



City of Nedlands

# ***Agenda***

## ***Council Meeting***

***27 November 2018***

Dear Council member

The next Ordinary Meeting of the City of Nedlands will be held on Tuesday 27 November 2018 in the Council Chambers at 71 Stirling Highway Nedlands commencing at 7 pm.

Greg Trevaskis  
Chief Executive Officer  
22 November 2018

## Table of Contents

Declaration of Opening .....	4
Present and Apologies and Leave Of Absence (Previously Approved) .....	4
1. Public Question Time .....	5
2. Addresses by Members of the Public.....	5
3. Requests for Leave of Absence .....	5
4. Petitions .....	5
5. Disclosures of Financial Interest .....	5
6. Disclosures of Interests Affecting Impartiality.....	6
7. Declarations by Members That They Have Not Given Due Consideration to Papers.....	6
8. Confirmation of Minutes .....	6
8.1 Ordinary Council meeting 23 October 2018 .....	6
9. Announcements of the Presiding Member without discussion .....	6
10. Members announcements without discussion.....	6
11. Matters for Which the Meeting May Be Closed .....	7
12. Divisional reports and minutes of Council committees and administrative liaison working groups.....	7
12.1 Minutes of Council Committees .....	7
12.2 Planning & Development Report No's PD56.18 to PD65.18 (copy attached) .....	8
PD56.18 Proposed Additions to Existing Educational Establishment, No. 75 (Lot 529) Broadway, Nedlands .....	8
PD57.18 Proposed Addition (Carport) to Existing Single House, No. 83 (Lot 433) Circe Circle South, Dalkeith .....	14
PD58.18 Retrospective Shade-Cloth Addition to Existing Fence, No. 23 (Lot 115) Browne Avenue, Dalkeith.....	15
PD59.18 Two Storey Single House, No. 6 (Lot 89) Colin Street, Dalkeith .....	16
PD60.18 Two Storey House with Under-Croft, No. 1 (Strata Lot 3) Birrigan Loop, Swanbourne.....	18
PD61.18 Proposed Warehouse, No. 17 (Lot 12241) John XXIII Avenue, Mount Claremont .....	21
PD62.18 Local Planning Policy – Exempt Development.....	24
PD63.18 Local Planning Policy - Reduction of Front Setbacks.....	25
PD64.18 Civic Design Awards .....	26
PD65.18 Permit to Use Nature Strip .....	27
12.3 Technical Services Report No's TS23.18 to TS26.18 (copy attached).....	28
TS23.18 Asquith Street Precinct Parking Community Consultation.....	28
TS24.18 Boundary Roads Agreement – Town of Cambridge.....	30
TS25.18 Adoption of the Urban Forest Strategic Plan 2018-2023.....	31
TS26.18 Waratah Avenue Community Consultation .....	32
12.4 Community & Organisational Development Report No's CM04.18 (copy attached).....	33
CM04.18 Review of School Pool Subsidy .....	33
12.5 Corporate & Strategy Report No's CPS20.18 to CPS21.18 (copy attached) .....	34

CPS20.18	List of Accounts Paid – September 2018 .....	34
CPS21.18	Annual Review of Council Delegated Authorities .....	35
13.	Reports by the Chief Executive Officer .....	36
13.1	Common Seal Register Report – October 2018.....	36
13.2	List of Delegated Authorities – October 2018.....	37
13.3	Monthly Financial Report – October 2018.....	42
13.4	Monthly Investment Report – October 2018.....	46
13.5	Metro West JDAP Application – (Lot 103) No. 15 Karella Street, Nedlands – Aged Persons’ Apartments.....	48
13.6	Professional Development Approved by the Chief Executive Officer.....	49
13.7	Annual Report 2017/18 .....	50
14.	Elected Members Notices of Motions of Which Previous Notice Has Been Given.....	58
14.1	Mayor Hipkins – Local Planning Strategy.....	58
14.2	Councillor Wetherall – Residential Property.....	64
14.3	Councillor Wetherall – Captain Stirling Hub Committee .....	65
15.	Elected members notices of motion given at the meeting for consideration at the following ordinary meeting on 18 December 2018 .....	67
16.	Urgent Business Approved By the Presiding Member or By Decision .....	67
17.	Confidential Items .....	67
17.1	Recruitment and Selection of Chief Executive Officer 2018.....	67
	Declaration of Closure .....	67

## City of Nedlands

**Notice of an Ordinary Meeting of Council to be held in the Council Chambers, Nedlands on Tuesday 27 November 2018 at 7 pm.**

---

### **Council Agenda**

#### **Declaration of Opening**

The Presiding Member will declare the meeting open at 7 pm and will draw 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)**

**Leave of Absence**                      Councillor B G Hodsdon                      Hollywood Ward  
**(Previously Approved)**

**Apologies**                      None as at distribution of this agenda.

#### **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.

Any plans or documents in agendas and minutes may be subject to copyright. The express permission of the copyright owner must be obtained before copying any copyright material.



**1. Public Question Time**

A member of the public wishing to ask a question should register that interest by notification in writing to the CEO in advance, setting out the text or substance of the question.

The order in which the CEO receives registrations of interest shall determine the order of questions unless the Mayor determines otherwise. Questions must relate to a matter affecting the City of Nedlands.

**2. Addresses by Members of the Public**

Addresses by members of the public who have completed Public Address Session Forms to be made at this point.

**3. Requests for Leave of Absence**

Any requests from Councillors for leave of absence to be made at this point.

**4. Petitions**

Petitions to be tabled at this point.

**5. Disclosures of Financial Interest**

The Presiding Member to remind 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.

A declaration under this section requires that the nature of the interest must be disclosed. Consequently a member who has made a declaration must not preside, participate in, or be present during any discussion or decision making procedure relating to the matter the subject of the declaration.

However, other members may allow participation of the declarant if the member further discloses the extent of the interest. Any such declarant who wishes to participate in the meeting on the matter, shall leave the meeting, after making their declaration and request to participate, while other members consider and decide upon whether the interest is trivial or insignificant or is common to a significant number of electors or ratepayers.

**6. Disclosures of Interests Affecting Impartiality**

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

Councillors and staff are required, in addition to declaring any financial interests to declare any interest that may affect their impartiality in considering a matter. This declaration does not restrict any right to participate in or be present during the decision-making procedure.

The following pro forma declaration is provided to assist in making the disclosure.

"With regard to ..... the matter in item x..... I disclose that I have an association with the applicant (or person seeking a decision). As a consequence, there may be a perception that my impartiality on the matter may be affected. I declare that I will consider this matter on its merits and vote accordingly."

The member or employee is encouraged to disclose the nature of the association.

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

Members who have not read the business papers to make declarations at this point.

**8. Confirmation of Minutes**

**8.1 Ordinary Council meeting 23 October 2018**

The Minutes of the Ordinary Council Meeting held 23 October 2018 are to be confirmed.

**9. Announcements of the Presiding Member without discussion**

Any written or verbal announcements by the Presiding Member to be tabled at this point.

**10. Members announcements without discussion**

Written announcements by Councillors to be tabled at this point.

Councillors may wish to make verbal announcements at their discretion.

**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.

**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).

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

<b>Audit &amp; Risk Committee</b> Circulated to Councillors on 14 November 2018	<b>5 November 2018</b>
<b>Council Committee</b> Circulated to Councillors on 21 November 2018	<b>13 November 2018</b>
<b>Arts Committee</b> Circulated to Councillors on 22 November 2018	<b>19 November 2018</b>

**Note: As far as possible all the following reports under items 12.2, 12.3, 12.4 and 12.5 will be moved en-bloc and only the exceptions (items which Councillors wish to amend) will be discussed.**

## 12.2 Planning & Development Report No's PD56.18 to PD65.18 (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.

<b>PD56.18</b>	<b>Proposed Additions to Existing Educational Establishment, No. 75 (Lot 529) Broadway, Nedlands</b>
----------------	--

<b>Committee</b>	13 November 2018
<b>Council</b>	27 November 2018
<b>Applicant</b>	Alliance Francaise de Perth
<b>Landowner</b>	Ashley Richards and Associates
<b>Director</b>	Peter Mickleson – Director Planning & Development
<b>Reference</b>	DA18/30545
<b>Previous Item</b>	Item D3.08 – February 2008
<b>Delegation</b>	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.
<b>Attachments</b>	1. Photographs of the subject property

### Committee Recommendation

Council approves the development application received on 15 August 2018 with amended plans received on 30 August 2018, for additions to the existing educational establishment at (Lot 529) No. 75 Broadway, Nedlands, 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. A maximum number of 7 staff and 50 students permitted on site at any one time.
3. Classes not being held at the same time as the function room being used.
4. Classes only being permitted to be held at the following times:  
 Monday to Friday from 9.00am until 9.00pm  
 Saturday 9.00am – 1.00 pm.
5. The function room only being used for events associated with the educational establishment.

6. The function room only being used between 5.00pm and 10.00pm on any day and only for educational events.
7. The proposed function room only being permitted to be used by staff and students during break times from classes, and for the educational establishment's annual exam ceremonies.
8. All car parking bays, manoeuvring areas and vehicular access ways shown on the approved site plan being constructed, marked, sealed and drained prior to the practicable completion of the proposed development, and be maintained thereafter by the landowner to the City's satisfaction.
9. All stormwater from the development, which includes permeable and non-permeable areas, shall be contained onsite.
10. Service and/or delivery vehicles shall not to service the premises before 7:00am or after 7:00pm Monday to Saturday or before 9:00am or after 7:00pm on any Sunday or public holiday, unless otherwise approved by the City.

**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.
2. A separate development applicant is required to be lodged with and approved by the City prior to installing any additional signage on the property.
3. Noise levels are to comply with the Environmental Protection (Noise) Regulations 1997.
4. Plans being provided as part of the building permit application are to show the following details, amongst others, to demonstrate compliance with the *Health (Public Building) Regulations 1992*:
  - a) Details of emergency exits (location, signage, doors (width, hardware, egress and direction of door);
  - b) Details of any existing or proposed emergency lighting system that may be present;
  - c) Details of the proposed "use" of the public assembly rooms that are indicated on the attached plans, including likely accommodation numbers;
  - d) Details of any fire control systems that are to be installed within the building;

- e) Details of treads and risers on exit stairs (depth and height), including balustrading and handrails;
  - f) Details of emergency evacuation plan (that will be prepared for the building);
  - g) Details of flammability testing for any curtains or drapes that are provided; and
  - h) Sanitary facilities details (number, gender, lighting).
5. 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.
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 2<sup>nd</sup> 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 10m<sup>2</sup> 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. 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.
8. 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.

An agreement will be necessary from Public Transport Authority before the City can consider approving the NSDA due to an existing bus stop potentially being impacted.

9. Adequate staff and public sanitary conveniences shall be provided in accordance with the Building Code of Australia.

## Recommendation to Committee

Council approves the development application received on 15 August 2018 with amended plans received on 30 August 2018, for additions to the existing educational establishment at (Lot 529) No. 75 Broadway, Nedlands, 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. A maximum of 7 staff and 48 students are permitted on site at any one time.
3. Classes not being held at the same time as the function room being used.
4. Classes only being permitted to be held at the following times:  
  
Monday to Thursday from 9.30am until 12.30pm, and from 6.00pm to 9.00pm.  
Friday and Saturday from 9.30am to 12.30pm.
5. The function room only being used for events associated with the educational establishment.
6. The function room only being used between 5.00pm and 7.00pm on a Friday.
7. The proposed function room only being permitted to be used by staff and students during break times from classes, and for the educational establishment's annual exam ceremonies.
8. All car parking bays, manoeuvring areas and vehicular access ways shown on the approved site plan being constructed, marked, sealed and drained prior to the practicable completion of the proposed development, and be maintained thereafter by the landowner to the City's satisfaction.
9. All stormwater from the development, which includes permeable and non-permeable areas, shall be contained onsite
10. Service and/or delivery vehicles shall not to service the premises before 7:00am or after 7:00pm Monday to Saturday or before 9:00am or after 7:00pm on any Sunday or public holiday, unless otherwise approved by the City.

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.
2. A separate development applicant is required to be lodged with and approved by the City prior to installing any additional signage on the property.
3. Noise levels are to comply with the Environmental Protection (Noise) Regulations 1997.
4. Plans being provided as part of the building permit application are to show the following details, amongst others, to demonstrate compliance with the *Health (Public Building) Regulations 1992*:
  - a) Details of emergency exits (location, signage, doors (width, hardware, egress and direction of door);
  - b) Details of any existing or proposed emergency lighting system that may be present;
  - c) Details of the proposed “use” of the public assembly rooms that are indicated on the attached plans, including likely accommodation numbers;
  - d) Details of any fire control systems that are to be installed within the building;
  - e) Details of treads and risers on exit stairs (depth and height), including balustrading and handrails;
  - f) Details of emergency evacuation plan (that will be prepared for the building);
  - g) Details of flammability testing for any curtains or drapes that are provided; and
  - h) Sanitary facilities details (number, gender, lighting).
5. 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.
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 2<sup>nd</sup> 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 10m<sup>2</sup> 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. 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.
8. 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.

An agreement will be necessary from Public Transport Authority before the City can consider approving the NSDA due to an existing bus stop potentially being impacted.

9. Adequate staff and public sanitary conveniences shall be provided in accordance with the Building Code of Australia.

<b>PD57.18</b>	<b>Proposed Addition (Carport) to Existing Single House, No. 83 (Lot 433) Circe Circle South, Dalkeith</b>
----------------	--

<b>Committee</b>	13 November 2018
<b>Council</b>	27 November 2018
<b>Applicant</b>	Complete Approvals
<b>Landowner</b>	K Vidler
<b>Director</b>	Peter Mickleson – Director Planning & Development
<b>Reference</b>	DA18/31147
<b>Previous Item</b>	Nil.
<b>Delegation</b>	In accordance with Clause 6.7.1d) of 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 Town Planning Scheme No. 2, Council Policies and/or the Residential Design Codes.
<b>Attachments</b>	1. Photograph showing the carport's proposed location

### Committee Recommendation

**That Council approves the development application dated 7 September 2018, with amended plans received on 12 September 2018, for a proposed carport at (Lot 433) No. 83 Circe Circle South, Dalkeith.**

### Recommendation to Committee

Council refuses the development application dated 7 September 2018, with amended plans received on 12 September 2018, for a proposed carport at (Lot 433) No. 83 Circe Circle South, Dalkeith, for the following reasons:

1. The proposal does not satisfy the design principles stipulated under clause 5.1.4 (Open Space) of the Residential Design Codes due to the amount of open space proposed being excessive and not consistent with the expectations of the R10 density coding.
2. The proposal does not satisfy provisions (c) and (n) of Clause 67 within the *Planning and Development (Local Planning Schemes) Regulations 2015*, as the amount of open space proposed will negatively impact the character of the locality. Approving such a variation would set an undesirable precedent.
3. Open space of 55% in lieu of 60% on an R10 coded property does not represent the orderly and proper planning of the City and conflicts with cl. 6.5.1 of Town Planning Scheme No. 2.

<b>PD58.18</b>	<b>Retrospective Shade-Cloth Addition to Existing Fence, No. 23 (Lot 115) Browne Avenue, Dalkeith</b>
----------------	---

<b>Committee</b>	13 November 2018
<b>Council</b>	27 November 2018
<b>Applicant</b>	Sze Man Suen
<b>Landowner</b>	Sze Man Suen
<b>Director</b>	Peter Mickleson – Director Planning & Development
<b>Reference</b>	DA18/30069
<b>Previous Item</b>	N/A
<b>Delegation</b>	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.
<b>Attachments</b>	1. Site Photographs 2. Fencing Examples

### **Committee Recommendation / Recommendation to Committee**

Council refuses the development application for a shade-cloth on the existing fencing located at the side and front of (Lot 115) No.23 Browne Avenue, Dalkeith, received on 23 July 2018, on the following grounds:

1. The development is inconsistent with clause 5.5.1 of the City of Nedlands Town Planning Scheme No. 2 as the development has an adverse effect on the amenity of the surrounding area.
2. The development is inconsistent with the City of Nedlands Fill and Fencing Local planning Policy as:
  - a) The fencing is visually impermeable above 1.2m to a height ranging from 2m to 2.7m above natural ground level; and
  - b) The material is not identified as an accepted material.
3. The proposal does not satisfy provisions (g) and (n) of Clause 67 within the *Planning and Development (Local Planning Schemes) Regulations 2015*, as the appearance of the shade cloth proposed negatively impacts the character of the locality. Approving such a variation would set an undesirable precedent.

<b>PD59.18</b>	<b>Two Storey Single House, No. 6 (Lot 89) Colin Street, Dalkeith</b>
----------------	---

<b>Committee</b>	13 November 2018
<b>Council</b>	27 November 2018
<b>Applicant</b>	Atrium Homes (WA) Pty Ltd
<b>Landowner</b>	Honest Holdings Pty Ltd
<b>Director</b>	Peter Mickleson – Director Planning & Development
<b>Reference</b>	DA18/31114
<b>Previous Item</b>	Nil.
<b>Delegation</b>	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.
<b>Attachments</b>	1. Site Photograph

### **Committee Recommendation**

**Council does not approve the development approval.**

### Recommendation to Committee

Council approves the development application dated 6 September 2018 with amended plans received on 19 September 2018 to construct a Two Storey Single House at No. 6 (Lot 89) Colin Street, 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 single dwelling.
3. All footings and structures to retaining walls and fences shall be constructed wholly inside the site boundaries of the property's Certificate of Title.
4. All stormwater from the development, which includes permeable and non-permeable areas shall be contained onsite.

Advice Notes specific to this proposal:

1. 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. 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 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 1.0m<sup>3</sup> for every 80m<sup>2</sup> of calculated surface area of the development.
5. 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.
6. 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, swimming pool or spa) 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](http://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.

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.

<b>PD60.18</b>	<b>Two Storey House with Under-Croft, No. 1 (Strata Lot 3) Birrignon Loop, Swanbourne</b>
----------------	---

<b>Committee</b>	13 November 2018
<b>Council</b>	27 November 2018
<b>Applicant</b>	G and J Barley
<b>Landowner</b>	G and J Barley
<b>Director</b>	Peter Mickleson – Director Planning & Development
<b>Reference</b>	DA18/29005
<b>Previous Item</b>	Nil
<b>Delegation</b>	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.
<b>Attachments</b>	1. Photographs of the subject property 2. Applicant’s justification

**Committee Recommendation / Recommendation to Committee**

**Council approves the development application dated 21 May 2018 to construct a two-storey single house with under-croft at (Strata Lot 3) No. 1 Birrignon Loop, Swanbourne, 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. All stormwater from the development, which includes permeable and non-permeable areas shall be contained onsite.**
- 3. All visual privacy screens to Unenclosed Active Habitable Spaces as shown on the approved plans, shall be installed to prevent overlooking in accordance with the visual privacy requirements of the *Residential Design Codes 2018*. The visual privacy screens shall be installed prior to the development’s practicable completion and remain in place permanently, unless otherwise approved by the City.**
- 4. All footings and structures shall be constructed wholly inside the site boundaries of the property’s Certificate of Title.**

5. Where two storeys are directly above, the use of the basement level shall be restricted to the uses of plant and equipment, storage, toilets and/or the parking of wheeled vehicles. Prior to occupation of the dwelling the owner shall execute and provide to the City a notification pursuant to s. 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 basement level is subject to the restriction set-out above.

**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 1.0m<sup>3</sup> for every 80m<sup>2</sup> 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. All swimming pool waste water shall be disposed of into an adequately sized, dedicated soak-well located on the same lot. Soak-wells shall not be situated closer than 1.8m to any boundary of a lot, building, septic tank or other soak-well.
6. The landowner is advised that all mechanical equipment (e.g. air-conditioner, swimming pool or spa) is required to comply with the Environmental Protection (Noise) Regulations 1997, in relation to noise.
7. The swimming pool, whether partially constructed or finished, shall be kept dry during the construction period. Alternatively, the water shall be maintained to a quality which prevents mosquitoes from breeding.

- 8. 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.**
  
- 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.**



<b>PD61.18</b>	<b>Proposed Warehouse, No. 17 (Lot 12241) John XXIII Avenue, Mount Claremont</b>
----------------	--

<b>Committee</b>	13 November 2018
<b>Council</b>	27 November 2018
<b>Applicant</b>	CLE Town Planning and Design
<b>Landowner</b>	Parisi Holdings Pty Ltd
<b>Director</b>	Peter Mickleson – Director Planning & Development
<b>Reference</b>	DA18/30857
<b>Previous Item</b>	Item PD33.15 – July 2015
<b>Delegation</b>	In accordance with Clause 6.7.1d) of the City’s Instrument of Delegation, Council is required to determine the application due to the development exceeding the maximum height provisions of Town Planning Scheme No. 2.
<b>Attachments</b>	1. Photographs of the subject property

**Committee Recommendation / Recommendation to Committee**

Council approves the development application received on 29 August 2018 with amended plans received on 19 October 2018, for a warehouse at No. 17 (Lot 12241) John XXIII Avenue, Mount Claremont, 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. A maximum of 3 staff being on site at any one time.
3. The warehouse is only permitted to operate between Monday to Sunday 6.00am to 7.00pm.
4. The landscaping being planted within 60 days of the development’s practicable completion, and be maintained thereafter, by the landowner to the City’s satisfaction.
5. An amended landscaping plan being submitted to and approved by the City prior to work commencing, which shows at least 2 trees being provided for within the car parking area in accordance with Council’s Landscaping Plan Local Planning Policy.
6. All car parking bays, manoeuvring areas and vehicular access ways shown on the approved site plan being constructed, marked, sealed and drained prior to the practicable completion of the proposed development, and be maintained thereafter by the landowner to the City’s satisfaction.

7. All stormwater from the development, which includes permeable and non-permeable areas, shall be contained onsite.
8. No items being stored externally on the property which is visible from off site, and/or obstructs vehicle manoeuvring areas, vehicle access ways, pedestrian access ways, parking bays and/or (un)loading bays.

**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.
2. A separate development applicant is required to be lodged with and approved by the City prior to installing any additional signage on the property and/or installing any boundary fencing.
3. Noise levels are to comply with the Environmental Protection (Noise) Regulations 1997.
4. 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 2<sup>nd</sup> 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 10m<sup>2</sup> of ACM or any amount of friable ACM to be removed, it shall be removed by a Worksafe licensed and trained individual or business.

5. 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.
6. 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.

- 7. Adequate staff and public sanitary conveniences shall be provided in accordance with the Building Code of Australia.**
- 8. Designated storage areas for cleaning chemicals and equipment and personal belongings shall be available and separate from any food preparation or food storage area.**

<b>PD62.18</b>	<b>Local Planning Policy – Exempt Development</b>
----------------	---

<b>Committee</b>	13 November 2018
<b>Council</b>	27 November 2018
<b>Director</b>	Peter Mickleson – Director Planning & Development
<b>Reference</b>	LPP Exempt Development
<b>Previous Item</b>	Nil.
<b>Attachments</b>	1. Draft Local Planning Policy - Exempt Minor Development

### Committee Recommendation

Council provides consent for draft Local Planning Policy - Exempt Development to be advertised for a period of 21 days in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2, Part 2, Clause 4 with the following amendments made under the heading “The draft LPP includes provisions relating to the following forms of development” on page 46 the following dot point “Street Walls, Piers and Fences” be deleted.

### Recommendation to Committee

Council provides consent for draft Local Planning Policy - Exempt Development to be advertised for a period of 21 days in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2, Part 2, Clause 4.

<b>PD63.18</b>	<b>Local Planning Policy - Reduction of Front Setbacks</b>
----------------	--

<b>Committee</b>	13 November 2018
<b>Council</b>	27 November 2018
<b>Director</b>	Peter Mickleson – Director Planning & Development
<b>Reference</b>	Nil.
<b>Previous Item</b>	Nil.
<b>Attachments</b>	1. Amended LPP Reduction of Front Setbacks

**Committee Recommendation / Recommendation to Committee**

**Council proceeds with the amendment to Local Planning Policy - Reduction to Front Setbacks without modification.**

<b>PD64.18</b>	<b>Civic Design Awards</b>
----------------	----------------------------

<b>Committee</b>	13 November 2018
<b>Council</b>	27 November 2018
<b>Director</b>	Peter Mickleson – Director Planning & Development
<b>Reference</b>	Nil.
<b>Previous Item</b>	PD45.17 – October 2017
<b>Attachments</b>	Nil.

### **Committee Recommendation**

**Council appoints the Mayor, two Councillors (Councillor Shaw & Councillor Smyth) to sit on the panel for the Civic Design Awards ongoing and appoints two Community Members (Clive McIntyre & Annabelle Thomas) to sit on the Civic Design Awards judging panel for 2019.**

### **Recommendation to Committee**

Council nominates two Councillors to sit on the panel for the Civic Design Awards ongoing. Also, to nominate two Community Members (of the three pool members) to sit on the Civic Design Awards judging panel for 2019.

<b>PD65.18</b>	<b>Permit to Use Nature Strip</b>
----------------	-----------------------------------

<b>Committee</b>	13 November 2018
<b>Council</b>	27 November 2018
<b>Director</b>	Peter Mickleson – Director Planning & Development
<b>Reference</b>	Nil.
<b>Attachments</b>	Nil.

**Committee Recommendation / Recommendation to Committee**

**Council adopts the creation of a Permit to Use Verge (PUV) and that a new fee is entered Council’s list of fees and charges schedule:**

- 1. Application fee of \$75 for the assessment to vary a standard condition or conditions of use with an additional charge of \$1/m2/month rental for the period of use in this case.**

**12.3 Technical Services Report No's TS23.18 to TS26.18 (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.

<b>TS23.18</b>	<b>Asquith Street Precinct Parking Community Consultation</b>
<b>Committee</b>	13 November 2018
<b>Council</b>	27 November 2018
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	Irene Chiang – Design Engineer
<b>Director</b>	Martyn Glover – Director Technical Services
<b>Attachments</b>	<ol style="list-style-type: none"> <li>1. Concept Drawings AS-2017-01-MGA94-0 and AS-2017-02-MGA94-0</li> <li>2. Artist's Impression of Asquith Park with Option A</li> <li>3. Community Engagement Report</li> </ol>

**Committee Recommendation****Council:**

1. Approves the Administration's parking and playground options for the Asquith Park Precinct as follows:
  - a) Area 1: Option A – convert the western side of Asquith Park into a 20-bay car park with the balance being a park.
  - b) Area 2: Option A – install 5 new parking bays on the City-owned land in front of Cellarbrations Liquor Barn.
  - c) Area 3: Option B – Asquith Street (Strickland to Adderley) to remain as is.
  - d) Area 5: Option B – Olearia Lane to be included in the proposed park and playground (Area 4, Option B).
  - e) Area 6: Option A – Road reservation (end of Asquith at Mayfair Street) to be improved along with construction of a playground in an area of land within the Cottesloe Golf Club.
2. Approves Asquith Park and the carpark adjacent to Cellarbrations to be completed in 2018/19 Capital Works Program;
3. Supports the construction of the remaining projects subject to approval in future budgets; and



4. **Administration include the works proposed for the west end of Asquith Street be included in the 2019/20 Budget for Council consideration.**

## Recommendation to Committee

Council:

1. Approves the Administration's parking and playground options for the Asquith Park Precinct as follows:
  - a) Area 1: Option A – convert the western side of Asquith Park into a 20-bay car park with the balance being a park.
  - b) Area 2: Option A – install 5 new parking bays on the City-owned land in front of Cellarbrations Liquor Barn.
  - c) Area 3: Option B – Asquith Street (Strickland to Adderley) to remain as is.
  - d) Area 4: Option B – 25 Strickland Street to be converted to a park and playground.
  - e) Area 5: Option B – Olearia Lane to be included in the proposed park and playground (Area 4, Option B).
  - f) Area 6: Option A – Road reservation (end of Asquith at Mayfair Street) to be improved along with construction of a playground in an area of land within the Cottesloe Golf Club.
2. Confirms the area of playground at 25 Strickland Street to be developed at the conclusion of the lease on 30 June 2021 for the existing City owned building, currently Annie's Pre-Kindy;
3. Approves Asquith Park and the carpark adjacent to Cellarbrations to be completed in 2018/19 Capital Works Program;
4. Supports the construction of the remaining projects subject to approval in future budgets.

