stores ('Shop' and 'Restaurant' uses) in the Nedlands Neighbourhood Centre. The development is consistent with the existing planning framework that applies to the subject site. A comprehensive analysis of the site and relevant planning documents has revealed that the proposal satisfies the requirements of local and state planning documents.

This proposal complies with the planning framework set out by the City of Nedlands and State Government and it is therefore respectfully requested that the application be approved subject to relevant and reasonable conditions.

DISCLAIMER

This report is dated 22 June 2018 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of ALDI Foods Pty Ltd (**Instructing Party**) for the purpose of Development Application (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

Item 13.7 - Attachment RAR - Attachment 2

APPENDIX A CERTIFICATE OF TITLE

			REGISTER NUMBER			
	W a Wr		N/A			
N.	TERN	AUSTRALIA	DUPLICATE EDITION	DATE DUPLICATE ISSUED		
WESTERN			2	29/4/2	2015	
				VOLUME	FOLIO	
RECORD OF CER	TIFICA	ATE OF TI	TLE	1285	76	
UNDER THE TRANS	FER OF L	AND ACT 1893				

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

REGISTRAR OF TITLES

THIS IS A MULTI-LOT TITLE

LAND DESCRIPTION:

LOTS 3, 4 & 5 ON PLAN 1747

REGISTERED PROPRIETOR: (FIRST SCHEDULE)

ALDI FOODS PTY LTD OF 1 SARGENTS ROAD, MINCHINBURY, NEW SOUTH WALES (T M974040) REGISTERED 21/4/2015

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS: (SECOND SCHEDULE)

- 1. THE LAND THE SUBJECT OF THIS CERTIFICATE OF TITLE EXCLUDES ALL PORTIONS OF THE LOT DESCRIBED ABOVE EXCEPT THAT PORTION SHOWN IN THE SKETCH OF THE SUPERSEDED PAPER VERSION OF THIS TITLE. SEE VOLUME 1385 FOLIO 76.
- 2. *C493495 CAVEAT BY CHARLIE CARTER (1980) PTY LTD AS TO PORTION ONLY. AS TO LOTS 4 & 5 ON P 1747 ONLY LODGED 7/2/1983.
- 3. *D820995 CAVEAT BY COMMONWEALTH SAVINGS BANK OF AUSTRALIA AS TO PORTION ONLY. LODGED 21/7/1988.
- 4. *G213914 CAVEAT BY SILKLANE ENTERPRISES PTY LTD AS TO PORTION ONLY. LODGED 27/6/1996.
- 5. *M912949 CAVEAT BY JACK BENN, SOL BENN, THOMAS JAMES ANDREW AS TO PORTION ONLY LODGED 13/2/2015.
- 6. *M918043 CAVEAT BY JABALUKA PTY LTD AS TO PORTION ONLY LODGED 20/2/2015.
- 7. *M919060 CAVEAT BY HANWAY (WA) PTY LTD AS TO PORTION ONLY LODGED 20/2/2015.
- 8. *M925648 CAVEAT BY MARCEL CANDEIAS, JESSICA SHI CANDEIAS AS TO PORTION ONLY LODGED 27/2/2015.
- 9. *M926732 CAVEAT BY BRETT EGERTON BARNES, JULIE DAWN BARNES AS TO PORTION ONLY. LODGED 3/3/2015.
- 10. *M927452 CAVEAT BY RANJIT KAUR SINGH, CHERIE IREDELL SINGH AS TO PORTION ONLY. LODGED 3/3/2015.
- 11. *M930528 CAVEAT BY BAKER'S DELIGHT HOLDINGS PTY LTD AS TO PORTION ONLY. LODGED 5/3/2015.
- 12. *M941037 CAVEAT BY MLADEN ALAJBEG, IVICA EVANNE ALAJBEG AS TO PORTION ONLY. LODGED 17/3/2015.

END OF PAGE 1 - CONTINUED OVER

LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Feb 27 16:31:39 2018 JOB 56105887



RECORD OF CERTIFICATE OF TITLE

REGISTER NUMBER: N/A

VOLUME/FOLIO: 1285-76

PAGE 2

13. *N237759 CAVEAT BY AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED AS TO POTION ONLY LODGED 29/1/2016.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
 * Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
 Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE------

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

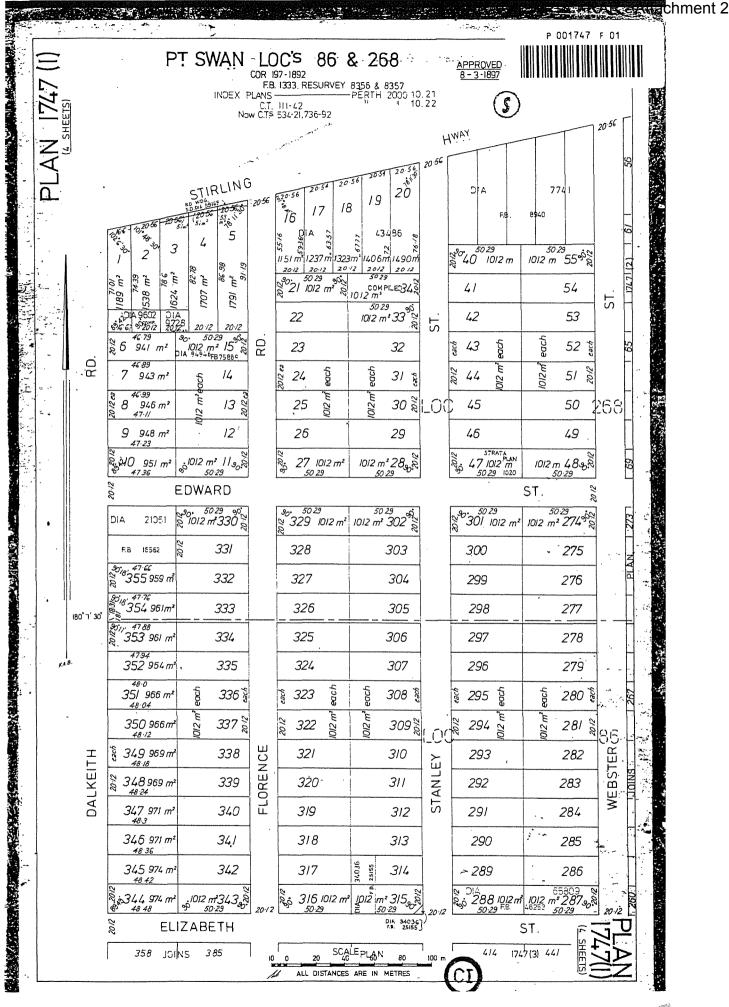
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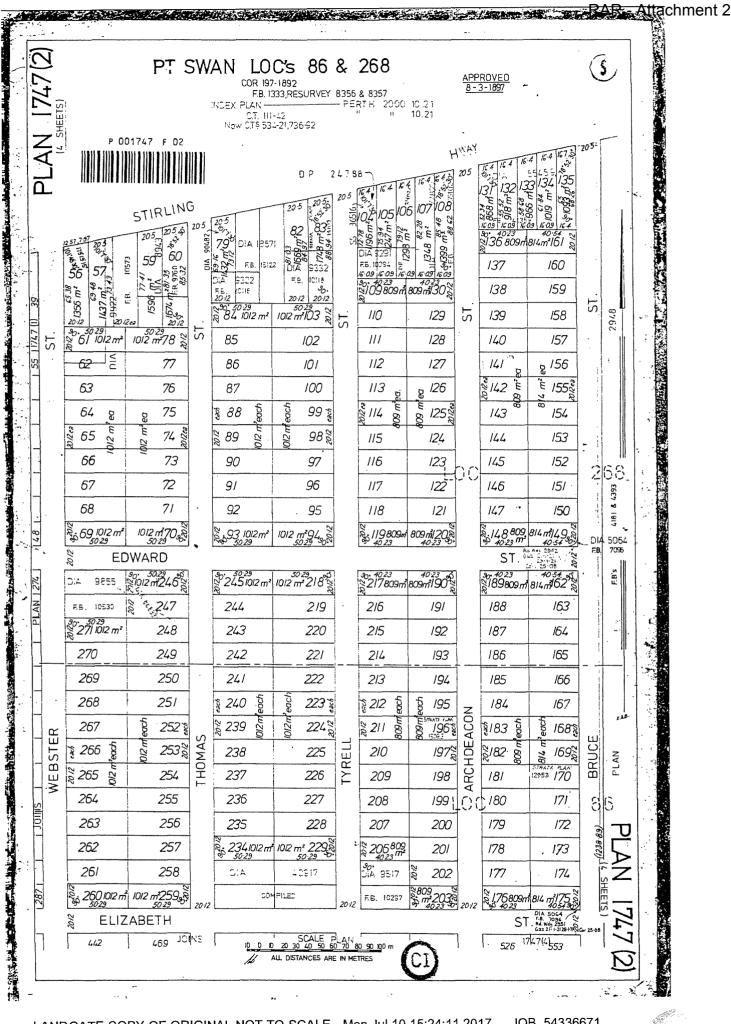
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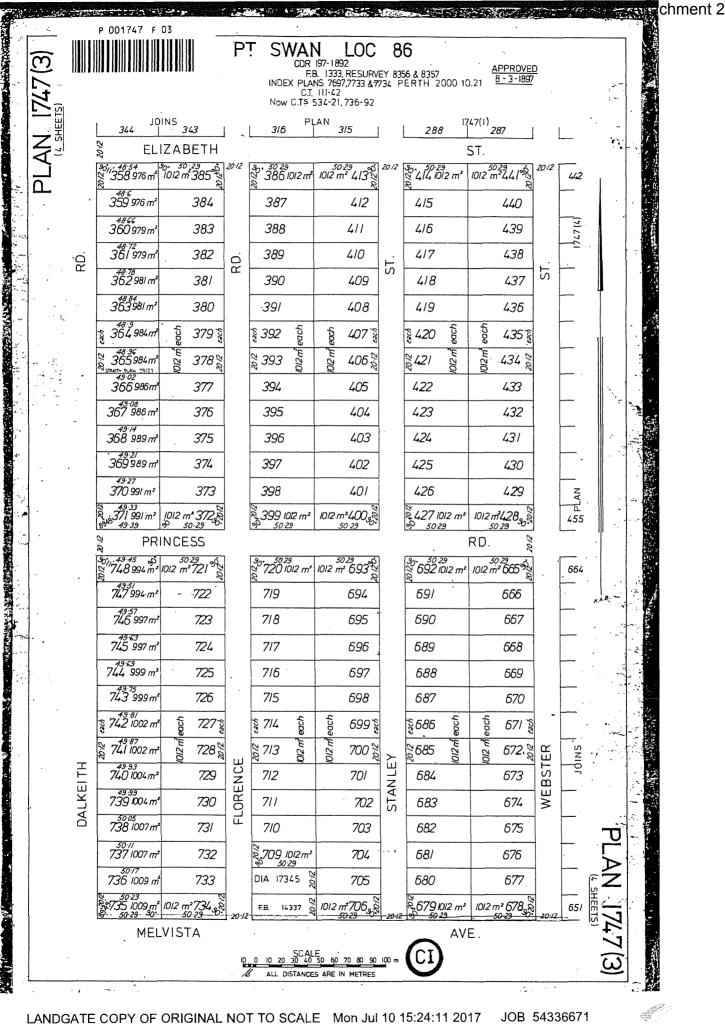


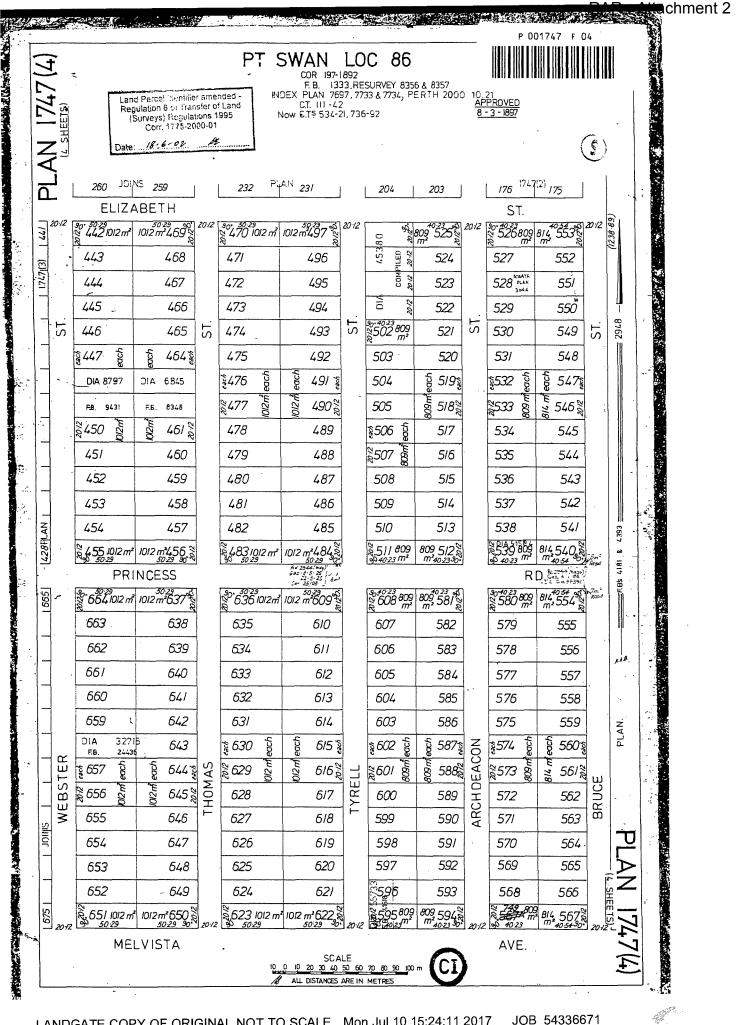


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APPENDIX B TRAFFIC IMPACT ASSESSMENT

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Proposed ALDI Store, Nedlands Lots 3, 4 & 5 (90), Stirling Highway Transport Impact Assessment

PREPARED FOR: ALDI Stores

June 2018

Document history and status

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1.0 Summary

This Transport Impact Assessment (TIA) has been prepared with respect to the proposed ALDI store to be located at Lots 3, 4 & 5 (90), Stirling Highway, southwest corner of Stirling Highway and Florence Road intersection (also known as Captain Stirling Shopping Centre) in Nedlands, City of Nedlands.

The proposed retail development with the ALDI store as the anchor tenant is proposed to replace the existing retail centre (Captain Stirling Shopping Centre) presently operating at the subject site. As the result of the proposed redevelopment, the existing service access off Stirling Highway will be closed and all access/egress to and from the site will take place from the Florence Road crossover which will be moved slightly to the south to the very southern end of the site.

The site also has good accessibility via the existing pedestrian network and public transport services available in the locality.

The aim of this TIA is to assess the traffic impact of the proposed development by estimating the traffic that will be generated by the proposal and evaluating the resultant traffic pattern on the surrounding road network. This evaluation includes capacity assessment of the intersection of Stirling Highway with Florence Road, assessment of the operation of the site's Florence Road crossover, review of the proposed parking supply and review of access to the site by all modes of transport.

During the preparation of this report Transcore liaised with City of Nedlands and DoPLH.

2.0 Introduction

This Transport Impact Assessment has been prepared by Transcore on behalf of ALDI Stores. The subject of this report is a new retail centre with an ALDI store as a key tenant proposed to replace the existing shopping centre at Lots 3, 4 & 5 (90), Stirling Highway. The subject site is situated at the southwest corner of Stirling Highway and Florence Road intersection in Nedlands (refer **Figure 1**). The site is also located immediately west of the existing Captain Stirling Hotel. The new retail centre replaces the existing Captain Stirling Shopping Centre with the IGA supermarket currently operating at the subject site. The combined area of the subject site is approximately 4,660m².



Figure 1: Location of the subject site

The site is bounded by Stirling Highway to the north, Florence Road to the east, the existing retail developments to the immediate west and the existing residential developments to the immediate south. The subject site forms part of a commercial/retail area flanking Stirling Highway along both side in this locality. The immediate surrounding area comprises a mix of residential dwellings, commercial and retail land uses.

The location of the site within the Metropolitan Region Scheme is illustrated in Figure 2. The Metropolitan Regional Scheme also confirms that the subject site

fronts Stirling Highway which is classified as a *Primary Regional Road (Red Road)* and as such is under care and control of Main Roads WA.

The site is affected by the PRR reservation for Stirling Highway. The proposed development has been designed to allow for the future road widening.

Key issues that will be addressed in this report includes capacity of the adjacent local intersection on Stirling Highway to accommodate the development-generated traffic and the review of the proposed site access system. The parking provision for the store and access to the site by all modes of transport will also be considered.

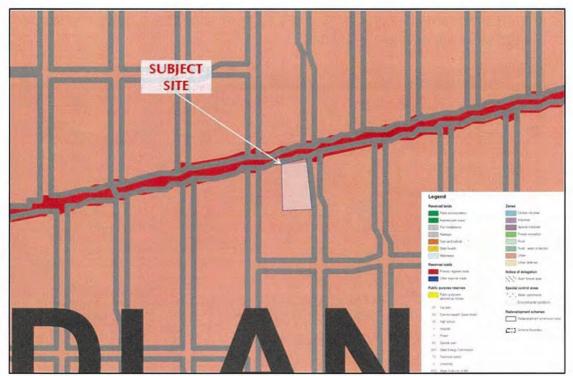


Figure 2. Site location within Metropolitan Region Scheme

3.0 Development Proposal

The redevelopment proposal entails replacement of the shopping centre with a new retail/commercial centre comprising ALDI store as the anchor tenant with additional five small-scale retail/commercial tenancies at Lots 3, 4 & 5 (90), Stirling Highway in Nedlands.

The development proposal comprises the following components:

- ♣ A ground level ALDI retail outlet occupying the western side of the site totalling approximately 1,213m² (NLA), with a 347m² back of the house;
- Supporting amenities inclusive of produce storage areas, freezers, chillers and staff rooms;
- Loading dock with a truck turn-table for the 19m semi-trailer at the southern side of the store;
- A 90-bay car parking facility at the basement (directly below the store) accessed via the site's internal two-way ramp;
- A total of six small-scale retail/commercial tenancies with a combined 624m² of GFA generally occupying eastern portion of the site; and,
- Open-air, ground level plaza at the northeast portion of the site with pedestrian ramp connecting to the basement car park.

The loading dock with the truck turn-table including the basement car park facility are accessed via the Florence Road full-movement crossover which is proposed at the southernmost end of the site, approximately 30m south of existing crossover.

As part of the redevelopment proposal the existing crossover on Stirling Highway, serving as an access to the existing service yard will be removed. The proposed crossover on Florence Road will accommodate all vehicular movements in and out of the site including the access/egress of service, delivery and waste collection vehicles.

The on-site basement car parking provision totals 90 parking bays and also includes two ACROD bays located at the northeast corner of the car park, in the relative vicinity of the pedestrian ramp and lift which connect to the main store entry at the ground floor.

Pedestrians will access the subject site from the existing footpaths abutting the site from Stirling Highway and Florence Road.

ADLI typically provides bike parking as part of their developments.

The proposed concept development is included for reference in Appendix A.

Turn path assessment was undertaken to ensure that the standard 19m semi-trailer delivering goods to the site can access, negotiate and egress the site. The 19m semi-trailers are typically used by ALDI for delivery of goods to the store. The turn path

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plans are shown in **Appendix B**. Based on the outcome of the turn path investigation minor adjustments of the proposed Florence Road crossover kerb may be required to accommodate the access/egress of the 19m semi-trailer.

A number of access and egress routes for service vehicles to and from the site are currently being investigated. These will be assessed and determined through liaison with the City of Nedlands.

4.0 Existing Situation

The subject site (Lots 3, 4 & 5 (90), Stirling Highway) is located at the southwest corner of Stirling Highway and Florence Road intersection comprising an area of approximately 4,660m². The site presently accommodates Captain Stirling Shopping Centre. The surrounding area comprises a mix of retail, commercial and residential developments. The Captain Stirling Hotel site is located immediately across Florence Road.

The site presently accommodates a retail centre with an IGA supermarket with 11 speciality stores and associated open-air car park.

4.1 Existing Road Network

Stirling Highway, in the vicinity of the subject site, is a dual carriageway, undivided, four-lane road with approximately 1.5m wide painted median. The road verges on both sides of this section of Stirling Highway are paved for their full width and are used as pedestrian paths. Refer **Figure 3** and **Figure 4** for more details.

Available traffic counts from Main Roads WA indicate that Stirling Highway (east of Smyth Road) carried approximately 39,560vpd on average weekday during February 2014. The daily traffic flows on Stirling Highway have been reasonably consistent over the past few years.



Figure 3: Eastbound view along Stirling Highway from the Florence Road intersection



Figure 4: Westbound view along Stirling Highway from Florence Road intersection

Sign-posted speed-limit on Stirling Highway in this vicinity is 60km/h. Stirling Highway is classified as *Primary Regional Road (Red Road)* according to the *Metropolitan Region Scheme* and as such is under care and control of Main Roads WA. It is also classified as a *Primary Distributor* road in accordance with Main Roads WA *Functional Road Hierarchy*.

Florence Road, is a typical residential single-carriageway, two-way 6.2m wide road with pedestrian footpath on western side and a path on the eastern side but only in the immediate vicinity of subject site. The 1hour free (8AM-5PM Monday to Friday) on-street parking is in place on the western side of the road adjacent to the site in form of five parallel embayed bays. Refer **Figure 5** and **Figure 6** for more details.

Florence Road operates under a default built-up area speed limit of 50km/h. This road is classified as *Access Road* in Main Roads WA *Metropolitan Functional Road Hierarchy* document.

There are no available traffic counts for this road at present; however, based on site observations and traffic survey undertaken at the site's crossover it is estimated that Florence Road, immediately south of the subject site carries daily traffic volume of about 2,500vpd.



Figure 5: Southbound view along Florence Road from Stirling Highway intersection (subject site at the right)



Figure 6: Northbound view along Florence Road towards Stirling Highway intersection in the vicinity of site's crossover

Florence Road terminates with a stop-controlled T-intersection at Stirling Highway at the northeast corner of the subject site. Florence Road flairs on its approach to this intersection allowing for two vehicles to stand side-by-side. A 2m wide splitter island with pedestrian refuge is in place on Florence Road at this intersection.

Information available on the Main Roads WA website indicates that the intersection of Stirling Highway/Florence Road recorded a total of 18 road crashes with one

medical intervention during the five-year period ending in December 2016. For details on the crash records refer **Table 1.** Most of the crashes were the right-angle ones which is typical of this type of intersections.

Intersection				Total Crashes Casualty	
Stirling Highway/Florence Road			18	1	
Rear End	Right Angle	Pedestrian	Cycle	Wet	Night
6	. 10	1	N/A	2	3

4.2 **Public Transport Access**

The subject site is well served by a number of bus services operating along Stirling Highway (bus routes 102, 103, 107. 998 and 999). The available bus services provide connectivity to Fremantle Bus Station, Murdoch Station, Curtin University Campus, Morley Train Station, Elizabeth Quay Bus Station which provides access to the greater rail network.

The nearest bus stops on Stirling Highway are located in the immediate vicinity of the site. Both bus stops are accessible via existing pedestrian paths.

The map of existing public transport services available in the vicinity of the subject site is provided in Figure 7.



Figure 7: Public transport services (Transperth Maps)

4.3 Pedestrian and Cyclist Facilities

Pedestrian access to the subject site is available via existing footpaths which are in place along streets abutting the subject site.

The formal pedestrian crossing on Florence Road which includes drop kerbs and median refuge island is located immediately adjacent to the subject site at the intersection with Stirling Highway. The formal pedestrian crossing facilitating safe crossing of Stirling Highway is available at the Stirling Highway/Dalkeith Road signalised intersection some 35m west of the subject site.