<b>TS24.18</b>	<b>Boundary Roads Agreement – Town of Cambridge</b>
----------------	---

<b>Committee</b>	13 November 2018
<b>Council</b>	27 November 2018
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	Maria Hulls - Manager Engineering Services
<b>Director</b>	Martyn Glover - Director Technical Services
<b>Attachments</b>	1. Boundary Roads Agreement – City of Nedlands and Town of Cambridge

**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 Town of Cambridge as detailed in Attachment 1 of this report.**

<b>TS25.18</b>	<b>Adoption of the Urban Forest Strategic Plan 2018-2023</b>
----------------	--

<b>Committee</b>	13 November 2018
<b>Council</b>	27 November 2018
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	Andrew Dickson – Manager Parks Services
<b>Director</b>	Martyn Glover – Director Technical Services
<b>Attachments</b>	<ol style="list-style-type: none"> <li>1. Draft Urban Forest Strategic Plan 2018-2023</li> <li>2. Draft Urban Forest Strategic Plan 2018-2023 Executive Summary</li> <li>3. Community Engagement Report</li> </ol>

### **Committee Recommendation**

**Council:**

- 1. adopts the Urban Forest Strategic Plan 2018-2023 as presented in Attachment 1; and**
- 2. acknowledges the community feedback captured in the Community Engagement Report as presented in Attachment 3.**

### **Recommendation to Committee**

**Council:**

1. adopts the Urban Forest Strategic Plan 2018-2023 as presented in Attachment 1;
2. acknowledges the community feedback captured in the Community Engagement Report as presented in Attachment 3; and
3. requests the Administration investigate future options for improved management of the urban canopy on private land to be considered in future reviews of the Urban Forest Strategic Plan.

<b>TS26.18</b>	<b>Waratah Avenue Community Consultation</b>
----------------	--

<b>Committee</b>	13 November 2018
<b>Council</b>	27 November 2018
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	Director Technical Services
<b>Director</b>	Director Technical Services
<b>Attachments</b>	<ol style="list-style-type: none"> <li>1. Final Concept Design (includes roundabout)</li> <li>2. Final Concept Design (excludes roundabout)</li> <li>3. Community Engagement Report</li> <li>4. Road Safety Audit – Waratah/Alexander Intersection</li> </ol>

**Committee Recommendation / Recommendation to Committee**

**Council endorses the amended Waratah Avenue Design including the provision of a roundabout at the intersection of Alexander Road (Attachment 1), subject to the number of available car bays being retained.**

**12.4 Community & Organisational Development Report No's CM04.18 (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.

<b>CM04.18</b>	<b>Review of School Pool Subsidy</b>
----------------	--------------------------------------

<b>Committee</b>	13 November 2018
<b>Council</b>	27 November 2018
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	Amanda Cronin – Coordinator Community Development Marion Granich - Manager Community Development
<b>Director</b>	Lorraine Driscoll – Director Corporate and Strategy
<b>Attachments</b>	N/A

**Committee Recommendation / Recommendation to Committee**

**Council:**

1. increases the school pool subsidy to \$7,700 each for Hollywood and Nedlands Primary Schools for 2018/19 financial year; and
2. includes an amount of \$7,700 per school for the school pool subsidy in future budgets for consideration by Council in the annual budget process.

**12.5 Corporate & Strategy Report No's CPS20.18 to CPS21.18 (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.

<b>CPS20.18 List of Accounts Paid – September 2018</b>	
<b>Committee</b>	13 November 2018
<b>Council</b>	27 November 2018
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	Vanaja Jayaraman – Manager Finance
<b>Director</b>	Lorraine Driscoll – Director Corporate & Strategy
<b>Attachments</b>	<ol style="list-style-type: none"> <li>1. Creditor Payment Listing September 2018</li> <li>2. Purchasing Card Payments September 2018 (29th August – 28th September)</li> </ol>

**Committee Recommendation / Recommendation to Committee**

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

<b>CPS21.18</b>	<b>Annual Review of Council Delegated Authorities</b>
-----------------	---

<b>Committee</b>	13 November 2018
<b>Council</b>	27 November 2018
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	Nicole Ceric – Executive Assistant to CEO & Mayor
<b>Director</b>	Lorraine Driscoll – Director Corporate & Strategy
<b>Attachments</b>	1. Register of Delegations of Authority

### **Committee Recommendation**

**Council approves the Register of Delegations of Authority as per Attachment 1. Subject to the deletion of suggested changes to clause 6.7.1 on page 69-71 of Attachment 1.**

### Recommendation to Committee

Council approves the Register of Delegations of Authority as per Attachment 1.

**Absolute Majority Required**

**13. Reports by the Chief Executive Officer****13.1 Common Seal Register Report – October 2018**

The attached Common Seal Register Report for the month of October 2018 is to be received.

**October 2018**

<b>SEAL NUMBER</b>	<b>DATE SEALED</b>	<b>DEPARTMENT</b>	<b>MEETING DATE / ITEM NO.</b>	<b>REASON FOR USE</b>
312	12 October 2018	Planning & Development	Ordinary Council Meeting 25 September 2018 PD47.18	Seal Certification - Seal No. 312 - Scheme Amendment 208 - Bedbrook Place - Form 6A (2 copies)
313	30 October 2018	Planning & Development	Delegated Authority	Seal Certification - Seal No. 313 - Withdrawal of caveat as new dwelling complete and existing dwelling now demolished to complete the amalgamation of No. 2A and 2 Jutland Parade Dalkeith.



**13.2 List of Delegated Authorities – October 2018**

The attached List of Delegated Authorities for the month of October 2018 is to be received.

<b>Date of use of delegation of authority</b>	<b>Title</b>	<b>Position exercising delegated authority</b>	<b>Act</b>	<b>Section of Act</b>	<b>Applicant / CoN / Property Owner / Other</b>
<b>October 2018</b>					
<b>01/10/2018</b>	Approval to write off minor rates debt September 2018 - \$201.69	A/Chief Executive Officer – Martyn Glover	Local Government Act	Section 6.12	City of Nedlands
<b>02/10/2018</b>	3035537 - Parking Infringement Withdrawal – compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Gerard McCann
<b>02/10/2018</b>	3035536 - Parking Infringement Withdrawal – compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Corrine McCann
<b>04/10/2018</b>	(APP) – DA18/30695 – 160 Melvista Ave, Nedlands – Four Pergolas	Manager Planning – Ross Jutras-Minett	City of Nedlands TPS2	Section 6.7.1	A De Lucia
<b>04/10/2018</b>	(APP) – DA18/30708 – 83 Bruce St, Nedlands – Additions to Single Storey	Coordinator Statutory Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	Mr N Raynor
<b>04/10/2018</b>	(APP) – DA18/30666 – 3 Viewway, Nedlands – Carport and Side Boundary Fencing	Manager Planning – Ross Jutras-Minett	City of Nedlands TPS2	Section 6.7.1	Parry and Whyte Architects

<b>04/10/2018</b>	(APP) – DA18/30774 – 10 Webster St, Nedlands – Carport and Street Boundary Fencing	Manager Planning – Ross Jutras-Minett	City of Nedlands TPS2	Section 6.7.1	Beilby Design
<b>04/10/2018</b>	(APP) – DA18/30988 – 67 Minora Road, Dalkeith – Patio	Manager Planning – Ross Jutras-Minett	City of Nedlands TPS2	Section 6.7.1	Oasis Patios Pty Ltd
<b>09/10/2018</b>	(APP) – DA18/31098 – 38 Tyrell St, Nedlands – Single Storey House	Coordinator Statutory Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	Averna Pty Ltd
<b>09/10/2018</b>	(APP) – DA18/31145 – 51 Wood St, Swanbourne – Additions to Single House	Manager Planning – Ross Jutras-Minett	City of Nedlands TPS2	Section 6.7.1	Addstyle Constructions Pty Ltd
<b>09/10/2018</b>	(APP) – DA18/30922 – 21 Kirwan St, Floreat – Patio	Coordinator Statutory Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	S J Foley
<b>09/10/2018</b>	(APP) – DA18/31149 – 19 Edward St, Nedlands – Retrospective Additions to Gatehouse	Coordinator Statutory Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	J S Hart
<b>10/10/2018</b>	3035475 - Parking Infringement Withdrawal – Vehicle breakdown	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Parvin Sabouri
<b>15/10/2018</b>	3035573 - Parking Infringement Withdrawal – compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Roberta Cash
<b>15/10/2018</b>	(APP) – DA18/31108 – 37 Hobbs Ave, Dalkeith – Single House	Coordinator Statutory Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	Dale Alcock Homes Pty Ltd

<b>16/10/2018</b>	(APP) – DA18/30212 – 19 Birdwood Pde, Dalkeith – Additions	Coordinator Statutory Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	Urbani Design
<b>18/10/2018</b>	(APP) – DA18/31795 – 2 Jutland Pde, Dalkeith – Alterations to Basement (New Toilets)	Coordinator Statutory Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	Hawk Constructions
<b>18/10/2018</b>	(APP) – DA18/29765 – 75 Tyrell St, Dalkeith – Addition to Existing Single Dwelling	Coordinator Statutory Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	Vision West Construction Residential
<b>19/10/2018</b>	3024898 - Parking Infringement Withdrawal – compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Tim Frodsham
<b>19/10/2018</b>	(APP) – DA18/29511 – 36 Leon Rd, Dalkeith – Ancillary Accommodation to Single House	Coordinator Statutory Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	Summit Homes
<b>19/10/2018</b>	(APP) – DA18/29566 – 92 Rosedale St, Floreat – Two Storey Single House	Coordinator Statutory Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	Mr M Clarke
<b>22/10/2018</b>	(APP) – DA18/30277 – 16 Greenville St, Swanbourne – Additions (Deck & Carport) to Single House	Coordinator Statutory Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	S M Vetten
<b>23/10/2018</b>	3024894 - Parking Infringement Withdrawal – compassionate grounds -	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Emilie Nelson

<b>23/10/2018</b>	(APP) – DA18/31709 – 40A Strickland St, Mt Claremont – Additions to Single House	Manager Planning – Ross Jutras-Minett	City of Nedlands TPS2	Section 6.7.1	Sandtracks Design
<b>23/10/2018</b>	(APP) – DA18/28724 – 2 Korel Gardens, Swanbourne – Two Storey Single House	Coordinator Statutory Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	Residential Building WA
<b>24/10/2018</b>	3030603 - Parking Infringement Withdrawal – compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Anthony Ryan
<b>24/10/2018</b>	(APP) – DA18/32000 – 100 Stephenson Ave, Mt Claremont – Three Transportable Buildings	Manager Planning – Ross Jutras-Minett	City of Nedlands TPS2	Section 6.7.1	I Hewson
<b>24/10/2018</b>	(APP) – DA18/31584 – 578A Haldane St, Mt Claremont – Home Business (Speech Pathology)	Manager Planning – Ross Jutras-Minett	City of Nedlands TPS2	Section 6.7.1	Voice Care WA
<b>24/10/2018</b>	(APP) – DA18/31996 – 11 Hotchin St, Dalkeith – Street Fence & Retrospective Boundary Wall	Coordinator Statutory Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	C Lang and A Jackson
<b>24/10/2018</b>	(APP) – DA18/29590 – 12 Waroonga Rd, Nedlands – Two Storey Single House	Coordinator Statutory Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	Eames Architects
<b>26/10/2018</b>	(APP) – DA18/31590 – 64 Florence Rd, Nedlands – Retaining Walls	Coordinator Statutory Planning - Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	Atrium Homes

<b>26/10/2018</b>	(APP) – DA18/31594 – 22 Mayfair ST, Mt Claremont – Home Business Naturopath	Manager Planning – Ross Jutras-Minett	City of Nedlands TPS2	Section 6.7.1	I Mariappan
<b>30/10/2018</b>	3029870 - Parking Infringement Withdrawal – compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Leigh Ferguson
<b>30/10/2018</b>	3038289- Parking Infringement Withdrawal – compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	George Mercer
<b>30/10/2018</b>	3030712- Parking Infringement Withdrawal – compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Steven Mansfield
<b>30/10/2018</b>	(APP) – DA18/32063 – 18 Viewway, Nedlands – Additions to Single House	Manager Planning – Ross Jutras-Minett	City of Nedlands TPS2	Section 6.7.1	Chindarsi Architects

**13.3 Monthly Financial Report – October 2018**

<b>Council</b>	27 November 2018
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	Vanaja Jayaraman – Manager Financial Services
<b>Director</b>	Lorraine Driscoll – Director Corporate & Strategy
<b>Attachments</b>	<ol style="list-style-type: none"> <li>1. Financial Summary (Operating) by Business Units – 31 October 2018</li> <li>2. Capital Works &amp; Acquisitions – 31 October 2018</li> <li>3. Statement of Net Current Assets – 31 October 2018</li> <li>4. Statement of Financial Activity – 31 October 2018</li> <li>5. Borrowings – 31 October 2018</li> <li>6. Statement of Financial Position – 31 October 2018</li> <li>7. Operating Income &amp; Expenditure by Reporting Activity – 31 October 2018</li> <li>8. Operating Income by Reporting Nature &amp; Type</li> </ol>

**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.

**Recommendation to Council**

**Council receives the Monthly Financial Report for 31 October 2018.**

**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 October 2018 together with a Statement of Net Current Assets as at 31 October 2018.

The operating revenue at the end of October 2018 was \$31.75 M which represents \$2 M favourable variance compared to the year-to-date budget.

The operating expense at the end of October 2018 was \$11.93 M, which represents \$1.65 M 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	\$ 269,392
Revenue:	Unfavourable variance of	\$ (60,046)

The favourable expenditure variance is mainly due to savings on special projects, professional fees, insurance of \$262k not expensed yet.

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

**Corporate and Strategy**

Expenditure:	Favourable variance of	\$ 234,136
Revenue:	Favourable variance of	\$ 220,448

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 \$223k.

Favourable revenue variance is due to higher rates revenue of \$205k arising from profiling issue. Year to-date rates revenue is \$23.4 M compared to annual budget of \$23.4 M.

**Community Development and Services**

Expenditure:	Favourable variance of	\$288,842
Revenue:	Favourable variance of	\$157,622

The favourable expenditure variance is mainly due to expenses not expended yet for community donations of \$67k and operational activities \$19k, Tresillian courses fees, and other NCC and Nedlands Library expenses of \$130k. Salaries and other employee expenses is lower by \$53k mainly due to delay in filling vacant positions, and timing differences.

The Favourable revenue variance is due to increase fees & charges income from Tresillian courses and Positive Ageing activities of \$21k. Timing difference on Grant receipt for NCC of \$137k also contributed to favourable variance.

## Planning and Development

Expenditure:	Favourable variance of	\$ 308,585
Revenue:	Favourable variance of	\$ 69,256

The favourable expenditure variance is mainly due to expenses not expended yet for operational activities for Environmental Health and Environmental Conservation of \$193k, professional fees, ICT and other expenses of \$44k. Salaries is lower by \$45k mainly due to delay in filling vacant positions, and timing differences.

Small favourable revenue variance is due to higher income for planning fees & charges of \$90k and Ranger services of \$35k, partly offset by less fees & charges from Health services of \$20k and Building services of \$46k.

## Technical Services

Expenditure:	Favourable variance of	\$ 550,973
Revenue:	Favourable variance of	\$ 1,621,874

The favourable expenditure variance is mainly due to expenses not expended yet for Building maintenance of \$174k and park services of \$274k.

The favourable revenue variance is due to higher revenue from upfront payment of underground power (UGP) service charge of \$1.6 M. 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 31<sup>st</sup> October 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	\$0
West Hollywood	\$2,274,731	\$5,495,228	\$2,929,192
Alfred Road & Mt Claremont	\$389,530	\$674,661	\$0
<b>Total</b>	<b>\$2,848,770</b>	<b>\$6,169,889</b>	<b>\$2,929,192</b>



## **Borrowings**

At 31 October 2018, we have a balance of borrowings of \$7.9 M. 2018/19 budget included borrowings of \$4.4 M including \$2.47 M for the UGP based on the assumption that 75% of the owners will 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 \$806k. This will reduce the borrowings for the year by \$1.66 M with an estimated total outstanding borrowing of \$8.5 M at year end compared to the budget of \$10M.

## **Net Current Assets Statement**

At 31 October 2018, net current assets were \$21.2 M compared to \$20.7 M as at 31 October 2017. This is mainly due to service charges and corresponding expense on the Underground Power projects.

Rates debtors outstanding are 31% as at 31 October 2018 compared to 30% as at 31 October 2017.

Sundry debtors as at 31 October 2018 is \$609k compared to \$335k as at 31 October 2017. This is mainly due to outstanding contribution for All Abilities Play Space, and higher infringement balances outstanding due to increased infringement notices issued.

## **Capital Works Programme**

At the end of October, the expenditure on capital works were \$2.15 M with further commitments of \$2.6 M which is 34.2% of a total budget of \$13.88 M.

## **Conclusion**

The statement of financial activity for the period ended 31 October 2018 indicates that operating expenses are under the year-to-date budget by 12.1% or \$1.65 M, while revenue is above the Budget by 6.8% or \$2 M.

## **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 31 OCTOBER 2018**

Row Labels	Master Account (desc)	October Actual YTD	October Budget YTD	Variance	Committed Balance	Annual Budget
<b>Governance</b>						
CEO's Office						
Governance						
Expense						
20420		283,381	264,900	(18,481)	0	794,698
20421	Other Employee Costs - Governance	13,813	11,146	(2,667)	4,249	40,882
20423	Office - Governance	2,635	9,234	6,599	2,497	29,700
20424	Motor Vehicles - Governance	4,096	4,168	72	0	12,500
20425	Depreciation - Governance	34,800	34,800	0	0	104,400
20427	Finance - Governance	90,360	90,373	13	0	271,121
20428	Insurance - Governance	29,003	123,500	94,497	128,769	123,500
20430	Other - Governance	2,319	3,332	1,013	801	10,000
20434	Professional Fees - Governance	66,198	101,666	35,468	51,034	305,000
20450	Special Projects - Governance / PC93	27,156	147,432	120,276	300	304,862
<b>Expense Total</b>		<b>553,761</b>	<b>790,551</b>	<b>236,790</b>	<b>187,649</b>	<b>1,996,663</b>
Income						
50410	Sundry Income - Governance	(36,960)	(93,672)	(56,712)	0	(281,020)
50415	Profit Sale of Assets - Governance	0	0	0	0	(5,123)
<b>Income Total</b>		<b>(36,960)</b>	<b>(93,672)</b>	<b>(56,712)</b>	<b>0</b>	<b>(286,143)</b>
Governance Total		516,801	696,879	180,078	187,649	1,710,520
Communications						
Expense						
28320	Salaries - Communications	95,736	95,712	(24)	0	287,143
28321	Other Employee Costs - Communications	904	3,000	2,096	2,144	3,000
28323	Office - Communications	7,123	19,668	12,545	24,341	80,000
28327	Finance - Communications	29,160	29,156	(4)	0	87,465
28330	Other - Communications	0	1,132	1,132	0	1,900
28335	ICT Expenses - Communications	23,453	26,820	3,368	7,621	34,500
28350	Special Projects - Communications / PC 90	0	5,000	5,000	0	20,000
<b>Expense Total</b>		<b>156,375</b>	<b>180,488</b>	<b>24,113</b>	<b>34,107</b>	<b>514,008</b>
Communications Total		156,375	180,488	24,113	34,107	514,008
Human Resources						
Expense						
20520	Salaries - HR	147,610	144,761	(2,849)	11,909	434,288
20521	Other Employee Costs - HR	86,131	93,772	7,641	21,915	274,424
20522	Staff Recruitment - HR	18,298	27,668	9,370	23,793	41,000
20523	Office - HR	374	2,704	2,330	0	6,300
20525	Depreciation - HR	167	168	1	0	500
20527	Finance - HR	(270,720)	(270,705)	15	0	(812,112)
20530	Other - HR	0	532	532	0	1,600
20534	Professional Fees - HR	0	12,000	12,000	0	24,000
20535	ICT Expenses - HR	13,067	20,000	6,933	0	40,000
<b>Expense Total</b>		<b>(5,073)</b>	<b>30,900</b>	<b>35,973</b>	<b>57,617</b>	<b>10,000</b>
Income						
50510	Contributions & Reimbursements - HR	0	(3,334)	(3,334)	0	(10,000)
<b>Income Total</b>		<b>0</b>	<b>(3,334)</b>	<b>(3,334)</b>	<b>0</b>	<b>(10,000)</b>
Members Of Council						
Expense						
20323	Office - MOC	8,511	12,500	3,989	5,514	36,000
20325	Depreciation - MOC	300	300	0	0	900
20329	Members of Council - MOC	181,040	149,568	(31,472)	0	448,700
20330	Other - MOC	0	0	0	0	1,000

Item 13.3 - Attachment 1

Row Labels	Master Account (desc)	October Actual YTD	October Budget YTD	Variance	Committed Balance	Annual Budget
<b>Expense Total</b>		<b>189,851</b>	<b>162,368</b>	<b>(27,483)</b>	<b>5,514</b>	<b>486,600</b>
Members Of Council Total		189,851	162,368	(27,483)	5,514	486,600
<b>CEO's Office Total</b>		<b>857,955</b>	<b>1,067,301</b>	<b>209,346</b>	<b>284,887</b>	<b>2,711,128</b>
<b>Governance Total</b>		<b>857,955</b>	<b>1,067,301</b>	<b>209,346</b>	<b>284,887</b>	<b>2,711,128</b>
Corporate & Strategy						
Corporate Strategy & Systems						
Customer Services						
Expense						
21320	Salaries - Customer Service	139,471	150,568	11,097	0	451,707
21321	Other Employee Costs - Customer Service	770	6,300	5,530	4,105	6,900
21323	Office - Customer Service	1,538	1,836	298	370	5,500
21327	Finance - Customer Service	(195,080)	(195,069)	11	0	(585,207)
21330	Other - Customer Service	3,319	5,064	1,745	2,409	15,200
21350	Special Projects - Customer Service	53,258	35,500	(17,758)	11,591	106,500
<b>Expense Total</b>		<b>3,275</b>	<b>4,199</b>	<b>924</b>	<b>18,474</b>	<b>600</b>
Income						
51301	Fees & Charges - Customer Services	(60)	(200)	(140)	0	(600)
<b>Income Total</b>		<b>(60)</b>	<b>(200)</b>	<b>(140)</b>	<b>0</b>	<b>(600)</b>
ICT						
Expense						
21720	Salaries - ICT	162,002	158,737	(3,265)	0	476,206
21721	Other Employee Costs - ICT	6,995	7,975	980	3,457	17,500
21723	Office - ICT	6,992	13,000	6,008	8,378	37,000
21724	Motor Vehicles - ICT	5,793	7,332	1,539	0	22,000
21725	Depreciation - ICT	72,000	72,000	0	0	216,000
21727	Finance - ICT	(554,560)	(554,569)	(9)	0	(1,663,707)
21730	Other - ICT	295	2,332	2,037	0	7,000
21734	Professional Fees - ICT	7,800	33,334	25,534	6,115	100,000
21735	ICT Expenses - ICT	228,124	352,884	124,760	31,714	788,000
<b>Expense Total</b>		<b>(64,558)</b>	<b>93,025</b>	<b>157,583</b>	<b>49,663</b>	<b>(1)</b>
ICT Total		(64,558)	93,025	157,583	49,663	(1)
<b>Corporate Strategy &amp; Systems Total</b>		<b>(61,343)</b>	<b>97,024</b>	<b>158,367</b>	<b>68,137</b>	<b>(1)</b>
Finance						
Rates						
Expense						
21920	Salaries - Rates	29,298	29,024	(274)	0	87,075
21921	Other Employee Costs - Rates	269	900	631	648	900
21923	Office - Rates	9,769	6,000	(3,769)	373	18,000
21927	Finance - Rates	66,711	43,636	(23,075)	0	130,908
21930	Other - Rates	9,553	7,334	(2,219)	820	22,000
21934	Professional Fees - Rates	2,323	39,800	37,477	19,600	59,800
<b>Expense Total</b>		<b>117,925</b>	<b>126,694</b>	<b>8,769</b>	<b>21,441</b>	<b>318,683</b>
Income						
51908	Rates - Rates	(23,404,884)	(23,199,376)	205,508	0	(23,445,040)
<b>Income Total</b>		<b>(23,404,884)</b>	<b>(23,199,376)</b>	<b>205,508</b>	<b>0</b>	<b>(23,445,040)</b>
Rates Total		(23,286,959)	(23,072,682)	214,277	21,441	(23,126,357)
General Finance						
Expense						
21420	Salaries - Finance	302,325	300,700	(1,625)	16,829	902,102
21421	Other Employee Costs - Finance	7,096	9,650	2,554	8,137	17,100
21423	Office - Finance	30,695	20,007	(10,688)	12,754	57,400
21424	Motor Vehicles - Finance	3,625	3,600	(25)	0	10,800
21425	Depreciation - Finance	167	168	1	0	500
21427	Finance - Finance	(329,358)	(332,298)	(2,940)	3,134	(996,402)
21430	Other - Finance	0	0	0	0	1,500
21434	Professional Fees - Finance	838	3,332	2,494	17,196	45,000
21450	Special Projects - Finance	5,170	10,000	4,830	0	40,000

Item 13.3 - Attachment 1

Row Labels	Master Account (desc)	October Actual YTD	October Budget YTD	Variance	Committed Balance	Annual Budget
<b>Expense Total</b>		<b>20,559</b>	<b>15,159</b>	<b>(5,400)</b>	<b>58,052</b>	<b>78,000</b>
Income						
51401	Fees & Charges - Finance	(30,841)	(18,502)	12,339	0	(55,500)
51410	Sundry Income - Finance	0	(21,750)	(21,750)	0	(22,500)
<b>Income Total</b>		<b>(30,841)</b>	<b>(40,252)</b>	<b>(9,411)</b>	<b>0</b>	<b>(78,000)</b>
General Purpose						
Expense						
21627	Finance - General Purpose	0	0	0	0	54,000
21631	Interest - General Purpose	108,757	126,266	39,399	0	378,800
<b>Expense Total</b>		<b>86,867</b>	<b>126,266</b>	<b>39,399</b>	<b>0</b>	<b>432,800</b>
Income						
51604	Grants Operating - General Purpose	(90,735)	(94,025)	(3,290)	0	(376,100)
51607	Interest - General Purpose	(152,367)	(129,665)	22,702	0	(389,000)
<b>Income Total</b>		<b>(248,182)</b>	<b>(223,690)</b>	<b>24,492</b>	<b>0</b>	<b>(765,100)</b>
General Purpose Total		(161,315)	(97,424)	63,891	0	(332,300)
Shared Services						
Expense						
21523	Office - Shared Services	4,417	26,000	21,583	4,127	78,000
21527	Finance - Shared Services	(51,000)	(51,000)	0	0	(153,000)
21534	Professional Fees - Shared Services	6,000	39,168	33,168	25,473	75,000
<b>Finance Total</b>		<b>(23,477,248)</b>	<b>(23,181,031)</b>	<b>318,107</b>	<b>109,092</b>	<b>(23,458,657)</b>
<b>Corporate &amp; Strategy Total</b>		<b>(23,538,591)</b>	<b>(23,084,007)</b>	<b>476,474</b>	<b>177,229</b>	<b>(23,458,658)</b>
Community Development						
Community Development						
Community Development						
Expense						
28120	Salaries - Community Development	146,579	158,657	12,078	0	475,979
28121	Other Employee Costs - Community Development	3,105	5,752	2,647	3,457	8,400
28123	Office - Community Development	275	1,296	1,021	396	3,900
28124	Motor Vehicles - Community Development	4,585	4,632	47	0	13,900
28125	Depreciation - Community Development	1,100	1,100	0	0	3,300
28127	Finance - Community Development	63,280	63,296	16	0	189,892
28130	Other - Community Development	2	82	80	100	3,500
28134	Professional Fees - Community Development	350	0	(350)	0	2,000
28137	Donations - Community Development	19,763	87,168	67,405	0	179,000
28150	Special Projects - Community Development	0	1,250	1,250	0	20,000
28151	OPRL Activities - Community Development / PC82-87	11,953	30,933	18,980	66,391	153,700
<b>Expense Total</b>		<b>250,991</b>	<b>354,166</b>	<b>103,175</b>	<b>70,343</b>	<b>1,053,571</b>
Income						
58101	Fees & Charges - Community Development	(4,838)	(7,868)	(3,030)	0	(18,000)
58104	Grants Operating - Community Development	0	0	0	0	(21,000)
58106	Contributions & Reimbursements - Community Development	(900)	0	900	0	(200)
<b>Income Total</b>		<b>(5,738)</b>	<b>(7,868)</b>	<b>(2,130)</b>	<b>0</b>	<b>(39,200)</b>
Community Development Total		245,253	346,298	101,045	70,343	1,014,371
Community Facilities						
Income						
58201	Fees & Charges - Community Facilities	(4,308)	(3,125)	1,183	0	(12,500)
58206	Contributions & Reimbursements - Community Facilities	0	(250)	(250)	0	(1,000)
58209	Council Property - Community Facilities	(56,688)	(57,136)	(448)	0	(171,400)
<b>Income Total</b>		<b>(60,996)</b>	<b>(60,511)</b>	<b>485</b>	<b>0</b>	<b>(184,900)</b>
Community Facilities Total		(60,996)	(60,511)	485	0	(184,900)
Volunteer Services VRC						
Expense						
29320	Salaries - Volunteer Services VRC	32,856	30,368	(2,488)	0	91,108
29321	Other Employee Cost - Volunteer Services VRC	269	900	631	648	900
29323	Office - Volunteer Services VRC	45	960	915	0	3,000
29327	Finance - Volunteer Services VRC	6,520	6,516	(4)	0	19,546

Item 13.3 - Attachment 1

Row Labels	Master Account (desc)	October Actual YTD	October Budget YTD	Variance	Committed Balance	Annual Budget
29330	Other - Volunteer Services VRC	1,416	1,375	(41)	1,324	5,700
<b>Expense Total</b>		<b>41,106</b>	<b>40,119</b>	<b>(987)</b>	<b>1,972</b>	<b>120,254</b>
Income						
59304	Grants Operating - Volunteer Services VRC	(15,155)	(14,000)	1,155	0	(14,000)
<b>Income Total</b>		<b>(15,155)</b>	<b>(14,000)</b>	<b>1,155</b>	<b>0</b>	<b>(14,000)</b>
Volunteer Services VRC Total		25,951	26,119	168	1,972	106,254
Volunteer Services NVS						
Expense						
29220	Salaries - Volunteer Services NVS	7,373	10,936	3,563	0	32,817
29221	Other Employee Costs - Volunteer Services NVS	96	700	604	504	700
29223	Office - Volunteer Services NVS	0	0	0	0	800
29227	Finance - Volunteer Services NVS	5,720	5,708	(12)	0	17,122
29230	Other - Volunteer Services NVS	111	525	414	985	2,600
29250	Special Projects - Volunteer Services NVS	1,950	3,000	1,050	76	3,000
<b>Expense Total</b>		<b>15,250</b>	<b>20,869</b>	<b>5,619</b>	<b>1,565</b>	<b>57,039</b>
Volunteer Services NVS Total		15,250	20,869	5,619	1,565	57,039
Tresillian Community Centre						
Expense						
29120	Salaries - Tresillian CC	89,354	88,712	(642)	0	266,134
29121	Other Employee Costs - Tresillian CC	750	3,000	2,250	2,160	3,000
29123	Office - Tresillian CC	7,004	8,436	1,432	1,148	25,300
29125	Depreciation - Tresillian CC	267	268	1	0	800
29127	Finance - Tresillian CC	28,000	28,148	148	0	84,445
29130	Other - Tresillian CC	745	4,151	3,406	161	7,500
29136	Courses - Tresillian CC	48,116	75,000	26,884	44,854	200,500
29150	Exhibition	1,887	0	(1,887)	836	6,200
<b>Expense Total</b>		<b>176,123</b>	<b>207,715</b>	<b>31,592</b>	<b>49,160</b>	<b>593,879</b>
Income						
59101	Fees & Charges - Tresillian CC	(146,891)	(135,500)	11,391	0	(361,500)
59109	Council Property - Tresillian CC	(7,972)	(9,500)	(1,528)	0	(28,500)
<b>Income Total</b>		<b>(155,362)</b>	<b>(145,000)</b>	<b>10,362</b>	<b>0</b>	<b>(390,000)</b>
Tresillian Community Centre Total		20,760	62,715	41,955	49,160	203,879
<b>Community Development Total</b>		<b>246,218</b>	<b>395,490</b>	<b>149,272</b>	<b>123,039</b>	<b>1,196,643</b>
Community Services Centres						
Nedlands Community Care						
Expense						
28620	Salaries - NCC	265,075	288,749	23,674	0	866,242
28621	Other Employee Costs - NCC	1,628	12,960	11,332	8,137	17,300
28623	Office - NCC	2,670	3,418	748	4,170	11,500
28624	Motor Vehicles - NCC	26,648	39,000	12,352	0	117,000
28625	Depreciation - NCC	8,767	8,768	1	0	26,300
28626	Utility - NCC	1,706	3,000	1,294	0	9,000
28627	Finance - NCC	88,480	88,492	12	0	265,472
28630	Other - NCC	5,246	21,904	16,658	7,126	65,700
28635	ICT Expenses - NCC	630	7,000	6,370	185	16,000
<b>Expense Total</b>		<b>409,828</b>	<b>473,291</b>	<b>63,463</b>	<b>19,618</b>	<b>1,394,514</b>
Income						
58601	Fees & Charges - NCC	(27,076)	(28,664)	(1,588)	0	(86,000)
58604	Grants Operating - NCC	(481,457)	(344,300)	137,157	0	(1,032,900)
58610	Sundry Income - NCC	0	0	0	0	(2,000)
<b>Income Total</b>		<b>(508,533)</b>	<b>(372,964)</b>	<b>135,569</b>	<b>0</b>	<b>(1,120,900)</b>
Nedlands Community Care Total		(98,705)	100,327	199,032	19,618	273,614
Positive Ageing						
Expense						
27420	Salaries - Positive Ageing	21,738	24,024	2,286	0	72,071
27421	Other Employee Costs - Positive Ageing	154	800	646	576	800
27427	Finance - Positive Ageing	9,920	9,928	8	0	29,785

## Item 13.3 - Attachment 1

Row Labels	Master Account (desc)	October Actual YTD	October Budget YTD	Variance	Committed Balance	Annual Budget
28437	Donations - Positive Ageing	873	2,000	1,127	2,792	6,000
28450	Other - Positive Ageing	7,839	5,400	(2,439)	1,200	16,200
<b>Expense Total</b>		<b>40,523</b>	<b>42,152</b>	<b>1,629</b>	<b>4,568</b>	<b>124,856</b>
Income						
58420	Fees & Charges - Positive Ageing	(18,518)	(8,332)	10,186	0	(25,000)
<b>Income Total</b>		<b>(18,518)</b>	<b>(8,332)</b>	<b>10,186</b>	<b>0</b>	<b>(25,000)</b>
Positive Ageing Total		22,005	33,820	11,815	4,568	99,856
Point Resolution Child Care						
Expense						
28820	Salaries - PRCC	173,566	170,725	(2,841)	0	512,290
28821	Other Employee Costs - PRCC	2,150	7,375	5,225	5,041	8,500
28823	Office - PRCC	826	3,525	2,699	255	10,200
28824	Motor Vehicles - PRCC	2,768	2,668	(100)	0	8,000
28825	Depreciation - PRCC	367	368	1	0	1,100
28826	Utility - PRCC	2,020	2,766	746	0	8,300
28827	Finance - PRCC	29,200	29,188	(12)	0	87,565
28830	Other - PRCC	733	4,832	4,100	1,831	18,000
28835	ICT Expenses - PRCC	470	1,068	598	0	4,800
<b>Expense Total</b>		<b>212,098</b>	<b>222,515</b>	<b>10,417</b>	<b>7,126</b>	<b>658,755</b>
Income						
58801	Fees & Charges - PRCC	(199,816)	(200,000)	(184)	0	(575,000)
<b>Income Total</b>		<b>(199,816)</b>	<b>(200,000)</b>	<b>(184)</b>	<b>0</b>	<b>(575,000)</b>
Point Resolution Child Care Total		12,282	22,515	10,233	7,126	83,755
Mt Claremont Library						
Expense						
28523	Office - Mt Claremont Library	2,588	4,468	1,880	1,442	11,000
28527	Finance - Mt Claremont Library	35,720	35,704	(16)	0	107,108
28530	Other - Mt Claremont Library	5,830	13,098	7,268	11,618	37,000
28535	ICT Expenses - Mt Claremont Library	1,175	2,332	1,157	8,402	14,000
<b>Expense Total</b>		<b>45,313</b>	<b>55,602</b>	<b>10,289</b>	<b>21,462</b>	<b>169,108</b>
Income						
58501	Fees & Charges - Mt Claremont Library	(233)	(168)	65	0	(500)
58510	Sundry Income - Mt Claremont Library	(119)	(100)	19	0	(300)
58511	Fines & Penalties - Mt Claremont Library	(408)	(133)	275	0	(400)
<b>Income Total</b>		<b>(760)</b>	<b>(401)</b>	<b>359</b>	<b>0</b>	<b>(1,200)</b>
Mt Claremont Library Total		44,553	55,201	10,648	21,462	167,908
Nedlands Library						
Expense						
28720	Salaries - Library Services	325,739	339,464	13,725	0	1,018,397
28721	Other Employee Costs - Library Services	9,384	19,606	10,222	11,234	31,150
28723	Office - Nedlands Library	10,154	18,532	8,378	2,550	45,500
28724	Motor Vehicles - Nedlands Library	6,089	6,100	12	0	18,300
28725	Depreciation - Nedlands Library	4,000	4,000	0	0	12,000
28727	Finance - Nedlands Library	185,520	185,517	(3)	0	556,555
28730	Other - Nedlands Library	20,953	51,972	31,019	24,100	147,400
28731	Grants Expenditure - Nedlands Library	1,259	1,100	(159)	0	1,100
28735	ICT Expenses - Nedlands Library	2,553	5,604	3,051	19,850	36,000
28750	Special Projects - Nedlands Library	0	0	0	110	3,100
<b>Expense Total</b>		<b>568,251</b>	<b>631,895</b>	<b>63,644</b>	<b>57,844</b>	<b>1,869,502</b>
Income						
58701	Fees & Charges - Nedland Library	(2,780)	(1,832)	948	0	(5,500)
58704	Grants Operating - Nedlands Library	(1,200)	(1,100)	100	0	(1,100)
58710	Sundry Income - Nedlands Library	(2,640)	(2,168)	472	0	(6,500)
58711	Fines & Penalties - Nedlands Library	(1,300)	(1,000)	300	0	(3,000)
<b>Income Total</b>		<b>(7,920)</b>	<b>(6,100)</b>	<b>1,820</b>	<b>0</b>	<b>(16,100)</b>
Nedlands Library Total		560,331	625,795	65,464	57,844	1,853,402
<b>Community Services Centres Total</b>		<b>540,466</b>	<b>837,658</b>	<b>297,192</b>	<b>110,619</b>	<b>2,478,535</b>

Item 13.3 - Attachment 1

Row Labels	Master Account (desc)	October Actual YTD	October Budget YTD	Variance	Committed Balance	Annual Budget
<b>Community Development Total</b>		<b>786,684</b>	<b>1,233,148</b>	<b>446,464</b>	<b>233,658</b>	<b>3,675,178</b>
Planning & Development Services						
Planning Services						
Town Planning - Administration						
Expense						
24820	Salaries - Town Planning Admin	35,682	35,464	(218)	0	106,391
24821	Other Employee Costs-Town Planning Admin	15,951	10,450	(5,501)	2,592	31,000
24823	Office - Town Planning Admin	2,715	2,041	(674)	633	8,000
24824	Motor Vehicles - Town Planning Admin	14,647	16,000	1,353	0	48,000
24825	Depreciation - Town Planning Admin	200	200	0	0	600
24827	Finance - Town Planning Admin	114,080	114,080	0	0	342,242
24830	Other - Town Planning Admin	0	750	750	0	5,000
<b>Expense Total</b>		<b>183,276</b>	<b>178,985</b>	<b>(4,291)</b>	<b>3,226</b>	<b>541,233</b>
Income						
54801	Fees & Charges - Town Planning Admin	(207,004)	(117,000)	90,004	0	(351,000)
54811	Fines & Penalties - Town Planning	(500)	(375)	125	0	(1,500)
<b>Income Total</b>		<b>(207,504)</b>	<b>(117,375)</b>	<b>90,129</b>	<b>0</b>	<b>(352,500)</b>
Town Planning - Administration Total		(24,228)	61,610	85,838	3,226	188,733
Statutory Planning						
Expense						
24320	Salaries - Statutory Planning	128,175	132,728	4,553	0	398,177
24321	Other Employee Costs - Statutory Planning	0	2,200	2,200	0	2,200
24334	Professional Fees - Statutory Planning	6,000	5,000	(1,000)	10,218	20,000
<b>Expense Total</b>		<b>134,175</b>	<b>139,928</b>	<b>5,753</b>	<b>10,218</b>	<b>420,377</b>
Statutory Planning Total		134,175	139,928	5,753	10,218	420,377
Strategic Planning						
Expense						
24857	Strategic Projects - Strategic Planning	37,737	41,916	4,179	17,414	125,500
24920	Salaries - Strategic Planning	115,204	132,660	17,456	0	397,979
24921	Other Employee Costs - Strategic Planning	0	2,200	2,200	0	2,200
24934	Professional Fees - Strategic Planning	0	10,000	10,000	0	20,000
<b>Expense Total</b>		<b>152,941</b>	<b>186,776</b>	<b>33,835</b>	<b>17,414</b>	<b>545,679</b>
Strategic Planning Total		152,941	186,776	33,835	17,414	545,679
<b>Planning Services Total</b>		<b>262,888</b>	<b>388,314</b>	<b>125,426</b>	<b>30,858</b>	<b>1,154,789</b>
Health & Compliance						
Sustainability						
Expense						
24620	Salaries - Sustainability	17,514	10,612	(6,902)	0	31,826
24621	Other Employee Costs - Sustainability	250	300	50	216	300
24624	Motor Vehicles - Sustainability	6,402	5,332	(1,070)	0	16,000
24625	Depreciation - Sustainability	533	532	(1)	0	1,600
24627	Finance - Sustainability	5,960	5,960	0	0	17,884
24638	Operational Activities - Sustainability / PC79	9,739	15,150	5,411	123	49,000
<b>Expense Total</b>		<b>41,927</b>	<b>37,886</b>	<b>(4,041)</b>	<b>339</b>	<b>116,610</b>
Sustainability Total		41,927	37,886	(4,041)	339	116,610
Environmental Health						
Expense						
24720	Salaries - Environmental Health	150,929	149,896	(1,033)	631	449,677
24721	Other Employee Costs - Environmental Health	8,724	8,575	(149)	3,385	20,700
24723	Office - Environmental Health	250	1,136	886	400	4,200
24725	Depreciation - Environmental Health	2,200	2,200	0	0	6,600
24727	Finance - Environmental Health	41,200	41,220	20	0	123,659
24730	Other - Environmental Health	3,868	6,000	2,132	30,381	8,500
24735	ICT Expenses - Environmental Health	0	2,500	2,500	0	2,500
24751	OPRL Activities - Environmental Health PC76,77,78	10,241	32,004	21,763	27,891	92,500
<b>Expense Total</b>		<b>217,411</b>	<b>243,531</b>	<b>26,120</b>	<b>62,688</b>	<b>708,336</b>
Income						



Item 13.3 - Attachment 1

Row Labels	Master Account (desc)	October Actual YTD	October Budget YTD	Variance	Committed Balance	Annual Budget
54701	Fees & Charges - Environmental Health	(24,828)	(45,000)	(20,172)	0	(45,000)
54710	Sundry Income - Environmental Health	(177)	(332)	(155)	0	(1,000)
54711	Fines & Penalties - Environmental Health	(960)	(4,328)	(3,368)	0	(13,000)
<b>Income Total</b>		<b>(25,965)</b>	<b>(49,660)</b>	<b>(23,695)</b>	<b>0</b>	<b>(59,000)</b>
Environmental Health Total		191,446	193,871	2,425	62,688	649,336
Environmental Conservation						
Expense						
24221	Other Employee Costs - Environmental Conservation	0	1,975	1,975	1,224	2,800
24223	Office - Environmental Conservation	0	350	350	0	1,900
24227	Finance - Environmental Conservation	22,120	22,104	(16)	0	66,313
24230	Other - Environmental Conservation	0	375	375	0	1,500
24237	Donations - Environmental Conservation	0	6,175	6,175	0	24,700
24251	Operational Activities-Environ Conservation / PC80	236,988	408,552	171,564	131,730	853,000
<b>Expense Total</b>		<b>259,108</b>	<b>439,531</b>	<b>180,423</b>	<b>132,954</b>	<b>950,213</b>
Income						
54204	Grants Operating - Environmental Conservation	(5,940)	(7,500)	(1,560)	0	(30,000)
54210	Sundry Income - Environmental Conservation	(15,144)	0	15,144	0	(8,800)
<b>Income Total</b>		<b>(21,084)</b>	<b>(7,500)</b>	<b>13,584</b>	<b>0</b>	<b>(38,800)</b>
Environmental Conservation Total		238,024	432,031	194,007	132,954	911,413
Ranger Services						
Expense						
21120	Salaries - Ranger Services	217,910	212,225	(5,685)	0	636,687
21121	Other Employee Costs - Ranger Services	4,280	6,268	1,988	4,360	7,900
21123	Office - Ranger Services	4,285	2,682	(1,603)	2,634	9,300
21124	Motor Vehicles - Ranger Services	23,423	18,332	(5,091)	0	55,000
21125	Depreciation - Ranger Services	1,667	1,668	1	0	5,000
21127	Finance - Ranger Services	56,522	64,029	7,507	0	192,089
21130	Other - Ranger Services	2,946	26,936	23,990	5,950	82,300
21135	ICT Expenses - Ranger Services	0	10,000	10,000	0	10,000
21137	Donations - Ranger Services	0	1,000	1,000	0	1,000
<b>Expense Total</b>		<b>311,032</b>	<b>343,140</b>	<b>32,108</b>	<b>12,944</b>	<b>999,276</b>
Income						
51101	Fees & Charges - Ranger Services	(30,115)	(27,580)	2,535	0	(82,500)
51106	Contributions & Reimbursements- Rangers Services	(27,678)	(30,000)	(2,322)	0	(30,000)
51111	Fines & Penalties - Rangers Services	(161,604)	(130,500)	31,104	0	(370,500)
<b>Income Total</b>		<b>(223,397)</b>	<b>(188,080)</b>	<b>35,317</b>	<b>0</b>	<b>(483,000)</b>
Ranger Services Total		87,635	155,060	67,425	12,944	516,276
<b>Health &amp; Compliance Total</b>		<b>559,032</b>	<b>818,848</b>	<b>259,816</b>	<b>208,925</b>	<b>2,193,635</b>
Building Services						
Building Services						
Expense						
24420	Salaries - Building Services	253,963	277,885	23,922	19,350	833,653
24421	Other Employee Costs - Building Services	10,130	13,475	3,345	5,329	26,600
24423	Office - Building Services	720	3,168	2,448	127	4,900
24424	Motor Vehicles - Building Services	9,105	8,532	(573)	0	25,600
24425	Depreciation - Building Services	100	100	0	0	300
24427	Finance - Building Services	88,000	88,004	4	0	264,009
24430	Other - Building Services	0	3,066	3,066	1,000	3,400
24434	Professional Fees - Building Services	200	6,666	6,466	996	20,000
<b>Expense Total</b>		<b>362,218</b>	<b>400,896</b>	<b>38,678</b>	<b>26,802</b>	<b>1,178,462</b>
Income						
54401	Fees & Charges - Building Services	(246,256)	(254,428)	(8,249)	0	(450,700)
54410	Sundry Income - Building Services	(16,789)	(52,000)	(35,211)	0	(156,000)
54411	Fines & Penalties - Building Services	(620)	(4,000)	(3,380)	0	(12,000)
<b>Income Total</b>		<b>(264,503)</b>	<b>(310,428)</b>	<b>(46,002)</b>	<b>0</b>	<b>(618,700)</b>
Building Services Total		97,715	90,468	(7,324)	26,802	559,762
<b>Building Services Total</b>		<b>97,715</b>	<b>90,468</b>	<b>(7,324)</b>	<b>26,802</b>	<b>559,762</b>



Item 13.3 - Attachment 1

Row Labels	Master Account (desc)	October Actual YTD	October Budget YTD	Variance	Committed Balance	Annual Budget
<b>Planning &amp; Development Services Total</b>		<b>919,635</b>	<b>1,297,630</b>	<b>377,918</b>	<b>266,585</b>	<b>3,908,186</b>
Technical Services						
Engineering						
Infrastructure Services						
Expense						
26220	Salaries - Infrastructure Svcs	759,910	761,773	1,863	0	2,285,320
26221	Other Employee Costs - Infrastructure Svcs	40,223	61,379	21,156	40,825	111,350
26223	Office - Infrastructure Svcs	8,740	15,134	6,394	5,352	41,400
26224	Motor Vehicles - Infrastructure Svcs	18,598	16,668	(1,930)	0	50,000
26225	Depreciation - Infrastructure Svcs	3,933	3,932	(1)	0	11,800
26227	Finance - Infrastructure Svcs	(650,189)	(886,219)	(236,030)	0	(2,658,664)
26228	Insurance - Infrastructure Svcs	17,047	68,700	51,653	60,474	68,700
26230	Other - Infrastructure Svcs	21,001	22,700	1,699	6,408	68,100
26234	Professional Fees - Infrastructure Svcs	16,352	6,666	(9,686)	5,808	20,000
26235	ICT Expenses - Infrastructure Svcs	2,208	5,100	2,892	5,776	15,300
36101	Project Contribution - Infrastructure	1,645,234	1,993,960	348,726	65,891	1,993,960
<b>Expense Total</b>		<b>1,883,057</b>	<b>2,069,793</b>	<b>186,736</b>	<b>190,534</b>	<b>2,007,266</b>
Income						
50202	Service Charges - Infrastructure Svcs	(2,848,770)	(1,159,900)	1,688,870	0	(1,159,900)
<b>Income Total</b>		<b>(2,848,770)</b>	<b>(1,159,900)</b>	<b>1,688,870</b>	<b>0</b>	<b>(1,159,900)</b>
Infrastructure Services Total		(965,713)	909,893	1,875,606	190,534	847,366
Plant Operating						
Expense						
26521	Other Employee Costs - Plant Operating	0	1,700	1,700	1,224	1,700
26525	Depreciation - Plant Operating	216,000	216,000	0	0	648,000
26527	Finance - Plant Operating	(252,575)	(441,617)	(189,042)	0	(1,324,851)
26532	Plant - Plant Operating	229,669	277,320	47,651	108,124	728,551
26533	Minor Parts & Workshop Tools - Plant Operating	6,545	13,868	7,323	440	41,600
26549	Loss Sale of Assets - Plant Operating	0	11,312	11,312	0	33,937
<b>Expense Total</b>		<b>199,639</b>	<b>78,583</b>	<b>(121,056)</b>	<b>109,789</b>	<b>128,937</b>
Income						
56501	Fees & Charges - Plant Operating	(19,807)	(12,668)	7,139	0	(38,000)
56515	Profit Sale of Assets - Plant Operating	0	(27,736)	(27,736)	0	(83,206)
<b>Income Total</b>		<b>(22,807)</b>	<b>(40,404)</b>	<b>(17,597)</b>	<b>0</b>	<b>(121,206)</b>
Plant Operating Total		176,833	38,179	(138,654)	109,789	7,731
Streets Roads and Depots						
Expense						
26625	Depreciation - Streets Roads & Depots	1,269,067	1,269,067	0	0	3,807,200
26626	Utility - Streets Roads & Depots	201,993	180,000	(21,993)	4,800	540,000
26630	Other	27,344	2,332	(25,012)	945	7,000
26640	Reinstatement - Streets Roads & Depot	939	2,336	1,397	0	7,000
26667	Road Maintenance / PC51	98,238	226,833	128,595	125,753	680,500
26668	Drainage Maintenance / PC52	257,459	171,765	(85,694)	62,538	515,300
26669	Footpath Maintenance / PC53	26,296	68,468	42,172	11,131	205,400
26670	Parking Signs / PC54	31,163	29,168	(1,995)	783	87,500
26671	Right of Way Maintenance / PC55	33,506	29,168	(4,338)	0	87,500
26672	Bus Shelter Maintenance / PC56	3,938	3,866	(72)	40	11,600
26673	Graffiti Control / PC57	1,686	6,500	4,814	2,114	19,500
26674	Streets Roads & Depot / PC89	43,012	50,500	7,488	22,736	151,500
<b>Expense Total</b>		<b>1,994,641</b>	<b>2,040,003</b>	<b>45,362</b>	<b>230,840</b>	<b>6,120,000</b>
Income						
56601	Fees & Charges - Streets Roads & Depots	(32,621)	(25,668)	6,953	0	(77,000)
56604	Grants Operating - Streets Roads & Depots	0	(21,668)	(21,668)	0	(65,000)
56606	Contributions & Reimburse - Streets Roads & Depots	(4,567)	(6,668)	(2,101)	0	(20,000)
<b>Income Total</b>		<b>(37,188)</b>	<b>(54,004)</b>	<b>(16,816)</b>	<b>0</b>	<b>(162,000)</b>
Streets Roads and Depots Total		1,957,453	1,985,999	28,546	230,840	5,958,000
Waste Minimisation						

Item 13.3 - Attachment 1

Row Labels	Master Account (desc)	October Actual YTD	October Budget YTD	Variance	Committed Balance	Annual Budget
Expense						
24520	Salaries - Waste Minimisation	81,326	79,620	(1,706)	0	238,859
24521	Other Employee Costs - Waste Minimisation	2,642	2,400	(242)	1,296	4,200
24524	Motor Vehicles - Waste Minimisation	3,100	2,968	(132)	0	8,900
24527	Finance - Waste Minimisation	56,924	56,925	1	0	170,778
24538	Purchase of Product - Waste Minimisation	1,123	1,000	(123)	449	3,000
24552	Residential Kerbside - Waste Minimisation / PC71	656,740	619,601	(37,139)	782,764	1,858,800
24553	Residential Bulk - Waste Minimisation / PC72	18,533	0	(18,533)	309,683	374,600
24554	Commercial - Waste Minimisation / PC73	37,867	31,868	(5,999)	74,223	95,600
24555	Public Waste - Waste Minimisation / PC74	45,313	20,332	(24,981)	55,563	101,000
24556	Waste Strategy - Waste Minimisation / PC75	4,502	42,250	37,748	2,146	84,500
<b>Expense Total</b>		<b>908,068</b>	<b>856,964</b>	<b>(51,104)</b>	<b>1,226,124</b>	<b>2,940,237</b>
Income						
54501	Fees & Charges - Waste Minimisation	(3,298,626)	(3,295,888)	2,738	0	(3,305,600)
<b>Income Total</b>		<b>(3,298,626)</b>	<b>(3,295,888)</b>	<b>2,738</b>	<b>0</b>	<b>(3,305,600)</b>
Waste Minimisation Total		(2,390,558)	(2,438,924)	(48,366)	1,226,124	(365,363)
Building Maintenance						
Expense						
24120	Salaries - Building Maintenance	129,631	144,277	14,646	0	432,830
24121	Other Employee Costs - Building Maintenance	750	4,164	3,414	2,160	6,500
24123	Office - Building Maintenance	0	218	218	0	500
24124	Motor Vehicles - Building Maintenance	12,689	12,000	(689)	0	36,000
24125	Depreciation - Building Maintenance	237,533	237,533	(0)	0	712,600
24126	Utility - Building Maintenance PC41,42,43	61,690	90,828	29,138	(431)	272,500
24127	Finance - Building Maintenance	55,360	(50,656)	(106,016)	0	(151,967)
24128	Insurance - Building Maintenance PC40	39,613	134,200	94,587	51,228	134,200
24130	Other - Building Maintenance	3,244	8,664	5,420	0	26,000
24133	Building - Building Maintenance PC58	252,397	426,490	174,093	108,592	1,400,900
24135	ICT Expenses - Building Maintenance	0	1,250	1,250	0	2,500
<b>Expense Total</b>		<b>792,906</b>	<b>1,008,968</b>	<b>216,062</b>	<b>161,549</b>	<b>2,872,563</b>
Income						
54106	Contributions & Reimbursement - Building Maintenanar	(18,050)	(34,368)	(16,318)	0	(103,100)
54109	Council Property - Building Maintenance	(60,390)	(79,150)	(18,760)	0	(240,900)
<b>Income Total</b>		<b>(78,440)</b>	<b>(113,518)</b>	<b>(35,078)</b>	<b>0</b>	<b>(344,000)</b>
Building Maintenance Total		714,466	895,450	180,984	161,549	2,528,563
<b>Engineering Total</b>		<b>(507,519)</b>	<b>1,390,597</b>	<b>1,898,116</b>	<b>1,918,836</b>	<b>8,976,297</b>
Parks Services						
Parks Services						
Expense						
26360	Depreciation - Parks Services	377,367	377,365	(2)	0	1,132,100
26365	Maintenance - Parks Services / PC59	1,344,217	1,619,192	274,975	339,390	4,336,900
<b>Expense Total</b>		<b>1,721,583</b>	<b>1,996,557</b>	<b>274,974</b>	<b>339,390</b>	<b>5,469,000</b>
Income						
56301	Fees & Charges - Parks & Ovals	(241)	(3,332)	(3,091)	0	(10,000)
56306	Contributions & Reimbursements - Parks Services	(5,405)	(6,668)	(1,263)	0	(20,000)
56309	Council Property - Parks Services	(15,160)	(22,332)	(7,172)	0	(67,000)
56310	Sundry Income - Parks Services	(8,654)	(500)	8,154	0	(1,500)
56312	Fines & Penalties - Parks & Ovals	0	(332)	(332)	0	(1,000)
<b>Income Total</b>		<b>(32,921)</b>	<b>(33,164)</b>	<b>(243)</b>	<b>0</b>	<b>(99,500)</b>
Parks Services Total		1,688,662	1,963,393	274,731	339,390	5,369,500
<b>Parks Services Total</b>		<b>1,688,662</b>	<b>1,963,393</b>	<b>274,731</b>	<b>339,390</b>	<b>5,369,500</b>
<b>Technical Services Total</b>		<b>1,181,144</b>	<b>3,353,990</b>	<b>2,172,846</b>	<b>2,258,226</b>	<b>14,345,797</b>
<b>City of Nedlands Total</b>		<b>(19,793,019)</b>	<b>(16,131,938)</b>	<b>3,683,048</b>	<b>3,220,585</b>	<b>1,181,631</b>