The Perth Bicycle Network Map (see **Figure 8**) indicates limited cyclist connectivity to the subject site which is indirectly available via an interconnected system of continuous signed routes (Gordon Street/Bedford Street north of Stirling Highway), roads classified as "good road riding environment" (Edward Street/Jenkins Avenue, Louise Avenue) and local residential low-traffic streets.

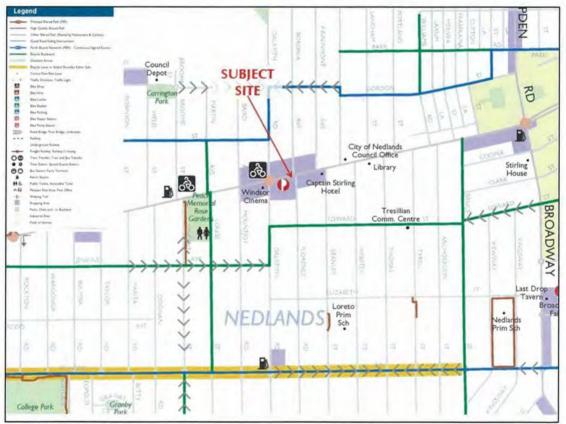


Figure 8: Extract from Perth Bicycle Network (Department of Transport)

5.0 Changes to Surrounding Transport Networks

Stirling Highway traverses seven local government areas and as such requires consistent regional planning and design guidance across municipal boundaries. The Stirling Highway road reservation study prepared by WAPC was undertaken over a number of years and completed in 2012 with the purpose of rationalisation of the Primary Regional Roads (PRR) reservation which presently exists over Stirling Highway between Broadway and Queen Victoria Street. The study follows on from the Stirling Highway Reservation Planning Review and Main Roads WA's Stirling Highway Primary Roads Reservation review undertaken from 1999 and 2002. The study has resulted in Metropolitan Region Scheme Amendment 1210/41 which now provides clarity and certainty for future road planning along this corridor. A copy of this plan is provided in **Appendix D**.

The redevelopment proposal allows for the Stirling Highway PRR modifications by setting out the site plan so that it is sitting fully outside the future road reservation.

As part of the Stirling Highway design strategy and in order to address current traffic operational and safety issues the Study recommends a number of intersection modifications along the Stirling Highway corridor, one of which relates to downgrade of the existing Stirling Highway/Florence Road full-movement intersection to a left-in/left-out format. At this stage the future design of this intersection is conceptual only and subject to further review.

6.0 Integration with Surrounding Area

The proposed development is of retail/commercial character and as such is in accordance with the former and future land uses proposed for the subject site as well as existing land uses in the immediate surroundings.

The site has reasonably good road accessibility by existing road network. The existing bus routes are only a short walk from the site and will service the proposed development well providing suitable travel alternatives, particularly for employees of the proposed new shopping centre development.

7.0 Traffic Assessment

7.1 Assessment Period

The proposed development (ALDI outlet and six small-scale outlets combined) are retail in nature and as such will generate highest traffic movements during the weekday afternoon and Saturday midday periods, although ALDI stores generally trade seven days a week.

Review of the latest available traffic count data on abutting roads, sourced from Main Roads WA, indicates the highest peak traffic flows typically occurs during Friday afternoon commuter and Saturday shopping mid-day peak hours. Therefore, the analysis in this report focuses on the Saturday mid-day peak hour (12noon-1PM) as a resultant peak hour period combining road network traffic peak and the typical retail traffic activity peaks.

It is anticipated that the proposed development store could be fully developed and operating by the end of year 2020. As such, the post-development scenario assumes the assessment year to be that of 2020.

Similarly, the 10-year time horizon assessment for this type of transport assessment is generally taken as 10 years after full development which in this case would be around 2030.

7.2 Trip Generation and Distribution

The traffic volume that will be generated by the proposed ALDI development has been estimated using trip generation rates derived from the Roads and Traffic Authority of New South Wales *Guide to Traffic Generating Developments (2002)* and the more recent Transport Roads & Maritime Services New South Wales *Technical Direction TDT 2013/04a* guideline.

Although the additional six small-scale retail/commercial tenancies are also proposed as part of the redevelopment it is expected that due to their size these tenancies will have a limited potential to attract customers from afar and would mainly serve as incidental uses to the ALDI store. However, in order to provide for a robust assessment, the traffic generation of the five outlets has also been included in the overall traffic generation assessment of the site.

The daily and peak hour trip rates applied in this instance were based on the Saturday trip rates for shopping centres (0-10,000m² GLFA in size) recommended in the relevant trip generation guidelines.

Accordingly, it is estimated that the proposed development would generate approximately 3,400 total Saturday daily trips (both inbound and outbound) with

approximately 366 trips (both inbound and outbound) during the 12noon-1:00PM peak hour period.

The directional split of inbound and outbound trips for the proposed redevelopment is estimated to be 50/50 for inbound/outbound trips during the critical Saturday mid-day peak period.

Trips associated with the proposed ALDI development also comprise passing-trade trips (i.e. trips already on the road network and not specifically generated by the proposed development).

As the proposed redevelopment intends to replace the existing shopping centre presently operating in full capacity at the subject site the net traffic footprint of the proposal will be significantly lower than that reported above. Based on Saturday peak hour traffic counts undertaken at the existing shopping centre's Florence Road crossover (the only access/egress point serving the site) it is estimated that the proposed redevelopment will result in additional traffic movements on the adjacent road network in order of up to 25 peak hour vehicular movements.

The distribution of traffic to and from the proposed redevelopment has been estimated based on the distribution of the existing shopping centre traffic due to similarities between the existing and proposed redevelopment land uses.

Consequently, the directional split of traffic to the site is assumed as follows:

- 40% of all traffic from Florence Road north direction (via Stirling Highway); and,
- ✤ 60% of all traffic from Florence Road south direction.

The resulting trip generation and distribution is detailed in Section 7.3 of the report.

7.3 Traffic Flows

The traffic movements generated by the proposed redevelopment have been manually assigned on the adjacent road network and the resulting traffic movements generated by ALDI store (and other associated outlets) during typical Saturday midday peak hour are shown in **Figure 9**.

In order to establish existing traffic flows and patterns on the abutting road network Transcore undertook traffic surveys at the local intersection of Stirling Highway/Florence Road and at the site's Florence Road crossover. The survey was undertaken on Saturday 10th March 2018 during the 12noon-1:00PM period. The surveyed traffic flows are shown in **Figure 10**.



Figure 9: Estimated traffic flows generated by the proposed ALDI store redevelopment – Saturday mid-day peak hour



Figure 10. Existing traffic flows in the vicinity of subject site (Transcore survey results) – Saturday 10th March 2018 between 12noon – 1:00PM

7.4 Analysis of Intersections and Development Crossovers

The construction of the proposed shopping centre with the ALDI store is expected to take about two years and full completion is anticipated by the end of 2020. In order to illustrate the anticipated year 2020 traffic volumes at relevant intersection and crossovers the current traffic associated with the operation of existing Captain Stirling Shopping Centre is replaced with the estimated development-generated traffic.

A review of historical traffic data for Stirling Highway showed relatively stable traffic volumes over the past few years with no overall growth suggesting traffic volumes have stabilised in recent years. As stipulated in the *Rationalisation of Stirling Highway Reservation Study,* it is expected that the future traffic on this road may increase only marginally subject to future development densities and the move towards more sustainable transport. As such, no background traffic growth is assumed for the post-development traffic on Stirling Highway.

As part of the Stirling Highway planning strategy, the existing full-movement Stirling Highway/Florence Road intersection is contemplated to be rationalised to a leftin/left-out only intersection format and therefore capacity issues are not anticipated at this intersection in the long-term scenario. Hence, a detailed capacity assessment of this intersection for the long-term scenario was not undertaken.

The operation of the Stirling Highway and Florence Road intersection has been analysed for the existing and post-development scenarios (year 2020). Similarly, the operation of site's Florence Road crossover was also assessed for the existing and post-development stages.

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**: 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 services, 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 NETWORK analysis of Stirling Highway/Florence Road and Florence Road crossover are summarised in **Appendix C** and discussed in the following paragraphs.

<u>Stirling Highway/Florence Road Intersection</u>

The results of the SIDRA analysis for this intersection show that the intersection presently operates at about 57% capacity during the Saturday mid-day peak period. As expected, due to relatively high traffic volumes along Stirling Highway, Florence Road experiences longer delays mainly associated with the right-turn in and left-turn out movements. The operation of this intersection is directly relating to the adjacent Stirling Highway/Dalkeith Road traffic signals located some 100m to the west. Therefore, the right-in and left-out movements into and out of Florence Road are dependent on tidal flow of traffic along Stirling Highway and available gaps and queue backs from signals for these movements to occur.

Having said that, although SIDRA reports queues of up to three vehicles on Florence Road approach and delays of up to 235sec for right-out movements out of Florence Road, based on peak hour observations, the actual real-time delays associated with this movement are seldom exceeding one minute with longest delays occurring only during the periods where queue backs from the signal past Florence Road intersection. Most of the time, the left and right-outs were occurring relatively unobstructed. The reported SIDRA queues of up to three vehicles are generally correct.

The right-turns from Stirling Highway generally work satisfactorily with acceptable queues and delays though and are consistent with the intersection operation observations. Refer **Table 2** in **Appendix C** for more details.

With the proposed redevelopment replacing the existing shopping centre at the subject site the post-development operation of the Stirling Highway/Florence Road intersection is expected to retain similar results as at present. This is to be expected as the proposed new development is estimated to generate similar volume of vehicular movements as the current operation does. The post-development SIDRA assessment renders similar delays and queues to the existing one. Therefore, it can be concluded that the proposed redevelopment will have almost neutral net effect on the operation of Stirling Highway/Florence Road intersection which is expected to continue to operate in a similar fashion. Refer **Table 4** in **Appendix C** for more details.

As discussed earlier in this section, the intersection of Stirling Highway/Florence Road is contemplated for restriction in operation to a left-in/left-out format as a result of the Stirling Highway rod reserve rationalisation process and as such capacity will not be an issue for this intersection in the long-term.

Proposed Florence Road Crossover

The result of the SIDRA analysis of Florence Road crossover indicates that the proposed crossover will operate at a very good level of service LoS A. No significant delays or queuing are indicated for the crossover or through traffic on Florence Road during the post-development stage. This crossover will continue to operate in a similar fashion as at present. Refer **Table 5** in **Appendix C** for more details.

7.5 Impact on Surrounding Roads

The WAPC Transport Impact Assessment Guidelines Volume 4 – Individual Developments (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."

The proposed redevelopment will result in almost neutral net impact on the adjacent road network, therefore the impact on the surrounding road network is considered to be insignificant.

7.6 Impact on Neighbouring Areas

The traffic generated by the proposed redevelopment would have the same level of impact that the existing operation at the subject site does. As such, no changes to the existing impact on nearby residential areas is anticipated.

7.7 Traffic Noise and Vibration

It generally requires a doubling of traffic volumes on a road to produce a perceptible 3dB(A) increase in road noise. The proposed redevelopment will not increase traffic volumes or noise on surrounding roads anywhere near this level.

7.8 Road Safety

No particular safety issues are identified for the proposed redevelopment.

8.0 Parking

The total on-site car parking provision for the proposed development comprises 90 parking bays inclusive of two ACROD bays. All of the parking for the proposed redevelopment is provided within the basement car park facility accessed via the internal site's two-way ramp.

A designated service yard area including a loading dock and a truck turn table is located and clearly marked for loading/unloading and waste collection operations at the southern side of the site. The service yard is also accessed via Florence Road crossover.

9.0 Public Transport Access

The existing bus services in this area are operating along Stirling Highway with the bus stops in close proximity of the subject site. These bus routes provide connections to a number of key locations as noted in Section **4.2** of this report.

The existing paths on adjacent roads provide direct and legible access to the nearby bus stops. The existing paths are in good condition and well lit.

10.0 Pedestrian and Cyclist Access

Due to the type of retail store (weekly shopping and bulk purchases) the proposed ALDI outlet is not expected to attract a significant number of walk-in customers or bicycle trips; however, the appropriate facilities will be provided for these modes of transport.

ALDI typically provides bike parking spaces in form of bike rails at convenient locations for the use of customers/visitors and employees. The development plan identifies bicycle parking within the site.

Pedestrian access to the subject site is available via existing footpaths along street frontages abutting the site. The formal pedestrian crossings on Stirling Highway are in place at the Dalkeith Road signalised intersection some 95m west of the subject site facilitating safe pedestrian crossing of this busy road.

The subject site however does not have direct cyclist connectivity however the site is accessible via a network of formal routes or road classified as "good road riding environment" in place in relative vicinity of the site.

Details of cycling and pedestrian facilities available within the locality are described in section **4.3** of the report.

11.0 Conclusions

This Transport Impact Assessment has been prepared for a new retail centre comprising ALDI store with additional five small-scale retail/commercial tenancies at Lots 3, 4 & 5 (90), Stirling Highway in Nedlands. The proposed development replaces the existing Captain Stirling Shopping Centre presently operating at the site.

The proposed redevelopment is expected to generate approximately 3,400 (inbound and outbound) total daily trips and about 366 trips (inbound and outbound) during the peak Saturday mid-day hour. However, due to the proposed replacement of existing shopping centre at the subject site the proposed redevelopment will have near-neutral overall traffic impact on surrounding road network.

The operation of the nearby intersection of Stirling Highway/Florence Road was analysed and it was established that it would continue to operate similarly to present.

Similarly, the site's Florence Road crossover is expected to retain its current characteristics and continue to operate similar to present.

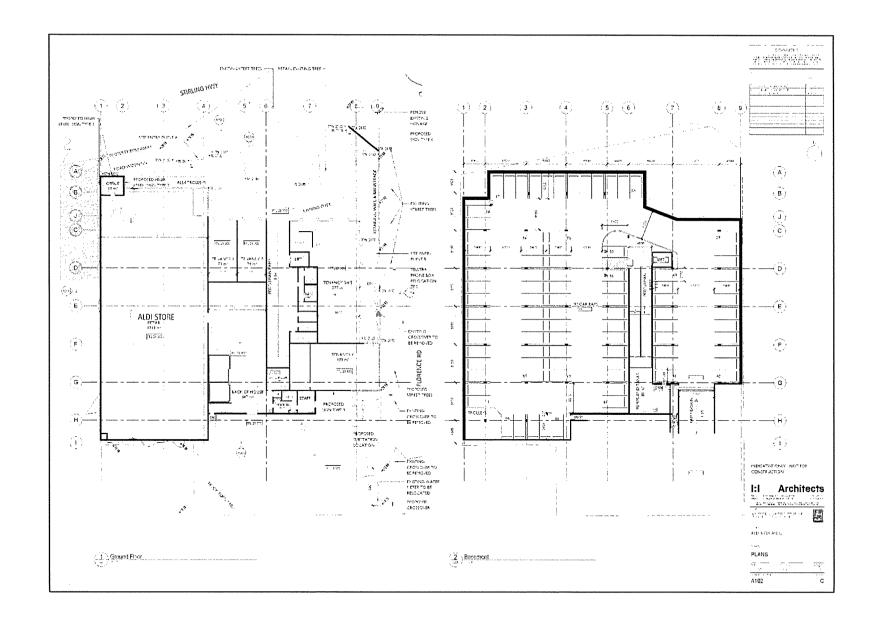
It is therefore concluded that the traffic from the proposed redevelopment would have no detrimental impact on the operation of the adjacent road network and intersections.

The site also enjoys good access to the existing pedestrian network at this locality while the existing public transport services in this area provide for alternative mode of transport.

Appendix A

SITE PLAN

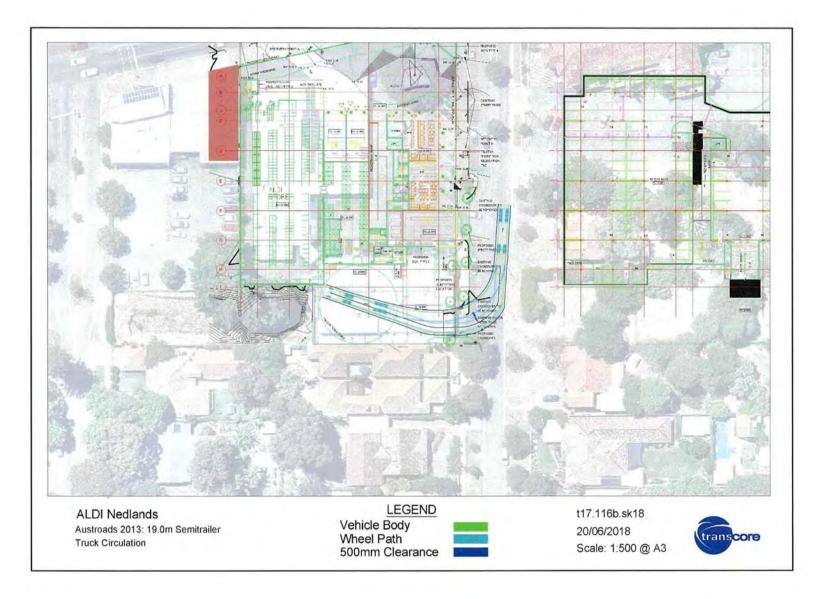
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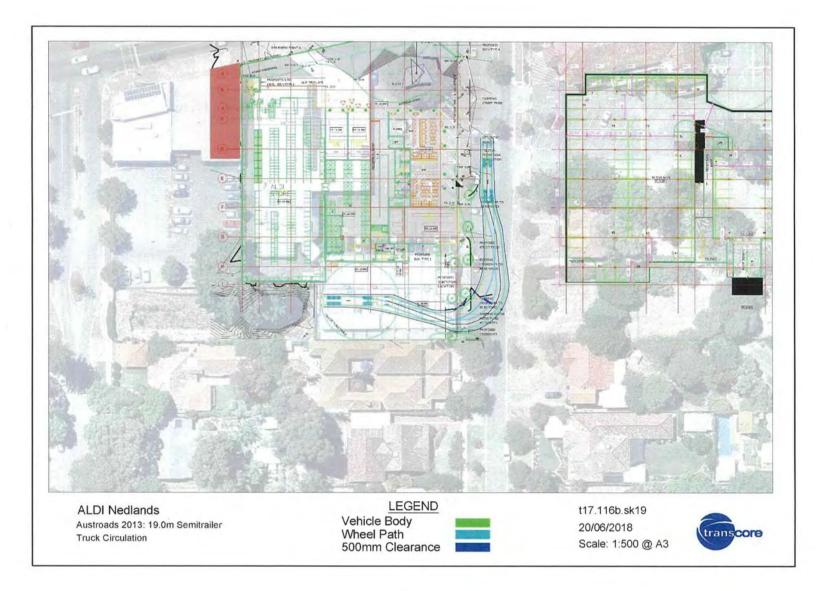


Appendix B

TURN PATH PLANS FOR 19m SEMI-TRAILER



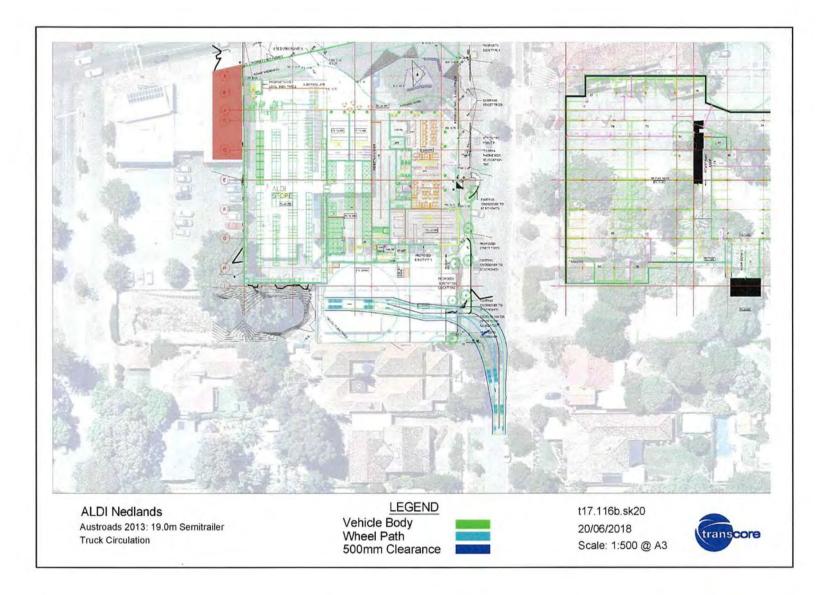




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Appendix C

SIDRA RESULTS

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Move	ement	Performa	nce - \	/ehicle	s								
Mov ID	OD Mov	Demand Total	I Flows HV	Arrival Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back Vehicles	of Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/
South	: Florer	ice Road		-		1.1.1							1.0
1	L2	71	0.0	71	0.0	0.565	31.4	LOS D	2.4	16.8	0.87	1.20	22.6
3	R2	9	0.0	9	0.0	0.565	226.2	LOS F	2.4	16.8	0.87	1.20	22.5
Appro	bach	80	0.0	80	0.0	0.565	53.3	LOS F	2.4	16.8	0.87	1.20	22.6
East:	Stirling	Highway											
4	L2	59	0.0	59	0.0	0.368	5.6	LOSA	0.0	0.0	0.00	0.05	58.9
5	T1	1297	5.3	1297	5.3	0.368	0.1	LOSA	0.0	0.0	0.00	0.02	59.7
Appro	bach	1356	5.1	1356	5.1	0.368	0.3	NA	0.0	0.0	0.00	0.03	59.6
West:	Stirling	Highway											
11	T1	1269	3.8	1269	3.8	0.419	2.8	LOSA	3.3	24.2	0.15	0.02	56.8
12	R2	36	0.0	36	0.0	0.419	29.2	LOS D	3.3	24.2	0.40	0.06	46.6
Appro	bach	1305	3.7	1305	3.7	0.419	3.6	NA	3.3	24.2	0.16	0.02	56.6
All Ve	hicles	2741	4.3	2741	4.3	0.565	3.4	NA	3.3	24.2	0.10	0.06	56.7

Table 2. SIDRA results for the Stirling Highway/Florence Road intersection – Saturday mid-day peak period (existing situation)

Table 3. SIDRA results for the Florence Road crossover – Saturday mid-day peak period (existing situation)

Mov	ement	Performa	nce - \	/ehicle	s	-	-						
Mov ID	OD Mov	Demand Total	Flows HV	Arriva Total	Flows HV	Deg. Satn	Average Delay	Level of Service	95% Back Vehicles	of Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South	n: Floren	ice Road			1.1	1000	-		1000				
4	L2	106	0.0	106	0.0	0.074	4.6	LOSA	0.0	0.0	0.00	0.41	47.2
5	T1	33	0.0	33	0.0	0.074	0.0	LOSA	0.0	0.0	0.00	0.41	45.7
Appro	oach	139	0.0	139	0.0	0.074	3.5	NA	0.0	0.0	0.00	0.41	47.0
North	: Floren	ce Road											
11	T1	34	0.0	34	0.0	0.066	0.4	LOSA	0.3	2.2	0.24	0.35	47.1
12	R2	77	0.0	77	0.0	0.066	3.1	LOSA	0.3	2.2	0.24	0.35	20.7
Appro	oach	111	0.0	111	0.0	0.066	2.2	NA	0.3	2.2	0.24	0.35	25.0
West	: Car Pa	rk Access											
1	L2	62	0.0	62	0.0	0.099	0.1	LOSA	0.4	3.1	0.12	0.14	19.8
3	R2	121	0.0	121	0.0	0.099	1.0	LOSA	0.4	3.1	0.12	0.14	27.9
Appro	oach	183	0.0	183	0.0	0.099	0.7	LOSA	0.4	3.1	0.12	0.14	25.8
All Ve	hicles	433	0.0	433	0.0	0.099	2.0	NA	0.4	3.1	0.11	0.28	30.7