**CITY OF NEDLANDS**  
**CAPITAL WORKS & ACQUISITIONS**  
**AS AT 31 OCTOBER 2018**

L1	L1 Desc / N/ L2 - Desc	October Actual YTD	Committed Balance	June Budget YTD	Budget Available
2	<b>Footpath Rehabilitation</b>				
	2012 Waratah Avenue	0	0	414,900	414,900
	2019 Princess Road	0	0	17,680	17,680
	2030 Beatrice Road	83,674	0	77,112	-6,562
	2124 Kingston St	0	18,373	57,120	38,747
	2143 Brockway Road	0	0	29,920	29,920
	2171 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	0	-20,380
	604 Stirling Hwy-Meriwa to Clifton (north)	0	72,657	77,112	4,455
	605 Stirling Hwy-Florenct to Mtjoy (south)	0	124,844	145,144	20,300
	606 Stirling Hwy-Baird to Boronia (north)	0	141,534	157,896	16,362
	607 Stirling Hwy-Thomas to Archdeacon(south)	0	220,977	186,354	-34,623
	608 Stirling Hwy- Archdeacon to Bruce (south)	0	27,012	86,292	59,280
	<b>Footpath Rehabilitation Total</b>	<b>96,853</b>	<b>612,596</b>	<b>1,325,962</b>	<b>616,512</b>
3	<b>Road Rehabilitation</b>				
	2024 Carrington Street	35,761	0	0	-35,761
	2028 Dalkeith Road	5,715	0	0	-5,715
	2199 Camelia Ave	0	148,617	115,464	-33,153
	2190 Riverview Ct	190,820	3,296	100,000	-94,116
	2143 Brockway Road	0	134,663	257,992	123,329
	2079 Minora Road	1,751	92,166	173,362	79,444
	2174 Sayer Street	0	18,626	22,345	3,719
	2115 Leura Street	0	0	459,272	459,272
	2129 Goldsmith Road	193,201	0	225,651	32,450
	2147 Nandina Avenue	0	132,984	269,824	136,840
	2152 Kathryn Crescent	151,277	14,215	244,120	78,628
	2164 Iolanthe Street	106,843	4,223	158,576	47,510
	2196 Marlin Court	0	46,413	106,080	59,667
	2220 Heritage Lane	0	304,437	326,808	22,371
	2311 Cormorant Lane	0	0	89,760	89,760
	2347 Sittella Lane	0	0	18,760	18,760
	<b>Road Rehabilitation Total</b>	<b>685,369</b>	<b>899,639</b>	<b>2,568,014</b>	<b>983,006</b>
4	<b>Drainage Rehabilitation</b>				
	2010 Broadway	0	0	40,800	40,800
	2024 Carrington Street	270,341	5,580	252,552	-23,369
	2050 Strickland Street	0	1,091	0	-1,091
	2188 Iris Avenue	0	6,200	68,000	61,800
	2318 Gerygone Lane	0	0	54,400	54,400
	<b>Drainage Rehabilitation Total</b>	<b>270,341</b>	<b>12,871</b>	<b>415,752</b>	<b>132,540</b>
5	<b>Street Furniture / Bus Shelter</b>				
	4057 Beaton Park	1,972	2,659	0	-4,631
	500 City Wide Bus Shelters - Replace	0	0	73,440	73,440
	501 City Wide Street Lights - INSTL LED	0	14,137	50,000	35,863
	502 West Hollywood - LED smart control	0	2,100	125,000	122,900
	<b>Street Furniture / Bus Shelter Total</b>	<b>1,972</b>	<b>18,896</b>	<b>248,440</b>	<b>227,572</b>
6	<b>Grant Funded Projects</b>				
	2001 Railway Road	0	3,739	75,000	71,261
	2003 Alfred Road	0	0	57,150	57,150
	2010 Broadway	0	0	90,000	90,000
	2012 Waratah Avenue	0	0	205,000	205,000
	2015 Birdwood Parade	0	0	172,000	172,000
	2018 Underwood Avenue	0	104,867	163,300	58,433
	2037 Elizabeth Street	9,350	0	1,250,000	1,240,650
	2200 John XXII Avenue	0	0	309,600	309,600
	400 Brockway Rd - Underwood to Lemnos	8,783	0	0	-8,783
	2262 Iris Avenue (South)	0	0	37,500	37,500
	2410 INTXN - Smyth RD/Monash Av	6,805	320,184	190,000	-136,989
	<b>Grant Funded Projects Total</b>	<b>24,939</b>	<b>428,791</b>	<b>2,549,550</b>	<b>2,095,821</b>
11	<b>Building Construction</b>				

L1	L1 Desc / N/ L2 - Desc	October Actual	Committed	June Budget	
		YTD	Balance	YTD	Budget Available
	4003 Broome St - Council Depot	16,982	30,294	149,600	102,325
	4005 Drabble House Flat - 8A Webster St	0	213	0	-213
	4006 2 Draper St - Hackett Playcentre	0	-730	0	730
	4009 53 Jutland Pde - PRCC	995	5,410	81,600	75,195
	4011 105 Montgomery Ave - MTC Library	22,130	0	0	-22,130
	4012 19 Haldane St - MTC Community Centre	5,491	0	0	-5,491
	4016 67 Stirling Highway - Maisonettes	0	0	163,200	163,200
	4020 71 Stirling Hwy - Administration Bldg	7,816	919	102,000	93,265
	4046 Verdun St-Highview Pk Hockey PvlN (Suburban Lions)	0	0	40,800	40,800
	4052 Allen Park (Master Plan)	0	0	150,000	150,000
	4101 Melvista Reserve	0	-1,161	0	1,161
	4159 8 Draper St - Hackett Hall	35,513	0	210,000	174,487
	4164 100A Princess Rd - College Park Family Centre	0	0	272,000	272,000
	4201 John XXIII Ave - Council Depot	6,055	990	204,000	196,955
	9000 City Wide	3,367	11,786	68,000	52,847
	<b>Building Construction Total</b>	<b>98,348</b>	<b>47,721</b>	<b>1,441,200</b>	<b>1,295,131</b>
12	Off Street Parking				
	405 Broadway Foreshore Carpark - Resurface	0	0	129,200	129,200
	406 Maisonettes Carpark - Resurface	0	0	43,520	43,520
	<b>Off Street Parking Total</b>	<b>0</b>	<b>0</b>	<b>172,720</b>	<b>172,720</b>
14	Parks & Reserves Construction				
	4057 Beaton Park	0	6,993	0	-6,993
	4060 Birdwood Parade Reserve	11,062	0	0	-11,062
	4078 Daran Park	18,103	0	0	-18,103
	4079 David Cruickshank Reserve	261	0	0	-261
	4094 Jones Park	612	27	0	-639
	4101 Melvista Reserve	50,557	0	0	-50,557
	4122 Point Resolution Reserve	0	4,614	0	-4,614
	4129 St Johns Wood Boulevard P.O.S	2,598	80	0	-2,678
	4131 Street Gardens and Verges	0	38,095	0	-38,095
	4155 Shenton Bushland	0	6,842	0	-6,842
	4169 River Wall Restoration	10,231	13,385	0	-23,616
	700 Beaton Park - Irrigation upgrade	14,141	116	0	-14,258
	701 Beaton Park - R bollard lighting	2,876	51,604	0	-54,481
	707 College Park - UG irrigation system	0	0	432,480	432,480
	716 Lesley Graham Rsv - Renew garden beds	-2,101	0	0	2,101
	723 PM Rose Gdn - R rose garden beds	140	50	0	-190
	724 Pt Res Rsv - DVPT Greenway buffer S1	45,427	0	47,042	1,615
	725 Pt Res Rsv - Construct 710m DUP	113,648	0	0	-113,648
	728 St John Wood Bv POS - DVLP park	10,656	4,162	178,500	163,682
	730 Allen Park - R bollard light Heritage Pr	16,558	0	51,952	35,394
	731 Allen Park - R bollard lighting x3	0	0	17,408	17,408
	732 Allen Park (LO) - INST floodlight	680	18,730	123,000	103,590
	733 Asquith Park - R park sign	0	0	9,112	9,112
	734 Asquith Reserve - Redevelopment	0	5,400	291,040	285,640
	735 Birdwood Pde Rsv-R carpark lightpole x2	0	0	16,918	16,918
	736 Bishop Rd Rsv - R drinking fountain	3,863	29	5,304	1,412
	737 Bishop Rd Rsv - Enviro-scape manster pln	0	0	66,096	66,096
	738 Brockman Rsv - R drinking fountain	3,863	469	5,304	972
	739 Brockman Rsv - UG playground	0	0	71,944	71,944
	740 Carringotn Park - R fence Stage 1	32,256	0	34,898	2,642
	741 Carringotn Park - R gate x2	0	0	3,536	3,536
	742 Carringotn Park - R basketball backboard	5,841	0	8,976	3,135
	743 Charles Crt Rsv - R carpark light pole	4,927	0	16,456	11,529
	744 Charles Crt Rsv - R combo table	4,239	0	5,304	1,065
	745 Charles Crt Rsv - R fitness equipment	0	0	35,360	35,360
	746 College Park - UG gate	0	0	5,304	5,304
	747 College Park - R tennis floodlight x8	26,452	0	33,864	7,412
	748 College Park - R drinking fountain	4,583	465	5,304	256
	749 College Park - R park signs x2	0	0	18,768	18,768
	750 Daran Park - Renovate lower pond	155,517	455	190,400	34,428
	751 DC Rsv - R boomgate	1,156	0	3,800	2,644
	752 Hamilton Park - UG irrigation system	0	0	23,200	23,200
	753 Hollywood Bowling Club - R fence	0	0	23,200	23,200
	754 Hollywood Rsv - UG pathway	0	0	142,800	142,800

L1	L1 Desc / N/ L2 - Desc	October Actual YTD	Committed Balance	June Budget YTD	Budget Available	
	755	Hollywood Rsv - R gate	1,156	0	5,304	4,148
	756	Hollywood TCR - R Gate	1,156	0	5,304	4,148
	757	Hollywood TCR - UP playground	0	0	35,496	35,496
	758	Hollywood TCR - R ball collector & net	734	0	5,304	4,570
	759	Hollywood TCR - R combo table x2	0	0	11,800	11,800
	760	Hollywood TCR - R pump & RDVLP bore	0	0	11,800	11,800
	761	Jones Park - R fence	0	0	14,008	14,008
	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	Railway Rd - Complete greenway	0	0	102,000	102,000
	769	St Johns Wood Blv POS - INST playground	2,244	0	136,000	133,756
	<b>Parks &amp; Reserves Construction Total</b>		<b>544,525</b>	<b>156,035</b>	<b>2,436,366</b>	<b>1,735,806</b>
15	<b>Plant &amp; Equipment</b>					
	4048	Melvista Ave - Nedlands Bridge Club	0	11,292	0	-11,292
	7500	Technical Svs - Engineering	53,712	540	116,000	61,748
	7501	Development Svs - Town Planning	0	18,732	46,000	27,268
	7502	Development Svs - Building Svs	0	18,719	23,000	4,281
	7505	Planning & Development Svs - Ranger Svs	92,899	254	159,000	65,847
	7509	Technical Svs - Parks Svs	127,203	35,471	390,700	228,025
	7511	Community Svs - Service Centres	0	0	33,000	33,000
	7515	Corporate & Strategy - ICT	0	0	42,000	42,000
	<b>Plant &amp; Equipment Total</b>		<b>273,814</b>	<b>85,008</b>	<b>809,700</b>	<b>450,877</b>
16	<b>ICT Capital Projects</b>					
	6039	Library System Software	10,702	0	60,000	49,298
	6053	Hardware	16,065	0	0	-16,065
	6054	Software	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	Hardware - WIFI	0	0	6,000	6,000
	6059	Software - Authority	0	0	89,600	89,600
	6060	Software - IP Phone	0	0	42,000	42,000
	6061	Software - Business Improvement System	0	0	200,000	200,000
	<b>ICT Capital Projects Total</b>		<b>26,767</b>	<b>14,595</b>	<b>519,600</b>	<b>478,238</b>
18	<b>Furniture &amp; Fixture</b>					
	4008	60 Stirling Hwy - Nedlands Library	0	0	8,500	8,500
	<b>Furniture &amp; Fixture Total</b>		<b>0</b>	<b>0</b>	<b>8,500</b>	<b>8,500</b>
20	<b>Major Projects - Parks</b>					
	900	Beaton Park - AAPS Stage 1	26,105	95,706	0	-121,811
	901	Beaton Park - AAPS Stage 2	46,141	286,273	630,000	297,586
	902	Beaton Park - Riverwall Stage 2	51,985	9,821	0	-61,807
	903	Charles Crt Rsv - CNST riverwall S4-1	0	350	519,296	518,946
	904	Swanbourne Beach Oval - rehabilitation	7,004	0	240,000	232,996
	<b>Major Projects - Parks Total</b>		<b>131,235</b>	<b>392,151</b>	<b>1,389,296</b>	<b>865,910</b>
<b>City of Nedlands Total</b>		<b>2,154,165</b>	<b>2,668,302</b>	<b>13,885,100</b>	<b>9,062,633</b>	



**CITY OF NEDLANDS**  
**STATEMENT OF NET CURRENT ASSETS**  
**CLOSING FUNDS**  
**AS AT 31 OCTOBER 2018**

	2018/19 YTD 31 Oct 2018	2017/18 YTD 31 Oct 2017	2017/18 YEAR END 30 June 2018
<b>Current Assets</b>			
Cash & Cash Equivalents	24,362,498	23,246,136	11,135,046
Receivable - Rates Outstanding (inc Rebates)	7,301,094	6,918,258	351,530
Receivable - Sundry Debtors	608,757	334,938	396,323
Receivable - Self Supporting Loan	9,952	9,653	13,219
Receivable - UGP	789,581	1,968	259
GST Receivable	218,575	168,130	256,674
Prepayments	53,374	186,333	186,333
Less: Provision for Doubtful Debts	(5,186)	(1,170)	(5,186)
Inventories	11,281	11,455	31,936
	<u>33,349,927</u>	<u>30,875,700</u>	<u>12,366,134</u>
<b>Current Liabilities</b>			
Payable - Sundry Creditors	(908,155)	(593,477)	(1,815,293)
Payable - ESL	(2,896,192)	(2,662,270)	5,619
Accrued Salaries and Wages	(88,198)	(131,394)	(276,846)
Employee Provisions	(2,125,967)	(2,169,780)	(2,027,291)
Borrowings	(1,076,780)	(674,207)	(3,249,692)
	<u>(7,095,291)</u>	<u>(6,231,127)</u>	<u>(7,363,503)</u>
<b>Unadjusted Net Current Assets</b>	<u><b>26,254,636</b></u>	<u><b>24,644,572</b></u>	<u><b>5,002,631</b></u>
Less: Restricted Reserves	(6,063,537)	(4,553,717)	(6,037,347)
Less: Current Self Supporting Loan Liability	(9,952)	(9,653)	(13,219)
Add Back: Borrowings	1,076,780	674,207	3,249,692
<b>Net Current Assets</b>	<u><b>21,257,927</b></u>	<u><b>20,755,410</b></u>	<u><b>2,201,756</b></u>





**CITY OF NEDLANDS**  
**STATEMENT OF FINANCIAL ACTIVITY**  
**BY DIRECTORATES**  
**FOR THE PERIOD ENDED 31 OCTOBER 2018**

	2018-19 Annual Budget \$	October 18 YTD Budget \$	October 18 YTD Actual \$	October 18 YTD Variance \$	Variance %
<b>Operating Income</b>					
Governance	296,143	97,006	36,960	(60,046)	-61.9%
Corporate & Strategy	24,288,740	23,463,518	23,683,966	220,448	0.9%
Community Development & Services	2,366,300	815,176	972,798	157,622	19.3%
Planning & Development Services	1,552,000	673,043	742,299	69,256	10.3%
Technical Services	5,192,206	4,696,878	6,318,752	1,621,874	34.5%
	<b>33,695,389</b>	<b>29,745,621</b>	<b>31,754,775</b>	<b>2,009,154</b>	6.8%
<b>Operating Expense</b>					
Governance	(3,007,271)	(1,164,307)	(894,915)	269,392	23.1%
Corporate & Strategy	(830,082)	(379,511)	(145,375)	234,136	61.7%
Community Development & Services	(6,041,478)	(2,048,324)	(1,759,482)	288,842	14.1%
Planning & Development Services	(5,460,186)	(1,970,673)	(1,662,088)	308,585	15.7%
Technical Services	(19,538,003)	(8,050,868)	(7,499,895)	550,973	6.8%
	<b>(34,877,020)</b>	<b>(13,613,683)</b>	<b>(11,961,756)</b>	<b>1,651,927</b>	12.1%
<b>Capital Income</b>					
Grants Capital	3,845,392		1,161,456		
Capital Contribution	0		14,360		
Proceeds from Disposal of Assets	3,790,001		161,575		
New Borrowings	4,418,560		950,552		
Self Supporting Loan Principal Repayments	13,219		3,267		
Transfer from Reserve	3,245,505		0		
	<b>15,312,677</b>		<b>2,291,210</b>		
<b>Capital Expenditure</b>					
Land & Buildings	(1,231,200)		(98,348)		
Infrastructure - Road	(7,032,000)		(1,077,503)		
Infrastructure - Parks	(4,284,100)		(677,732)		
Plant & Equipment	(809,700)		(273,814)		
Furniture & Equipment	(528,100)		(26,767)		
Repayment of Debentures	(4,353,220)		(3,079,684)		
Transfer to Reserves	(4,466,816)		(26,190)		
	<b>(22,705,136)</b>		<b>(5,260,039)</b>		
<b>Total Operating and Non-Operating</b>	<b>(8,574,090)</b>		<b>16,824,190</b>		
<b>Adjustment - Non Cash Items</b>					
Depreciation	6,691,600		2,230,533		
Receivables/Provisions/Other Accruals	(10,000)		1,447		
(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		2,201,757		
LESS - Surplus/(Deficit) 30 June c/f	(594,370)		21,257,927		
	<b>8,574,090</b>		<b>(16,824,190)</b>		



**SUMMARY STATEMENT OF BORROWING ACTIVITY  
FOR THE PERIOD ENDING 31 OCTOBER 2018**

Purpose	Actual YTD 31 October 2018					Budget 2018/19			
	Interest Rate Per Annum	Principal 30-Jun-18 \$	New loans \$	Principal Repayment \$	Principal 31-Oct-18 \$	Interest \$	New loans \$	Principal 30-Jun-19 \$	Interest \$
Loan 178 - Waste Bins	6.01%	48,688	0	(48,688)	0	369	0	0	1,100
Loan 179 - Road Infrastructures	6.04%	764,036	0	(26,651)	737,385	11,537	0	654,992	43,709
Loan 181 - Building and Road Infrastructures	5.91%	727,240	0	(55,835)	671,405	10,745	0	498,901	37,987
Loan 182 - Building	4.67%	888,399	0	(58,781)	829,618	10,372	0	649,124	37,338
Loan 183 - Building	2.78%	1,187,478	0	(38,564)	1,148,914	8,253	0	1,031,606	31,396
Loan 184 - Building	3.12%	1,047,101	0	(62,471)	984,630	16,092	0	921,180	31,206
Loan 185 - Building	3.12%	495,569	0	(29,566)	466,003	7,616	0	435,974	14,769
Loan 187 - Underground Power (CON)	2.64%	3,081,977	0	(152,785)	2,929,192	21,073	0	2,464,759	75,287
Loan - Short Term Facility - Underground Power (W. Hollywood Res)	2.48%	1,652,524	950,552	(2,603,076)	0	21,890	950,552	0	26,900
Loan 188 - Underground Power (W.Hollywood Res)	3.07%	0	0	0	0	0	2,043,957	1,917,267	60,060
Loan 189 - Underground Power (Alfred & MTC Res)	3.07%	0	0	0	0	0	191,550	179,677	5,628
Loan 190 - Underground Power (Alderbury Res)	3.07%	0	0	0	0	0	232,502	218,091	6,832
Loan 191 - Building and Road Infrastructures		0	0	0	0	0	1,000,000	1,000,000	3,500
		9,893,012	950,552	(3,076,417)	7,767,146	5,641,281	4,418,561	9,971,573	375,712
<b>Self Supporting Loans</b>									
Loan 186 - Dalkeith Bowling Club	3.07%	105,664	0	(3,267)	102,397	811	0	92,445	3,093
					0				
<b>Total</b>		<b>9,998,676</b>	<b>950,552</b>	<b>(3,079,684)</b>	<b>7,869,543</b>	<b>5,642,092</b>	<b>4,418,561</b>	<b>10,064,018</b>	<b>378,805</b>





**CITY OF NEDLANDS**  
**STATEMENT OF FINANCIAL POSITION**  
**AS AT 31 OCTOBER 2018**

	2018/2019 YTD 31 Oct 2018 \$	2017/2018 YTD 31 Oct 2017 \$	2017/2018 YEAR END 30 June 2018 \$
<b>Current Assets</b>			
Cash & Cash Equivalents	24,362,498	23,246,136	11,135,046
Trade & Other Receivables	8,922,774	7,431,776	1,012,819
Inventories	11,281	11,455	31,936
Other - Prepayments & Accruals	53,374	186,333	186,333
<b>Total Current Assets</b>	<b>33,349,927</b>	<b>30,875,700</b>	<b>12,366,134</b>
<b>Non Current Assets</b>			
Other Receivables	538,800	512,999	540,167
Other Financial Assets	123,734	135,676	123,734
Property, Plant & Equipment Infrastructure	343,876,438	347,046,479	345,708,041
	84,326,917	134,211,514	82,571,682
<b>Total Non Current Assets</b>	<b>428,865,889</b>	<b>481,906,668</b>	<b>428,943,625</b>
<b>Total Assets</b>	<b>462,215,816</b>	<b>512,782,368</b>	<b>441,309,759</b>
<b>Current Liabilities</b>			
Trade & Other Payables	3,892,545	3,387,141	2,086,520
Current Borrowings	1,076,780	674,207	3,249,692
Employee Provisions	2,125,967	2,169,780	2,027,291
<b>Total Current Liabilities</b>	<b>7,095,291</b>	<b>6,231,127</b>	<b>7,363,503</b>
<b>Non Current Liabilities</b>			
Long Term Borrowings	6,792,763	5,264,174	6,748,982
Employee Provisions	337,618	324,341	337,618
<b>Total Non Current Liabilities</b>	<b>7,130,381</b>	<b>5,588,515</b>	<b>7,086,600</b>
<b>Total Liabilities</b>	<b>14,225,672</b>	<b>11,819,642</b>	<b>14,450,103</b>
<b>Net Assets</b>	<b>447,990,143</b>	<b>500,962,725</b>	<b>426,859,656</b>
<b>Equity</b>			
Retained Surplus	88,379,951	88,412,026	67,275,653
Reserves - Cash Backed	6,063,540	4,553,717	6,037,350
Revaluation Surplus	353,546,653	407,996,983	353,546,653
<b>Total Equity</b>	<b>447,990,143</b>	<b>500,962,725</b>	<b>426,859,656</b>



**SUMMARY STATEMENT OF FINANCIAL ACTIVITY - OPERATING  
BY REPORTING ACTIVITY  
FOR THE PERIOD ENDING 31 OCTOBER 2018**

Reporting Activity	October 18	October 18	Variance Indicators				2018-19	Var.
	YTD Budget	YTD Actual	\$	%	Flag	F/U	Annual Budget	Scale
<b>Income:</b>								
Community Leadership	93,672	36,960	(56,712)	(61%)	▶	U	286,143	●
Corporate Administration	267,476	279,083	11,607	4%	▶	F	853,700	●
Community Capacity Building	227,379	237,251	9,872	4%	▶	F	628,100	●
Community Care	581,296	726,867	145,571	25%	▶	F	1,720,900	●
Libraries	6,501	8,680	2,179	34%	▶	F	17,300	●
Building & Development Control	427,803	471,734	43,931	10%	▶	F	971,200	●
Environmental Health Services	49,660	25,965	(23,695)	(48%)	▶	U	59,000	●
Rangers & Public Safety	188,080	223,397	35,317	19%	▶	F	483,000	●
Engineering & Asset Management	1,159,900	2,848,889	1,688,989	146%	▶	F	1,159,900	●
Parks & Natural Areas	40,664	54,005	13,341	33%	▶	F	138,300	●
Roads, Paths & Drains	94,408	59,994	(34,414)	(36%)	▶	U	283,206	●
Community Building Management	113,518	78,440	(35,078)	(31%)	▶	U	344,000	●
Waste Management	3,295,888	3,298,626	2,738	0%	▶	F	3,305,600	●
Rates & Property Services	23,199,376	23,404,884	205,508	1%	▶	F	23,445,040	●
<b>Total Income</b>	<b>29,745,621</b>	<b>31,754,775</b>		7%	▶	F	<b>33,695,389</b>	

\* **Note:** Total Income includes Operating Income & Capital Grants but not Asset Sale Proceeds

**Legend**

Favourable Variance to Budget      F      ▶  
Unfavourable Variance to Budget      U      ▶

**Legend**

Favourable Variance > 10%      ●  
Variance between -10% (U) and +10% (F)      ●  
Unfavourable Variance > 10%      ●