	2 19 17												
Soul	h: Florenc	e Road			1								
1	L2	66	0.0	66	0.0	0.612	40.2	LOS E	2.7	18.6	0.89	1.22	19.8
3	R2	10	0.0	10	0.0	0.612	235.0	LOS F	2.7	18.6	0.89	1.22	19.7
Аррг	oach	76	0.0	76	0.0	0.612	65.8	LOS F	2.7	18.6	0.89	1.22	19.7
East	: Stirling H	lighway											
4	L2	52	0.0	52	0.0	0.368	5.6	LOS A	0.0	0.0	0.00	0.05	59.0
5	T1	1302	5.3	1302	5.3	0.368	0.1	LOSA	0.0	0.0	0.00	0.02	59.7
Аррг	oach	1354	5.1	1354	5.1	0.368	0.3	NA	0.0	0.0	0.00	0.02	59.7
West	t: Stirling I	Highway											
11	T1	1268	3.8	1268	3.8	0.420	2.9	LOSA	3.4	24.6	0.16	0.02	56.7
12	R2	37	0.0	37	0.0	0.420	29.1	LOS D	3.4	24.6	0.41	0.06	46.3
Appr	oach	1305	3.7	1305	3.7	0.420	3.6	NA	3.4	24.6	0.16	0.02	56.6
ai v	ehicles	2735	4.3	2735	4.3	0.612	3.7	NA	3.4	24.6	0.10	0.06	56.4

Table 4. SIDRA results for the Stirling Highway/Florence Road intersection – Saturday mid-day peak period (post-development)

Table 5. SIDRA results for the Florence Road crossover – Saturday mid-day peak period (post-development)

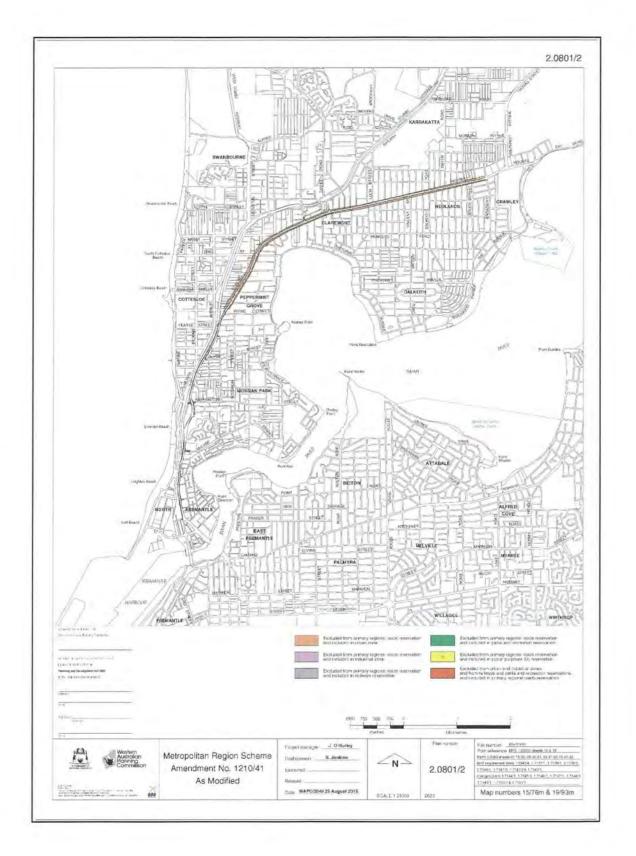
		so en en en											
li tri Souri	n: Florenc	e Read		1-17- ⁵ -1									
4	L2	96	0.0	96	0.0	0.069	4.6	LOSA	0.0	0.0	0.00	0.40	47.3
5	T1	33	0.0	33	0.0	0.069	0.0	LOS A	0.0	0.0	0.00	0.40	45.8
Appr	oach	129	0.0	129	0.0	0.069	3.4	NA	0.0	0.0	0.00	0,40	47.1
North	n: Florence	eRoad											
11	T1	34	0.0	34	0.0	0.062	0.4	LOS A	0.3	2.0	0.23	0.34	47.2
12	R2	71	0.0	71	0.0	0.062	3.0	LOS A	0.3	2.0	0.23	0.34	20.7
Appr	oach	105	0.0	105	0.0	0.062	2.2	NA	0.3	2.0	0.23	0.34	25.3
West	: Car Park	Access											
1	L2	58	0.0	58	0.0	0.094	0.1	LOSA	0.4	2.9	0.12	0.14	19.8
3	R2	116	0.0	116	0.0	0.094	1.0	LOSA	0.4	2,9	0.12	0.14	27.9
Appr	oach	174	0.0	174	0.0	0.094	0.7	LOSA	0.4	2.9	0.12	0.14	25.8
All V	ehicles	408	0.0	408	0.0	0.094	1.9	NA	0.4	2.9	0.11	0.27	30.7

Appendix D

STIRLING HIGHWAY ROAD RESERVATION MODIFICATIONS

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Page 35

APPENDIX C ENVIRONMENTAL ACOUSTIC ASSESSMENT



1:1 PH ARCHITECTS

ALDI STORE NEDLANDS

ENVIRONMENTAL ACOUSTIC ASSESSMENT

MARCH 2018

OUR REFERENCE: 22908-2-18045



Herring Storer Acoustics

DOCUMENT CONTROL PAGE

ENVIRONMENTAL ACOUSTIC ASSESSMENT ALDI STORE – NEDLANDS

Job No: 18045

Document Reference: 22908-2-18045

FOR

1:1 PH ARCHITECTS

DOCUMENT INFORMATION									
Author:	George Watts	Checked By:	٦	Tim Reynolds					
Date of Issue :	15 March 2018								
	REVISI	ON HISTORY							
Revision	REVISI Description	ON HISTORY Dat	e	Author	Checked				

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Copy No.	Version No.	Destination	Hard Copy	Electronic Copy
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1	1	1:1 PH Architects		\checkmark

Herring Storer Acoustics

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4.	PROPOSED DELIVERIES	4
5.	MECHANICAL PLANT	4
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7.	RESULTS	5

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APPENDICES

A DEVELOPMENT PLANS

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Herring Storer Acoustics Our ref: 22908-2-18045

1. INTRODUCTION

Herring Storer Acoustics were commissioned by 1:1 PH Architects to undertake an acoustic assessment of noise emissions associated with the proposed Aldi Store to be located in Nedlands, on the corner of Stirling Highway and Florence Road.

The objective of this study was to assess noise emissions from delivery vehicles and mechanical services at the noise sensitive premises surrounding the proposed site for compliance with the requirements of the *Environmental Protection (Noise) Regulations 1997*.

The assessment was undertaken to inform the design development team of the store and address a likely development approval condition.

The site plan is attached in Appendix A.

2. <u>SUMMARY</u>

Noise emissions associated with the proposed Aldi store have been determined to comply with the *Environmental Protection (Noise) Regulations 1997*.

3. <u>CRITERIA</u>

3.1 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 noise level is 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.

Premises Receiving	Time of Day	Ass	igned Level	(dB)			
Noise	Time of Day	L _{A 10}	L _{A 1}	L _{A 1} L _{A max} 55 + IF 65 + IF			
Noise sensitive premises within 15	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			
netres of a dwelling	1900 - 2200 hours all days	40 + IF	50 + IF	55 + i F			
Highly Sensitive Areas)	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF			

ote: The L_{A10} noise level is the noise that is exceeded for 10% of the time. The L_{A1} noise level is the noise that is exceeded for 1% of the time.

The L_{Amax} 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 –
	 (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 –
	 (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

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.

determined as LA Slow levels.

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					

The following locations have been determined to require an assessment of noise level emissions.

3



FIGURE 3.1 - RECEIVER POINTS

The influencing factor at the identified noise sensitive premises has been estimated as follows :

Major Road within the in	ner circle;
Stirling Highway	+ 6 dB
Commercial Premises with	thin the inner circle;
40 %	+ 2 dB
Commercial Premises with	thin the outer circle;
10 %	+ 0.5 dB

Hence, the influencing factor is estimated at 8 dB (rounded down).

Based on the above influencing factor, the assigned outdoor noise levels are listed in Table 3.3.

Premises	The of Deep	Assig	ned Level (dB)	
Receiving Noise	Time of Day	LA 10	LA 1	LA max
	0700 - 1900 hours Monday to Saturday (Day)	53	63	73
Noise sensitive	0900 - 1900 hours Sunday and Public Holidays (Sundays)	48	58	73
premises	1900 - 2200 hours all days (Evening)	48	58	63
premises	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays (Night)	43	53	63

Table 3.3 - Assigned	Outdoor Noise	Level For R1 to R7
----------------------	---------------	--------------------

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.

Herring Storer Acoustics Our ref: 22908-2-18045 4

4. <u>PROPOSED DELIVERIES</u>

The use of the delivery dock is understood to accommodate 19m articulated delivery trucks, and have been assumed to be refrigerated trucks (i.e worst case scenario). In addition to the larger deliveries a bakery delivery occurring between 5am and 7am each morning has been assumed to be a 13m rigid truck.

The truck types assumed in our assessment have been determined through consultation with ALDI stores.

It is noted that the carpark area leading to the delivery dock is a public place, hence we have only considered delivery truck noise levels as they enter the dock itself– outside of this space the trucks are in a public area and therefore compliance with the Regulations are not applicable and hence have not been considered.

It is noted that the barrier to the south of the proposed development (to the south of the loading dock in particular) has been assumed to be a minimum of 2 metres in height above ground level.

5. <u>MECHANICAL PLANT</u>

Mechanical plant details have been based on information provided for previous Aldi stores and provided information are located on the roof as shown in the drawings in Appendix A, housed within a walled/louvred enclosure. Acoustic data is contained in Table 6.3.

It is noted that the louvres for the roof top plant room are notated as being inverted to block sight lines, with the acoustic effect of such an installation taken into account in our assessment.

6. <u>METHODOLOGY</u>

Noise modelling of the noise propagation from the site was carried out using the environmental noise modelling computer program, "SoundPlan". Single point calculations were undertaken.

Input data for computer modelling included:

- Design of store as per drawings in Appendix A.
- EPA standard weather condition for the day and night periods (see Table 6.1).
- Sound power levels, as summarised in Table 6.2.

	TABLE 6.1 - WEATHER CONDITION	IS
Condition	Day Period	Night Period
Temperature	20 °C	15 °C
Relative humidity	50%	50%
Pasquil Stability Class	E	F
Wind speed	4 m/s*	3 m/s*

* From source to receiver

DESCRIPTION	dB(A)	
19m articulated delivery truck with refrigeration unit	97	
13m rigid delivery truck	85	

Herring	Storer Acoustics
Our ref:	22908-2-18045

5

DESCRIPTION	dB(A)
Condenser Unit (Daikin RXYQ54TNY1A(E))	67 dB(A) @ 3m
Refrigeration Plant	61 dB(A) @ 3m
R134A Aldi Pack	61.8 dB(A) @ 3m

For the above sound power levels, single point calculations were undertaken for the following scenarios :

Scenario 1: One large refrigerated truck delivery.

Scenario 2: One 13m rigid truck delivery (bakery delivery).

Scenario 3: Mechanical Plant.

Note: For the noise to be less than 10% of the time and be assessed under the L_{A1} assigned noise levels, the truck engines and refrigeration units would need to be turned off while unloading is occurring.

7. <u>RESULTS</u>

Single point calculations were undertaken for all locations shown in Figure 3.1, with the results of the modelling listed in Table 7.1.

	TABLE 7.1 – RESULT	ANT NOISE LEVEL	
Receiver Location	Scenar	io / Calculated Noise Level,	(dB(A))
Receiver Location	Scenario 1	Scenario 2	Scenario 3
R1	47	34	30
R2	41	28	29
R3	47	36	31
R4	46	29	25
R5	21	9	32

Given the location and the nature of the noise emissions, noise received at the neighbouring residences are unlikely to be tonal. However, to be conservative, the +5 dB(A) penalty has been added to the assessable noise level. Therefore, Table 7.2 lists the assessable noise level for each scenario (including the adjustment for tonality).

Receiver Location	Scenar	io / Assessable Noise Level,	(dB(A))
Receiver Location	Scenario 1	Scenario 2	Scenario 3
R1	S2	39	35
R2	46	33	34
R3	52	41	36
R4	51	34	30
R5	26	14	37

Tables 7.3 and 7.4 compares the assessable noise level for large truck deliveries and small truck deliveries against the relevant L_{A1} Assigned Noise Levels for the day, evening (and Sundays) and night periods. Noise levels that are calculated to exceed the relevant criteria are listed in red.

Receiver	Assessable Noise Level, dB(A)	Assigned Noise	Level, L _{A1} dB	Exceedance to
Location	Scenario 1	Time of Day	L _{A1} dB	Assigned Noise Leve
		Day	63	Complies
D1	52	Sundays	58	Complies
R1	52	Evening	58	Complies
		Night	53	Complies
		Day	63	Complies
	46	Sundays	58	Complies
R2	46	Evening	58	Complies
		Night	53	Complies
		Day	63	Complies
	53	Sundays	58	Complies
R3	52	Evening	58	Complies
		Night	53	Complies
		Day	63	Complies
	-1	Sundays	58	Complies
R4	51	Evening	58	Complies
		Night	53	Complies
		Day	63	Complies
	26	Sundays	58	Complies
R5	26	Evening	58	Complies
		Night	53	Complies

Receiver	Assessable Noise Level, dB(A)	Assigned Noise	Level, L _{A1} dB	Exceedance to
Location	Scenario 2	Time of Day	L _{A1} dB	Assigned Noise Leve
		Day	63	Complies
R1	39	Sundays	58	Complies
K1	59	Evening	58	Complies
		Night	53	Complies
		Day	63	Complies
53	22	Sundays	58	Complies
R2	33	Evening	58	Complies
		Night	53	Complies
		Day	63	Complies
00	41	Sundays	58	Complies
R3	41	Evening	58	Complies
		Night	53	Complies
		Day	63	Complies
54	24	Sundays	58	Complies
R4	34	Evening	58	Complies
		Night	53	Complies
		Day	63	Complies
55		Sundays	58	Complies
R5	14	Evening	58	Complies
		Night	53	Complies

Table 7.5 compares the assessable noise level for mechanical plant against the relevant L_{A10} Assigned Noise Levels for the day, evening (and Sundays) and night periods. Noise levels that are calculated to exceed the relevant criteria are listed in red.

Receiver	Assessable Noise Level, dB(A)	Assigned Noise	Level, L _{A10} dB	Exceedance to
Location	Scenario 3	Time of Day	L _{A10} dB	Assigned Noise Leve
		Day	53	Complies
R1	Sundays 48 C	Complies		
K1	30	Evening	48	Complies
		Night	43	Complies
		Day	53	Complies
R2	34	Sundays	48	Complies
RZ	34	Evening	48	Complies
		Night	43	Complies
		Day	53	Complies
R3	20	Sundays	48	Complies
K3	36	Evening	48	Complies
		Night	43	Complies
		Day	53	Complies
54	20	Sundays	48	Complies
R4	30	Evening	48	Complies
		Night	43	Complies
		Day	53	Complies
55	27	Sundays	48	Complies
R5	37	Evening	48	Complies
		Night	43	Complies

Truck deliveries (both refrigerated and bakery delivery trucks) have been calculated to comply at all times.

Noise levels associated with the mechanical plant has also been calculated to comply at all times.

APPENDIX A

.

DEVELOPMENT PLANS





POST OFFICE

TERRACOTTA HUES CURVED FEATURES

THE WINDSOR

ART DECO CURVES

Sheet List Sheet Number Current Sheet Name TITLE SHEET SITE PLAN / SIGNAGE PLANS ELEVATIONS - SHEET 1 ELEVATIONS - SHEET 2 4001 A101 A102 4204 A205