**SUMMARY STATEMENT OF FINANCIAL ACTIVITY - OPERATING  
BY REPORTING ACTIVITY  
FOR THE PERIOD ENDING 31 OCTOBER 2018**

Reporting Activity	October 18	October 18	Variance Indicators			F/U	2018-19	Var. Scale
	YTD Budget	YTD Actual	\$	%	Flag		Annual Budget	
<b>Expenditure:</b>								
Community Leadership	952,919	743,612	209,307	22%	▶	F	2,483,263	●
Corporate Administration	464,205	200,643	285,452	61%	▶	F	1,035,407	●
Community Capacity Building	622,869	483,470	139,399	22%	▶	F	1,824,743	●
Community Care	737,958	662,449	75,509	10%	▶	F	2,178,125	●
Libraries	687,497	613,262	74,235	11%	▶	F	2,038,610	●
Building & Development Control	719,809	679,668	40,141	6%	▶	F	2,140,072	●
Strategic Urban Planning	224,662	194,868	29,794	13%	▶	F	662,289	●
Environmental Health Services	243,531	217,411	26,120	11%	▶	F	708,336	●
Rangers & Public Safety	343,140	311,032	32,108	9%	▶	F	999,276	●
Engineering & Asset Management	2,069,793	1,863,048	186,736	9%	▶	F	2,007,266	●
Parks & Natural Areas	2,436,088	1,980,691	455,397	19%	▶	F	6,419,213	●
Roads, Paths & Drains	2,118,586	2,192,979	(74,393)	4%	▶	U	6,248,937	●
Community Building Management	1,008,968	792,628	216,340	21%	▶	F	2,872,563	●
Waste Management	856,964	908,068	(51,104)	6%	▶	U	2,940,237	●
Rates & Property Services	126,694	117,925	8,769	7%	▶	F	318,683	●
<b>Total Operating Expenditure</b>	<b>13,613,683</b>	<b>11,961,756</b>		12%	▶	F	<b>34,877,020</b>	
<b>Net Operating Result</b>	<b>16,131,938</b>	<b>19,793,019</b>					<b>(1,181,631)</b>	

**Legend**

Favourable Variance to Budget      F      ▶  
Unfavourable Variance to Budget      U      ▶

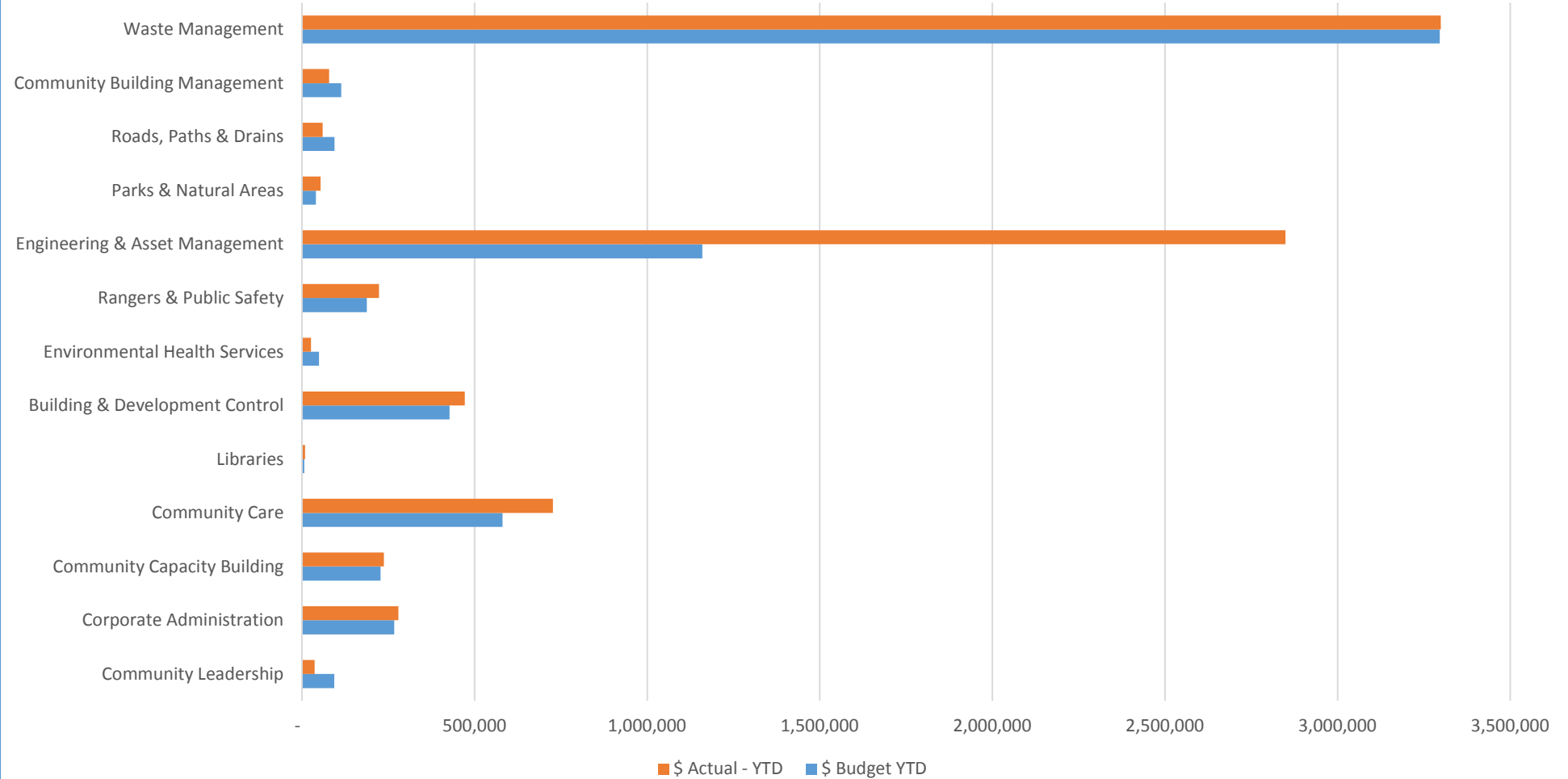
**Legend**

Favourable Variance > 10%      ●  
Variance between -10% (U) and +10% (F)      ●  
Unfavourable Variance > 10%      ●



**GRAPHICAL SUMMARY OF FINANCIAL ACTIVITY - OPERATING  
BY REPORTING ACTIVITY  
FOR THE PERIOD ENDING 31 OCTOBER 2018**

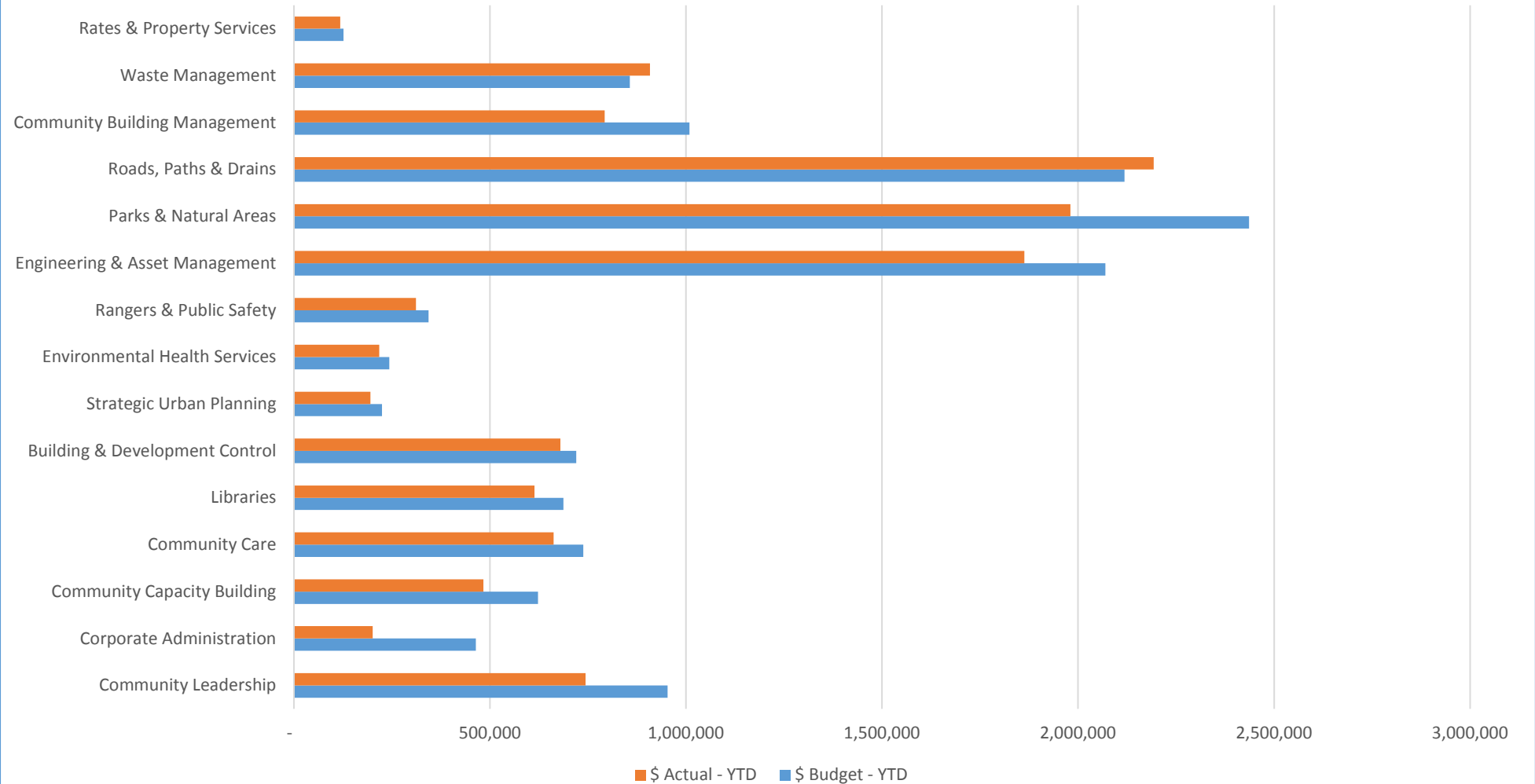
Income - YTD by Reporting Activity (Excluding Rates)





**GRAPHICAL SUMMARY OF FINANCIAL ACTIVITY - OPERATING  
BY REPORTING ACTIVITY  
FOR THE PERIOD ENDING 31 OCTOBER 2018**

Operating Expenditure - YTD by Reporting Activity





**CITY OF NEDLANDS**  
**SUMMARY STATEMENT OF FINANCIAL ACTIVITY - INCOME**  
**BY REPORTING NATURE & TYPE**  
**FOR THE PERIOD ENDING 31 OCTOBER 2018**

Reporting Activity	October 18	October 18	Variance Indicators				2018-19	Var.
	YTD Budget	YTD Actual	\$	%	Flag	F/U	Annual Budget	Scale
<b>Income:</b>								
<b>Operating Income</b>								
Rates	23,199,376	23,404,884	205,508	1%	▶	F	23,445,040	●
Service Charges (UGP)	1,159,900	2,848,770	1,688,870	146%	▶	F	1,159,900	●
Fees & Charges	4,185,755	4,294,704	108,949	3%	▶	F	5,499,900	●
Fines & Penalties	140,668	165,391	24,723	18%	▶	F	401,400	●
Interest Revenue	129,665	152,367	22,702	18%	▶	F	580,000	●
Operating Grants	482,593	597,948	115,355	24%	▶	F	1,621,300	●
Contributions	249,406	203,147	(46,259)	(19%)	▶	U	692,100	●
Other Revenue	198,258	87,565	(82,957)	(42%)	▶	U	295,749	●
<b>Operating Income</b>	<b>29,745,621</b>	<b>31,754,775</b>					<b>33,695,389</b>	

**Legend**

Favourable Variance to Budget      F    ▶  
 Unfavourable Variance to Budget      U    ▶

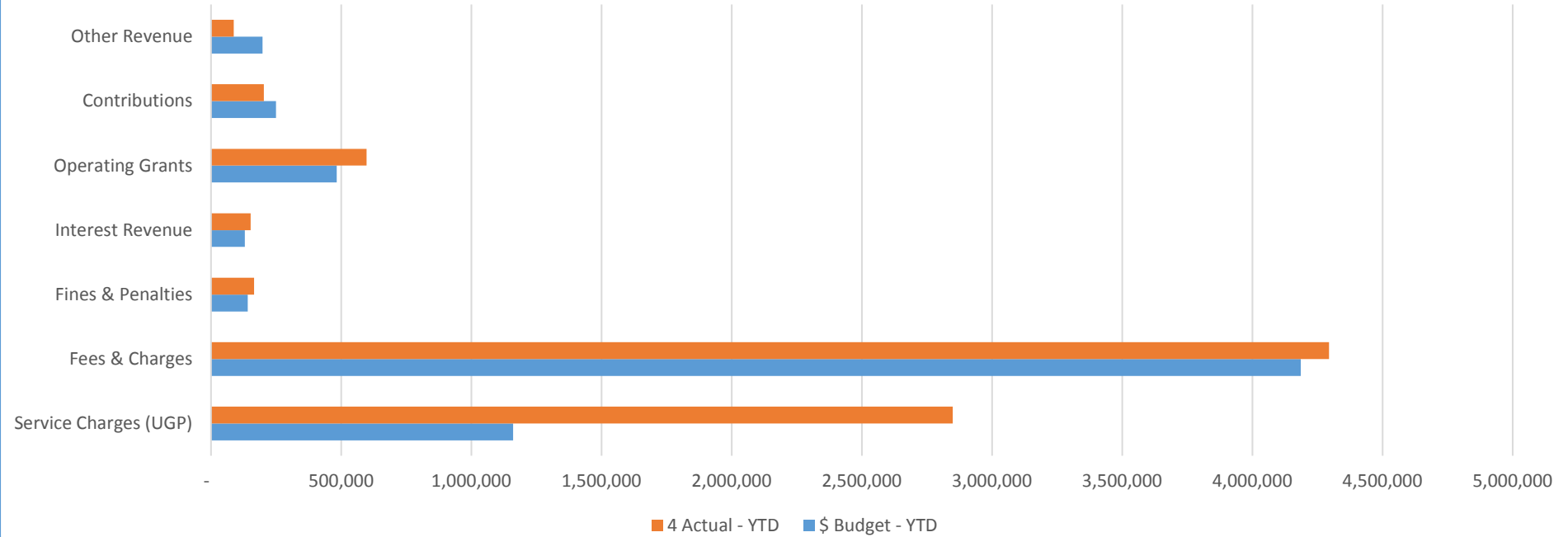
**Legend**

Favourable Variance > 10%      ●  
 Variance between -10% (U) and +10% (F)      ●  
 Unfavourable Variance > 10%      ●

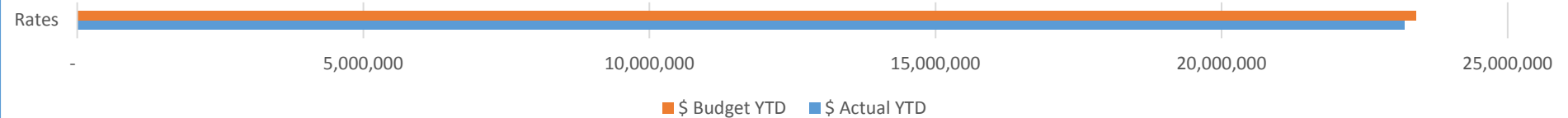


**CITY OF NEDLANDS  
SUMMARY STATEMENT OF FINANCIAL ACTIVITY - INCOME  
BY REPORTING NATURE & TYPE  
FOR THE PERIOD ENDING 31 OCTOBER 2018**

Income - YTD by Nature & Type (Excluding Rates)



Rates Income - YTD



**13.4 Monthly Investment Report – October 2018**

<b>Council</b>	27 November 2018
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	Vanaja Jayaraman – Manager Financial Services
<b>Director</b>	Lorraine Driscoll – Director Corporate & Strategy
<b>Attachments</b>	1. Investment Report for the period ended 31 October 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.

**Recommendation to Council**

**Council receives the Investment Report for the period ended 31 October 2018.**

**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 31 October 2018 the City held the following funds in investments:

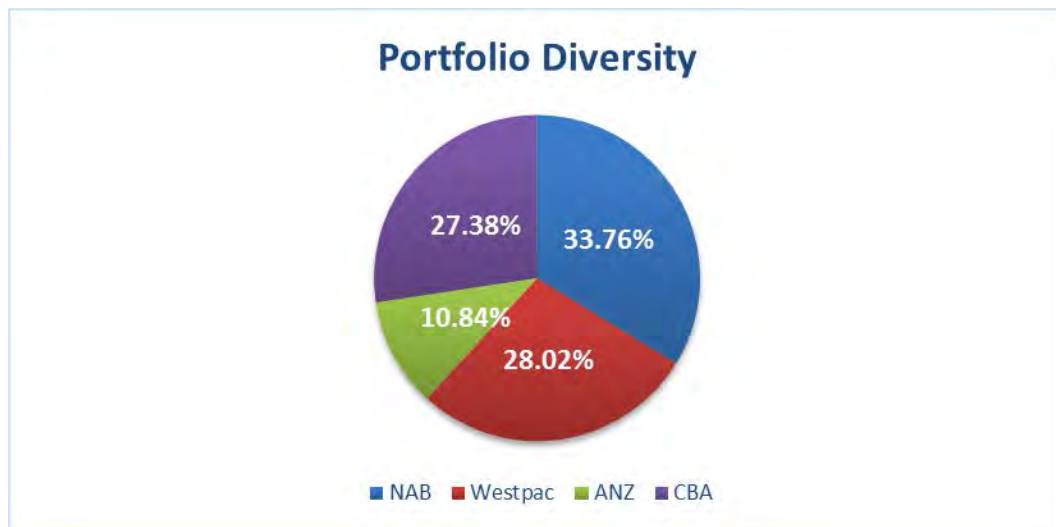
Municipal Funds	\$ 14,077,192.59
Reserve Funds	<u>\$ 6,090,172.33</u>
Total	<u>\$ 20,167,364.92</u>

The total interest earned from investments as at 31 October 2018 was \$119,668.56.



The Investment Portfolio comprises holdings in the following institutions:

Financial Institution	Funds Invested	Interest Rate	Proportion of Portfolio
NAB	\$6,808,535.08	2.46% - 2.74%	33.76%
Westpac	\$5,650,907.04	2.50% - 2.81%	28.02%
ANZ	\$2,185,369.06	2.30% - 2.50%	10.84%
CBA	\$5,522,553.74	1.30% - 2.46%	27.38%
<b>Total</b>	<b>\$20,167,364.92</b>		<b>100.00%</b>



## Conclusion

The Investment Report is presented to Council.

## Key Relevant Previous Council Decisions:

Nil.

## Consultation

Required by legislation:

Yes

No

Required by City of Redlands policy:

Yes

No

## Budget/Financial Implications

Investment income is steady as per budget.



City of Nedlands

**INVESTMENTS REPORT  
FOR THE PERIOD ENDED 31 OCTOBER 2018**

Particulars	Interest	Invest.	Maturity	Period	NAB	Westpac	ANZ	CBA	Total	Interest
	Rate	Date	Date	Days	*AA-/Stable/A-1+	*AA-/Stable/A-1+	*AA-/Stable/A-1+	*AA-/Stable/A-1+		YTD Accumulated
<b>RESERVE INVESTMENTS</b>										
City Development - Western Zone	2.38%	17-May-18	13-Nov-18	180				169,448.25	169,448.25	\$1,389.37
City Development - Western Zone	2.42%	24-Sep-18	23-Jan-19	121				202,125.51	202,125.51	\$1,696.08
North Street	2.74%	21-Sep-18	21-Jan-19	122	772,939.39				772,939.39	\$7,015.99
Welfare - General	2.42%	17-Sep-18	15-Jan-19	120				308,979.05	308,979.05	\$2,495.88
Welfare - NCC	2.36%	17-May-18	13-Nov-18	180				154,997.85	154,997.85	\$1,270.62
Welfare - PRCC	1.30%	N/A	N/A	N/A				15,418.67	15,418.67	\$24.92
Services - Tawarri 1	2.74%	21-Sep-18	21-Jan-19	122	66,239.10				66,239.10	\$601.25
Services General	2.47%	30-Aug-18	30-Jan-19	153	24,898.75				24,898.75	\$218.48
Services - Tawarri 2	2.50%	11-May-18	11-Nov-18	184			113,618.43		113,618.43	\$889.85
Insurance	2.50%	11-May-18	11-Nov-18	184			63,243.79		63,243.79	\$495.32
Undrground power	2.75%	2-Jul-18	2-Nov-18	123	489,878.05				489,878.05	\$4,428.05
Waste Management	2.38%	17-May-18	13-Nov-18	180				495,834.08	495,834.08	\$4,064.65
City Development - Swanbourne	2.42%	17-Sep-18	15-Jan-19	120				130,286.28	130,286.28	\$1,043.70
City Building - General	2.74%	21-Sep-18	21-Jan-19	122	474,173.71				474,173.71	\$4,304.08
City Building - PRCC	1.30%	N/A	N/A	N/A				25,613.57	25,613.57	\$40.67
Business system Reserve	2.46%	28-Aug-18	25-Jan-19	150	103,375.29				103,375.29	\$905.84
Public Art Reserves	2.46%	28-Aug-18	25-Jan-19	150	128,132.71				128,132.71	\$1,033.70
Waste Management Reserve	2.46%	28-Aug-18	25-Jan-19	150	355,108.28				355,108.28	\$2,638.85
City Development Reserve	2.46%	28-Aug-18	25-Jan-19	150	89,614.06				89,614.06	\$785.36
Building Replacement Reserve	2.46%	28-Aug-18	25-Jan-19	150	195,491.14				195,491.14	\$1,429.29
All ability play space	2.75%	2-Jul-18	2-Nov-18	123	95,765.15				95,765.15	\$865.15
Major projects	2.59%	29-Sep-18	29-Jan-19	122		1,614,991.21			1,614,991.21	\$14,991.21
<b>TOTAL RESERVE INVESTMENTS</b>					<b>2,795,615.63</b>	<b>1,614,991.21</b>	<b>176,862.21</b>	<b>1,502,703.27</b>	<b>6,090,172.32</b>	<b>\$52,628.32</b>
<b>MUNICIPAL INVESTMENTS</b>										
Muni Investment NS60	2.50%	30-Sep-18	31-Oct-18	31		1,019,273.36			1,019,273.36	\$8,611.02
Muni Investment #4 - WBC	2.75%	3-Aug-18	4-Feb-19	185		1,006,705.48			1,006,705.48	\$6,705.48
Muni Investment #5 - WBC	2.71%	20-Aug-18	20-Dec-18	122		1,005,345.75			1,005,345.75	\$5,345.75
Muni Investment #6 - WBC	2.66%	29-Aug-18	29-Jan-19	153		1,004,591.23			1,004,591.23	\$4,591.23
Muni Investment #1 - CBA	2.41%	27-Jul-18	25-Oct-18	90				1,006,349.25	1,006,349.25	\$6,349.25
Muni Investment #2 - CBA	2.41%	19-Sep-18	19-Nov-18	61				2,009,255.19	2,009,255.19	\$9,255.19
Muni Investment #7 - NAB	2.62%	30-Aug-18	28-Nov-18	90	1,506,675.62				1,506,675.62	\$6,675.62
Muni Investment #8 - ANZ	2.30%	29-Aug-18	30-Nov-18	93			1,003,969.86		1,003,969.86	\$3,969.86
Muni Investment #3 - CBA	2.46%	29-Aug-18	27-Nov-18	90				1,004,246.03	1,004,246.03	\$4,246.03
Muni Investment #9 - ANZ	2.30%	20-Aug-18	20-Nov-18	92			1,004,536.99		1,004,536.99	\$4,536.99
Muni Investment #10 - NAB	2.65%	6-Aug-18	5-Nov-18	91	1,006,243.84				1,006,243.84	\$6,243.84
Muni Investment #11 - NAB	2.67%	31-Oct-18	28-Nov-18	90	1,500,000.00				1,500,000.00	\$0.00
Muni Investment #157 - ANZ - CLOSED										\$509.99
<b>TOTAL MUNICIPAL INVESTMENTS</b>					<b>4,012,919.45</b>	<b>4,035,915.83</b>	<b>2,008,506.85</b>	<b>4,019,850.47</b>	<b>14,077,192.60</b>	<b>\$67,040.25</b>
<b>TOTAL</b>					<b>6,808,535.08</b>	<b>5,650,907.04</b>	<b>2,185,369.06</b>	<b>5,522,553.74</b>	<b>20,167,364.92</b>	<b>\$119,668.56</b>

### 13.5 Metro West JDAP Application – (Lot 103) No. 15 Karella Street, Nedlands – Aged Persons’ Apartments

<b>Council</b>	27 November 2018
<b>Applicant</b>	Element
<b>Landowner</b>	Retirement Care Australia (Hollywood) Pty Ltd
<b>Director</b>	Peter Mickleson – Director Planning & Development
<b>Reference</b>	DA18/31608 DAP/18/01497
<b>Previous Item</b>	Nil.
<b>Attachments</b>	1. Responsible Authority Report and attachments.

#### 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:

- Demolition of an existing 6 storey building.
- The construction of 327 aged persons’ apartments.
- The placement of a temporary display apartment adjacent to the property’s Smyth Road boundary.
- A total of 576 residential car parking bays and 82 visitor car parking bays being proposed to be available on site.
- Two vehicle access points from Karella Street and two vehicle access points from Williams Road.

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

#### Recommendation to Committee

**Council recommends to the Metropolitan West Joint Development Assessment Panel that the application (reference DAP/18/01497) for 327 aged persons’ apartments and a temporary display apartment at (Lot 103) No. 15 Karella Street, Nedlands, be approved subject to the conditions and advice notes contained in the Responsible Authority Report (dated 8 November 2018).**



## Form 1 – Responsible Authority Report

(Regulation 12)

<b>Property Location:</b>	Lot 103, No. 15 Karella Street, Nedlands
<b>Development Description:</b>	Aged Persons' Dwellings
<b>DAP Name:</b>	Metro West Joint Development Assessment Panel
<b>Applicant:</b>	Element
<b>Owner:</b>	Retirement Care Australia (Hollywood) Pty Ltd
<b>Value of Development:</b>	\$250 million
<b>LG Reference:</b>	DA18/31608
<b>Responsible Authority:</b>	City of Nedlands
<b>Authorising Officer:</b>	Peter Mickleson – Director Planning and Development
<b>DAP File No:</b>	DAP/18/01497
<b>Report Due Date:</b>	30 November 2018
<b>Application Received Date:</b>	3 October 2018
<b>Application Process Days:</b>	90 Days
<b>Attachment(s):</b>	<ol style="list-style-type: none"> <li>1. Aerial Image</li> <li>2. Development Plans and Elevations (Plans A00, A01, A02, A03, A04, A05, A06, A07, A08, A09, A10, A11, A12, A14 and A15 dated 6 July 2018)</li> <li>3. Applicant Report</li> <li>4. Traffic Impact Assessment (dated July 2018)</li> <li>5. Traffic Impact Assessment (received 8 November 2018)</li> <li>6. CoN Traffic Consultant review</li> <li>7. Hollywood Village Master Plan</li> <li>8. City's response to submissions</li> <li>9. City's Community Engagement Results Report</li> <li>10. City of Nedlands Council Minutes – 27 November 2018</li> </ol>

### Officer Recommendation:

That the Metropolitan West JDAP resolves to:

1. **Approve** DAP Application reference DAP/18/01497 and accompanying plans numbered A00, A01, A02, A03, A04, A05, A06, A07, A08, A09, A10, A11, A12, A14 and A15 dated 6 July 2018 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, subject to the following conditions as follows:

### Conditions

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.

2. 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.
3. The temporary display aged persons' dwelling and associated fencing, car parking bays and crossover being removed, and the temporary verge and kerbing being reinstated by the landowner to the City's satisfaction, prior to Stage 9 commencing.
4. The proposed car parking and access areas shall be sealed, drained, paved and line marked in accordance with the approved plans and are to comply with the requirements of AS2890.1 prior to the occupation or use of the development, and be maintained thereafter by the landowner, to the City's satisfaction
5. The landscaping proposed shall be planted in accordance with the approved landscaping plans prior to practical completion of the development, and be maintained thereafter, by the landowner to the City's satisfaction.
6. Signage shall be provided internal to the subject site to the satisfaction of the City which will appropriately direct pedestrian and vehicle movements to and from the buildings.
7. The signage being maintained by the landowner to the City's satisfaction.
8. The applicant is required to engage an appropriately qualified acoustic consultant (such as a member of the Australian Acoustical Society or the Association of Australian Acoustical Consultants) to undertake a detailed noise assessment in relation to the Environmental Protection (Noise) Regulations 1997 to the satisfaction of the City prior to the commencement of development. Where such an assessment finds the proposal fails to meet the legislative limits the proponent must submit a noise mitigation plan for approval of the City prior to commencement of the development.
9. A Construction and Noise Management Plan shall be submitted to and approved by the City prior to the lodgement of a building permit and complied with throughout the construction period to the City's satisfaction.
10. All stormwater from the development, which includes permeable and non-permeable areas shall be contained onsite to the satisfaction of the City.
11. Prior to any work commencing satisfactory arrangements shall be made by the landowner with the City of Nedlands for:
  - a. Undertaking verge works to provide embayed car parking and relocation of the footpath on the northern side of Karella Street and the western side of Williams Street as it abuts the subject site to the specifications and requirements of the City of Nedlands;
  - b. Modifications being made at the intersection of Williams Road and Karella Street to the specifications and requirements of the City of Nedlands to enable buses to pass simultaneously
12. The approved verge works and modifications at the intersection of Williams Road and Karella Street, as referred to under Condition 11, being undertaken prior to the practicable completion of Stage 1 at the landowner's expense to the City's satisfaction.