REVISION	DATE
	1
Pre-DA Council Meeting	02.05,18
	-
	-
	-
	-

Item 13.7 - Attachment RAR - Attachment 2



FEATURE CURVES - RED BRICK WITH WHITE RENDER

AUSTRALIAN INSTITUTE OF ARCHITECTS

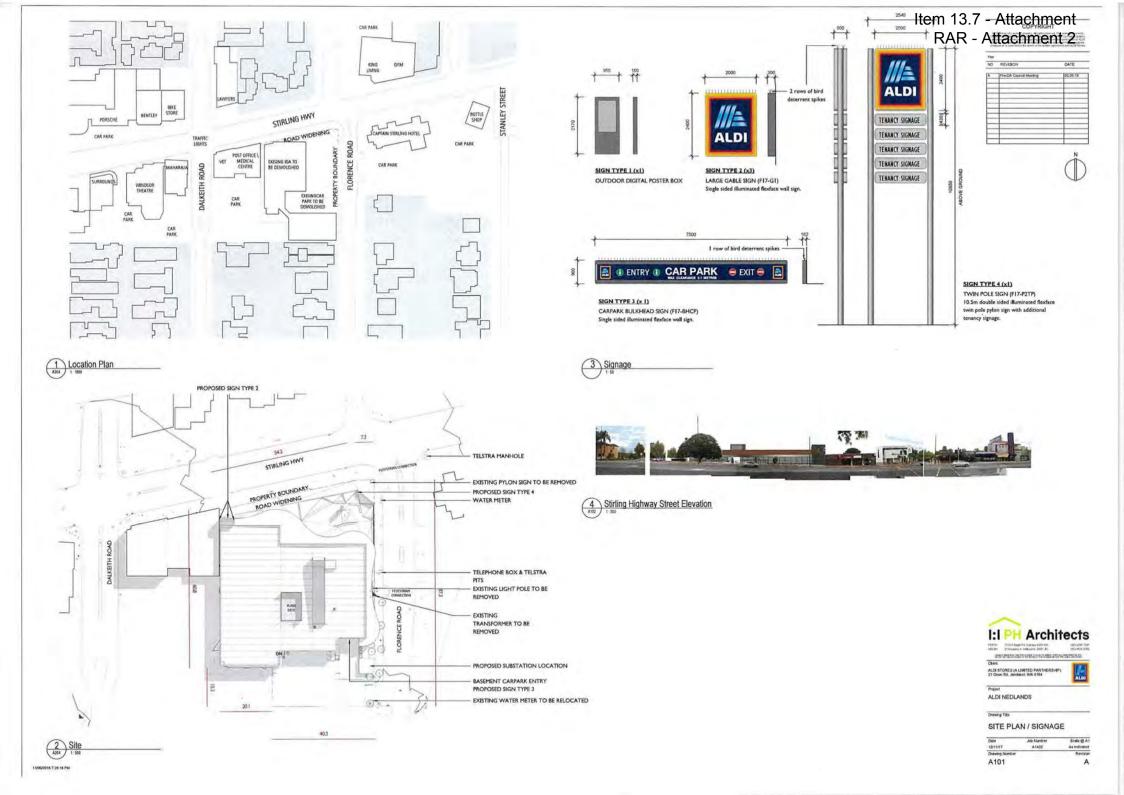
- BOLD \ MODERN COLOURS JUXTAPOSED AGAIST WHITE RENDER

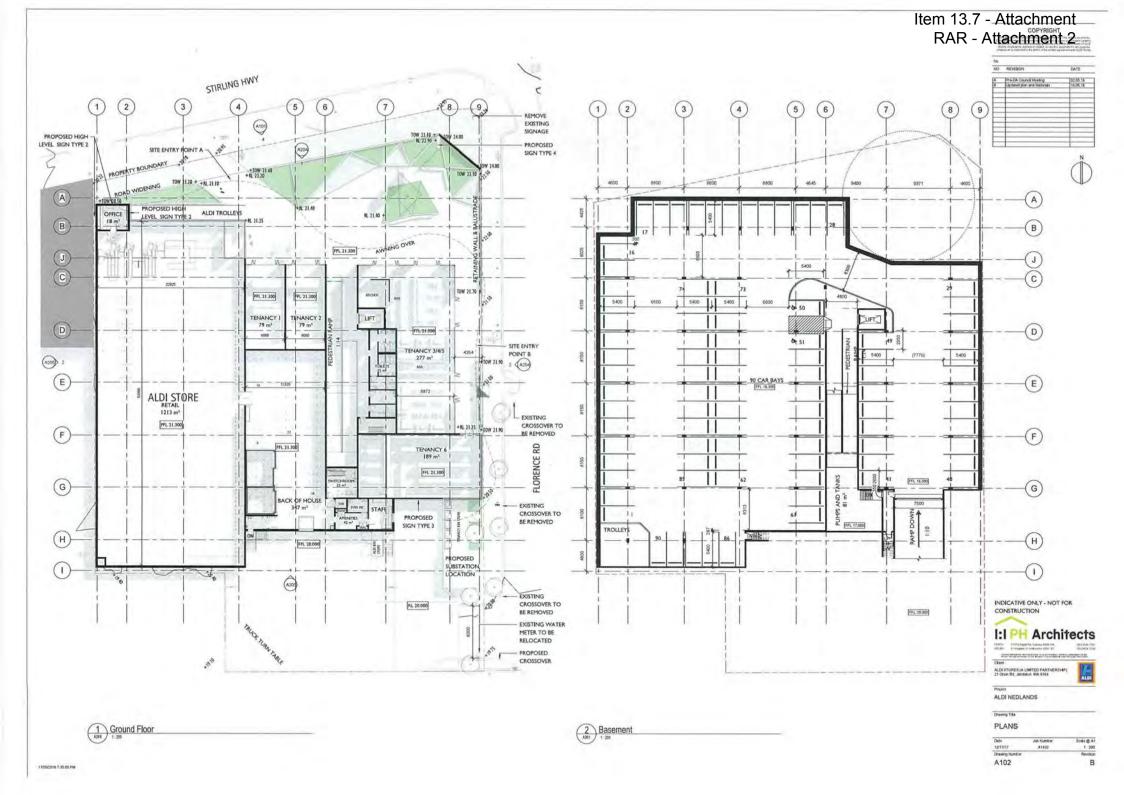
1 Nedlands Texture Pallette





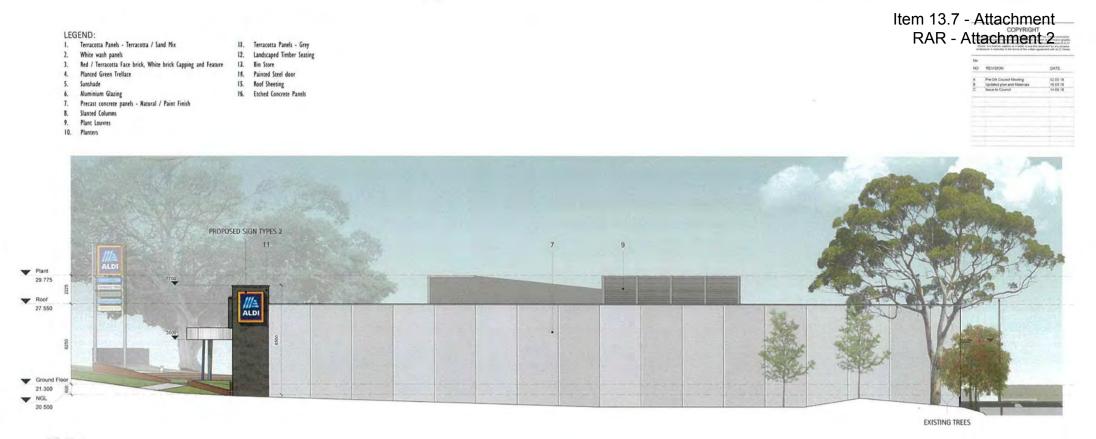
TITLE SHEET



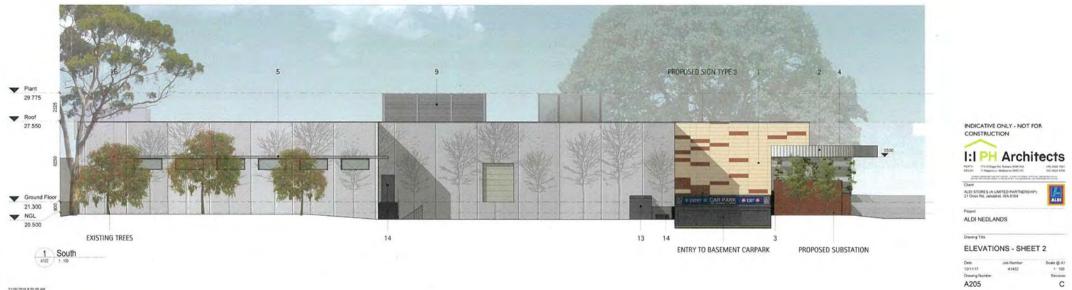




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21/06/2018 8 50 00 AM

URBIS

BRISBANE

Level 7, 123 Albert Street Brisbane QLD 4000 Australia T +61 7 3007 3800

MELBOURNE

Level 12, 120 Collins Street Melbourne VIC 3000 Australia T +61 3 8663 4888

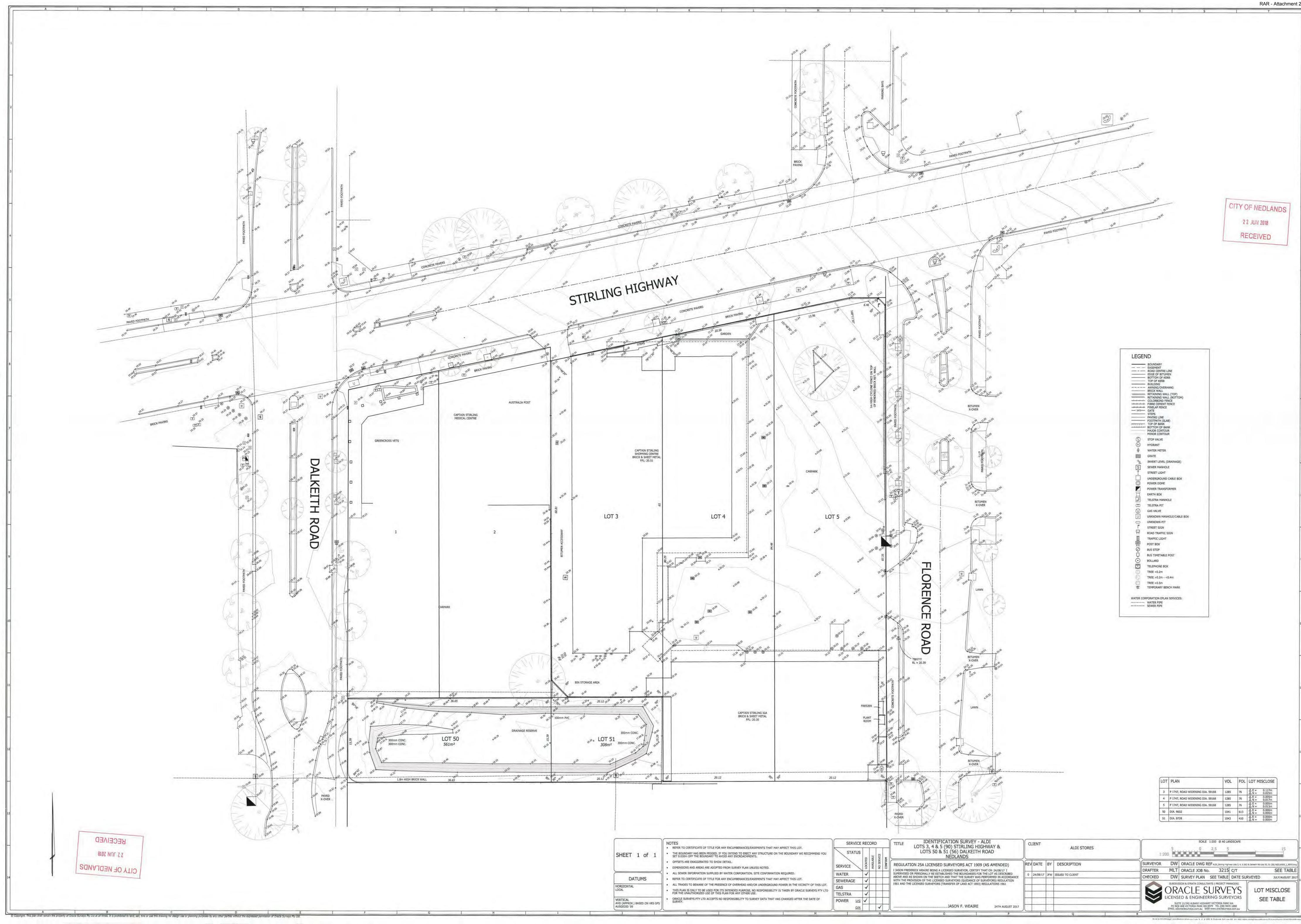
PERTH

Level 14. The Quadrant 1 William Street Perth WA 6000 Australia T +61 8 9346 0500

SYDNEY

Level 23, Darling Park Tower 2 201 Sussex Street Sydney NSW 2000 Australia T +61 2 8233 9900

URBIS.COM.AU



CITY OF NEDLANDS

2 2 JUN 2018

RECEIVED

	BOUNDARY
	EASEMENT
	ROAD CENTRE LINE EDGE OF BITUMEN
	BOTTOM OF KERB
	TOP OF KERB BUILDING
	AWNING/OVERHANG BRICK WALL
	RETAINING WALL (TOP)
4444	RETAINING WALL (BOTTOM) COLORBOND FENCE
-11-11-11-11-	FIBRE CEMENT FENCE
- GATE-	PINELAP FENCE GATE
	STEPS
	PAVING LINE FOOTPATH (SLAB)
THE	TOP OF BANK BOTTOM OF BANK
	MAJOR CONTOUR
0	MINOR CONTOUR
S	STOP VALVE
Ð	HYDRANT
Ŷ	WATER METER
	GRATE
+IL	INVERT LEVEL (DRAINAGE)
S	SEWER MANHOLE
ĩ	STREET LIGHT
	UNDERGROUND CABLE BOX
0	POWER DOME
	POWER TRANSFORMER
Ц	EARTH BOX
2	TELSTRA MANHOLE
œ	TELSTRA PIT
\bigotimes	GAS VALVE
U	UNKNOWN MANHOLE/CABLE BOX
0	UNKNOWN PIT
٢	STREET SIGN
F	ROAD TRAFFIC SIGN
101	TRAFFIC LIGHT
	POST BOX
	BUS STOP
0	BUS TIMETABLE POST
Ť	BOLLARD
	TELEPHONE BOX
1	
5	TREE <0.2m
22	TREE >0.2m - <0.4m
斎	TREE >0.5m TEMPORARY BENCH MARK
WATER COR	PORATION EPLAN SERVICES:
	WATER PIPE
	SEWER PIPE

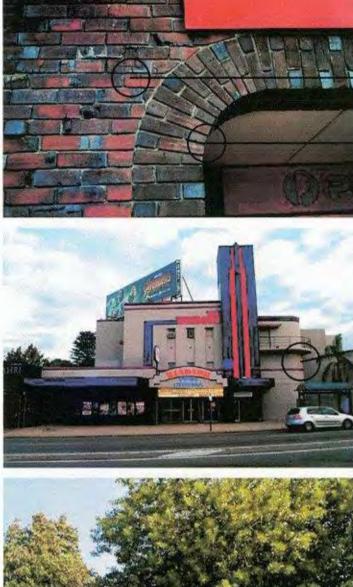
LOT	PLAN	VOL	FOL	LOT MISCLOSE
3	P 1747, ROAD WIDENING DIA. 59168	1285	76	ΔE = 0.117m ΔN = 0.025m
4	P 1747, ROAD WIDENING DIA. 59168	1285	76	$\Delta E = 0.005m$ $\Delta N = 0.017m$
5	P 1747, ROAD WIDENING DIA. 59168	1285	76	∆ E = 0.005m ∆ N = 0.013m
50	DIA. 9602	1041	613	∆ E = 0.000m ∆ N = 0.000m
51	DIA. 9728	1043	410	∆ E = 0.000m ∆ N = 0.000m

ALDI STORES	SCALE 1:200 @ A0 LANDSCAPE 5 0 2.5 5 15 1:200
DESCRIPTION	SURVEYOR DW ORACLE DWG REF aLDL_Stining Highway Lots 3, 4, 5 (90) & Dalketh Rd Lots 50, 51 (56) NEDLANDS_L REVO.dwg
	DRAFTER MLT ORACLE JOB No. 3215 C/T SEE TABLE
ISSUED TO CLIENT	CHECKED DW SURVEY PLAN SEE TABLE DATE SURVEYED JULY/AUGUST 2017
	SUBDIVISION & STRATA CONSULTANTS PROJECT MANAGERS ORACLE SURVEYS LICENSED & ENGINEERING SURVEYORS SUITE 11/342 ALBANY HIGHWAY VICTORIA PARK WA PO BOX 668 VICTORIA PARK WA 6979 TEL (08) 9470 1888 EMAIL e@oraclesurveys.com.au WEB www.oraclesurveys.com.au
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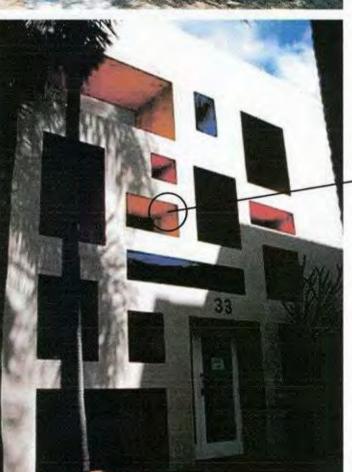


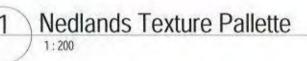














POST OFFICE

- TERRACOTTA HUES

- CURVED FEATURES

THE WINDSOR

- ART DECO CURVES

TYPICAL NEDLANDS RESIDENCE

- FEATURE CURVES - RED BRICK WITH WHITE RENDER

AUSTRALIAN INSTITUTE OF ARCHITECTS

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Item 13.7 - Attachment RAR - Attachment 2 COPYRIGHT

	Sheet List	
Sheet umber	Sheet Name	Current Revision
1	TITLE SHEET	В
1	SITE PLAN / SIGNAGE	В
2	PLANS	С
4	ELEVATIONS - SHEET 1	С
5	ELEVATIONS - SHEET 2	C

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A	Pre-DA Council Meeting	02.05.18
В	Issue to Council	14.06.18
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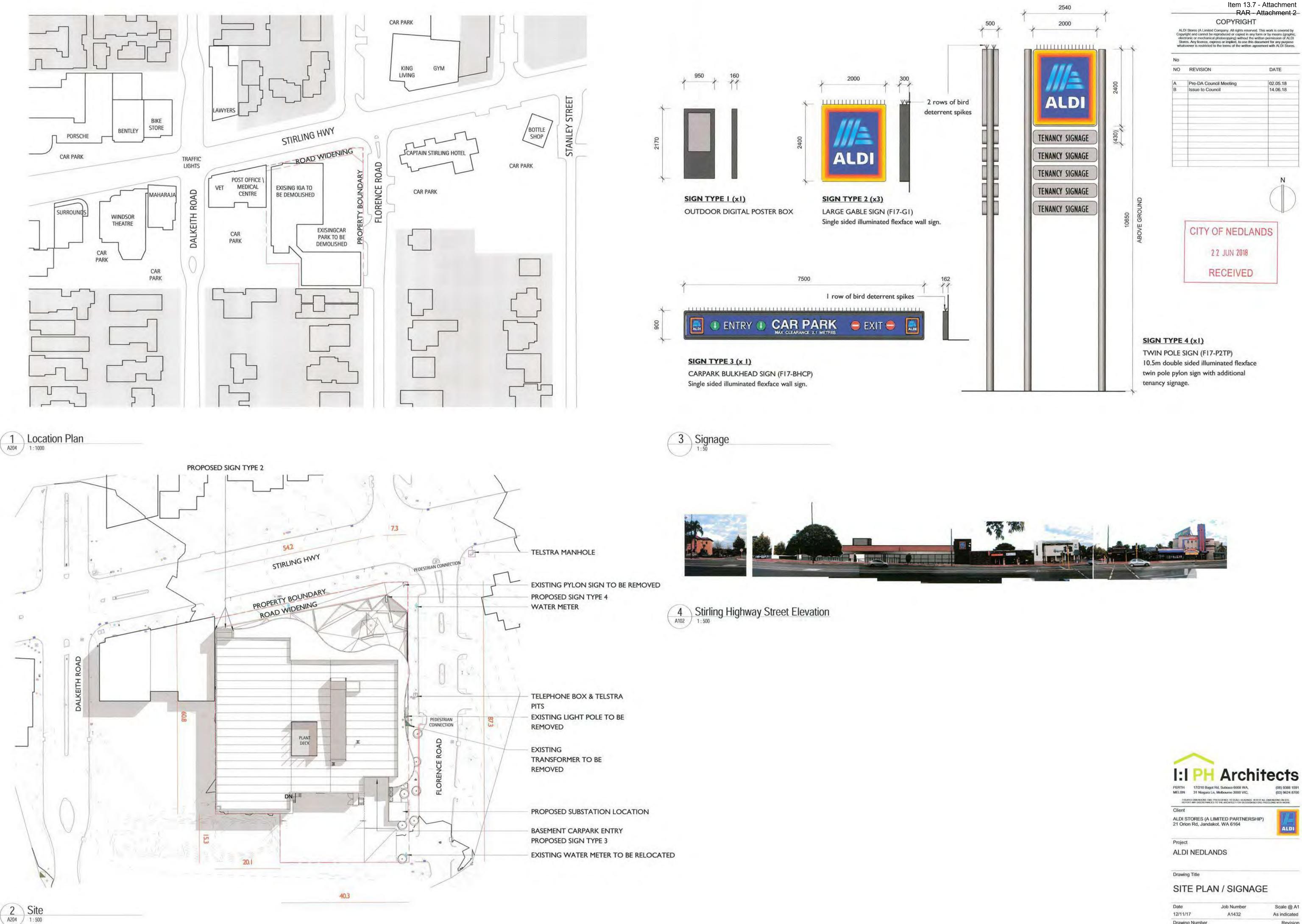
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Project ALDI NEDLANDS

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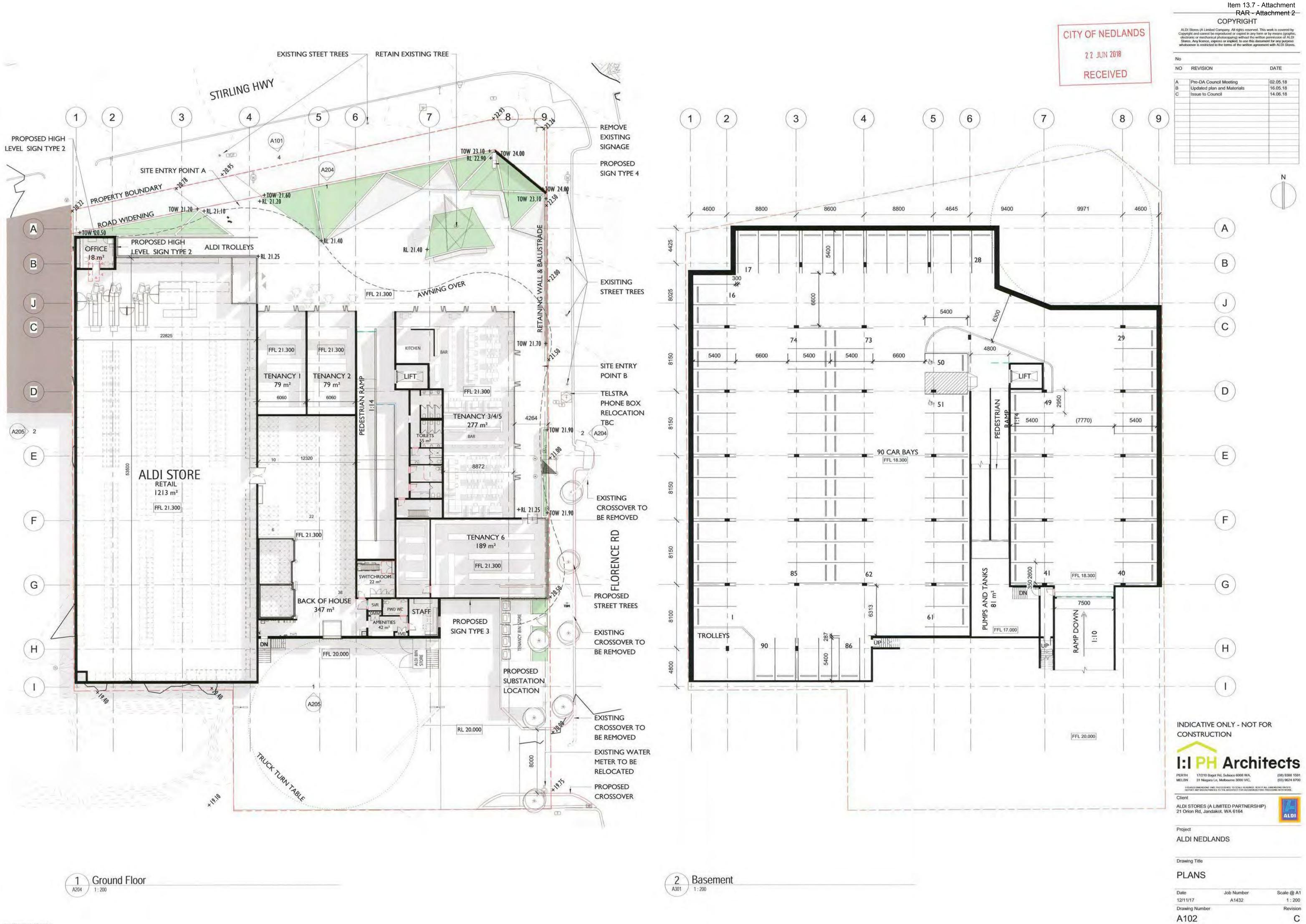
TITLE SHEET

Date	Job Number	Scale @ A1
12/11/17	A1432	1:200
Drawing Number		Revision
A001		В



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Date	Job Number	Scale @ A1
12/11/17	A1432	As indicated
Drawing Number		Revision
A101		В



LEGEND:

- Terracotta Panels Terracotta / Sand Mix
- 2. White wash panels
- Red / Terracotta Face brick, White brick Capping and Feature 3.
- Planted Green Trellace 4.
- Sunshade 5.
- Aluminium Glazing 6.
- Precast concrete panels Natural / Paint Finish
- Slanted Columns
- Plant Louvres 9.
- 10. Planters

- 11. Terracotta Panels Grey
- 12. Landscaped Timber Seating
- 13. Bin Store
- 14. Painted Steel door
- 15. Roof Sheeting
- 16. Etched Concrete Panels



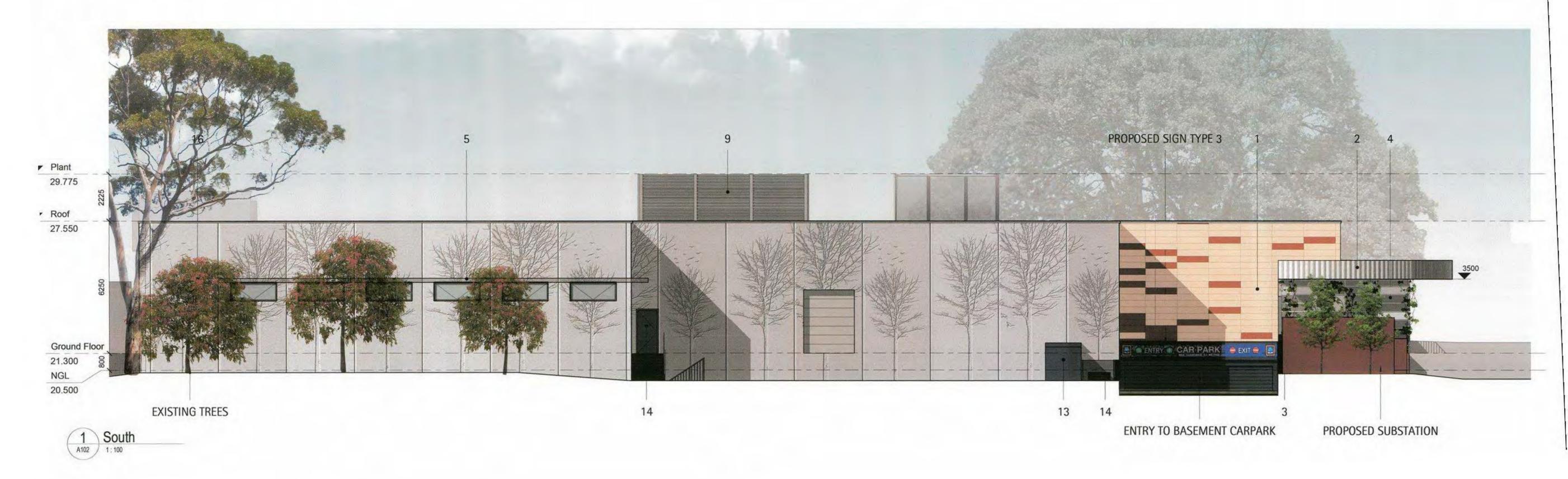
Item 13.7 - Attachment RAR - Attachment 2 COPYRIGHT

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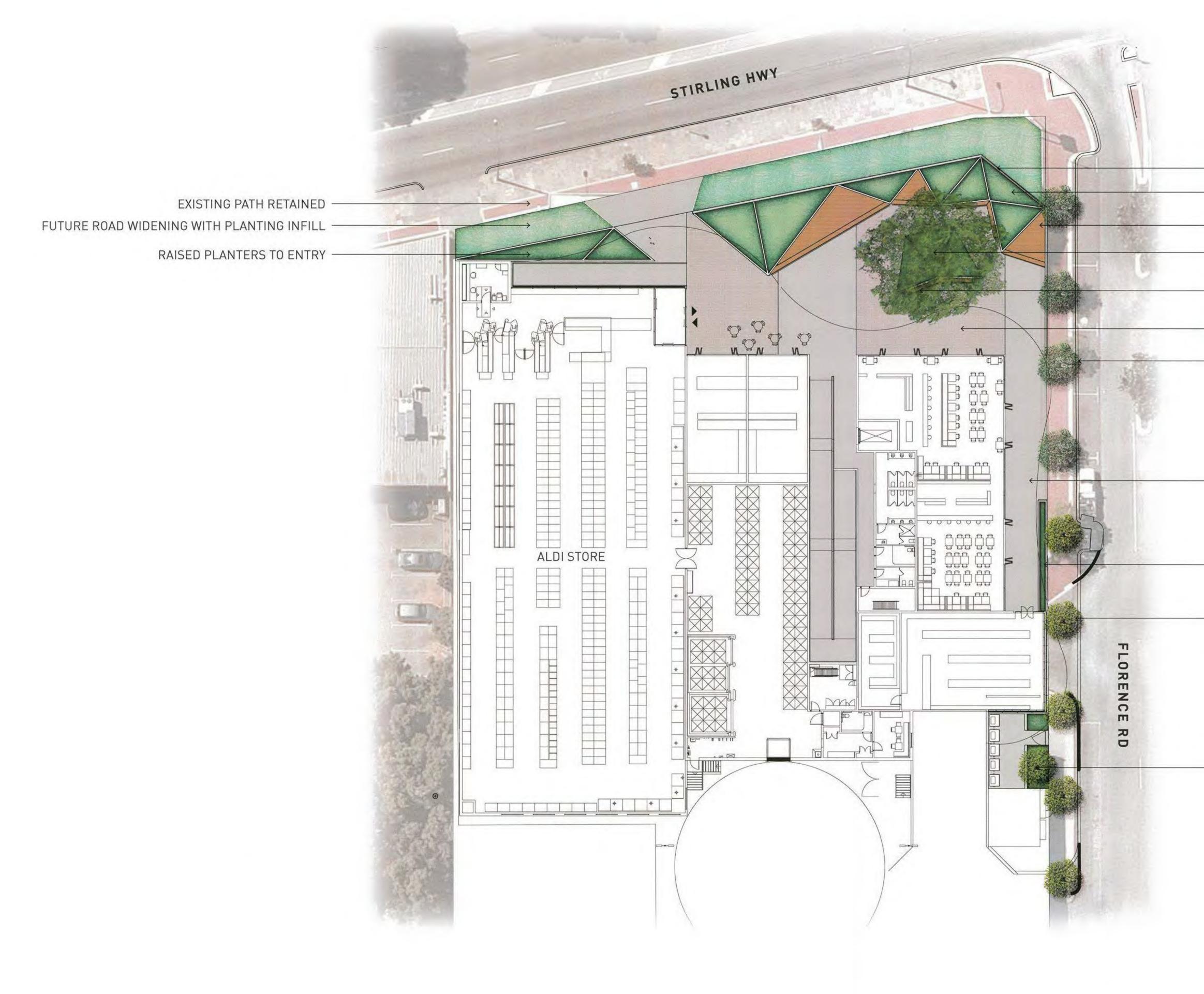
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A	Pre-DA Council Meeting	02.05.18
в	Updated plan and Materials	16.05.18
С	Issue to Council	14.06.18
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A1432	1 : 100
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Item 13.7 - Attachment RAR - Attachment 2