13. A waste management plan shall be submitted and approved by the City prior to construction commencing. The approved waste management plan shall be complied with at all times by the landowner to the City's satisfaction.
14. A Loading, Servicing and Delivery Management Plan shall be provided to and approved by the City prior to construction commencing and will outline how the servicing of the proposed development will occur including service, delivery and rubbish collection vehicle routes. The approved plan is required to be complied with at all times.
15. A road safety design audit shall be undertaken by the applicant to identify any roadside and on-site safety 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. Should the findings of this audit require modifications to the existing median islands and road seal, line marking and/or signage, the applicant shall submit a Nature Strip Development Application to the City for approval prior to construction commencing.
16. Service and/or delivery vehicles are not to service the premises before 7.00 am or after 7.00 pm Monday to Saturday, and/or before 9.00 am or after 7.00 pm on Sundays and Public Holidays unless otherwise approved by the City beforehand.

#### **Advice Notes**

1. In relation to condition no. 9, applicant is advised that the Construction Management Plan is required to address the following, as a minimum:
  - Staging plan for the entire works;
  - Applicable timeframes and assigned responsibilities for tasks;
  - Onsite storage of materials and equipment;
  - Public safety, amenity and site security;
  - Contact details of essential site personnel;
  - Construction operating hours;
  - Noise control and vibration management;
  - Air management;
  - Details of how dust will be suppressed;
  - Details of how dust and sand drift will be controlled in the event that the landscape remains bare for any period of time after demolition;
  - Stormwater and sediment control;
  - Waste management;
  - Traffic and access management detailing all larger vehicles utilising access from Karella Street and Williams Road accessing the property from both directions or other method approved by the City;
  - Parking arrangements for contractors and subcontractors;
  - Site signage showing the builder's direct contact details (telephone number and email address);
  - Management of noise in accordance with the requirements of the *Environmental Protection (Noise) Regulations 1997*;
  - Details of and reasons for construction work on the construction site that is likely to be carried out other than between 7.00 am and 7.00 pm on any day which is not a Sunday or public holiday;

- Details of and duration of activities on the construction site likely to result in noise emissions that fail to comply with the standard prescribed under regulation 7 of the Environmental Protection (Noise) Regulations 1997;
  - Predictions of noise emission on the construction site;
  - Details of measures to be implemented to control noise (including vibration) emissions; and
  - Complaints and incidents response procedure.
2. The applicant and the landowner are advised that a separate development application will need to be submitted and approved prior to any further uses, other than those shown on the approved plans, commencing on site.
  3. The applicant and landowner are advised that the location of any bin stores shall be behind the street alignment and so as not to be visible from a street or public place, in accordance with the City's Health Local Law 1997.
  4. The applicant and landowner are advised that 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 applicant and landowner are advised that adequate staff and public sanitary conveniences shall be provided in accordance with the Building Code of Australia. Where these are situated externally to the public building, the area providing access to the sanitary conveniences shall be illuminated.
  6. The applicant and landowner are advised that 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 2<sup>nd</sup> 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 10m<sup>2</sup> 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. The applicant and landowner are advised that a separate application is required to be lodged and approved prior to the erection/installation of any signage on the lot.
8. The applicant and landowner are advised that all street tree assets in the nature-strip (verge) shall not be removed. Any approved street tree removals shall be undertaken by the City and paid for by the owner of the property where the development is proposed, unless otherwise approved under the Nature Strip Development approval.

9. The applicant and landowner are advised that 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.
10. The applicant and landowner are advised that 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 1.0m<sup>3</sup> for every 80m<sup>2</sup> of calculated surface area of the development.
11. The landowner is advised that liaison with the City is required in respect to the underground works, or contributing towards, the underground works relating to power within close proximity to the subject site.

**Details: outline of development application**

Zoning	MRS:	Urban
	TPS:	Special Use
Use Class:		P – Aged Persons' Dwellings
Strategy Policy:		Hollywood Village Master Plan
Development Scheme:		Town Planning Scheme No. 2 (TPS2)
Lot Size:		3.8ha
Existing Land Use:		Nursing Home

The subject property adjoins Smyth Road, Williams Road and Karella Street as shown on the aerial image (Attachment 1).

Residential properties exist on the southern side of Karella Street and on the eastern side of Williams Road. A cemetery exists on the western side of Smyth Road.

The properties immediately adjoining the northern lot boundary (Lots 101 and 102 Monash Avenue) contain a nursing home and aged persons dwellings.

Lot 101 and Lot 102 Monash Avenue are currently both under the same land ownership as the subject property.

**Background:**

In 2002, a Master Plan for the site was approved by Council which provides an indicative outline of the proposed future use of the site at that time.

In October 2012, the JDAP resolved to approve an application to construct a 5 storey (plus basement) nursing home on Lot 888 Monash Avenue (now known as Lot 102). This has subsequently been constructed.

**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 3.1 – Residential Design Codes (R-Codes)

Local Planning Strategy

In September 2017, the WAPC endorsed the City's Local Planning Strategy (the Strategy).

The Strategy aimed to limit the impact of urban infill on the lower density established areas by focusing growth on 'targeted infill' areas, being land near to Stirling Highway and 5 other key development sites within the City, one of which being the subject property.

In a background document associated with the Strategy it summarises the research and analysis that has gone into the preparation of the Strategy itself. This document identifies the ageing population of the City of Nedlands in comparison to the remainder of Perth. Between 2001 and 2011 it identified a large increase in the number of people within the 55 to 74 age group (i.e. the 'baby boomers'), as well as the higher socio-economic status of the local population.

Town Planning Scheme No. 2

The property is zoned Special Use under TPS 2 and is subject to provisions under Schedule V (Special Uses).

Schedule V refers to the approved Master Plan. The current Master Plan was approved by Council in 2002 and provides an indicative outline of the proposed future use of the site at that time. The main focus of the Master Plan was to improve the urban design aspects of the current aged person development, with some changes to the location of facilities within the site.

The TPS2 Special Use Zone permitted uses and provisions applying to the site are as follows:

***"3.10 Special Use Zone***

*No person shall use land or any building or structure thereon in a Special Use Zone, except for the purpose set against that land in Schedule 5 and subject to compliance with any conditions specified in the Schedule with respect to the land."*

***"Schedule V – Special Uses***

*(i) the following are 'P' permitted uses:*

*Aged Persons Dwellings  
Aged Persons Hostel  
Residential Building  
Nursing Home  
Public Utility*

*(ii) the following are IP (incidental) uses:*

*Consulting Rooms  
Office-General  
Office-Professional  
Office-Service  
Medical Centre  
Shop  
Car Park  
Place of Public Worship*

*(iii) All other uses are not permitted unless identified in the approved Master Plan, and then the proposed use shall be subject to the provisions of Clause 6.3.3 and 6.3.4 of the Scheme.*

*(iv) the height of building(s) and the number of storeys shall be in accordance with the approved Master Plan for the subject site.*

*(v) The vehicular access points are to be restricted to those locations stipulated on the approved Master Plan.*

*(vi) All development shall be subject to development standards outlined in Clause 5.4.1, Table II and Schedule 3 (T.P.S No. 2) unless otherwise stipulated on the approved Master Plan.”*

Clause 6.3.3 and 6.3.4 of TPS 2 stipulates that the development application is required to be advertised which may include adjoining property owners being notified in writing, the publication of a newspaper notice, and/or the erection of a sign on site for not less than 21 days.

Clause 5.4.1 (Standards for Development in Other Than Residential Zones) of TPS 2 stipulates that the standards set out in Table 2 shall apply to all developments in the district in zones other than the Residential Zone. It also states that Council (or in this case the JDAP, being the decision maker) may agree to vary a standard under Table II (Commercial and Industrial Zones – Other Than Residential Zones) when considering a development application.

Note (3) under Table II stipulates that “*residential development in other than Residential zones shall conform with the standards and requirements of the R35 Code. However, Council may vary the requirements of this Code if in the opinion of Council, the proposed development is in keeping with the amenity of the area*”.

#### Hollywood Village Master Plan

The following are the objectives of the Hollywood Village Master Plan (the Master Plan):

- Provide a “blueprint” for the site, indicative of future health and aged care development requirements;
- Address general design characteristics for the buildings and elements within the Village;
- Rationalise movement through, to and from the Village; and
- Rationalise open space within the Village and provide a landscaping concept.

The Master Plan has been “*designed to accommodate a range of uses and functions including:*”

- *A Village hall;*
- *A number of shops/mini mart;*
- *A chapel;*
- *Open space for village functions and passive recreation; and*
- *A meeting place for Village residents, staff and visitors.”*

### Local Planning Policies

Neighbour Consultation Local Planning Policy

### **Consultation:**

#### Public Consultation

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

<b>Advertising method</b>	<b>Advertising dates</b>
Letters to neighbouring occupants and landowners within 200m of the subject property for 21 days	15 October up to and including 5 November 2018
Nedlands website	15 October up to and including 5 November 2018
Newspaper Notice	13 October 2018
Public information session at the City's Administration Building	22 October 2018

At the end of the consultation period, a total of 7 submissions were received comprising of 7 objections. The City undertook a public information session as listed above with 22 members of the public attending to ask questions and seek further information.

The main issues raised in the submission received are summarised and addressed in the below table, for full detail refer to **Attachment 8**.

<b>Issue Raised</b>	<b>Officer's comments</b>
Concerns regarding, Increased traffic	Issue not supported  Based on advice received from the City's Traffic Consultant the traffic volumes and movements associated with the development are unlikely to have a significant impact on the local road network.
Concerns regarding, Increased demand for on-street car parking.	Issue not supported  In total 408 car bays are required on site. In total 658 bays are proposed to be available on site. On-street car parking is therefore unlikely to become an issue for nearby residents once the development is completed.

<p>Concerns regarding,  Dust and noise emissions during the demolition of the existing building and whilst the development is being constructed.</p>	<p>Issue not supported – Resolved with Condition  Such matters will be dealt with in accordance with a construction and noise management plan which will need to be submitted to, and approved by, the City as a condition of approval.</p>
<p>Concerns regarding,  Visual privacy (overlooking)</p>	<p>Issue not supported  The distance of the proposed buildings from those properties on the opposite sides of Williams Road and Karella Street means that overlooking will not become an issue.</p>
<p>Concerns regarding,  Aged persons’ residing at the property becoming isolated due to the buildings being high rise.</p>	<p>Issue not supported  There is no evidence this this will occur as a consequence of the building design. The number of storeys is consistent with the adopted Master Plan.</p>
<p>Concerns regarding,  The proposed street setbacks of the buildings.</p>	<p>Issue not supported  The proposed street setbacks are compliant with the R-Codes.</p>
<p>Concerns regarding,  The amount of plot ratio area proposed not being compliant.</p>	<p>Issue not supported  Whilst the amount of plot ratio area proposed is not compliant TPS 2 does give the JDAP the ability to vary this requirement.  The height of the buildings is compliant with the Master Plan, and the buildings are proposed to be setback a greater distance from the streets to minimise any impact building bulk may have on the local amenity.</p>
<p>Concerns regarding,  The development being high density.</p>	<p>Issue not supported  The adopted Strategy aims to limit the impact of urban fill on the lower density established areas by focusing growth on ‘targeted infill’ areas, one of which being the subject property. The development is deemed to be consistent with the Strategy.</p>

Consultation with other Agencies or Consultants

The proposal was advertised to the Water Corporation and Western Power. No submissions were received from them by the City.

**Planning Assessment:**

Local Planning Scheme

The City's TPS2 requires that development is to be in accordance with the Hollywood Village Master Plan which has provisions with override provisions of the City's TPS2 including building height and building setbacks.

The following table outlines the relevant Schedule V provisions and assessment of the proposal against these provisions:

Requirement	Compliance
<p>The height of building(s) and the number of storeys shall be in accordance with the approved Master Plan for the subject site.</p> <p>Under the Master Plan the height is limited to 6 storeys for the site.</p>	<p>Yes</p> <p>Various buildings of between 3 and 5 storeys, and one building of 6 storeys in heights, are proposed.</p>
<p>The vehicular access points are to be restricted to those locations stipulated on the approved Master Plan.</p>	<p>No</p> <p>The Master Plan shows the site having one vehicle access point onto Smyth Road, Karella Street and Williams Road.</p> <p>It is proposed to have one vehicle access point onto Smyth Road, and two onto Karella Street and Williams Road.</p> <p>This is discussed in detail under the Traffic Impact Statement section of this report.</p>
<p>R35 requirements</p>	<p>Refer to the R-Codes section of this report.</p>
<p>The following are 'P' permitted uses:</p> <ul style="list-style-type: none"> <li>Aged Persons Dwellings</li> <li>Aged Persons Hostel</li> <li>Residential Building</li> <li>Nursing Home</li> <li>Public Utility</li> </ul> <p>The following are IP (incidental) uses:</p> <ul style="list-style-type: none"> <li>Consulting Rooms</li> <li>Office-General</li> <li>Office-Professional</li> </ul>	<p>Refer to the Hollywood Master Plan section of this report.</p>

<p>Office-Service Medical Centre Shop Car Park Place of Public Worship</p> <p>All other uses are not permitted unless identified in the approved Master Plan, and then the proposed use shall be subject to the provisions of Clause 6.3.3 and 6.3.4 of the Scheme.</p>	
---	--

### Hollywood Village Master Plan

The following table outlines the relevant Master Plan provisions and assessment of the proposal against these provisions:

<b>Requirement</b>	<b>Compliance</b>
Development with visual and physical permeability.	Yes Vehicle access to the site is proposed from Smyth Road, Williams Road and Karella Street. Pedestrian paths are provided from all streets which allow for easy (permeable) access to all buildings.
To provide a variety of residential care services and facilities.	Yes A total of 327 aged persons' dwellings, a library, a gym, a hairdresser, a bowling green and a consultation room are proposed, amongst other facilities.
To provide legibility through visual permeability and defined movement paths. All vehicle and pedestrian movement paths lead to where the village green is located.	Yes A village green area is proposed to be centrally located which is to be easily accessible for retirees on site via the footpaths being provided.
Building height of up to 6 storeys.	Yes Buildings of between 3 and 6 storeys are proposed.
The Master Plan recommends that a height limit of 3 storeys be permitted for development adjoining all boundaries of the site.	No Buildings of up to 3 storeys in height above natural ground level are proposed nearest to the street and northern (rear) lot boundaries, with the exception of one building near to the Smyth Road boundary which is to be 4 storeys above natural ground level.

	The building concerned is directly opposite a cemetery and is setback further from the street boundary than what is required. It is therefore unlikely to have a significant impact on the streetscape.
Future landscaping of the site is to accord with the City's Greenways Corridor Policy through the planting of indigenous species, particularly along Monash Avenue.	Yes No such policy currently exists. Despite this landscaping is proposed along all street frontages and throughout the site.
To realise the vision of the Master Plan it is necessary for development to occur in stages.	Yes The development is proposed to take place in 9 stages, the timeframe for which is currently unknown.
The Master Plan has been designed to accommodate a range of uses and functions including: <ul style="list-style-type: none"> <li>• A Village hall;</li> <li>• A number of shops/mini mart;</li> <li>• A chapel;</li> <li>• Open space for village functions and passive recreation;</li> <li>• A meeting place for Village residents, staff and visitors;</li> <li>• Additional independent living units;</li> <li>• Hostel care facilities; and</li> <li>• Residential care facilities.</li> </ul>	Yes Aged Persons' Dwellings, a shop, a cinema, an arts and crafts room, a village green, a car park and a bowling green are proposed.  Whilst a cinema, a bowling green and an arts and crafts room are not specifically mentioned as being permitted or incidental uses allowed under TPS 2 and/or the Master Plan they are deemed to be meeting places for residents and are therefore consistent with the Master Plan.  It is also important to note that the Master Plan does not stipulate that other uses cannot be considered. By using the term 'including' before listing the uses it means that the landowners are not restricted to only applying for the uses mentioned.

**State Planning Policy 3.1 – Residential Design Codes**

The following table outlines the relevant policy provisions and assessment of the proposal against the R35 and aged persons' dwellings provisions:

<b>Provision of Policy</b>	<b>Officer comment</b>
Minimum open space – 45%	Yes 25,534sqm = 67%
Primary street setback – 4m	Yes 6m minimum to dwellings 4.5m to courtyard fencing Buildings with more than 3 storeys in height to be setback 14m or more.

<p>Secondary street setback – 1.5m</p>	<p>Yes 6m minimum to dwellings 4.5m to courtyard fencing</p>
<p><u>Car Parking</u></p> <p>For an aged persons' dwelling 1 bay per dwelling.</p> <p>327 dwellings = 327 bays</p> <p>Visitors – 1 bay for every 4 dwellings.</p> <p>327 dwellings = 81 bays</p> <p>In total 408 car bays are required on site.</p>	<p>Yes</p> <p>576 residential bays</p> <p>82 visitor bays</p> <p>In total 658 bays are proposed to be available on site.</p>
<p>A maximum plot ratio area of 80sqm.</p>	<p>No</p> <p>A maximum plot ratio area of 255sqm for the largest dwelling. Such a variation can be considered subject to satisfying the following design principles:</p> <p>Aged or dependent persons' dwellings for the housing of aged or dependent persons designed to meet the needs of aged or dependent persons; and</p> <ul style="list-style-type: none"> <li>• reduces car dependence, i.e. is located in close proximity to public transport and services;</li> <li>• has due regard to the topography of the locality in which the site is located in respect to access and mobility;</li> <li>• has due regard to the availability of community facilities including parks and open space;</li> <li>• does not impinge upon neighbour amenity; and</li> <li>• responds to a demand for aged or dependent persons' accommodation in the locality which is recognised in the local planning framework.</li> </ul> <p>The proposed larger units are specifically designed to respond to the needs and requirements of a specific demographic of aged people and provide a point of difference from other smaller units</p>



	<p>already provided for on the adjoining sites.</p> <p>Around half of the dwellings will have 3 bedrooms and all at least 2 bedrooms, allowing for various living configurations such as one bed and a study for each member of a couple.</p> <p>The applicant has advised that the units on the adjoining sites will continue to provide a smaller, more affordable option for those who require or prefer it.</p> <p>The site is within close proximity to medical and public transport services.</p> <p>The scale, nature and the location of the development is consistent with the Master Plan.</p> <p>Considering the above, the proposal is deemed to satisfy the applicable design principles.</p>
<p>A minimum of 5 aged persons' dwellings within any single development.</p>	<p>Yes 327 aged persons' dwellings proposed.</p>
<p>The first visitor car parking space being a wheelchair accessible car parking space and a minimum width of 3.8m in accordance with AS4299.</p>	<p>Yes Two ANCROD parking bays proposed, one near the main community facilities and the other in the eastern visitor carpark.</p>
<p>All ground floor units, with a preference for all dwellings, to incorporate, as a minimum, the following:</p> <p>i. an accessible path of travel from the street frontage, car parking area or drop-off point in accordance with the requirements of AS4299 clause 3.3.2 (as amended); and</p> <p>ii. level entry to the front entry door with preferably all external doors having level entries (diagrams, figure C1 of AS4299 [as amended]).</p>	<p>Yes Ample lifts are proposed which will ensure all units are provided with an accessible path of travel.</p> <p>All units are designed to have a level entry.</p>
<p>All dwellings to incorporate, as a minimum, the following:</p> <p>i. all external and internal doors to provide a minimum 820mm clear</p>	<p>Yes Further details to be provided at the building permit application stage.</p>

<p>opening. (AS4299 clause 4.3.3 [as amended]);</p> <p>ii. internal corridors to be a minimum 1000mm wide, width to be increased to a minimum of 1200mm in corridors with openings on side walls;</p> <p>iii. a visitable toilet (AS4299, clause 1.4.12 [as amended]), preferably located within a bathroom; and</p> <p>iv. toilet and toilet approach doors shall have a minimum 250mm nib wall on the door handle side of the door and provision for the installation of grab rails in accordance with AS4299, clause 4.4.4 (h) (as amended</p>	
<p>At least one occupant is a disabled or physically dependent person or aged person, or is the surviving spouse of such a person, and the owner of the land, as a condition of planning approval, lodging a section 70A notification on the certificate of title binding the owner, their heirs and successors in title requiring that this occupancy restriction be maintained.</p>	<p>Yes</p> <p>The site is burdened by a memorial on its Title to ensure compliance with the Retirement Villages Act.</p> <p>The applicant has advised that the apartments will be sold on a 'lease for life' basis, so Regis will manage occupancy on this basis. No proposed restriction is in place that would stop the applicant applying to strata the development at a later date.</p>

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:

<b>Requirement</b>	<b>Compliance</b>
<p>The amenity of the locality including the following:</p> <p>i. environmental impacts of the development;</p> <p>ii. the character of the locality;</p> <p>iii. social impacts of the development.</p>	<ul style="list-style-type: none"> <li>• The development proposes negligible environmental impact.</li> <li>• The development proposed is consistent with the adopted Master Plan for the site and therefore is unlikely to have a significant impact on the local character.</li> <li>• The development will provide and important community benefit, appropriately located near to existing medical and public transport services.</li> </ul>
<p>The availability and adequacy of the following –</p>	<ul style="list-style-type: none"> <li>• The development has access to public transport.</li> </ul>

<ul style="list-style-type: none"> <li>i. public transport services;</li> <li>ii. public utility services;</li> <li>iii. storage, management and collection of waste;</li> <li>iv. access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);</li> <li>v. access by older people and people with disability;</li> </ul>	<ul style="list-style-type: none"> <li>• The development will be well serviced by existing public utilities.</li> <li>• Pedestrian access to and within the site has been addressed in the report.</li> <li>• Universal access is mandatory under the relevant Australian Standards and provisions of the BCA for the development, addressed at the building permit stage.</li> <li>• Scooter parking is proposed to be available on site.</li> </ul>
<p>The impact of the development on the community notwithstanding the impact of the development on individuals.</p>	<ul style="list-style-type: none"> <li>• The development will likely work in conjunction with existing services provided at the subject property.</li> <li>• The development will provide a community service with the location in terms of setback and height compliant to ensure minimal impact to the residential interface to the east and south.</li> </ul>

**Traffic Impact Assessment**

The Master Plan shows the site having one vehicle access point onto Smyth Road, Karella Street and Williams Road. The intention of this according to the Master Plan is to rationalise movement both on and off site to ensure that nearby intersections will continue to operate in a satisfactory manner.

It is proposed to have one vehicle access point onto Smyth Road, and two onto Karella Street and Williams Road.

The proponent submitted a traffic impact assessment (TIA) which was peer reviewed by the City’s Traffic Consultant (refer to **Attachment 5 and 6**).

The City’s Traffic Consultant has advised the following:

*“Move Consultants has undertaken a detailed review of traffic generation rates for a high-income independent living retirement proposal and can confirm that a combination of higher than average household income and higher than average car ownership will result in higher trip rates than what Transcore has quoted in its assessment. However, a comparison of both a.m. and p.m. peak hour trip generation indicates that the based upon the higher rates which are more appropriate, will result in approximately 7% to 10% higher trip generation during the weekday roadway peak periods which can be accommodated within the practical capacity of the road network once upgrades to Smyth Road/Monash Avenue have been completed.”*

*“Traffic growth in the area is anticipated to a maximum of 1% to 2% p.a. over the next 15-years and a SIDRA sensitivity analysis undertaken by Move Consultants indicates that the boundary road network will continue to operate at acceptable Levels of Service under peak demand conditions.”*

### **Officer Comments**

The proposed development is compliant with the provisions of the Master Plan except for the number of vehicle access points proposed and the plot ratio area amount permitted for aged persons' dwellings, which require the exercise of discretion.

The plot ratio area proposed is deemed to satisfy the design principles of the R-Codes for the following reasons:

- The development will allow for a variety of 1 to 3-bedroom apartments which will cater for the various needs of retirees.
- The site is located near to existing medical and public transport services, therefore there is likely to be less use of private vehicles by those residing on site.
- The height of the buildings is consistent with the Master Plan.
- The buildings are proposed to be setback from all street boundaries more than the required stipulated under the R-Codes.
- Landscaping is proposed to be provided along all street boundaries and throughout the site.

Based on advice received from the City's Traffic Consultant the traffic volumes and movements associated with the development are unlikely to have a significant impact on the local road network.

Concerns from submitters regarding construction noise and dust can be mitigated by way of conditions of approval.

### **Council Recommendation:**

Provided as **Attachment 10**.

### **Conclusion:**

The proposed development is predominantly compliant with the provisions of the Master Plan and the R-Codes. The main exception is the amount of vehicle access points proposed onto Karella Street and Williams Road, and the plot ratio area. The City however, deems them acceptable variations given compliance with the other provisions and that the site is identified as a targeted infill site in the adopted Local Planning Strategy.

The scale, nature and location of the development means that it will unlikely have a significant impact on the local amenity and/or traffic safety.

The City finds the development consistent with the relevant planning framework and recommends the application is approved subject to conditions.