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- RAISED FEATURE SIGNAGE WALL
- SLOPED RECTILINEAR GARDEN BEDS
- SLOPED RECTILINEAR TIMBER FACES WITH ANGLED BENCH SEATING TO BASES
- EXISTING FEATURE TREE TO BE RETAINED
- TIMBER BENCH SEATING TO RAISED SIDE OF SLOPE PLANTERS
- LIGHT GREY FEATURE UNIT PAVING
- EXISTING STREET TREES TO BE RETAINED

- CHARCOAL EXPOSED AGGREGATE

- RAISED PLANTER

PROPOSED STREET TREE - CONTINUATION TO MATCH EXISTING SPECIES

PROPOSED GARDEN BED PLANTING TO HELP SCREEN TENANCY BIN STORE

PLAN

LANDSCAPE ARCHITECTS

414 ROKEBY RD SUBIACO WA 6008 T: (08) 9388 9566 E: mail@plane.com.au





216123



- TERRACOTTA HUES - CURVED FEATURES





TYPICAL NEDLANDS RESIDENCE

FEATURE CURVES - RED BRICK WITH WHITE RENDER

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Sheet Name	Current Revision		
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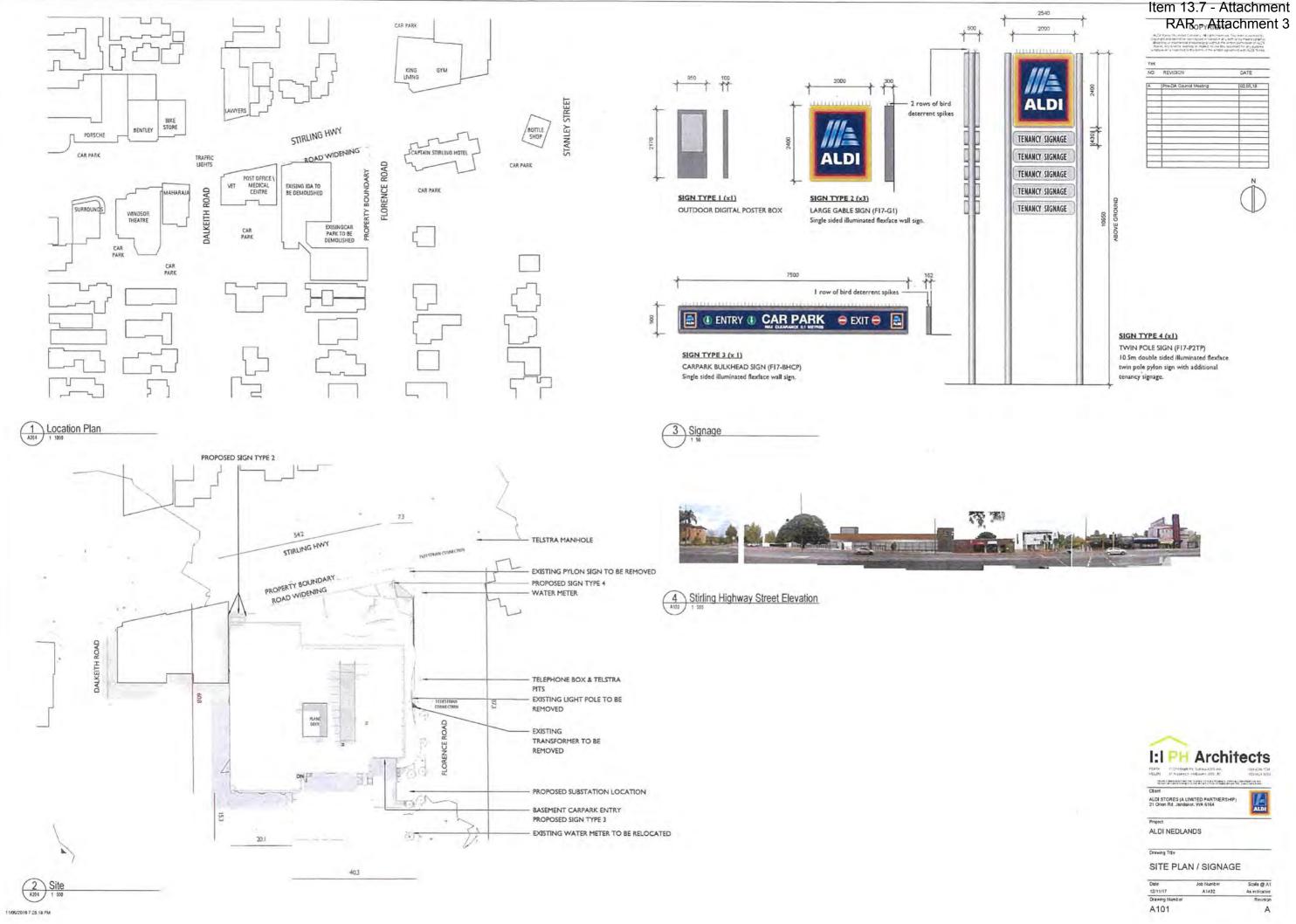
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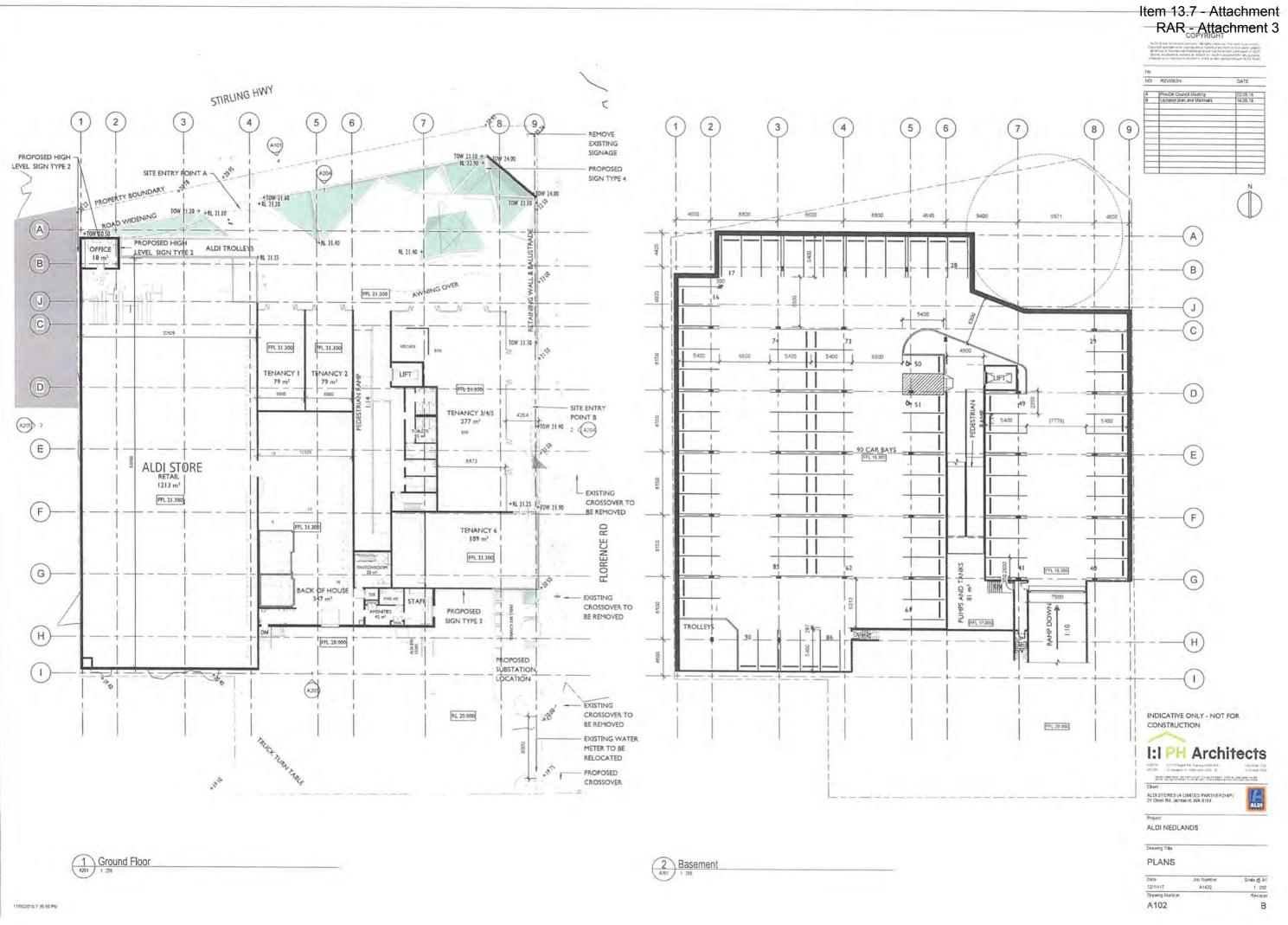
Project ALDI NEDLANDS

Drawing Title

TITLE SHEET

Date	Job Number	Scale @ A1
12/11/17	A1432	1 200
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LEGEND:

Terracotta Panels - Terracotta / Sand Mix 1.

- White wash panels 2.
- Red / Terracotta Face brick, White brick Capping and Feature 3
- 4. Planted Green Trellace
- 5. Sunshade
- 6. Aluminium Glazing
- 7. Precast concrete panels - Natural / Paint Finish
- 8. Slanted Columns
- 9. Plant Louvres
- 10. Planters



- 12. Landscaped Timber Seating
- 13. Bin Store
- 14. Painted Steel door
- 15. Roof Sheeting
- 16. Etched Concrete Panels





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1 North

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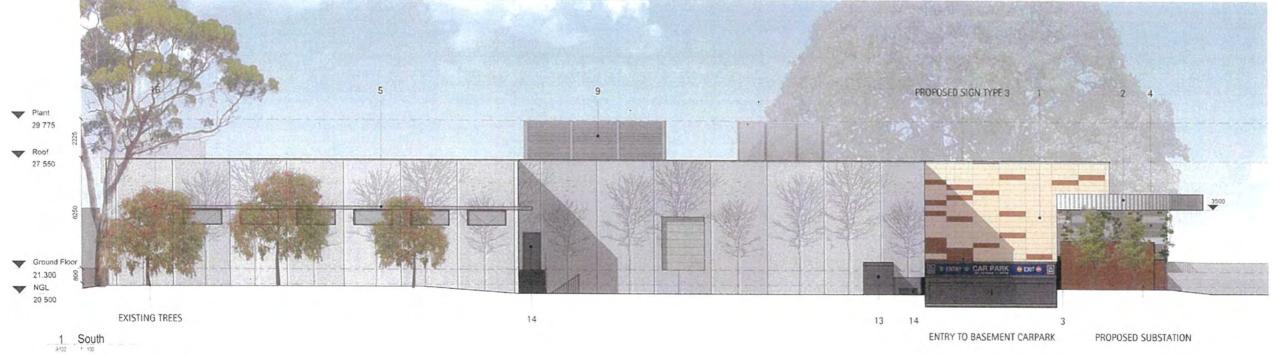
POST OFFICE

LEGEND:

- 1. Terracotta Panels - Terracotta / Sand Mix
- White wash panels 2.
- Red / Terracotta Face brick, White brick Capping and Feature 3.
- 4. Planted Green Trellace
- Sunshade 5.
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- El. Terracotta Panels Grey
 - 12. Landscaped Timber Seating
 - 13. Bin Store
 - 14. Painted Steel door
 - 15. Roof Sheeting
 - 15. Etched Concrete Panels
- PROPOSED SIGN TYPES 2 11 Y Plant 29 775 Roof ALDI 27 550 Ground Floor 21.300 8 V NGL 20 500 .

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Project ALDI NEDLANDS

Drawing Title

ELEVATIONS - SHEET 2

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Item 13.7 - Attachment 61 York Street RAR - Attachment 4 Subiaco WA 6008 P.O.Box 42 Subiaco WA 6904 Phone: +61 (08) 9382 4199 Fax: +61 (08) 9382 4177 Email: admin@transcore.net.au

transport planning • traffic engineering • transport modelling TRANSCORE PTY LTD ACN 094 951 318 ABN 19 094 951 318

Technical Note: No. 1aDate: 1/10/2018Project No: t17.116bProject: Proposed ALDI Store – Lots 3, 4 & 5 (90) Stirling Highway, NedlandsSubject: Additional Assessments and Information

1. INTRODUCTION

This Technical Note (TN) has been prepared by Transcore with regards to the proposed ALDI store to be located at Lots 3, 4 & 5 (90), Stirling Highway, southwest corner of Stirling Highway and Florence Road intersection (also known as Captain Stirling Shopping Centre) in Nedlands, City of Nedlands (refer **Figure 1** for more details).



Figure 1: Location of the subject site

Transcore prepared a Transport Impact Assessment (TIA) report in June 2018 for the Development Application for this development. The TIA assessed the traffic implications of the replacement of existing IGA and shopping centre at the subject site with a new ALDI store with several small-scale retail tenancies. The TIA in particular investigated the impact of the proposal on the operation of the adjacent Stirling Highway/Florence Road intersection.

At a meeting held on 16th August 2018 with City of Nedlands, officers of the City requested that the scope of the original investigation be expanded to include additional analysis of the proposed development with particular focus on the future operation of Stirling Highway/Florence Road intersection as a result of planned Woolworths development at the adjacent Captain Stirling Hotel site (Lot 1 Stirling Highway, Lots 21-23 Florence Road & Lots 32-33 Stanley Street).

This supplementary assessment is to include additional intersection analysis during the typical Thursday PM peak for the post-development and 2031 scenarios period under the assumption that the Stirling Highway/Florence Road intersection retains its current full-movement format, contrary to Main Roads WA long term planning which contemplates downgrading of this intersection to a left-in/left-out only format. In addition, traffic implications of the proposed R.O.W. along the southern site boundary connecting Dalkeith Road and Florence Road was also included in this supplementary assessment.

Accordingly, this TN provides additional information relating to the traffic impact of the proposal on adjacent road network during weekday PM peak for postdevelopment and 2031 scenarios, potential impact from the future Captain Stirling Hotel site development and the implications of the potential R.O.W. between Dalkeith and Stirling Roads. This TN should be read in conjunction with Transcore's June 2018 TIA.

2. ASSESSMENT

1.1 ALDI STORE – TYPICAL WEEKDAY PM PEAK HOUR ASSESSMENT

The traffic volume that will be generated by the proposed ALDI development and the additional six small-scale retail/commercial tenancies has been estimated using trip generation rates derived from the Roads and Traffic Authority of New South Wales *Guide to Traffic Generating Developments (2002)* and the more recent Transport Roads & Maritime Services New South Wales *Technical Direction TDT 2013/04a* guideline.

The daily and peak hour trip rates applied in this instance were based on the Thursday trip rates for shopping centres (0-10,000m² GLFA in size) recommended in the relevant trip generation guidelines.

Accordingly, it is estimated that the proposed development would generate approximately 2,710 total Thursday daily trips (both inbound and outbound) with

approximately 276 trips (both inbound and outbound) during the 5:00-6:00PM peak hour period.

As the proposed redevelopment replaces the existing IGA and shopping centre presently operating in full capacity at the subject site the net traffic footprint of the proposal will be significantly lower than that reported above. Based on Thursday PM peak hour traffic counts undertaken at the existing shopping centre's Florence Road crossover (the only access/egress point serving the site) it is estimated that the proposed redevelopment will result in additional traffic movements on the adjacent road network in order of up to 63 peak hour vehicular movements.

The distribution of traffic to and from the proposed redevelopment has been estimated based on the general distribution of the existing shopping centre traffic due to similarities between the existing and proposed redevelopment land uses.

The traffic movements generated by the proposed redevelopment have been manually assigned on the adjacent road network and the resulting traffic movements generated by ALDI store (and other associated outlets) during typical Thursday PM peak hour are shown in **Figure 2**.



Figure 2: Estimated traffic flows generated by the proposed ALDI store redevelopment – Thursday PM peak hour

In order to establish existing traffic flows and patterns on the abutting road network during typical Thursday PM peak hour Transcore undertook traffic surveys at the local intersection of Stirling Highway/Florence Road and at the site's Florence Road crossover. The surveys were undertaken on Thursday 16th September 2018 during the 5:00-6:00PM period. The recorded traffic volumes are shown in **Figure 3**.



Figure 3: Existing traffic flows in the vicinity of subject site (Transcore survey results) – Thursday 6th September 2018 between 5:00-6:00PM

As with the TIA assessment, capacity analysis of the Stirling Highway/Florence Road intersection for the existing, post-development and 2031 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: 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 services, 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.

For the purpose of 2031 assessment, future traffic flows on Stirling Highway have been estimated using a 0.4% p.a. (5.2% cumulative) traffic growth which is consistent with the 2013-2018 historical counts recoded for this road in the vicinity of subject site. However, it should be noted that according to *Rationalisation of Stirling Highway Reservation Study* it is expected that the future traffic on this road may increase only marginally subject to future development densities and the move towards more sustainable transport.

The results of the SIDRA NETWORK analysis of Stirling Highway/Florence Road and Florence Road crossover are summarised in Error! Reference source not found. and discussed in the following paragraphs.

Stirling Highway/Florence Road Intersection (Thursday PM peak)

The results of the SIDRA analysis for this intersection show that the intersection presently operates at about 39% capacity during the Thursday PM peak period. The most pronounced delays are associated only with the right-out movement from Florence Road. The operation of this intersection is directly reliant on gaps in traffic flow provided by the adjacent Stirling Highway/Dalkeith Road traffic signals, located some 100m to the west. Similarly, the right-in and left-out movements in and out of Florence Road are also dependent on tidal flow of traffic along Stirling Highway and available gaps.

The addition of the redevelopment traffic to this intersection results in only marginal increases in overall delays and queues with intersection operating at about 42% capacity for this scenario.

As expected the Thursday PM peak hour assessment of the intersection for 2031 stage with full movements maintained renders increased delays for right-in and left-out turns into and out of Florence Road by about 3sec and 5sec, respectively, while delays for right-out of Florence Road increases significantly. Importantly, the intersection still operates with spare capacity of about 55%.

It should be noted that site observations suggest that the real-time right-turn out movements from Florence Road do not record delays anywhere near that reported by SIDRA.

The Thursday PM peak hour survey of the Stirling Highway/Florence Road intersection operation has confirmed the following:

- For a total of 320sec (just over 5min) the intersection was clear, i.e. coinciding gap in both westbound and eastbound Stirling Highway traffic flows in front of Florence Road was available during the peak hour period;
- Assuming 6sec gap (or more) in Stirling Highway traffic is sufficient for a vehicle to turn right-out of Florence Road and such opportunity was presented a total of 21 times within the surveyed peak hour; and,
- The longest recorded delay for the right-turning vehicles out of Florence Road was 102sec.

As such, it can be argued that the actual operation of this intersection is better than that modelled by SIDRA. Refer **Table 2**, **Table 3** and **Table 4** in **Appendix B** for more details.

Stirling Highway/Florence Road Intersection (Saturday mid-day peak - 2031)

This scenario was modelled as a supplement to the TIA assessment undertaken for the Saturday mid-day peak hour for post-development stage, as requested by City of Nedlands. Under this scenario, intersection of Stirling Highway/Florence Road was assumed to retain its current full-movement format, contrary to Main Roads WA long-term Stirling Highway access strategy.

The results of the SIDRA analysis for 2031 Saturday peak hour shows that this intersection operates at about 76% capacity. As expected, pronounced delays are recorded for both left and right-turn out movements from Florence Road and queue backs of up to four vehicles on this road. Refer **Table 5** in **Appendix B** for more details.

The capacity assessments presented above suggest that Stirling Highway/ Florence Road intersection would struggle to provide sufficient capacity in the long term for the right-turns at this intersection under a do-nothing scenario. This is primarily due to relatively high traffic volumes along Stirling Highway. Vehicles turning right-in and out of Florence Road therefore relay on gaps in traffic streams which are facilitated by the adjacent Stirling Highway/Dalkeith Road signals and tidal nature of the traffic. It is therefore reasonable to assume that with further traffic growth on Stirling Highway this intersection will practically operate as leftin/left-out operation during peak weekday or weekend periods with right-turning movement occurring outside these periods when Stirling Highway traffic flow subsides.

It is also reasonable to assume that future patrons of the site, just as with the current IGA and shopping centre patrons, would be aware of the Stirling Highway/Florence Road intersection constraints and would continue to access and egress the site "with the flow" by turning left-in and left-out at this intersection during peak weekday or weekend road network activity periods. Few of these patrons may still attempt to access the site from Stirling Highway west direction and would likely do so using the right-turn opportunity provided at the signalised intersection of Stirling Highway/Dalkeith Road. The level of this traffic however is expected to remain low due to additional 450m trip each way to access the site via Dalkeith Road intersection. Outside of peak road network periods and with the increase in capacity at this intersection right-turn ins and outs of Florence Road become more feasible and easier to undertake.

It is therefore also reasonable to assume that it is likely that this intersection will ultimately be restricted to left-in/left-out format in line with the Main Roads WA long-term planning for Stirling Highway.

Florence Road Crossover to ALDI site

The result of the SIDRA analysis of Florence Road crossover indicates that the car park crossover will continue to operate at a very good level of service LoS A in the post-development stage. No significant delays or queuing are expected for the crossover or through traffic on Florence Road during this stage. This crossover is expected to continue to operate in a similar fashion as at present. Refer **Table 6** and **Table 7** in **Appendix B** for more details.

1.2 ALDI STORE – DAILY TRAFFIC IMPACT ON LOCAL ROADS

The net traffic increase expected as a result of proposed redevelopment of the subject site is estimated to be in order of 580vpd. The directional distribution of this traffic on local road network is based on the traffic flows associated with the operation of existing IGA shopping centre. Accordingly, the anticipated daily traffic increases on adjacent road network as a result of the proposed site redevelopment is as follows:

Road section	Existing	Additional	Increase
Stirling Hwy W of Florence Rd	39,560vpd	135vpd	>1%
Stirling Hwy E of Florence Rd	39,560vpd	160vpd	>1%
Florence Rd N of site	2 <i>,</i> 500vpd	215vpd	~8.5%
Florence Rd S of site	2 <i>,</i> 500vpd	365vpd	~14.6%
Dalkeith Rd N of signals	4,000vpd1	40vpd	~1%
Dalkeith Rd S of signals	6,000vpd ²	80vpd	~1.3%

 Table 1. Daily traffic impacts on local road network

It is evident that apart from Florence Road section south of the subject site all other adjacent roads would experience marginal increases in daily traffic volumes. Although nominally high, the anticipated increase in daily traffic for Florence Road, section south of the site, is well within the practical capacity of the road and is also within the desirable threshold for an *Access Road*.

As such, it is concluded that the proposed development will not have a significant additional traffic footprint on the local road network.