Attachment 1 – Aerial Image





DEVELOPMENT APPLICATION

# THE RESIDENCES - NEDLANDS

NO. 15 (lot 103) KARELLA STREET, NEDLANDS

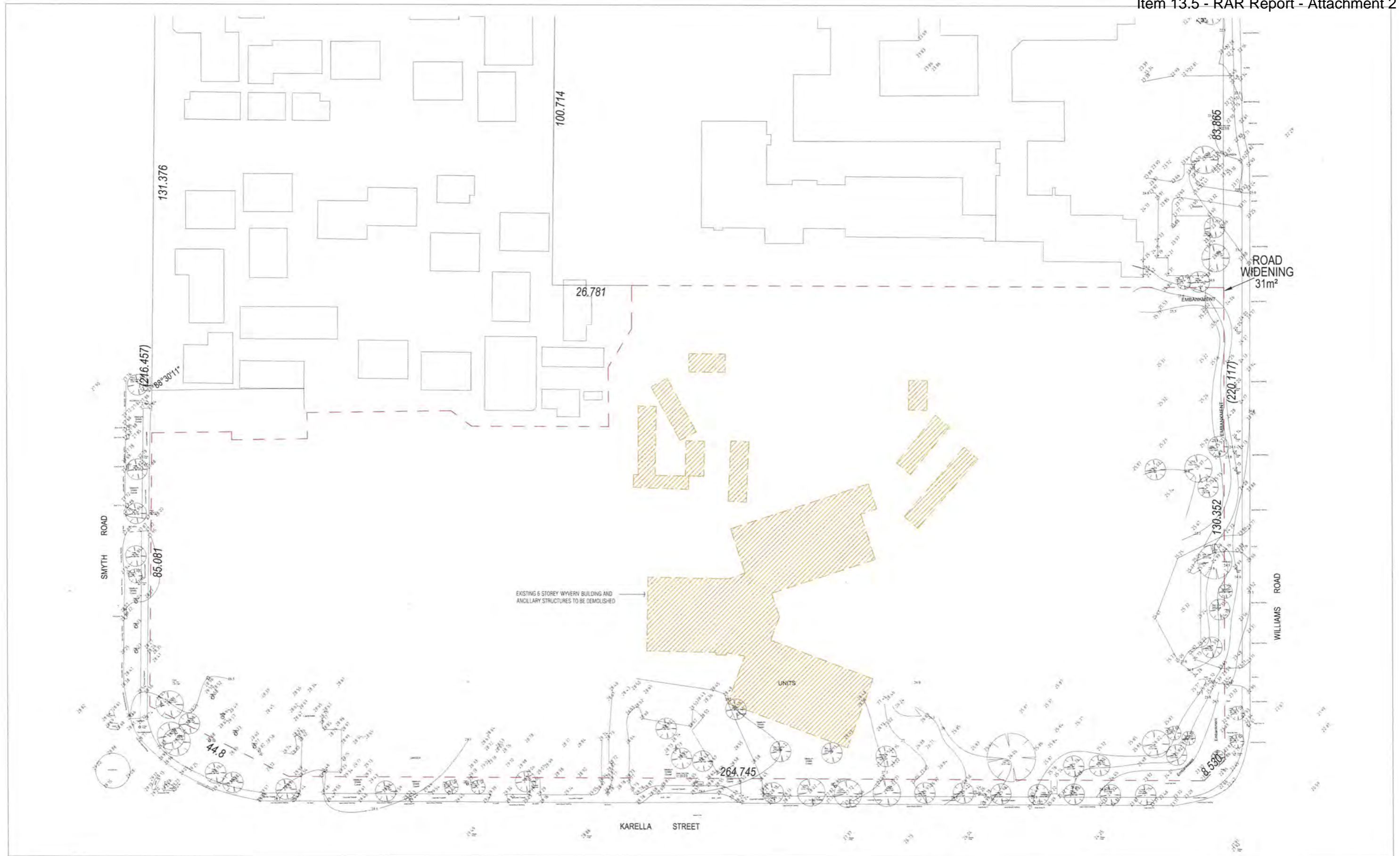
PREPARED BY MJA STUDIO  
JULY 2018

## TABLE OF CONTENTS:

- A.00 - DEMOLITION PLAN
- A.01 - BASEMENT FLOOR PLAN
- A.02 - LOWER GROUND FLOOR PLAN
- A.03 - UPPER GROUND FLOOR PLAN
- A.04 - FIRST FLOOR PLAN
- A.05 - SECOND FLOOR PLAN
- A.06 - THIRD FLOOR PLAN
- A.07 - FOURTH FLOOR PLAN
- A.08 - FIFTH FLOOR PLAN
- A.09 - ROOF PLAN
- A.10 - ELEVATIONS (NORTH AND SOUTH)
- A.11 - ELEVATIONS (NORTH AND SOUTH CONTINUED)
- A.12 - ELEVATIONS (WEST AND EAST)
- A.13 - DESIGN SECTION (NORTH TO SOUTH)
- A.14 - PERSPECTIVES









LEVEL 1, SUITE 6, 23 RAILWAY ROAD, SUBIACO WA 6008  
 T (08) 9388 0333 www.mjastudio.net | admin@mjastudio.net  
 Copyright in this drawing is reserved by MJA Studio and must not be retained or reproduced without the written permission. This is a CAD drawing, do not amend manually.

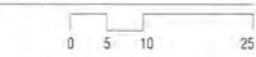
REV.	DATE	AMENDMENT
0	12.04.17	ISSUED FOR DA DRAFT
1	02.08.18	ISSUED FOR DA

CLIENT  
  
REGIS

PROJECT  
  
THE RESIDENCES NEDLANDS  
PROJECT ADDRESS  
CRN SMYTH RD, KARELLA ST & WILLIAMS RD

MJA PROJECT NUMBER  
14041  
PROJECT STATUS  
DEVELOPMENT APPLICATION

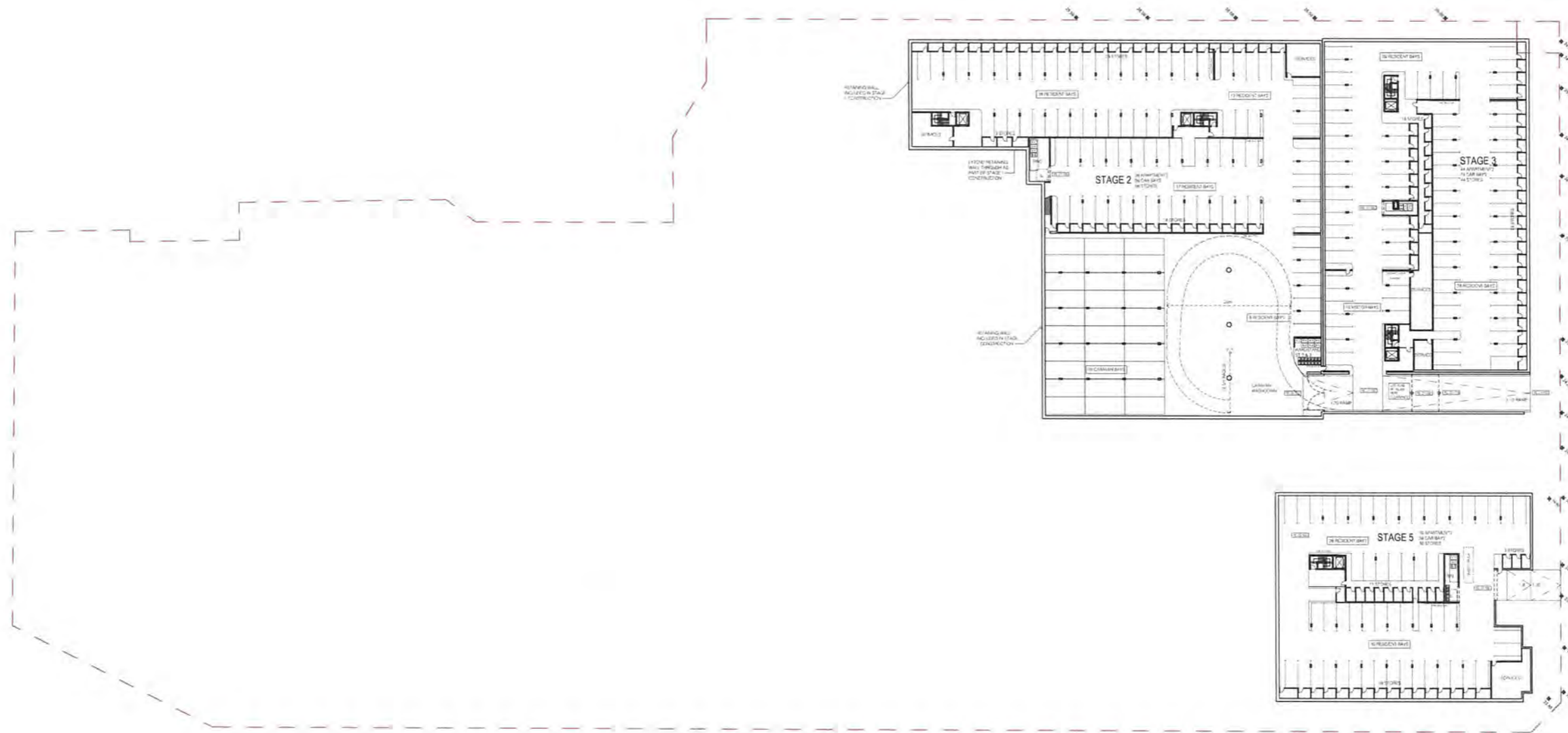
TRUE NORTH  PROJECT NORTH 

SCALE 

1:500 @ A1

DRAWING  
**DEMOLITION PLAN**

DRAWING NO.	DRAFTER	CHECKED	REV.
A.00	AW	WB	1





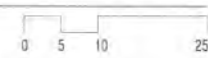
REV.	DATE	AMENDMENT
0	12.04.17	ISSUED FOR DA DRAFT
1	06.07.18	ISSUED FOR INFORMATION

CLIENT
REGIS

PROJECT
THE RESIDENCES NEDLANDS
PROJECT ADDRESS
CRN SMYTH RD, KARELLA ST & WILLIAMS RD

MJA PROJECT NUMBER
14041
PROJECT STATUS
DEVELOPMENT APPLICATION

TRUE NORTH  PROJECT NORTH 

SCALE 

1:500 @ A1

DRAWING			
BASEMENT FLOOR PLAN			
DRAWING NO.	DRAFTER	CHECKED	REV.
A.01	AW	WB	1







LEVEL 1, SUITE 6, 23 RAILWAY ROAD, SUBIACO WA 6008  
 T (08) 9388 0333 www.mjastudio.net | admin@mjastudio.net  
 Copyright in this drawing is retained by MJA Studio and must not be stored or reproduced without their written permission. This is a CAD drawing, do not amend manually.

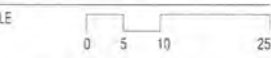
REV.	DATE	AMENDMENT
0	12.04.17	ISSUE FOR DA DRAFT
1	12.04.17	ISSUE FOR DA DRAFT
2	06.07.18	ISSUED FOR INFORMATION
3	18.07.18	ISSUED FOR DA

CLIENT  
 REGIS

PROJECT  
 THE RESIDENCES NEDLANDS  
 PROJECT ADDRESS  
 CRN SMYTH RD, KARELLA ST  
 & WILLIAMS RD

MJA PROJECT NUMBER  
 14041  
 PROJECT STATUS  
 DEVELOPMENT APPLICATION

TRUE NORTH  PROJECT NORTH 

SCALE  


1:500 @ A1

DRAWING  
 LOWER GROUND FLOOR  
 PLAN

DRAWING NO.	DRAFTER	CHECKED	REV
A.02	AW	WB	3







LEVEL 1, SUITE 6, 23 RAILWAY ROAD, SUBIACO WA 6008  
 T (08) 9388 0333 www.mjastudio.net | admin@mjastudio.net  
Copyright to this drawing is retained by MJA. Drafts and must not be retained or reproduced without their written permission. This is a CAD drawing, do not amend manually.

REV.	DATE	AMENDMENT
0	12.04.17	ISSUED FOR DA DRAFT
1	12.04.17	ISSUED FOR DA DRAFT
2	06.07.18	ISSUED FOR INFORMATION
3	18.07.18	ISSUED FOR DA

CLIENT  
**REGIS**

PROJECT  
**THE RESIDENCES NEDLANDS**  
 PROJECT ADDRESS  
**CRN SMYTH RD, KARELLA ST & WILLIAMS RD**

MJA PROJECT NUMBER  
**14041**  
 PROJECT STATUS  
**DEVELOPMENT APPLICATION**

TRUE NORTH  PROJECT NORTH 

SCALE  
0 5 10 25

1:500 @ A1

DRAWING  
**UPPER GROUND FLOOR PLAN**

DRAWING NO.	DRAFTER	CHECKED	REV.
A.03	AW	WB	3





LEVEL 1, SUITE 5, 23 RAILWAY ROAD, SUBIACO WA 6008  
 T (08) 9388 0333 www.mjastudio.net | admin@mjastudio.net  
Copyright © 2018. All rights reserved by MJA Studio and must not be copied or reproduced without their written permission. This is a CAD drawing. Use not intended for printing.

REV.	DATE	AMENDMENT
0	12.04.17	ISSUED FOR DA DRAFT
1	06.07.18	ISSUED FOR INFORMATION
2	18.07.18	ISSUED FOR DA

CLIENT

REGIS

PROJECT

THE RESIDENCES NEDLANDS  
 PROJECT ADDRESS  
 CRN SMYTH RD, KARELLA ST  
 & WILLIAMS RD

MJA PROJECT NUMBER

14041

PROJECT STATUS

DEVELOPMENT APPLICATION

TRUE NORTH



PROJECT NORTH



SCALE



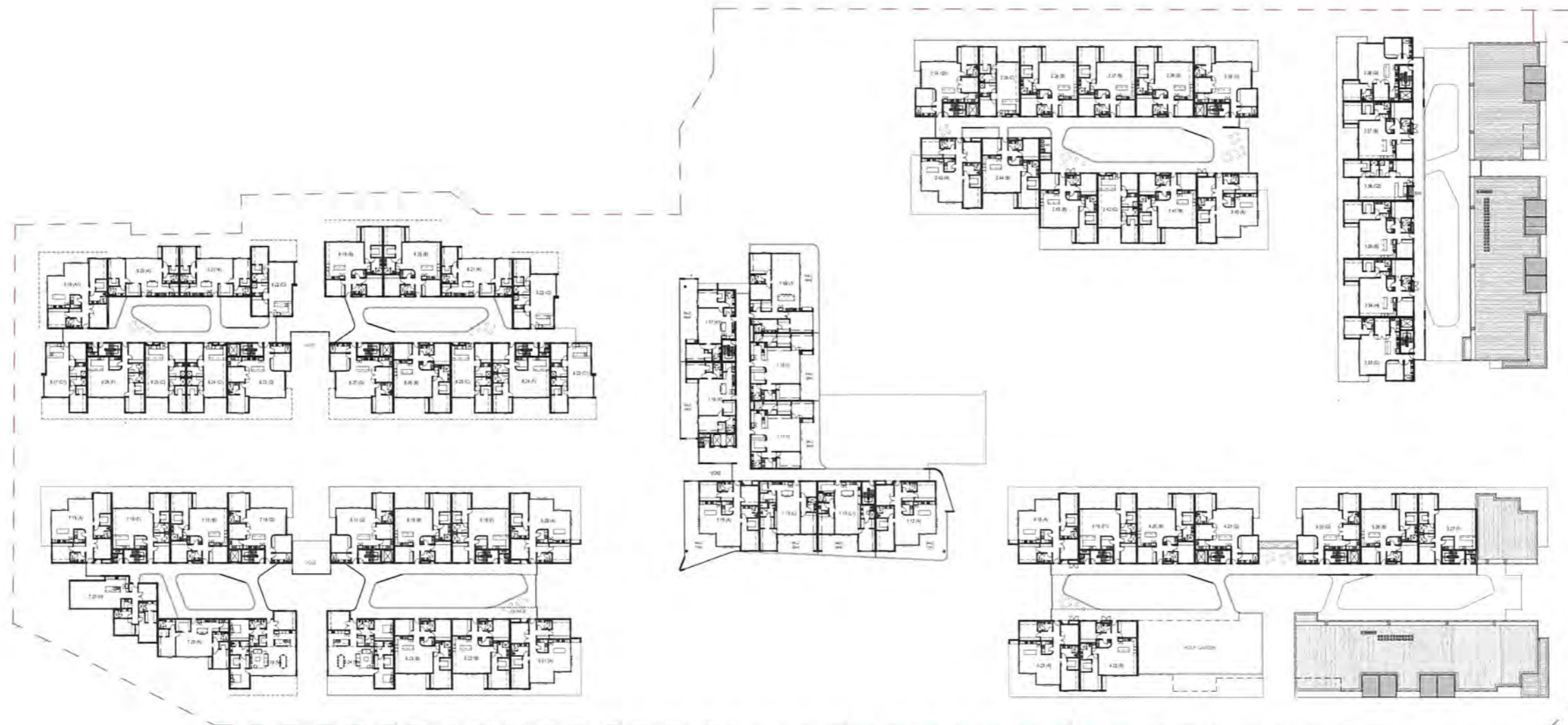
1:500 @ A1

DRAWING

FIRST FLOOR  
 PLAN

DRAWING NO. DRAFTER CHECKED REV

A.04 AW WB 2



REV.	DATE	AMENDMENT
0	12.04.17	ISSUED FOR DA DRAFT
1	06.07.18	ISSUED FOR INFORMATION
2	18.07.18	ISSUED FOR DA

CLIENT

REGIS

PROJECT

THE RESIDENCES NEDLANDS

PROJECT ADDRESS  
 CRN SMYTH RD, KARELLA ST  
 & WILLIAMS RD

MJA PROJECT NUMBER

14041

PROJECT STATUS

DEVELOPMENT APPLICATION

TRUE NORTH



PROJECT NORTH



SCALE



1:500 @ A1

DRAWING

SECOND FLOOR  
 PLAN

DRAWING NO. DRAFTER CHECKED REV

A.05 AW WB 2





LEVEL 1, SUITE 6, 23 RAILWAY ROAD, SUBIACO WA 6008  
 T (08) 9388 0333 www.mjastudio.net | admin@mjastudio.net  
Copyright to this drawing is retained by MJA Studio and must not be retained or reproduced without their written permission. This is a CAD drawing, do not amend manually.

REV.	DATE	AMENDMENT
0	12.04.17	ISSUED FOR DA DRAFT
1	06.07.18	ISSUED FOR INFORMATION
2	18.07.18	ISSUED FOR DA

CLIENT

REGIS

PROJECT

THE RESIDENCES NEDLANDS  
 PROJECT ADDRESS  
 CRN SMYTH RD, KARELLA ST  
 & WILLIAMS RD

MJA PROJECT NUMBER

14041

PROJECT STATUS

DEVELOPMENT APPLICATION

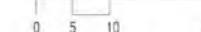
TRUE NORTH



PROJECT NORTH



SCALE



1:500 @ A1

DRAWING

THIRD FLOOR  
 PLAN

DRAWING NO. DRAFTER CHECKED REV

A.06 AW WB 2



LEVEL 1, SUITE 6, 23 RAILWAY ROAD, SUBIACO WA 6008  
 T (08) 9388 0333 www.mjastudio.net | admin@mjastudio.net  
Copyright to this drawing is retained by MJA Studio and must not be retained or reproduced without their written permission. This is a CAD drawing, do not amend manually.

REV.	DATE	AMENDMENT
0	12.04.17	ISSUED FOR DA DRAFT
1	06.07.18	ISSUED FOR INFORMATION
2	18.07.18	ISSUED FOR DA

CLIENT

REGIS

PROJECT

THE RESIDENCES NEDLANDS  
 PROJECT ADDRESS  
 CRN SMYTH RD, KARELLA ST  
 & WILLIAMS RD

MJA PROJECT NUMBER

14041

PROJECT STATUS

DEVELOPMENT APPLICATION

TRUE NORTH



PROJECT NORTH



SCALE



1:500 @ A1

DRAWING

FOURTH FLOOR  
 PLAN

DRAWING NO. DRAFTER CHECKED REV

A.07 AW WB 2





REV.	DATE	AMENDMENT
0	12.04.17	ISSUED FOR DA DRAFT
1	06.07.18	ISSUED FOR INFORMATION
2	18.07.18	ISSUED FOR DA

CLIENT

REGIS

PROJECT

THE RESIDENCES NEDLANDS  
 PROJECT ADDRESS  
 CRN SMYTH RD, KARELLA ST  
 & WILLIAMS RD

MJA PROJECT NUMBER

14041

PROJECT STATUS

DEVELOPMENT APPLICATION

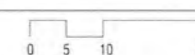
TRUE NORTH



PROJECT NORTH



SCALE

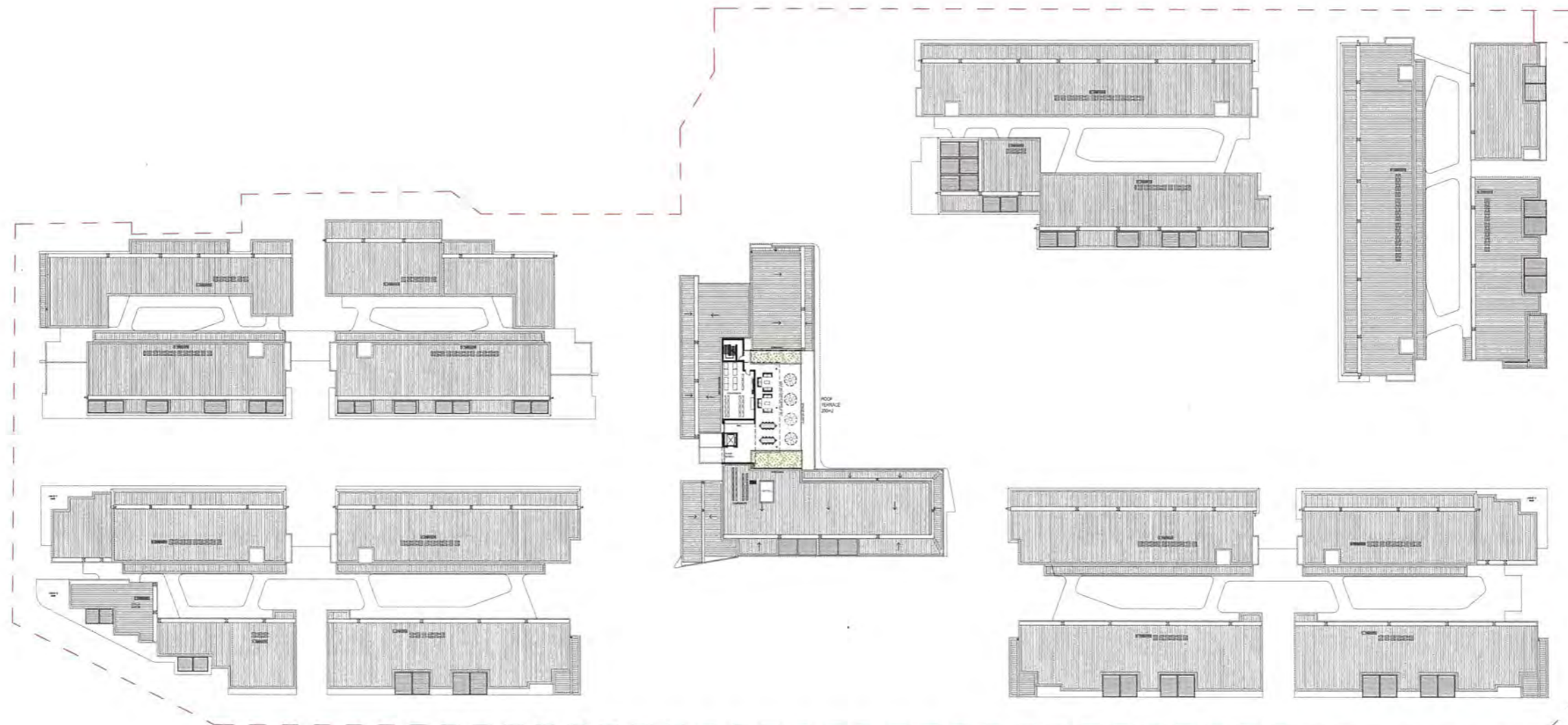


1:500 @ A1

DRAWING  
 FIFTH FLOOR PLAN

DRAWING NO. DRAFTER CHECKED REV.

A.08 AW WB 2



REV.	DATE	AMENDMENT
0	12.04.17	ISSUED FOR DA DRAFT
1	06.07.18	ISSUED FOR INFORMATION
2	18.07.18	ISSUED FOR DA

CLIENT

REGIS

PROJECT

THE RESIDENCES NEDLANDS  
 PROJECT ADDRESS  
 CRN SMYTH RD, KARELLA ST  
 & WILLIAMS RD

MJA PROJECT NUMBER

14041

PROJECT STATUS

DEVELOPMENT APPLICATION

TRUE NORTH



PROJECT NORTH



SCALE



1:500 @ A1

DRAWING

ROOF PLAN

DRAWING NO. DRAFTER CHECKED REV.

A.09 AW WB 2





SOUTH ELEVATION



NORTH ELEVATION

ELEVATION 1



LEVEL 1, SUITE 6, 23 RAILWAY ROAD, SUBIACO WA 6008  
 T (08) 9388 0333 www.mjastudio.net | admin@mjastudio.net  
 Copyright to this drawing is reserved by MJA Studio and must not be retained or reproduced without their written permission. This is a CAD drawing, do not amend manually.

REV	DATE	AMENDMENT
0	12.04.17	ISSUED FOR DA DRAFT
1	12.04.17	ISSUED FOR DA DRAFT
2	18.07.18	ISSUED FOR DA

CLIENT  
  
REGIS

PROJECT  
THE RESIDENCES NEDLANDS  
PROJECT ADDRESS  
CRN SMYTH RD, KARELLA ST & WILLIAMS RD

MJA PROJECT NUMBER  
14041  
PROJECT STATUS  
DEVELOPMENT APPLICATION

SCALE  
0 2.5 10  
1:250 @ A1

DRAWING  
ELEVATIONS  
DRAWING NO  
A.10  
DRAFTER  
PH  
CHECKED  
AW  
REV  
2



REV.	DATE	AMENDMENT
0	12.04.17	ISSUED FOR DA DRAFT
1	06.07.18	ISSUED FOR INFORMATION

CLIENT  
  
REGIS

PROJECT  
THE RESIDENCES - NEDLANDS  
PROJECT ADDRESS  
CRN SMYTH RD, KARELLA ST & WILLIAMS RD

MJA PROJECT NUMBER  
14041  
PROJECT STATUS  
DEVELOPMENT APPLICATION

SCALE  
0 2.5 10  
1:250 @ A1

DRAWING ELEVATIONS

DRAWING NO	DRAFTER	CHECKED	REV
A.11	PH	AW	1





WEST ELEVATION



EAST ELEVATION



LEVEL 1, SUITE 6, 23 RAILWAY ROAD, SUBIACO WA 6008  
 T (08) 9388 0333 www.mjastudio.net | admin@mjastudio.net  
 Copyright in this drawing is reserved by MJA Studio and must not be retained or reproduced without their written permission. This is a CAD print (i.e. do not amend manually)

REV.	DATE	AMENDMENT
0	12.04.17	ISSUED FOR DA DRAFT
1	18.07.18	ISSUED FOR DA

CLIENT

REGIS

PROJECT

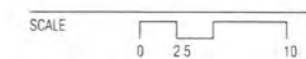
THE RESIDENCES NEDLANDS  
 PROJECT ADDRESS  
 CRN SMYTH RD, KARELLA ST  
 & WILLIAMS RD

MJA PROJECT NUMBER

14041

PROJECT STATUS

DEVELOPMENT APPLICATION



SCALE  
 1:250 @ A1

DRAWING  
 ELEVATIONS

DRAWING NO DRAFTER CHECKED REV

A.12 PH AW 1





PERSPECTIVE 1



PERSPECTIVE 2



PERSPECTIVE 3



PERSPECTIVE 4



PERSPECTIVE 5



PERSPECTIVE 6



PERSPECTIVE 7



PERSPECTIVE 8



PERSPECTIVE 9



REV.	DATE	AMENDMENT
0	12.04.17	ISSUED FOR DA DRAFT
1	06.07.18	ISSUED FOR INFORMATION
2	02.08.18	ISSUED FOR DA

CLIENT  
  
REGIS

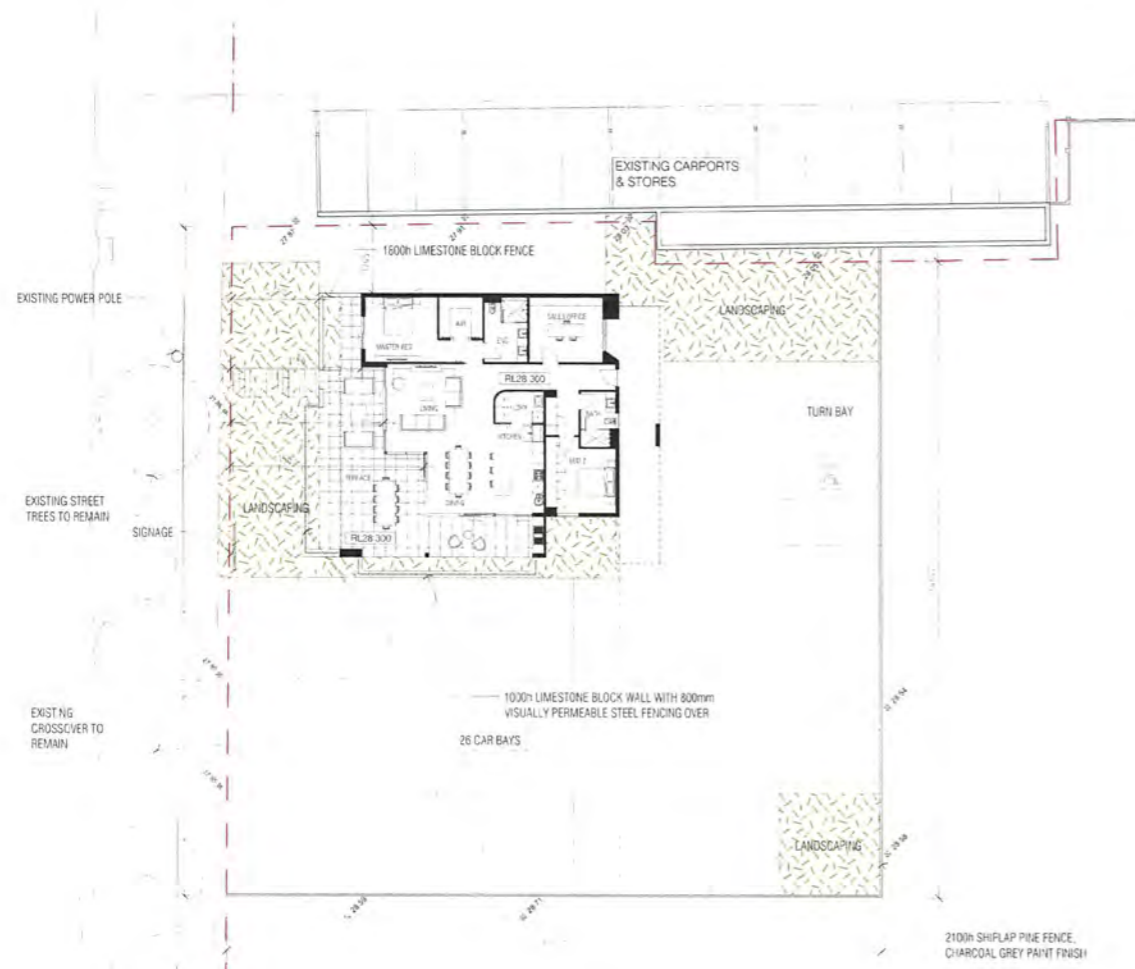
PROJECT  
THE RESIDENCES NEDLANDS  
PROJECT ADDRESS  
CRN SMYTH RD, KARELLA ST  
& WILLIAMS RD