1.3 CAPTAIN STIRLING HOTEL REDEVELOPMENT

A new development is contemplated for the six lots occupying land to the east of subject site (Lot 1 Stirling Highway, Lots 21-23 Florence Road & Lots 32-33 Stanley Street). The development proposal is still in early planning stages but based on latest information it is understood that the proposal involves retention of the existing heritage Captain Stirling Hotel and construction of a new retail, civic/commercial and residential development across the amalgamated lots.

¹ Estimation

² Estimation

In terms of access options for the development proposal, based on available information, access from Florence Road and Stanley Street are envisaged with introduction of a new through-road between Stanley Street and Florence Road to improve local connectivity.

Unfortunately, the TIA report prepared for this development was not available for this assessment and as such a detailed assessment of the impact of such proposal on Stirling Highway/Florence Road intersection could not be quantified and assessed.

It is however reasonable to assume that if no changes were introduced to the local road network the resultant effect of this development would be adverse impact on the capacity of Stirling Highway/Florence Road to accommodate additional traffic. It is anticipated that with the additional traffic the right-turning movements would become unfeasible at this intersection while the left-out movements would record increased delays. This would effectively result in the operation of this intersection as left-in/left-out during peak road network activity periods.

1.4 IMPACT OF A NEW ROAD LINK BETWEEN FLORENCE ROAD AND DALKEITH ROAD

Provision of a new road link between Florence and Dalkeith Roads and along the southern site boundary is being contemplated as part of the future Nedlands town centre strategy (Special Control Area 2 - Stirling Highway Precinct). The intention of such road link is to improve connectivity and permeability as well as improve access to the future retail/commercial precinct. Refer **Appendix A** for more details.

The standard and status of this road link (R.O.W. versus public road) is still being debated as is its construction due to various physical and legal constraints.

Assuming the future road link is constructed as a two-lane two-way public road it is estimated that such link could attract about few hundred vehicles a day facilitating access to and from Dalkeith Road traffic signals and right-turn movements which would otherwise be difficult to undertake at Florence Road with further intensification of the activity within the locality.

With the implementation of the new Florence Road – Dalkeith Road link, access into the ALDI underground car park facility would be facilitated directly off this link road. No capacity issues are expected under this arrangement as SIDRA assessment has rendered LoS A operation of the site's Florence Road crossover where Florence Road carries significantly more traffic than the future road link would.

Modifications of the road network planned in the future Nedlands town centre include potential link road between Florence Road and Stanley Street with the potential signalisation of the existing priority-controlled T-intersection of Stirling Highway/Stanley Street. If such road upgrades come to fruition it is expected to have positive impact on the road network in terms of permeability and precinct accessibility for the locality. The result of such upgrades may be reduction in ultimate daily traffic volumes along Florence Road-Dalkeith Road link due to additional right-turn movement opportunities at Stirling Highway/Stanley Street signals.

3. CONCLUSIONS

Following the submission of the Development Application and the associated Transport Impact Statement for the proposed ALDI store and associated retail shops to replace the existing IGA shopping centre, the City of Nedlands requested additional traffic analysis to be undertaken including Thursday PM peak hour and year 2031 analysis.

The result of the typical Thursday PM peak hour SIDRA assessment of the Stirling Highway/Florence Road intersection indicates that this intersection would continue to operate in a similar fashion as it does presently with the proposed ALDI store redevelopment at the subject site.

The intersection would experience further increase in delays in 2031 assuming background growth of Stirling Highway traffic continues in future in line with current trends and assuming the existing intersection continues to operate in its current full-movement format.

The site's Florence Road crossover will continue to operate at LoS A in the postdevelopment stage.

Traffic modelling and analysis undertaken for the proposed development indicates that the impact of the redevelopment proposal on local road network is moderate and within its capacity.

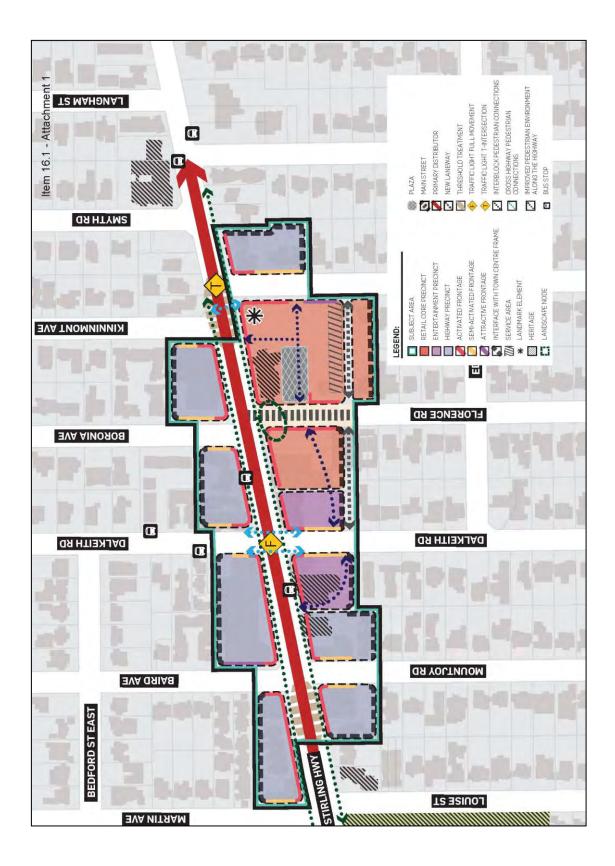
The introduction of a new road link between Florence Road and Dalkeith Road is expected to attract few hundred vehicles per day and under that scenario site's new car park access off this road link would continue to perform well and without any capacity issues.

The impact of the potential new development at Captain Stirling Hotel site is likely to have an adverse impact on the operation of Stirling Highway/Florence Road intersection effectively resulting in left-in/left-out operation during peak road network activity periods. Improvements of existing local road network are likely to be warranted in order to support such development.

Item 13.7 - Attachment RAR - Attachment 4

APPENDIX A

NEDLANDS TOWN CENTRE PLAN



Item 13.7 - Attachment RAR - Attachment 4

APPENDIX B

SIDRA NETWORK OUTPUTS

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Mov	ement	Performa	nce - \	/ehicle	s								
Mov ID	OD Mov	Demand Total	HV	Total	Flows HV	Deg Satn	Averagé Delay	Level of Service	95% Back Vehicles	of Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h	%	V/c	SEG		Veh	m		per veh	km/r
South	n: Florer	nce Road											
1	L2	36	0.0	36	0.0	0.145	9,4	LOSA	0.4	3.1	0.75	1.00	38.2
3	R2	2	0.0	2	0.0	0.145	171.9	LOS F	0.4	3.1	0.75	1.00	38.0
Appro	oach	38	0.0	38	0.0	0.145	17.9	LOS C	0.4	3.1	0.75	1.00	38.2
East:	Stirling	Highway											
4	L2	61	0.0	61	0.0	0.390	5.6	LOSA	0.0	0.0	0.00	0.05	58.9
5	T1	1375	5.3	1375	5.3	0.390	0.1	LOSA	0.0	0.0	0.00	0.02	59.7
Appro	oach	1436	5.1	1436	5.1	0.390	0.3	NA	0.0	0.0	0.00	0.03	59.6
West	: Stirling	Highway											
11	T1	1148	3.8	1148	3.8	0.394	3.5	LOSA	7.3	52.6	0.36	0.03	56.2
12	R2	34	0.0	34	0.0	0.394	32.0	LOS D	7.3	52.6	1.00	0.08	43.7
Appro	oach	1182	3.7	1182	3.7	0.394	4.4	NA	7.3	52.6	0.38	0.03	55.9

Table 2. SIDRA results for the Stirling Highway/Florence Road – weekday PMpeak period (Existing)

Table 3. SIDRA results for the Stirling Highway/Florence Road – weekday PMpeak period (Post-development)

2.4

NA

7.3

52.6

0.18

0.04

57.7

Move	ement	Performa	nce - \	/ehicle	s		-	-	- T-				
Mov ID	OD Mov	Demano Total	l Flows HV	Arrival Total	Flows HV	Deg. Satn	Avèrage Delay	Level of Service	95% Back Vehicles	of Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h	%	veh/h		V/G	sec		Veh	m		perveh	km/h
South	1: Florer	nce Road							-	_			-
1	L2	42	0.0	42	0.0	0.209	9.5	LOSA	0.6	4,5	0.78	1.00	35.9
3	R2	3	0.0	3	0.0	0.209	185.9	LOS F	0.6	4.5	0.78	1.00	35.7
Appro	bach	45	0.0	45	0.0	0.209	21.2	LOS C	0.6	4.5	0.78	1.00	35.9
East:	Stirling	Highway											
4	L2	80	0.0	80	0.0	0.395	5.6	LOSA	0.0	0.0	0.00	0.07	58.7
5	T1	1375	5.3	1375	5.3	0.395	0.1	LOSA	0.0	0.0	0.00	0.03	59.6
Appro	bach	1455	5.0	1455	5.0	0.395	0.4	NA	0.0	0.0	0.00	0.03	59.6
West	: Stirling	Highway	-	-									
11	T1	1148	3.8	1148	3.8	0.416	4.1	LOSA	7.0	50.8	0.32	0.03	55.6
12	R2	41	0.0	41	0.0	0.416	32.7	LOS D	7.0	50.8	1.00	0.11	40.6
Appro	bach	1189	3.7	1189	3.7	0.416	5,1	NA	7,0	50.8	0.35	0.04	55.2
All Ve	hicles	2689	4.4	2689	4.4	0.416	2.8	NA	7.0	50.8	0.17	0.05	57.2

All Vehicles

2656 4.4 2656 4.4 0.394

					pean p		001)				
Move	ement Pe	rformance	- Vehic	les							
Mov ID	OD. Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance M	Prop. Queued	Effective Stop Rate per Veh	Average Speed km/h
South	: Florence	Road									
1	L2	42	0.0	0.272	12,6	LOS B	0.9	6.0	0.83	1.03	31,5
3	R2	3	0.0	0.272	257.9	LOS F	0.9	6.0	0.83	1.03	31.3
Appro	bach	45	0.0	0.272	29.0	LOS D	0.9	6.0	0.83	1.03	31.5
East:	Stirling Hig	ghway									
4	L2	80	0.0	0.414	5.6	LOS A	0.0	0.0	0.00	0.06	55.8
5	T1	1446	5.3	0.414	0.1	LOS A	0.0	0.0	0.00	0.03	59.6
Appro	bach	1526	5.0	0.414	0.4	NA	0.0	0.0	0.00	0.03	59.5
West	Stirling Hi	ghway									
11	T1	1208	3.8	0.450	5.0	LOS A	7.9	57.3	0.30	0.03	54.9
12	R2	41	0.0	0.450	37.5	LOS E	7.9	57.3	1.00	0.11	36.8
Аррго	bach	1249	3.7	0.450	6.1	NA	7.9	57.3	0.33	0.04	54.4
All Ve	hicles	2820	4.4	0.450	3.3	NA	7.9	57.3	0.16	0.05	56.7

Table 4. SIDRA results for the Stirling Highway/Florence Road – weekday PMpeak period (2031)

Table 5. SIDRA results for the Stirling Highway/Florence Road – Saturday mid-
day peak period (2031)

Move	ement Pe	rformance	- Vehic	les							
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back Vehicles veh	of Queue Distance m	Prop. Queuerl	Effective Stop Rate per veh	Average Speed km/h
South	: Florence	Road	-	-							
1	L2	71	0.0	0.762	74.2	LOS F	3.9	27.4	0.91	1.38	14.2
3	R2	9	0.0	0.762	345.4	LOS F	3.9	27.4	0.91	1.38	14.1
Appro	bach	80	0.0	0.762	104.7	LOS F	3.9	27.4	0.91	1.38	14.2
East:	Stirling Hig	phway									
4	L2	59	0.0	0.386	5.6	LOS A	0.0	0.0	0.00	0.05	56.0
5	T1	1364	5.3	0.386	0.1	LOS A	0.0	0.0	0.00	0.02	59.7
Appro	bach	1423	5.1	0.386	0.3	NA	0.0	0.0	0.00	0.02	59.6
West	Stirling Hi	ghway									
11	T1	1335	3.8	0.447	3.5	LOS A	8.6	62.3	0.37	0.03	56.2
12	R2	36	0.0	0.447	33.2	LOS D	.8.6	62.3	1.00	0.07	43.1
Appro	bach	1371	3.7	0.447	4.2	NA	8.6	62.3	0.39	0.03	56.0
All Ve	hicles	2874	4.3	0.762	5,1	NA	8.6	62.3	0.21	0.06	55.2

Table 6. SIDRA results for the Florence Road crossover – weekday PM peak
period (Existing)

Move	ement F	Performan	ice - V	/ehicle:	s						-		
Mov ID	OD Mov	Demand Total		Anival Total		Deg Sath	Average Delay	Level of Service	95% Back Vehicles	of Queue Distance	Prop Queued	Effective , Stop Rate	Average Speed
		veh/h	%	ven/h	%	v/c	sec		veh	m		per veh	km/h
South	: Floren	ce Road	- 27										
4	L2	46	0.0	46	0.0	0.041	4.6	LOSA	0.0	0.0	0.00	0.32	47.7
5	T1	31	0.0	31	0.0	0.041	0.0	LOSA	0.0	0.0	0.00	0.32	46.5
Appro	ach	77	0.0	77	0.0	0.041	2.8	NA	0.0	0.0	0.00	0.32	47.4
North	Floren	ce Road											
11	T1	65	0.0	65	0.0	0.066	0.2	LOSA	0.3	1.9	0.14	0.22	48.1
12	R2	53	0.0	53	0.0	0.066	2.9	LOSA	0.3	1.9	0.14	0.22	20.9
Appro	ach	118	0.0	118	0.0	0.066	1.4	NA	0.3	1.9	0.14	0.22	30.4
West:	Car Pa	rk Access											
1	L2	25	0.0	25	0.0	0.062	0.1	LOSA	0.3	1.9	0.14	0.15	19.8
3	R2	89	0.0	89	0.0	0.062	1.0	LOSA	0.3	1.9	0.14	0.15	27.9
Appro	ach	114	0.0	114	0.0	0.062	0.8	LOSA	0.3	1.9	0.14	0.15	26.6
All Ve	hicles	309	0.0	309	0.0	0.066	1.5	NA	0.3	1.9	0.11	0.22	31.4

Table 7. SIDRA results for the Florence Road crossover – weekday PM peak period (Post-development)

Mov	ement	Performa	nce - \	/ehicle	s								
Mov ID	OD Mov	Demand Total	Flows HV	Arriva Total	l Flows HV		Average Delay	Level of Service	95% Back Vehicles	of Queue Distance	Prop. Queued		
		veh/h	%	veh/h	%	v/c	sec		veh	m		per veh	km/h
South	n: Floren	nce Road											
4	L2	58	0.0	58	0.0	0.047	4.6	LOSA	0.0	0.0	0.00	0.35	47.6
5	T1	31	0.0	31	0.0	0.047	0.0	LOSA	0.0	0.0	0.00	0.35	46.2
Appro	bach	89	0.0	89	0.0	0.047	3.0	NA	0.0	0.0	0.00	0.35	47.3
North	: Floren	ce Road											
11	Τ1	74	0.0	74	0.0	0.081	0.2	LOSA	0.3	2.4	0.17	0.24	47.9
12	R2	70	0.0	70	0.0	0.081	2.9	LOSA	0.3	2.4	0.17	0.24	20.9
Appro	bach	144	0.0	144	0.0	0.081	1.5	NA	0.3	2.4	0.17	0.24	29.4
West	: Car Pa	rk Access											
1	L2	32	0.0	32	0.0	0.082	0.1	LOSA	0.4	2.5	0.14	0.16	19.8
3	R2	116	0.0	116	0.0	0.082	1.0	LOSA	0.4	2.5	0.14	0.16	27.9
Appro	bach	148	0.0	148	0.0	0.082	0.8	LOSA	0.4	2.5	0.14	0.16	26.6
All Ve	hicles	381	0,0	381	0.0	0.082	1.6	NA	0.4	2.5	0.12	0.24	30.9





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Mr. Andrew Bratley City of Nedlands 71 Stirling Highway

4th October 2018

NEDLANDS WA 6009

Via Email: abratley@nedlands.wa.gov.au

Dear Andrew:

Re: Peer Review of Technical Note 1A (Transcore) – Proposed Shopping Centre Redevelopment – 90 Stirling Highway, Nedlands – V2

Move Consultants has undertaken a detailed peer review of the Technical Note No. 1A prepared by Transcore on behalf of Aldi Stores for the proposed redevelopment of the existing Captain Stirling Shopping Centre located at 90 Stirling Highway, Nedlands in the City of Nedlands dated 1st October 2018. This updated technical information has been submitted to the City in response to issues raised in the Peer Review – V1 prepared by Move Consultants in the context of the June 2018 TIA. Feedback was provided to the Applicant and its consultant team at a meeting on 16th August 2018 in relation to outstanding information required to satisfactorily review the transport and car parking issues associated with the proposal.

The results of the review of the Technical Note are outlined below.

Introduction

Aldi Stores. lodged a Development Application for a proposed redevelopment of the existing Captain Stirling Shopping Centre to include a purpose-built Aldi Supermarket and a number of specialised retain tenancies to be located at the south-west corner of Stirling Highway and Florence Road, Nedlands in the City of Nedlands. The Applicant commissioned a Transport Impact

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Assessment to be undertaken by Transcore. The assessment was completed and forwarded to the City of Nedlands as well as Main Roads WA and the Department of Planning, Lands and Heritage. This TIA was reviewed by Move Consultants on behalf of the City of Nedlands with a detailed outline of issues and queries summarised in a letter dated 24th July 2018 which was provided to the Applicant. A follow-up meeting held with the Applicant and its consulting team on 16th August 2018 provided further insight and direction with regard to the additional information required by the City.

The following is a summary of the critical issues which have been identified in the context of the review of the Technical Note. Background and Existing Conditions:

The proposal consists of a redevelopment of the existing Captain Stirling Shopping Centre to include a new purpose-built large format Aldi Supermarket and several new specialised retail tenancies. The proposed operation of the majority of the proposed uses on the site is to occur 7 days per week with the shopping centre typically operating from 8 a.m. to 8 p.m. Monday to Friday, 8 a.m. to 5 p.m. on Saturday and 11 a.m. to 5 p.m. on Sunday.

The only access to the proposal consists of a full movements unsignalised crossover to the west side of Florence Road, approximately 55m south of the unsignalised T-intersection with Stirling Highway with all other existing crossovers to the site to be rationalised and closed with the proposed driveway to Florence Road to accommodate all of the site-generated traffic.

The existing land uses on the site consists of the Captain Stirling Shopping Centre, a neighbourhood centre anchored by an IGA supermarket.

Stirling Highway is a primary east-west connecting road serving a broad catchment of users between Fremantle to the west and the Kwinana Freeway and the Perth CBD to the east. Dalkeith Road, to the west of the site, functions as a north-south link between the riverside residential areas of Dalkeith and Nedlands across Stirling Highway through to the northern catchments of Nedlands and Subiaco. Florence Road, which flanks the eastern side of the site, functions as the direct local access road to the development.

Stirling Highway has been classified as a Primary Distributor road, under the Main Roads Western Australia Functional Road Hierarchy, and has been defined as "... [providing] for major regional and inter-regional traffic movement and carry large volumes of generally fast-moving traffic with some roads [designated] as strategic freight routes, with all designated as National or State roads and managed by Main Roads.", providing typically only limited access to adjoining property(ies). Dalkeith Road, to the west of the site, has been defined as a Local Distributor road which "...carries traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks and are managed by Local Government." Florence Road, however, has been classified as an Access Road which is defined as a road which provides local access to abutting properties and typically are roads not intended to carry high traffic volumes associated with commercial developments.

The practical capacities for these road links in the context of their existing road classification and geometry is as follows:

- Stirling Highway 35,000 to 40,000 vpd
- Dalkeith Road 7,000 to 10,000 vpd

Florence Road – 3,0000 vpd

Stirling Highway is a dual divided carriageway in the vicinity of the site. Dalkeith Road, to the west of the site, is a wide single carriageway flaring to a dual carriageway on approach to Stirling Highway. Florence Road is a single undivided carriageway adjacent to the subject site, flaring wide on approach to Stirling Highway and inclusive of a fixed raised central median allowing for simultaneous outbound left- and right-turns. Indented car parking is in place along the western side of Florence Road adjacent to the site and north of the site crossover with informal roadside parking in place to the south of the primary crossover. Road,

The intersection of Stirling Highway/Dalkeith Road is signalised and operates under a split phase arrangement on the Dalkeith Road approaches. The intersection of Stirling Highway/Florence Road is unsignalised and operates under T-intersection Stop Control on the Florence Road approach with <u>no</u> dedicated left- or right-turning pockets on Stirling Highway to accommodate movements into Florence Road

Existing traffic volumes for Stirling Highway are in the order of 39,5000 vpd (approaching practical capacity) and for Florence Road are in the order of 2,500 vpd (approaching practical capacity). It is estimated, based upon, a review of travel demand patterns and distribution of attractors and generators that the existing traffic demands on Dalkeith Road, south of Stirling Highway, are in the order 7,000 vpd.

The existing Captain Stirling Hotel is located immediately opposite the site on the south-east corner of Stirling Highway and Florence Road and is proposed to be redeveloped as Woolworths-anchored shopping centre in the near future.

The following review outlines the outstanding information which has yet to be provided by the Applicant.

Review of Applicant's Technical Note – 1A – Prepared by Transcore (dated 1st October 2018):

- The June 2018 version of the assessment was submitted as part of the JDAP application to the City of Nedlands. A review of the base traffic volumes utilised in the assessment indicates that the assessment did <u>not</u> use existing volumes readily available from Main Roads WA in the form of SCATS data for 2018. Quantification of <u>current</u> traffic volumes on Stirling Highway and on Florence Road on a typical weekday and, more particularly, during the weekday roadway p.m. peak period were requested to form the basis of additional assessment of the p.m. peak hour. The Technical Note has documented only the 5 to 6 p.m. weekday peak period at the intersection of Stirling Highway/Florence Street intersection with only inbound and outbound movements at the intersection guantified.
- The signalised Stirling HighwayDalkeith Road intersection needs to be assessed for the base and future scenarios as significant site-generated traffic will utilise this intersection to access the site.
- A request was made to undertake detailed gap acceptance surveys at Stirling Highway/Florence Road intersection during the respective weekday road p.m. and Saturday peak periods in order to quantify the potential practical capacity for outbound right-turns as the SIDRA assessment has indicated that the intersection is currently operating beyond practical capacity under existing demand conditions. These surveys have not been undertaken despite a request made to the Applicant on several occasions. Site-generated traffic which will originate from and be destined

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to Stirling Highway to the north of the site crossover has not been assessed correctly with downstream queuing and vehicular delays not measured and assessed appropriately in accordance with standard traffic engineering practice along the Florence Road frontage of the site and with particular focus on the impacts of long queues on approach to Stirling Highway along the eastern boundary of the site in a northbound direction and the lack of available gaps in traffic to accommodate inbound and outbound right-turning movements. Detailed traffic and gap acceptance surveys were requested to be undertaken during the weekday a.m. (7:00 to 9:00 a.m.), p.m. (4:00 to 7:00 p.m.) and Saturday (10:00 a.m. to 1:00 p.m.) peak periods to produce a current baseline for assessment. These surveys will ascertain the delays associated with the potential queuing downstream from Stirling Highway during these peak periods. A detailed site visit to the intersection of Stirling Highway/Florence Road during the weekday peak periods on Thursday 19th July 2018 indicated that there is significant queuing occurs during this time with the proposed crossover to Florence Road blocked by northbound traffic under existing conditions during this period during these time periods and as a result, significant delays experienced by vehicles wishing to turn right into Stirling Highway. The addition of site-generated traffic associated with the proposal will exacerbate these existing conditions and result in significant impacts to practical capacity at the proposed crossover for inbound and outbound vehicles. The undertaking of these surveys is conventional traffic engineering practice for complex projects in brownfields locations. However, despite repeated requests and agreement to provide this information, the Applicant's consultant has not provided this information.

- The SIDRA assessment undertaken for the 2018 existing base conditions <u>without</u> the addition of development traffic indicates that the intersection of Stirling Highway/Florence Road is operating beyond practical capacity. Move Consultants has undertaken an independent SIDRA analysis of the existing conditions at the intersection and can confirm that the intersection is currently operating over practical capacity at this location during both the weekday p.m. and Saturday peak hours.
- The assessment states that there will be significant passing trade associated with the development thereby minimising the impacts to the local road network. However, it should be noted that a large format Aldi Supermarket will have a significant draw beyond the local catchment and will result in significantly lower passing trade during the peak demand periods. This will have a significant impact on Stirling Highway at both Dalkeith Road and at Florence Road in the context of turning movements and the net traffic generation of the site will be significantly higher than predicted in the assessment. It should also be noted that100% of site-generated traffic will have to utilise the singular Florence Road crossover to access the site as the other access point(s) will be closed as part of the redevelopment.
- The results of the assessment of 2031 post-development conditions indicate that the intersection of Stirling Highway/Florence Road will continue to operate beyond practical capacity with significant theoretical southbound downstream queuing estimated on Florence Road well beyond the site crossover. The undertaking of gap acceptance surveys, as requested by the City in July and August 2018, could have potentially established a more realistic baseline for assessment to consider the impacts of the proximity of traffic signals immediately to the west at Stirling Highway/Dalkeith Road and the subsequent creation of the 'platooning' effect allowing for an increase in outbound

right-turning opportunities from Florence Road. The Applicant's consultant has refused to undertake these surveys, which are standard traffic engineering practice, and as a result, the review of these updated intersection analyses can only rely on the theoretical results which clearly indicate that there is <u>no</u> residual capacity on the road network to accommodate the development traffic.

- The proposed traffic distribution of site-generated traffic with a significant focus on Stirling Highway as a draw for the passing trade element does not address the impacts to the unsignalised intersection at Florence Road with a specific emphasis on the lack of a dedicated westbound left-turn lane and eastbound right-turn lane within Stirling Highway. There is limited assessment of the impacts of the proposal on the local road network namely Florence Road further to the south or with regard to the Stirling Highway/Dalkeith Road signalised intersection to the west as it is expected that due to the regional draw of the proposed Aldi Supermarket, that the local road network to both the north and south of Stirling Highway will be impacted. Hence it is concluded that the proposed distribution of traffic with the majority of the site-generated activity originating from and destined to Stirling Highway via Florence Road adjacent to the site proposal has not only not addressed the weekday p.m. peak period in detail, it has also not addressed the impacts during the a.m. peak period impacting on northbound outbound queuing on Florence Road on approach to Stirling Highway. It has also not justified the trip distribution associated with the catchment of the broader residential uses in the area, as discussed at the meeting of 16th August 2018, which would be served by the only Aldi store within the Western Suburbs. It is not considered reasonable that the trip distribution of the future site-generated traffic would be similar to that of the existing catchment served which has been used in the June 2018 TIA and the updated Technical Note.
- Therefore, the balance of the assessment including the operational assessment at the site driveway and at the boundary road network intersections of along Stirling Highway at Florence Road are not reflective of future operations during the relevant weekday a.m. and p.m. and Saturday peak periods.
- The assessment of the proposed Florence Road crossover is considered to be inadequate and has not considered the existing queuing and significant capacity constraints on approach to Stirling Highway associated with peak period operations which will likely result in southbound queuing on Florence Road approach to the proposed crossover and potentially impeding traffic operations on Stirling Highway, under the full build-out scenario and 2031 horizon year base conditions.
- The updated assessment, as shown in the Technical Note, has <u>not</u> included consideration of the cumulative impacts of the proposed Woolworths redevelopment of the Captain Stirling Hotel site opposite the proposal as part of the future baseline assessment. While it is understood that the TIA prepared for this application may not be available to the consultant, basic assumptions in relation to the background traffic generation associated with this adjacent proposal as well as fundamental assumptions in relation to future access to the Woolworths development were discussed at the 16th August 2018 meeting with an agreement to analysing the cumulative impacts of both developments on the boundary road network in order to ascertain the proportion associated with the subject proposal. This assessment has not been provided. This is standard traffic engineering practice and is outlined as one of the

basic considerations in the WAPC Transport Impact Assessment Guidelines.

- Consideration of the establishment of a rear laneway along the southern boundary of the site to connect through to Dalkeith Road was discussed at the 16th August 2018 meeting and it was generally agreed that it would be likely that this east-west connection would function as a lower order direct access-only laneway to the development and not as a higher order fully permeable public road link between Florence Road and Dalkeith Road. The proposed access to the basement car park and service/loading area would therefore potentially be relocated from the Florence Road frontage to the north side of this laneway. A more detailed assessment of this revised layout would be required as part of an amended application.
- The proposal to facilitate service/delivery and rubbish collection movements on the site via the Florence Road crossover is of significant concern due the potential lack of capacity to accommodate site-generated traffic between Stirling Highway and the site crossover along Florence Road. Concerns that due to the significant demands at this location during peak demand periods will result in service vehicles parking line haul along the site's eastern boundary (west side of Florence Road) if delays entering and existing the car park occur effectively blocking the kerb lane on approach to Stirling Highway. Access by rubbish trucks which require significant vertical clearance, and this has also not been addressed in the report nor has the review of the compliance of the basement car parking area with Australian Standard *AS 2890.1: Off Street Parking.* The service, delivery and rubbish collection vehicles all have the potential to impact: on-site circulation by other vehicles as well as vehicles attempting to enter the site from Florence Road resulting in localised congestion on an already congested road serving direct residential frontage to the south of the site driveway and located immediately south of an existing unsignalised intersection and into the future, these vehicles would potentially be required to enter and exit the site via a right-turn outbound movement in order to access Stirling Highway eastbound via Dalkeith Road and the local road network to the south and west. This issue was discussed at the 16th August 2018 meeting with the Applicant and further detailed information has been requested with none received to-date within the Technical Note.
- A Road Safety and Design Audit should be undertaken to identify the any roadside and on-site safety and conflict points and any modifications to existing median islands and road seal, line marking and signage which may be required to accommodate site-generated traffic.
- The addition of net site-generated traffic plus the net impacts of the proposed redevelopment of the Captain Stirling Hotel will likely result in completely unacceptable impacts on Florence Road as this section of road only has an effective practical capacity of 3,000 vpd with a limited residual practical capacity available under existing and future 2031 conditions, as documented in the Technical Note. In absence of confirmed results of detailed site traffic generation surveys and gap acceptance surveys, the theoretical results of the SIDRA analysis for the Stirling Highway/Florence Road intersection under existing and 2031 peak hour conditions clearly indicate that the additional traffic generated by the development cannot be accommodated within the practical capacity of the adjacent road network.

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- No sightline analysis has been undertaken in accordance with Austroads *Guide to Road Design Part 4A: Signalised and Unsignalised Intersections.* This will be required due to the risks associated with exiting the car parking area.by service and delivery vehicles.
- A detailed review of crash history is required in the context of the crash data now available for the 5-year reporting period (2013-2017) indicates a very high rate of right-angle crashes at the Stirling Highway/Florence Road intersection with the risk profile at this location unacceptably impacted by the increases in development traffic at this location.
- The proposal does not provide for end-of-journey facilities inclusive of secure bicycle parking and change rooms for staff in compliance with Austroads and Department of Transport guidelines and policies.
- Details relating to the servicing, loading and delivery protocols have not been provided in relation to anticipated demand volumes, delivery periods and other protocols relating to management of vehicle routing, parking, overflow management and noise. A detailed Loading, Servicing and Delivery Management Plan consistent with Council and 'best practice' protocols is required.
- Updated formal correspondence from Main Roads WA in relation to the proposal has not been received by the City of Nedlands.

In summary, a review of the Transcore Technical Note - 1A for the proposal indicates that the assumptions documented in the assessment are fundamentally flawed with a number of key issues not addressed as would be expected as part of an assessment of a proposed shopping centre redevelopment which relies heavily on passing trade, is located in close proximity to an unsignalised intersection which is already operating close to practical capacity during peak demand periods and proposes access to a lower order road and has <u>not</u> addressed the request for further detailed information as outlined in the 24th July 2018 Peer Review and the follow-on 16th August 2018 meeting with the Applicant.

There are still a significant number of gaps in the base data, the design peak maximum period has been incorrectly assessed, the results are inconclusive and incorrect, and the assessment is inconsistent with accepted industry standard practice and accepted guidelines. The results of this revised peer review indicate that the proposal cannot be accommodated within the context of the adjacent boundary road network either in the medium-term (10+ years) or potential the long-term in its current form, the proposed access arrangements are inappropriate, the assessment has not been prepared in the context of acceptable traffic engineering practice and the impacts to the broader road network have not been fully assessed in accordance with standard and accepted traffic engineering practice, particularly in the context of future road planning in the area and the resultant impacts on Florence Road and the local road network to the north and south of Stirling Highway in the vicinity of the proposal.

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Should you have any queries, please do not hesitate to contact me at 0434 189 788. Yours sincerely,

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Heidi Herget, B.ASc. (Civil), MUDIA, MAITPM, MCILT, MPIA (Assoc.) Principal Transport Consultant

Attachment 6 - Summary of Submissions

The table below summarises the comments received during the advertising period of the proposal, together with the City's response to each comment.

Comments received neither in support nor objection	Officer technical comment
The development will generate a high impact and requires the preparation of a Traffic Impact Assessment (TIA) in accordance with the Western	A TIA has been received from the applicant and was referred to MRWA and the City's Traffic Consultant for comment.
Australian Planning Commission Transport Impact Assessment Guidelines (August 2016).	The TIA does not demonstrate that the traffic generated by the development will be acceptable with the current configuration.

Comments received neither in support nor objection	Officer technical comment
Reticulated water and sewerage services are currently available to the	Noted
subject area to cater for the proposed development. The	
developer/disturber is expected to fund any new works required or the	
upgrading of existing works and protection of all works.	
This proposal will also require approval by our Building Services section prior to commencement of works. Infrastructure contributions and fees may be required to be paid prior to approval being issued.	
The Water Corporation's gravity sewer is located at the rear of these lots and the proposed retaining wall may require piling depending on construction details, this will be determined at the building approval stage when the final drawings are submitted.	

Comments received in support	Officer technical comment
This area is in desperate need of some affordability. This is an especially suitable location given the university students in the area. It will provide more escuel ich expertunities for our wouth	Noted
more casual job opportunities for our youth.	

Comments received in support	Officer technical comment
We are pleased to see such a sensitive design for what has been our 'home	Noted
and community' shopping centre for 40 years.	
Our only concern is the notential for accentance of the proposed signage	
Our only concern is the potential for acceptance of the proposed signage variation to be adopted as a precedent for other developments in the area.	

Comments received in support	Officer technical comment
Low income families in the area should be given local, affordable, shopping	Noted
options.	

Comments received in support	Officer technical comment
We need such a store to service the many pensioners and disadvantaged in	Noted
the precinct as they are much cheaper.	

Comments received in support	Officer technical comment
Increased convenience and options for local residents.	Noted
The proposed variations improving the amenity and aesthetics of the development.	
In relation to any perceived traffic issues, I believe that if the centre is open for extended hours this will alleviate the issue.	

Comments received in support	Officer technical comment
Retaining the existing fig tree is a positive step.	Noted
I would find the store a far more convenient option.	

Comments received in support	Officer technical comment
Will increase choices.	Noted

Comments received in support	Officer technical comment
A different type of store is most welcome.	Noted

Comments received in objection	Officer technical comment
Vehicular Traffic increase has not been shown as impacting on neighbouring streets compared to present situation. Expected Traffic Flows should be shown so that due consideration of the neighbourhood amenity can be in evidence. Expected noise increase accompanying the increase should also be provided for consideration of the effect on the amenity of the neighbourhood.	The applicants have provided a traffic report which the City accepts as demonstrating that the traffic generated by the development will be acceptable with the current configuration. The applicants preference is not to install the turning plate and hence if access through to Dalkeith Road, the development is likely to be re-designed to accommodate better access to the site.
The site vehicular access and egress calls for a provision of Trucks and cars to use the same entry and exit. The risk of such exposure has not been articulated and should be considered in assessment of the planned access.	

Comments received in objection	Officer technical comment
1) Parking: whilst the application does not meet requirements of TPS2 for	1) The applicant has advised that they have provided more car parking
243 bays it is noted	than their other stores – some of which are larger to accommodate
that the 90 bays planned does meet LPS3. However, as a resident of	for the wider draw area and additional tenancies provided.
Florence Road I find this unacceptable as overflow parking will take place in	

Florence Road, causing disruption to traffic flow, noise and likelihood of	The City's TPS2 car parking provisions were written prior to 1985 and
verge parking at my lot. I would consider at least another 30 bays as	are out of date. The car parking required does not reflect the
essential, being around 50% of the TPS2 provision.	economies in the larger scale shopping centre format nor the
	reciprocity of the tenancies and hence the reduced requirement for
2) Signage height: whilst acknowledging this site is a commercial location,	car parking bays specified in LPS3. The City finds the number of car
common to others along Stirling Highway, the suburb of Nedlands prides	parking bays provided for the proposal more than adequate.
itself on having a refined and non-garish visual amenity. This stands in	
contrast to Claremont where the visual impact is akin to the less desirable	LPS3 was not adopted by Council and the application is being
cities in USA such as Los Vegas, I believe signage should be kept to a	considered under the current TPS2. The development is proposing
minimum and be as subdued as possible.	compliant land uses and building form.
3) Flooding and Drainage: it is not obvious from the plans what provision has	2) The amount, size and location of the signage is unlikely to have a
been made for seasonal heavy rainfall events. There is a history of overflow	significant visual impact on the local amenity. No concerns were
and flooding from the existing site into my house that at times has reached	raised regarding the signage by Main Roads WA.
up to 600-750mm. I realise not all of this can be blamed on the 90 Stirling	raised regulating the signage by main hours with
Highway block, but I am sure it has contributed. I would ask that this aspect	3) If the application is approved stormwater management details will
be reviewed by a suitably qualified person and adjustments be made, if	need to be provided at the building permit application stage
recommended.	demonstrating how it will be contained on site.
	demonstrating now it will be contained on site.
4) Increased traffic flow – Florence Road: the current IGA supermarket and	4) The applicants have provided a traffic report which the City accepts
co-located shops form a neighbourhood hub that is similar to various other	as demonstrating that the traffic generated by the development will
complexes in Nedlands and the surrounding suburbs. The proposal to locate	be acceptable with the current configuration.
	be acceptable with the current configuration.
an Aldi supermarket on this site will draw customers from a wider	C) The applicant has provided and accustic report and the City will
community and hence there will be increased traffic in Florence Road, and	5) The applicant has provided and acoustic report and the City will
hence considerable loss of amenity for my house. I consider this is	condition the development accordingly to comply with the acoustic
unacceptable given the Council is also being forced to implement other	report.
planning changes in this vicinity, namely the Captain Stirling Hotel site.	
	6) There is no evidence to suggest that the use will create significant
5) Noise – delivery truck traffic: I further object on the basis that there will	levels of odour and/or dust once fully constructed.
be increased delivery truck traffic flow that is noisy, dangerous to children	
and visually unacceptable.	7) Under TPS 2 a supermarket and shops are able to be considered on
	the subject property. The uses referred to in the submission as fast
	food outlets which are not permitted.

6) Odour and dust – the site's designated use will generate increased odour and dust that will result in a loss of amenity for my location.	8) Noted.
7) Aldi in Nedlands – the Council has over the years successfully acted in the interests of ratepayers in keeping the low grade, low quality consumer brands out of Nedlands. By way of example there are no McDonald's or KFC outlets in the suburb. I consider approval to allow Aldi to establish one of their supermarkets an insult and a diminution of the quality of the suburb that we have enjoyed and wish to maintain.	
8) Rubbish collection and disposal – I note there is a location for bins for the site. I would ask that this be further assessed to ensure the provision is sufficient, collection can be achieved safely (i.e. no trucks on the footpath) and there is separation of waste streams in accordance with Council policy.	

Comments received in support	Officer technical comment
I welcome the decision of having Aldi in the Nedlands area. We have Coles	Noted
and Farmer Jack in Claremont, Woolworths in Subiaco and 4 IGAs:	
Broadway, 2x Nedlands, Dalkeith. A different type of grocery store is most	
welcoming. The nearest Aldi is in Yokine. I would love to see one opening in	
my neighbourhood. Thank you for considering the application.	

Comments received in objection	Officer technical comment
The site ALREADY HAS an excellent supermarket and specialty shops. Moreover, the IGA already on the site is far more appropriate for an affluent neighbourhood than an ALDI. Thus, the proposed development is unnecessary, poorly suited to the neighbourhood and unwanted by me and everyone I know. It seems to benefit ONLY ALDI and no-one else. I urge the	Demographics of an area is not a consideration that the City can take into consideration when determining a development application.
council to reject this proposal.	

Comm	ents received in objection	Officer technical comment
1.	The City will lose its once-only opportunity to negotiate with Aldi to	
turn th	ne site into a City Centre.	
		1. In accordance with TPS 2 a supermarket and shops are uses able to
2.	The Aldi development seems to be based on retention of the tree,	be considered on the property.
and ac	herence to the height restriction under the City's outmoded 1985	
	Consequently, the proposed development seems to be nothing more	2. There is currently no evidence which suggests that the existing tree
	repetition of the current shopping centre but with the car parking	will not survive.
-	underground and more building bulk squatting on the entire site.	
	ee seems stranded and I wonder if it will survive the weight of the	3. Noted. However, the maximum building height restrictions under
buildir	g bulk and adjacent underground parking on its root system.	TPS 2 are not able to be varied.
h	Civen the Council's focus to rate in a high parameters of the plat	
3.	Given the Council's focus to retain a high percentage of the plot	4. Noted.
	n planning for residential properties, I find it surprising that the City t consider relaxing height restrictions and increasing the plot ratio to	
	e the developer with more lettable area, in consideration of more	
•	open space. The City's town planning consultants recommended such	
•	broach in its report for the draft LPS3. This alternative would provide	
	nefit of	
a.	more open space at ground level, consistent with the Council's	
а.	"recently-discovered" vision of a City Centre for the enjoyment	
	of local residents; and	
b.	permit the developer to include an additional level of car	
	parking and additional retail tenancies, subject of course to the	
	economic viability.	
с.	provide a better outcome for both Aldi in terms of financial	
	return, and	
d.	the opportunity to outsource the parking to a third party	
	operator.	
4.	The current proposal will result in the loss of the current "open	
•	g" which is currently used by patrons of the adjoining sites including	
the W	ndsor Theatre (although Ideally the Council could take over the role	

as the North Sydney council does in Crows Nest, NSW). It could not only affect the viability of the Windsor Theatre but also put added pressure on parking in neighbouring streets.	
While the building would be higher, it would not be out of character with the existing 5-level office development on the corner of Dalkeith and Stirling Highway.	

Comments received in objection	Officer technical comment
I feel the proposal will destroy the character of the immediate area and	Potential impacts on property value is not a matter Council is required
bring adjacent property values down.	to have regard to when making its decision in accordance with the
	Planning and Development (Local Planning Schemes) Regulations
However, if it was to proceed I object strongly to the increase in signage	2015.
from two to three signs and the increase in height of these signs from 6m to	
7.6m. I am particularly warried about the affect of shining light across the	The applicant has advised that they have provided more car parking
road into residential areas especially with the extra height. I believe there	than their other stores – some of which are larger to accommodate
are already far too many advertising signs in this area which is very much	for the wider draw area and additional tenancies provided.
still a residential part of Nedlands.	
I also strongly protest against the reduction of car parking bays and the	
Affect this could potentially have on neighbouring streets as the 90 car bays	
proposed are quickly taken up and traffic overflows in adjacent areas. This	
could potentially cause a safety hazard if lots of people are parking across	
busy Stirling Highway and need to cross it, far from any pedestrian crossings.	

Comments received neither in support nor objection	Officer technical comment
We have no objection to the development but have justified concerns	The applicants have provided a traffic report which the City accepts as
relating to the traffic in Florence Road. The traffic in Florence Road is already	demonstrating that the traffic generated by the development will be
high with constant speeding. The planning development will attract	acceptable with the current configuration.
additional traffic, so a traffic management plan is required for consideration	

prior to our approval. A proposal is to block/partially close Florence/Stirling	
Highway intersection.	

Comments received in support	Officer technical comment
It will be good to exchange a good IGA for an ALDI and increase choices. To	Noted.
so without losing parking to a building is a clever solution.	

Comments received neither in support nor objection	Officer technical comment
1) The single-story nature of the development is a positive at the	The development cannot be built higher due to non-discretionary
southern side of the development where over shadowing issues with nearby	height limits.
residents are avoided. However, it probably represents a missed opportunity	
to go higher at the northern Stirling Highway side of the development. The	The City is working with the applicant to have option for an east-west
proponent should consider additional stories at the northern Stirling	link at the rear but this will be for vehicles with the front of the site
highway end to free up real estate for pedestrian access through the site.	designed to be active for the majority of pedestrian movements.
2) The development provides for no east-west pedestrian access from	The other tenancies are proposed to be shops and a restaurant/cafe.
one end of the neighbourhood centre to the other, missing the opportunity	These tenancies activate the Florence road frontage.
to link the entire precinct together from the Captain Stirling Hotel through	
to the Windsor Theatre.	The applicant has provided and acoustic report and the City will
	condition the development accordingly to comply with a management
3) The type of the other tenancies is not clear to me. Are they intended	plan for deliveries.
to be offices, specialty shops, bars, restaurants or cafes? Do they activate	The explicent has advised that they have previded more can perform
the frontage to Florence Rd and potentially a future paved pedestrian mall?	The applicant has advised that they have provided more car parking
4) More detail should be provided as to how the acoustics of loading	than their other stores – some of which are larger to accommodate for the wider draw area and additional tenancies provided.
trucks will be managed for those residents immediately adjacent. – i.e.	for the wider draw area and additional tenancies provided.
modelling of expected sound levels and management plans to eliminate	This report is out of date. The applicants have provided a revised
early morning reversing beepers.	traffic report which the City accepts as demonstrating that the traffic
5) The 90 car bays are insufficient when compared to the requirement	generated by the development will be acceptable with the current
for 243 car bays. My concern is that the parking will overflow into residential	configuration. The applicants preference is not to install the turning
streets.	

	plate and hence if access through to Dalkeith Road, the development
6) The current level of traffic on Florence Rd already significantly	is likely to be re-designed to accommodate better access to the site.
exceeds the levels it is designed for as a residential street. The council	
already has a 2011/12 report from a resident on file that analysed traffic	
data to show that an average of 1377 vehicles per day use Florence Rd, of	
which 36% exceeded the speed limit. The intersection between Florence Rd	
and Stirling Highway is also inadequate and due to its proximity to the	
existing controlled intersection at Dalkeith Rd, cannot be rectified. Any	
increase in scale of the shopping centre would lead to an unacceptable	
increase in traffic volumes on local streets, that would need some active	
measures to eliminate. The proposal appears to cater for the touted east	
west road from Stanley St to Dalkeith Rd via a future span above the present	
drainage sump on Dalkeith Rd. I see this traffic management solution would	
need to be implemented at the same time as the development to avoid any	
traffic increases on Florence Rd. i.e. Florence Rd should be blocked off to	
traffic immediately south of the development site.	

Comments received neither in support nor objection	Officer technical comment
Windsor Cinemas is concerned that the Aldi development may have a deleterious effect on our patrons parking facilities on our property due to patrons and staff of Aldi using our parking bays. We presently suffer from unauthorised parking use of some of our bays during the day for fear this may increase with the seemingly limited parking at Aldi.	The applicant has advised that they have provided more car parking than their other stores – some of which are larger to accommodate for the wider draw area and additional tenancies provided.

Comments received neither in support nor objection	Officer technical comment
Under the current TPS2 car parking provisions 243 car parking bays are	The City's TPS2 car parking provisions were written prior to 1985 and
required to be provided for the development. However, the development	are out of date. The car parking required does not reflect the
has proposed to provide 90 bays in an under-croft basement. This is a	economies in the larger scale shopping centre format nor the
shortfall of 153 bays (63% shortfall). Even though there is mention that car	reciprocity of the tenancies and hence the reduced requirement for
parking provided will comply with the City's draft LPS3,. It is hard to accept	car parking bays specified in LPS3. The City finds the number of car
that the TPS2 so grossly overstated car parking requirement, a lot of	parking bays provided for the proposal more than adequate.

shoppers and shop owner staff already use the adjacent Captain Stirling Hotel car park as an overflow option for the existing smaller centre as it is today. This shows the insufficiency of car parking provided in the proposal.

I also noted there were 1019 submissions by concerned residents regarding the proposed LPS3 scheme. This clearly demonstrated there is significant community concern. Most of the submissions were to object.

There was tremendous community concern regarding the proposal Woolworths development on the adjacent Captain Stirling Hotel site in 2014. Over 300 members of the community came to town hall meetings to object to the proposal. I am unaware of the current status of Woolworth's plans, but surely this would need to be considered in concert before making any judgements on any development proposals.

The same concerns raised regarding Woolworths proposal apply to this proposal, despite is being smaller in size.

The common concerns are the increase in density and traffic congestion, noise, potential for rat race driving through the adjacent residential area. It is already perilous to enter and exit Stirling Highway from Florence Road, so and increase in traffic flow would compound this problem.

Loss of character and amenity is also an issue. The existing centre has long term diversified tenants which have capably provided for the local community for many years. The proposal development adds no value in this regard. It only impacts the livelihood of current shop owners who have built long term relationships with the community residents. There are minimal to no opportunities to relocate these businesses in the immediate surrounds. Several of the existing tenants still have several years left on their leases.

Claremont Quarter was development to provide for the larger shopping experience in the Nedlands/Claremont area. Aldi's purchase of the Captain

LPS3 was not adopted by Council and the application is being considered under the current TPS2. The development is proposing compliant land uses and building form.

The applicant has addressed the woolworths site in their traffic impact statement.

There is no increase in density with the development being compliant with the plot ratio of TPS2 and the number of tenancies decreasing. Traffic has been addressed by the applicant in a TIA and is deemed to be acceptable to the City. The development will comply with noise regulations and will have fewer deliveries than the current site.

The existing development has no architectural or cultural significance to the area. The proposed development will conceal car parking and create active street frontages to Stirling Highway and Florence Road – all while retaining a significant mature tree for a high amenity pedestrian/people orientated environment. There are proposed smaller tenancies the existing tenants may wish to move into and future developments may facilitate the same opportunities.

Who purchases a site is not a planning consideration. The development land uses and most of the built form is compliant with TPS2 and somewhat similar to the existing development but with greater number of car parking bays (all concealed) and a more active frontage to the street fronts.

Stirling site was based on opportunistic self-interest without consideration	
of the needs and preferences of the local community. I oppose their plans to	
transform a much-loved local shopping village into another sterile	
stereotypical big business centre.	

Comments received in objection	Officer technical comment
The proposed development being overbearing and not in keeping with the	Potential impacts on property value is not a matter Council is required
local character.	to have regard to when making its decision in accordance with the Planning and Development (Local Planning Schemes) Regulations
It will devalue the entire area.	2015.
Concerned that the development will overlook the adjoining properties.	The overlooking requirements do not apply to non-residential development.
Lack of sufficient car parking will mean that there will be an overflow onto	
the adjoining streets.	The City's TPS2 car parking provisions were written prior to 1985 and are out of date. The car parking required does not reflect the
The size of the signage, street walls and the fencing will ruin the area.	economies in the larger scale shopping centre format nor the
	reciprocity of the tenancies and hence the reduced requirement for
	car parking bays specified in LPS3. The City finds the number of car parking bays provided for the proposal more than adequate.
	The amount, size and location of the signage is unlikely to have a significant visual impact on the local amenity. No concerns were
	raised regarding the signage by Main Roads WA.

Comments received in objection	Officer technical comment
The shortfall in car parking is likely to have an adverse effect upon available	The City's TPS2 car parking provisions were written prior to 1985 and
parking nearby.	are out of date. The car parking required does not reflect the
	economies in the larger scale shopping centre format nor the
Any shortage in parking is likely to result in patrons utilising the car parking	reciprocity of the tenancies and hence the reduced requirement for
at our property.	car parking bays specified in LPS3. The City finds the number of car
	parking bays provided for the proposal more than adequate.

Comments received in objection	Officer technical comment
The surrounding streets will suffer immeasurably due to the car parking shortfall. Posing serious danger to pedestrians and residents trying to navigate by foot, car or bicycle, and through parked cars.	The City's TPS2 car parking provisions were written prior to 1985 and are out of date. The car parking required does not reflect the economies in the larger scale shopping centre format nor the reciprocity of the tenancies and hence the reduced requirement for
The secure bicycle parking is in the most remote location, this is really bad for passive security surveillance.	car parking bays specified in LPS3. The City finds the number of car parking bays provided for the proposal more than adequate.
Access to the site will be problematic.	The applicants have provided a traffic report which the City accepts as demonstrating that the traffic generated by the development will be acceptable with the current configuration.

Comments received in objection	Officer technical comment
Potential issues if car parking shortfall allowed. Cars potentially queuing off site when others are trying to find a car bay to park in.	The City's TPS2 car parking provisions were written prior to 1985 and are out of date. The car parking required does not reflect the economies in the larger scale shopping centre format nor the reciprocity of the tenancies and hence the reduced requirement for car parking bays specified in LPS3. The City finds the number of car parking bays provided for the proposal more than adequate.

Comments received in objection	Officer technical comment
Florence Road will be used as a thoroughfare which will not only devalue the	The City's TPS2 car parking provisions were written prior to 1985 and
houses but also become unsafe for residents with the increased traffic.	are out of date. The car parking required does not reflect the
	economies in the larger scale shopping centre format nor the
Potential issues if car parking shortfall allowed.	reciprocity of the tenancies and hence the reduced requirement for
	car parking bays specified in LPS3. The City finds the number of car
	parking bays provided for the proposal more than adequate.

The applicants have provided a traffic report which the City accepts as demonstrating that the traffic generated by the development will be acceptable with the current configuration.
Potential impacts on property value is not a matter Council is required to have regard to when making its decision in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015.

Comments received in objection	Officer technical comment
Potential issues if car parking shortfall allowed.	The City's TPS2 car parking provisions were written prior to 1985 and are out of date. The car parking required does not reflect the economies in the larger scale shopping centre format nor the reciprocity of the tenancies and hence the reduced requirement for car parking bays specified in LPS3. The City finds the number of car parking bays provided for the proposal more than adequate.

Comments received in objection	Officer technical comment
Potential car parking and traffic issues.	The applicants have provided a traffic report which the City accepts as demonstrating that the traffic generated by the development will be
The impact of the left turn from the underground car park onto Florence Road and the possible traffic jams turning onto Stirling Hwy. This is currently	acceptable with the current configuration.
left and right turn although it is rather dangerous turning right with less than ideal visibility of cars travelling at 60 kph along Stirling Hwy.	The City's TPS2 car parking provisions were written prior to 1985 and are out of date. The car parking required does not reflect the economies in the larger scale shopping centre format nor the
Whether or not the Aldi underground parking is for Aldi customers only and whether or not parking will be timed and free for a specific time period then charged.	reciprocity of the tenancies and hence the reduced requirement for car parking bays specified in LPS3. The City finds the number of car parking bays provided for the proposal more than adequate.
We have elderly members of our church who attend senior focussed activities both during the week and at the weekend. Like with children, our	

what is presently not too busy a road but will that stay the same.

Comments received in objection	Officer technical comment
The Aldi Development must be considered in what is planned for the area as a whole, not merely based as what is there at present.	The applicants have provided a traffic report which the City accepts as demonstrating that the traffic generated by the development will be acceptable with the current configuration.
The increase of traffic on Stirling Hwy will be the accumulated effect by the growth of population in all these areas (and perhaps more). It is very good to talk about public transport, but looking at the cars travelling towards the CBD today, they are mostly carrying only the driver to and from work. What is there to say this will change? Judging by people's behaviour around the world many choose the comfort of their own car rather than catching a bus regardless of the availability of public transport.	The City's TPS2 car parking provisions were written prior to 1985 and are out of date. The car parking required does not reflect the economies in the larger scale shopping centre format nor the reciprocity of the tenancies and hence the reduced requirement for car parking bays specified in LPS3. The City finds the number of car parking bays provided for the proposal more than adequate.
Traffic congestion will moreover increase the risk of accidents and pollution in the area. Furthermore with potential reduction of tree cover there will be an even greater increase of pollution as trees are known to absorb carbon dioxide and other harmful gasses. The loss of greenery will also result in the reduction of biodiversity of the area, flora and fauna.	
Although the scale of the development is appreciated, due to not being overpowering in size, I have grave concerns with the lack of parking. This being the first Aldi in the Western Suburbs it is fair to assume there will be a lot of interest and people of Perth are known to travel by car. Should there not be enough car bays the surrounding residential area will be swamped by parked cars causing further traffic congestion and potentially be dangerous for children living in the area. Moreover those visiting friends and family living in the neighbourhood may find it hard to find parking.	

I am concerned on how to manage the traffic in the residential area of
Florence Rd, Edwards St and Dalkeith Rd in an acceptable manner for the
residents. With the suggested reduced number of carparks this is not
helping the situation rather the opposite.

Comments received in objection	Officer technical comment
Concerned about the car parking shortfall, increased traffic, disruption to peace and the impact on the safety of children.	The applicants have provided a traffic report which the City accepts as demonstrating that the traffic generated by the development will be acceptable with the current configuration. The City's TPS2 car parking provisions were written prior to 1985 and are out of date. The car parking required does not reflect the economies in the larger scale shopping centre format nor the reciprocity of the tenancies and hence the reduced requirement for car parking bays specified in LPS3. The City finds the number of car parking bays provided for the proposal more than adequate.

Comments received in objection	Officer technical comment
Will be affected by the associated increase in traffic related to the proposed shopping centre, not to mention the loss of the local businesses that will be replaced by the Aldi.	The applicants have provided a traffic report which the City accepts as demonstrating that the traffic generated by the development will be acceptable with the current configuration.
I don't believe that the ethos of the Aldi supermarkets is in keeping with that promoted by the City of Nedlands or suitable to the local community. Aldi supermarkets pride themselves on not helping customers get their shopping to the car in order to save money.	

Comments received in objection	Officer technical comment
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Potential parking and traffic issues. In other areas in the vicinity where a commercial development has occurred such as the Shell garage in Mary St Claremont the street past the garage has been limited to local traffic only with commercial traffic servicing the supermarket accessing the garage from Stirling Hwy. A similar plan would work for Florence Rd blocking traffic past the supermarket site from accessing Florence Road. This would save the noise and traffic congestion of trucks and car accessing the shopping centre from Florence Road.	The applicants have provided a traffic report which the City accepts as demonstrating that the traffic generated by the development will be acceptable with the current configuration. The City's TPS2 car parking provisions were written prior to 1985 and are out of date. The car parking required does not reflect the economies in the larger scale shopping centre format nor the reciprocity of the tenancies and hence the reduced requirement for car parking bays specified in LPS3. The City finds the number of car parking bays provided for the proposal more than adequate.
Comments received in objection	Officer technical comment
The obvious shortcoming of the development proposal concerns traffic and parking. As this will be the only Aldi store in the western suburbs, customers are likely to come from much further afield than currently shop at the Capt Stirling shopping centre. Additional car traffic will result and suitable planning for this is necessary. There is a major deficiency in the planned number of underground car spaces. The consequences are street parking, not only in Florence Road but in all adjacent streets including potential impact on the strategic Dalkeith Rd-Stirling Hwy intersection. Another consequence will be an enhanced usage of the hotel carpark, which would necessitate customers crossing Florence Road. This introduces a particular safety concern for elderly pedestrians and children, which would necessitate major traffic calming in Florence Road. There appears to be little allowance for deliveries to other businesses in the centre.	The applicants have provided a traffic report which the City accepts as demonstrating that the traffic generated by the development will be acceptable with the current configuration. The City's TPS2 car parking provisions were written prior to 1985 and are out of date. The car parking required does not reflect the economies in the larger scale shopping centre format nor the reciprocity of the tenancies and hence the reduced requirement for car parking bays specified in LPS3. The City finds the number of car parking bays provided for the proposal more than adequate.

We note there is allowance for about two rubbish bins for Aldi and five rubbish bins for other tenants, but nothing larger (i.e. skips). Is this the intention or an oversight.

Traffic to and from the proposed development is only via Florence Road. Bottlenecks at the intersection of Stirling Hwy are already a major problem, and most regular customers go south on Florence Road, many to exit onto Stirling Hwy at the lights on Dalkeith Road. Residents of Florence Road between Stirling Hwy and Edward St already have difficulty exiting their properties during busy times due to the large volume of traffic. The number of these residents will increase with time under upcoming Town Plan 3, so there should be a traffic plan linked to the development, to address this problem.

We strongly agree that the required 2.5m setback on Florence Road should be maintained as a buffer zone between patrons of the (proposed) restaurant and pedestrians, particularly as patrons will be above street level, looking down on pedestrians from Tenancy 3/4/5. If the setback of 2.5m is accepted for Tenancy 3/4/5, it should also apply to Tenancy 6.

A multi-story development which includes residential is desirable given the rest of the suburb, particularly close to Stirling Hwy, will be subject to infill pressure in the near future. We do not know whether the council has the option of influencing a developers proposal in this respect.

Comments received in objection	Officer technical comment
There is insufficient parking. When the adjacent cinema is in session we	The City's TPS2 car parking provisions were written prior to 1985 and
have parking cars at our property, 2 streets away. With ALDI the streets will	are out of date. The car parking required does not reflect the
be full of parked cars.	economies in the larger scale shopping centre format nor the
	reciprocity of the tenancies and hence the reduced requirement for
	car parking bays specified in LPS3. The City finds the number of car
	parking bays provided for the proposal more than adequate.

Comments received in objection	Officer technical comment
Our present shopping centre is perfect, leave it alone, no changes necessary.	nOTED

Comments received in objection	Officer technical comment
Parking arrangements being inadequate.	The applicants have provided a traffic report which the City accepts as demonstrating that the traffic generated by the development will be
Sad as it may be, perhaps the tree should be removed to accommodate an improved development concept.	acceptable with the current configuration.
	The City's TPS2 car parking provisions were written prior to 1985 and
Dalkeith Road is already busy and is likely to get busier.	are out of date. The car parking required does not reflect the economies in the larger scale shopping centre format nor the reciprocity of the tenancies and hence the reduced requirement for car parking bays specified in LPS3. The City finds the number of car parking bays provided for the proposal more than adequate.

Comments received in objection	Officer technical comment
The proposed Aldi development is on a site that is part of the designated	LPS3 was not adopted by Council and the application is being
Draft LPS3 Neighbourhood Centre. The proposed design does not appear to	considered under the current TPS2. The development is proposing
in any way integrate with the likely surrounding developments, such as the	compliant land uses and building form.
proposed Woolworths supermarket and the Captain Stirling Hotel.	
	The City is working with the applicant to have option for an east-west
Council planning has previously included the provision of a laneway to the	link at the rear but this will be for vehicles with the front of the site
South of this site to alleviate access problems. This is not included in the	designed to be active for the majority of pedestrian movements.
design and would be rendered difficult in the future because of the planned	
vehicle turntable. Integration and alignment of a laneway to the South of	The applicants have provided a traffic report which the City accepts as
both Aldi and Woolworths will be critical.	demonstrating that the traffic generated by the development will be
	acceptable with the current configuration.

Parking on the site is 153 bays deficient under TPS2. Even the 243 bays
required under TPS2 are likely to be totally inadequate as the Aldi
supermarket is likely to be the only Aldi outlet for the Western Suburbs.
Traffic planning for the site is of great concern. Retention of the Florence
Road connection with Stirling Highway is likely to result in the already
unsustainable traffic flow on the Highway being further impacted by vehicles
turning off and into Florence Road. Closure of Florence Road and the
provision of a link to the South of both Aldi and Woolworths developments
is required.
The proposed Aldi single level design does not include one are vision for the
The proposed Aldi single level design does not include any provision for the dwellings required both to meet the WARC requirement for description
dwellings required both to meet the WAPC requirement for density
increase, and to meet the increasing need of local residents for downsizing opportunities.
opportunities.
It is hoped that the City of Nedlands resistance to fast food outlets will
continue, and drinking venues additional to the Captain Stirling Hotel will be
discouraged.

Comments received neither in objection	Officer technical comment
Number of car bays proposed inadequate. This is likely to create congestion	The City's TPS2 car parking provisions were written prior to 1985 and
in the area.	are out of date. The car parking required does not reflect the
	economies in the larger scale shopping centre format nor the
The number and the size of the signage should be limited to Council requirements.	reciprocity of the tenancies and hence the reduced requirement for car parking bays specified in LPS3. The City finds the number of car parking bays provided for the proposal more than adequate.
	The amount, size and location of the signage is unlikely to have a significant visual impact on the local amenity. No concerns were raised regarding the signage by Main Roads WA.

14 Elected Members Notices of Motions of Which Previous Notice Has Been Given

Disclaimer: Where administration has provided any assistance with the framing and/or wording of any motion/amendment to a Councillor who has advised their intention to move it, the assistance has been provided on an impartial basis. The principle and intention expressed in any motion/amendment is solely that of the intended mover and not that of the officer/officers providing the assistance. Under no circumstances is it to be expressed to any party that administration or any Council officer holds a view on this motion other than that expressed in an official written or verbal report by Administration to the Council meeting considering the motion.

Councillor Wetherall & Councillor Shaw left the room at 8.28 pm and returned at 8.29 pm.

14.1 Councillor Mangano – Paving - Maisonette Car Parking Areas

On the 3 October 2018 Councillor Mangano gave notice of his intention to move the following at this meeting.

Moved – Councillor Mangano Seconded – Councillor Hassell

Council Resolution

Council:

- 1. Supports proceeding with the repaving of the Maisonettes car parking areas;
- 2. Defers the replacement of the garages pending a workshop consideration of the issue in the context of the intended or contemplated future of the Maisonettes;
- 3. If considered necessary, requests an independent engineering report be obtained to determine if the garages are structurally sound or could be repaired for minimal cost; and
- 4. Be provided with a summary by financial year of all costs and incomes associated with the Maisonettes site.

CARRIED 6/2 (Against: Mayor Hipkins & Cr. Shaw)

Administration Comment

The Maisonettes was originally constructed in 1934 and was partly refurbished in 2012. A feature of the refurbishment was to provide a laundry space for each unit removing the communal laundry area attached to the garages which is now discarded and unusable. It is noted that although the residence is heritage listed, the garages are not.

It has been identified and acknowledged that there is a lack of storage and security for Tenant's vehicles, there is also a need for a dedicated clothes line and bin storage area. Current clothes lines positions offer no privacy and are dangerously close to cars moving between the two properties. The individual garage bays are cramped at 3m x 5m making it difficult to enter or exit your vehicle or even fit the vehicle in the garage.

The garages are now beyond their service life and don't meet today's design standards. They offer limited service to the Tenants and most tenants park at the front of their assigned garage. Revenue if also effected by the condition of the garages and storage.

A recent inspection by the City's engineers and building maintenance staff identified structural issues including:

- Structural cracks on supporting walls;
- Rising damp has weakened the bed joints on lower brick courses;
- Bag finish render is cracked and drumming, that is has delaminated from the brickwork;
- External brickwork is fretting and needs repointing;
- Subsiding foundations; and
- Floor surface is cracked and uneven.

This was originally identified in 2013 and subsequently Council approved development of designs to replace the garages the following financial year. The project has not progressed in the interim due to competing priorities until now when Council approved \$152,000 plus on costs for the replacement of the garages and asphalt surfacing of the car park in the 2018/19 budget. It is however possible that with remedial treatment, the garages will continue to remain standing however they are still too small to park most contemporary vehicles. Therefore, from the Administration's perspective, there is no requirement for further structural assessment.

In terms of the construction schedule, the car park surfacing is always last on the schedule, therefore it makes no sense to carry this part of the project out before a decision on the replacement of the garages.

15 Elected members notices of motion given at the meeting for consideration at the following ordinary meeting on 27 November 2018

Disclaimer: Where administration has provided any assistance with the framing and/or wording of any motion/amendment to a Councillor who has advised their intention to move it, the assistance has been provided on an impartial basis. The principle and intention expressed in any motion/amendment is solely that of the intended mover and not that of the officer/officers providing the assistance. Under no circumstances is it to be expressed to any party that administration or any Council officer holds a view on this motion other than that expressed in an official written or verbal report by Administration to the Council meeting considering the motion.

Notices of motion for consideration at the Council Meeting to be held on 27 November 2018 to be tabled at this point in accordance with Clause 3.9(2) of Council's Local Law Relating to Standing Orders.

15.1 Mayor Hipkins – Local Planning Strategy Review

Mayor Hipkins gave notice of his intention to move the following motion at the Council Meeting to be held on 27 November 2018.

That the City review its Local Planning Strategy.

16 Urgent Business Approved By the Presiding Member or By Decision

Any urgent business to be considered at this point.

17 Confidential Items

<u>Closure of Meeting to the Public</u> Moved – Councillor Hassell Seconded - Councillor Shaw

That the meeting be closed to the public in accordance with Section 5.23 (2)(b) of the Local Government Act 1995 to allow confidential discussion on the following Item.

CARRIED UNANIMOUSLY 8/-

The meeting was closed to the public at 8.50 pm.

Councillor McManus retired from the meeting at 9 pm after item 13.6 and prior to consideration of 17.1.

Moved - Councillor Hassell Seconded - Councillor Wetherall

That the meeting be reopened to members of the public and the press.

CARRIED UNANIMOUSLY 8/-

The meeting was reopened to members of the public and the press at 9.33 pm.

In accordance with Standing Orders 12.7(3) the Presiding Member read out the motions passed by the Council whilst it was proceeding behind closed doors and the vote of the members to be recorded in the minutes under section 5.21 of the *Local Government Act 1995*.

Please note: This item was deferred for confidential discussion behind closed doors to this point in the meeting. (Refer to page 50 for full report).

13.6 RFT 2017-18.14 Provision of Cleaning Services

Regulation 11(da) – Not Applicable – Recommendation Adopted

Moved – Councillor Wetherall Seconded – Councillor Shaw

That the Recommendation to Council be adopted.

(Printed below for ease of reference)

CARRIED UNANIMOUSLY 8/-

Council Resolution / Recommendation to Council

Council:

- 1. agrees to award tender no. 2017-18.14 to Charles Cleaning Service for the Provision of Cleaning Services as per the schedule of rates submitted; and
- 2. authorises the Chief Executive Officer to sign an acceptance of offer for this tender.

17.1 Financial Assistance with Legal Fees

Confidential report circulated separately to Councillors.

Moved – Councillor Hassell Seconded – Councillor Argyle

That the Recommendation to Council be adopted.

(Printed below for ease of reference)

CARRIED UNANIMOUSLY 7/-

Council Resolution / Recommendation to Council

Council approve the applications for reimbursement of legal costs from Councillor McManus and Councillor Hodsdon up to a limit of \$15,000 and subject to possible repayment in full, or part, if subsequently directed by the City in accordance with Council Policy "Legal Representation for Elected Members and Employees".

Declaration of Closure

There being no further business, the Presiding Member declared the meeting closed at 9.35 pm.