MJA PROJECT NUMBER  
14041  
PROJECT STATUS  
DEVELOPMENT APPLICATION

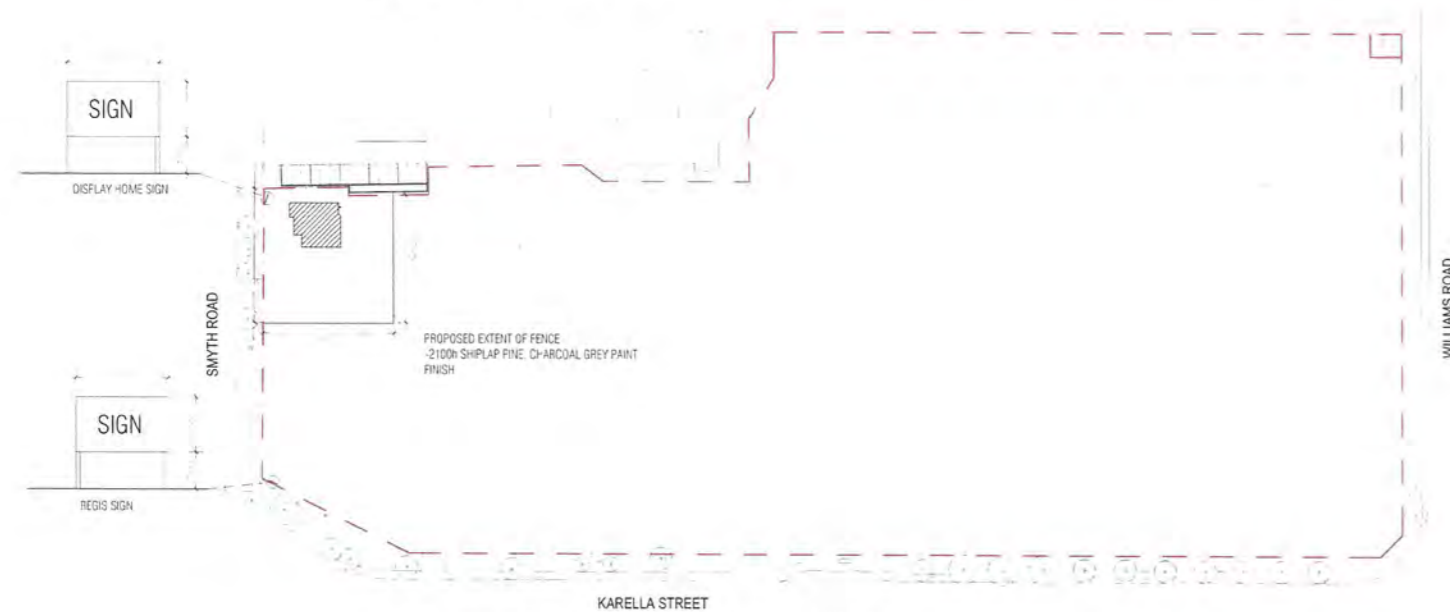
TRUE NORTH  
PROJECT NORTH

DRAWING PERSPECTIVES			
DRAWING NO	DRAFTER	CHECKED	REV
A.14	PH	AW	2

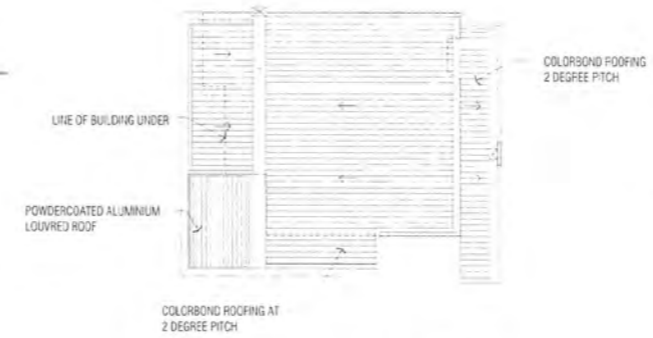




DISPLAY UNIT FLOOR PLAN  
SCALE 1:200



DISPLAY UNIT & SIGNAGE SITE LOCATION  
SCALE 1:1000



DISPLAY UNIT ROOF PLAN  
SCALE 1:200



WEST ELEVATION  
SCALE 1:100



SOUTH ELEVATION  
SCALE 1:100



EAST ELEVATION  
SCALE 1:100



NORTH ELEVATION  
SCALE 1:100

REV	DATE	AMENDMENT
1	11.09.18	ISSUED FOR REVIEW
2	14.09.18	ISSUED FOR REVIEW
3	20.09.18	ISSUED FOR DA

CLIENT  
  
REGIS

PROJECT  
THE RESIDENCES NEDLANDS  
PROJECT ADDRESS  
CRN SMYTH RD, KARELLA ST & WILLIAMS RD

MJA PROJECT NUMBER  
14041  
PROJECT STATUS  
DEVELOPMENT APPLICATION

TRUE NORTH | PROJECT NORTH |  
SCALE  
AS SHOWN

DRAWING			
DISPLAY UNIT & SIGNAGE			
DRAWING NO.	DRAFTER	CHECKED	REV
A.15	AW	WB	3







**The Residences – Nedlands No. 15  
(Lot 103) Karella Street, Nedlands**  
Development Application

September 2018 | 716-375

**element.**  
the art and science of place



Document ID: PG Planning/PG 2016/716-375 Nedlands, 118 (Lots 888 & 889) Monash Avenue-DA/6 Draft Documents/1 Draft Report/Regis July 2018/Regis July 2018.indd

Issue	Date	Status	Prepared by		Approved by	
			Name	Initials	Name	Initials
1	21.04.17	Draft	Eleanor Richards		David Read	
2	20.07.18	Draft	Aaron Lohman		David Read	
3	01.08.18	Draft	Aaron Lohman		David Read	
4	17.09.18	Draft	Aaron Lohman		David Read	
5	20.09.18	Final	Aaron Lohman		David Read	

This report has been prepared for the exclusive use of the Client, in accordance with the agreement between the Client and element (Agreement).

element accepts no liability or responsibility whatsoever in respect of any use of or reliance upon this report by any person who is not a party to the Agreement or an intended recipient.

In particular, it should be noted that this report is a qualitative assessment only, based on the scope and timing of services defined by the Client and is based on information supplied by the Client and its agents.

element cannot be held accountable for information supplied by others and relied upon by element.

Copyright and any other Intellectual Property arising from the report and the provision of the services in accordance with the Agreement belongs exclusively to element unless otherwise agreed and may not be reproduced or disclosed to any person other than the Client without the express written authority of element.

## Executive Summary

As our population ages, providing housing which responds to the 'health and wealth' of older Australians is a key challenge. This application seeks approval for a new retirement village development at the Regis Site in Nedlands comprising 327 luxury apartments and high quality communal facilities, to provide alternative living arrangements for retirees and seniors who are still active, but are seeking lower maintenance housing that reflects their lifestyle.

The report has been prepared by element (formerly TPG+Place Match) in association with MJA Studio (MJA), on behalf of Regis Aged Care Pty Ltd.

The development provides a range of different sized apartments in a landscaped setting with high quality communal facilities including a bowling green, café, pool, gym and outdoor amphitheatre. The apartments will complement, but provide a point of difference from the existing range of aged care and accommodation facilities on the Regis Site by providing a more upmarket product commensurate with the Nedlands locality.

The development is highly compliant with the requirements and intent of the City of Nedlands planning framework, providing aged persons dwellings on a site specifically zoned for such a use and responds to the height controls of the Masterplan with a six storey built form, stepping down to three storeys at all street edges to provide an appropriate interface with surrounding lower density residential streets.

The proposed development has an estimated cost of over \$250 million and therefore is subject to mandatory determination by the Metropolitan West Joint Development Assessment Panel (JDAP).



# Contents

<b>Executive Summary</b>	<b>iii</b>	<b>Orderly and Proper Planning</b>	<b>27</b>
<b>Introduction</b>	<b>1</b>	<b>Conclusion</b>	<b>29</b>
Project Team	1	<b>Appendix A</b>	<b>31</b>
Community Consultation	1	Certificate of Title	31
<b>Subject Site</b>	<b>3</b>	<b>Appendix B</b>	<b>35</b>
Site Location and Property Description	3	Development Plans	35
Existing Improvements	3	<b>Appendix C</b>	<b>53</b>
Site Context	5	Architectural Statement	53
Heritage	5	<b>Appendix D</b>	<b>91</b>
Bushfire	5	Schedule of Areas	91
<b>Planning Framework</b>	<b>7</b>	<b>Appendix E</b>	<b>95</b>
Strategic Planning Framework	7	Landscaping Proposal	95
Statutory Planning Framework	9	<b>Appendix F</b>	<b>103</b>
<b>Proposed Development</b>	<b>13</b>	Transport Statement	103
Landscaping	15	<b>Appendix G</b>	<b>125</b>
Parking and Access	15	Waste Management Plan	125
Waste Management	15	<b>Appendix H</b>	<b>141</b>
Bushfire Risk	17	BAL Assessment Report and Certificate	141
Demolition	17		
Staging	17		
Essential Services	17		
<b>Planning Assessment</b>	<b>19</b>		
Use	19		
Plot Ratio/Density	19		
Height	20		
Setbacks	20		
Fencing	20		
Car Parking	20		
Aged Persons' Dwellings	21		
R-Codes Compliance Summary	22		







# Introduction

This report has been prepared by **element** in association with MJA Studio (MJA) to support a development application for a resort style senior's apartment development designed by MJA, on Lot 103 (No 15) Karella Street in Nedlands. The application has been prepared on behalf of Regis Aged Care Pty Ltd (referred to throughout as Regis), who own and run the existing Hollywood Village independent living units (referred to as Hollywood Village) on the adjoining land to the north.

Regis provide high quality, aged care services across Australia, with facilities in Western Australia located across the metropolitan region and the south-west. Regis provides predominantly high care services, as well as specialist dementia, palliative, transitional, community and respite care, but also provide more independent living options for aged people, such as that proposed by this development.

This development application seeks approval for a series of buildings comprising 327 luxury apartments and high quality communal facilities, to provide alternative living arrangements for retirees and seniors who are still active but seeking lower maintenance, 'lock up and leave' housing that reflects their lifestyle. The proposal incorporates a landscaped setting with high quality communal facilities including dining facilities, a bowling green, pool, gym and outdoor amphitheatre.

The development comprises nine 'buildings' of ranging in height from three to six storeys, which will be staged to allow development to take place over a number of years. Parking for residents is provided in shared basements, with additional visitor parking at grade, focused around the central facilities.

A temporary display unit is proposed as part of the development along the Smyth Road frontage. This display unit is intended as a temporary use on the subject site and will be removed once the development is completed.

The report provides details of the proposed development and includes a summary of the site particulars and an analysis of the relevant planning framework.

## Project Team

To deliver this project and prepare this application, Regis have assembled an experienced team comprising:

Architects	MJA Studio
Town Planning	<b>element</b>
Traffic Engineering	Transcore
Landscape Design	Plan E
Waste Management	Encycle Consulting
Bushfire Management	BUSHfire Attack Level Reports WA



## Background

The Regis site was previously owned and operated by The Salvation Army as an aged care and accommodation facility.

In 2003, The Planning Group (now **element**) working on behalf of The Salvation Army, gained approval for an amendment to the City of Nedlands Town Planning Scheme No. 2 (TPS2 or the Scheme), which aimed to facilitate the staged redevelopment of the site over a 20 year period. Amongst other provisions, the Amendment introduced a 'Special Use' zoning for the subject site which acknowledged the existing use of the site being predominantly for the care and accommodation of aged people, and introduced a mechanism whereby uses not advocated by the Scheme could be introduced to the site via a Master Plan process rather than having to continually amend the Scheme. A Master Plan was prepared essentially concurrently, which provided a guide as to how the site could be developed, but does not lock in specific uses being located in specific locations. The only Master Plan matters that are 'locked in' by the Scheme are the building height allowing up to six storeys, the location of crossovers and the development standards guided by various other portions of the Scheme.

Following the sale of the property to Retirement Care Australia (subsequently transferred to Regis), a new Master Plan was prepared in 2007 to reflect the intentions and needs of the new owners at that time. The new Master Plan, which maintained the same type of facilities, was lodged with the City of Nedlands and gained consent to advertise, however was not proceeded with as the Council resolved to insert provisions with regard to the maximum size of the independent living units which were not acceptable to Regis. As there were no rights of appeal on the Master Plan, Regis decided not to proceed. Nevertheless, the draft Master Plan indicated some heights and setbacks on the plan, which have been used as a guide as to what may be appropriate for the site.

In 2008, subdivision approval was granted by the WAPC (Ref 139109) for a two lot subdivision, which divided the south western corner of the site (which then contained the Warrina Dementia Hostel and other improvements) from the remainder of the site. This application was implemented and resulted in the creation of the existing Lots 888 and 889. In December 2009, approval was granted by the City of Nedlands for the development of a high and low aged care facility on Lot 889. The Warrina building was subsequently demolished, however the new development was not proceeded with and the approval has since lapsed.

In 2011, approval was granted by the City of Nedlands for the development of a new swimming pool, community hall, billiards, library and meeting room and office towards the centre of the site, for use by Centennial Close residents. These facilities have since been constructed.

In 2012, with the support of the City, the JDAP approved a development application for a five storey, 135 room Nursing Home along Monash Avenue, to replace the existing Regis Park Lodge Nursing Home facility and provide a higher quality facility for residents. This quality Nursing Home is now complete and open to residents.

In July 2015, the WAPC granted approval for a three lot subdivision over Lots 888 and 889, which sought to provide one lot for the southern portion of the site and divide the northern portion into two lots. This application has now been implemented thus creating the subject lot 103, Lot 101 contains existing Hollywood Village and lot 102 contains Regis Nursing Home facilities.

## Community Consultation

Given the significant scale of the subject site and the proposed development, Regis undertook a voluntary community consultation process prior to finalising the development proposal. Aside from prior meetings with the Mayor, Ward Councillors, Chief Executive Officer and Council officers, Regis also organized and ran a community consultation exercise on Monday 13th of February 2017 which included:

- An information afternoon with Regis residents where residents were invited to an afternoon tea where the proposed development was displayed and Regis representatives, the team architects and town planner met with residents and some family members, discussed the plans and encouraged feedback. There were 22 registered attendees at this event; and
- A subsequent information evening where all City of Nedlands Councillors and those neighbouring residents and owners directly abutting the site were invited to attend an evening at the Hollywood Bowling Club. There were also 22 registered attendees at this event, including 5 elected members (which included the Mayor).

A subsequent meeting was also held with a member of the P&C at Hollywood Primary School who was unable to attend to information evening. Whilst the lodgement of this application was delayed due to the finalisation of the subdivision, the plans have remained the same and the issues raised are still considered relevant.

As a whole the majority of residents and neighbours were comfortable with the proposal glad to see the calibre of the development proposed and that something was finally happening on the site. Only a handful of comments were formally received.

Whilst there were very few negative comments from Regis residents, the predominant question raised was whether existing residents of Hollywood Village would have access to the site and the facilities that were proposed. Whilst this is not a valid planning consideration, the facilities proposed are on a separate lot for the proposed new retirement village. Access will therefore only be available to non-residents of the site if they are an invited guest of the residents of the new village, The Residences - Nedlands.

Specific matters raised during and following the neighbour information evening included concerns regarding traffic impacts (vehicle numbers, Karella Street being a one way system, the intersection of Williams Road and Karella Street and impacts from exiting vehicle traffic lights), the footpath being located up against the property boundary, construction impacts, overlooking issues, waste/servicing impacts and a request for a public park to be located in the development.

The traffic matters are predominantly addressed by the traffic report and the 'Proposed Development' section of this report. Due the number of driveways and the inability to control directional flow from these driveways it is not considered safe to make Karella Street a one way system, and would also cause problems for the bus route. We believe the City has prepared a design for the intersection of Williams Road and Karella Street which confirms that the intersection can be modified without a land impact on the Regis site, so it is not considered the existing situation has to be resolved as part of this application.

With regard to the footpath location, the footpaths are shown on the plans in their current locations within the City's verge, and are against the property boundary along Smyth Road, but adjacent to the kerb abutting Williams Road and Karella Street. There are no current plans to remove and relocate the City's infrastructure as part of this application. With regard to the cross over locations and light impacts, there is little than can be done to ameliorate this impact given the requirements of the Scheme for crossover locations and the amount of dwellings facing the site on both Williams Road and Karella Street. Existing crossovers have been used as much as possible.

With respect to construction management issues, a detailed Construction Management Plan will be submitted to the City of Nedlands for approval prior to the Building Permit. A condition of approval is anticipated in this regard. Appropriate management practices, landscaping, fencing and noise and dust mitigation measures will be undertaken to minimise disruption to residents, and Regis and its builders will continue to work with the City in this regard.

With regard to waste, the plans have been amended following the consultation to concentrate waste collection occurring within the basements of the development where its impacts are minimized. A loading dock/servicing area has also been proposed in the middle of the site at the end of Village Road where it will have the least impact on residents adjoining the site. It is anticipated that a condition will be imposed on the development application for a Service Management Plan to be prepared and submitted to the City for its approval prior to occupation of the development.

Whilst significant communal open space is proposed for on site residents, the provision of public open space is not required or contemplated by this application.



Figure 1. Location Plan



# Subject Site

## Site Location and Property Description

The subject site comprises one lot, Lot 103 (No. 15) Karella Street, Nedlands, Nedlands, which is owned by Regis. The subject site is bound by Lots 101 and 102 Monash Avenue to the north, Williams Road to the east, Karella Street to the south and Smyth Road to the west, and has a total area of approximately 3.8 ha. The proposed development is to be contained entirely on Lot 103.

The subject site is approximately 6km south west of the Perth Central Business District and is located in the municipality of the City of Nedlands (the City).

The site is slightly undulating and contains scattered, introduced vegetation. Across the southern portion of the site there is a relatively significant fall of approximately 4m from west to east.

Refer to Figure 1 – Location Plan

Refer to Figure 2 – Site Plan

The details of the site's current Certificates of Title are shown in the table below.

Lot No.	Street Address	Deposited Plan	Volume	Folio	Registered Proprietors
103	15 Karella Street, Nedlands	411077	2950	235	Retirement Care Australia (Hollywood) PTY LTD

Refer to Appendix A – Certificate of Title

## Existing Improvements

The subject site contains the discussed 6 storey Wynern Development and parking as the only improvements on the site. The remainder of the site is vacant.

Refer to Figure 3 – Aerial Plan



View looking west from corner Williams Road and Hardy Road. Courtesy of MJA



View looking north from corner of Langham Street and Karella Street. Courtesy of MJA



View north along Smyth Road. Courtesy of MJA



Figure 2. Site Plan



Figure 3. Aerial Plan



## Site Context

The Residences - Nedlands are located approximately 6km south west of Perth Central Business District, and is well connected to the surrounding road network via Monash Avenue and Smyth Road, which lead to Thomas Road, Railway Road and Stirling Highway linking the site with the Perth CBD and Fremantle, as well as smaller centres such as Subiaco and Claremont.

Refer to Figure 4 – Site Context Plan

The subject site is surrounded by predominately residential land use to the south and the east with institutional uses such as Hollywood Primary School and Hollywood Private Hospital to the north on the opposite side of Monash Avenue and Hollywood Reserve and Karrakatta Cemetery to the west.

The Regis Site is located in a medical 'hub' of regional significance, with Hollywood Hospital, the Queen Elizabeth II (QEII) Medical Centre, Sir Charles Gardiner Hospital and the new Perth Children's Hospital located on the land on the northern side of Monash Avenue. Proximity to these services and other associated specialist facilities makes the subject site ideally located for aged people, offering highly accessible health services for residents.

The site is also located approximately 1.1km from Shenton Park train station and 1km from Karrakatta train station. Transperth bus routes service a number of stops around the site and provide connections to the City, East Perth and Claremont (among other destinations). Bus stops for the various services are highly accessible from the site, located directly abutting the site on Karella Street and Williams Road.

## Heritage

The subject site is listed on the City of Nedlands' Municipal Heritage Inventory as a 'Category D' place which are '...significant but not essential to an understanding of the history of the district; photographically record the place prior to any major redevelopment or demolition'. The site is not listed on the City's statutory heritage list.

The Statement of Significance of the place is as follows

*The Salvation Army Retirement Village has historic and social cultural heritage significance. For over 80 years the Army has had an association with the City of Nedlands. Education and care for the young, homeless and elderly are all important pastoral care concepts developed by the Salvation Army in Hollywood. The Salvation Army Village today (1998) is a conglomeration of diverse buildings representing different time periods and architectural designs. This development has arisen as different needs are met. Therefore, though the architect[ure of the] properties have little heritage significance, the social heritage value is considerably high.*

The demolition of the Wyvern building (constructed in the late 60's-early 70's) is proposed as part of this application. The Wyvern building is not identified as being of any particular heritage significance and we do not believe the removal of the building would generate any impediment to the proposed development from a heritage perspective.

## Bushfire

The Department of Fire and Services (DFES) online mapping system identifies the western edge and north western corner of the subject site as being 'bush fire prone'. It is understood the bush fire risk is associated with remnant vegetation in Karrakatta Cemetery. A 'Bush fire Attack Level report (BAL)' has been prepared to accompany this application as required (further discussed in the Planning Framework section of this report below).


Refer to Figure 5 – Extract of Map of Bush Fire Prone Areas







Figure 4. Site Context Plan

-  Rail Line
-  Key Roads
-  Bus Route
-  Commercial / Retail Centre
-  Train Station



-  Bushfire Prone
-  Subject Site

Figure 5. Extract of Map of Bush Fire Prone Areas



Source: Firemap WA



# Planning Framework

## Strategic Planning Framework

### Directions 2031 and Beyond

Directions 2031 and Beyond (Directions 2031) is a spatial planning framework, a high level strategic plan that establishes a vision for the future growth of the Perth and Peel region, and provides a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate that growth.

Directions 2031 identifies the subject site as being within the 'Central Sub-Region' and outlines the following priorities considered relevant to the proposed development.

- Promoting a better balance between greenfield and infill development.
- Planning for an adequate supply of housing and land in response to population growth and changing community needs.
- Facilitating increased housing diversity, adaptability, affordability and choice, and
- Plan for a diverse mix of services, facilities, activities, amenity and housing types in centres to facilitate economic development and employment.

Directions 2031 also states that while Perth's ageing population is likely to result in increasing demand for aged care services, private sector supply is declining due to rising costs, difficulties in securing suitable parcels of land and funding constraints. While the proposed development does not provide a 'standard' aged care facility, it does directly respond to these objectives with a specialised, high quality housing and 'lifestyle' product for seniors, in an area with an ageing demographic. By providing a different form of accommodation to the Centennial Close units, the development will contribute to the range of housing options in the area, with higher end, luxury apartments that provide an alternative option for seniors wishing to downsize.

### Perth and Peel @ 3.5 Million

Perth and Peel @ 3.5 Million is an overarching suite of documents which builds on the vision established under Directions 2031. It aims to achieve a more consolidated urban form to meet long-term housing needs and strengthen key activity centres and employment nodes as the population of Perth and Peel grows to 3.5 million. The framework guides infill development to increase residential housing choice and reduce the need for people to commute long distances for work.

The subject site is located within the 'Central Sub-Region'. The Central Sub-Regional planning framework outlines the following objectives considered relevant to the proposed development:

- Achieve a more consolidated urban form and development within the sub-region;
- Meet long-term housing requirements.

- Strengthen key employment centres, including activity centres and industrial centres to meet the future needs of industry, commerce and the community; and
- Facilitate and support a future regional infrastructure network including transport, service, community, social, health, tertiary education, regional sport and recreation infrastructure

The Central Sub-Regional Planning Framework identifies the subject site as forming part of the UWA-OEII 'Activity centre-côre' and establishes a dwelling target of 4,320 new dwellings for the City of Nedlands

Refer to Figure 6 – Central Sub-Regional Planning Framework Map

As with Directions 2031, the proposed development responds to these objectives, by intensifying the use of a currently underutilised site and providing additional housing options and typologies which directly responds to the demographics of the City of Nedlands and the wider area.

### City of Nedlands Local Planning Strategy & Draft Scheme 3

The City of Nedlands has prepared a draft Local Planning Strategy (the Strategy), which sets out the long term strategic direction for land use and development within the City and has been prepared to reflect the community and Council's vision. The Strategy was publically advertised at the end of 2015/early 2016, was adopted by Council in August 2016, and was the document used for the basis as for the preparation of the proposed LPS3

The Strategy was prepared following the City's Our Vision 2030 project, which engaged community members, local businesses and organisations in a collaborative process to develop a shared vision for the future of the City. The Strategy has been designed to respond to the relevant State planning policies, as well as Directions 2031 and the draft Perth and Peel @3.5 million framework and shows where the required growth (4,320 new dwellings) can be accommodated in Nedlands.

The Strategy has informed the preparation of the draft LPS3

The Strategy aimed to try and limit the impact of urban infill on the lower density established suburbs of the City by focusing growth on 'targeted infill' areas being land on and around Stirling Highway and five other key development sites within the City, one of which is the subject site, referred to in the document as the 'Smyth Road redevelopment/development area'. The subject site is also located within boundary of the 'UWA-OEII Specialised Centre'

Refer to Figure 7 – Local Planning Strategy Map

Together with the draft Planning Strategy, the City released a background document, which summarises the research and analysis that has gone into the preparation of the Strategy itself. The background research document identifies the ageing population of Nedlands in comparison to the remainder of Perth and in the period between 2001 and 2011, increases in the number of people within the 55-74 age group (i.e. 'baby boomers'), as well as the higher socio-economic status of the population. It is these people that the proposed development specifically seeks to cater to

The Strategy provided a number of key 'intentions' for different strategy areas including the following which are considered relevant to the development of the subject site:

- **'Population and Housing'** - To facilitate potential realisation of the specified housing targets through a strategic approach that aims to conserve and enhance the quality of the City of Nedlands' existing attractive residential neighbourhoods. Strongly encourage development of a considerable number of additional dwelling units of a diverse nature within the targeted infill areas
- **'Traffic and Transport'** - Promote a movement network that foremost enables mobility, and particularly encourages non-car modes. Locate land uses (particularly higher density residences) and transport networks in a way that maximises efficiency.
- **'Urban Design, Character and Heritage'** - Retain and enhance the character and streetscape of the City's existing residential areas whilst promoting best practice urban design principles in targeted infill areas. Maintaining and enhancing high quality streetscapes will be of the utmost importance to decision making, and developments will need to respond to the unique character of each precinct.

Each 'intention' then has a series of specific 'strategies' sitting under it, which are not further detailed here for brevity. The document also divided the municipality into about 10 different 'areas' and identified particular strategies for each. The subject site is located within the 'Monash' area, and the document identified the following 'strategy' for the subject site in particular:

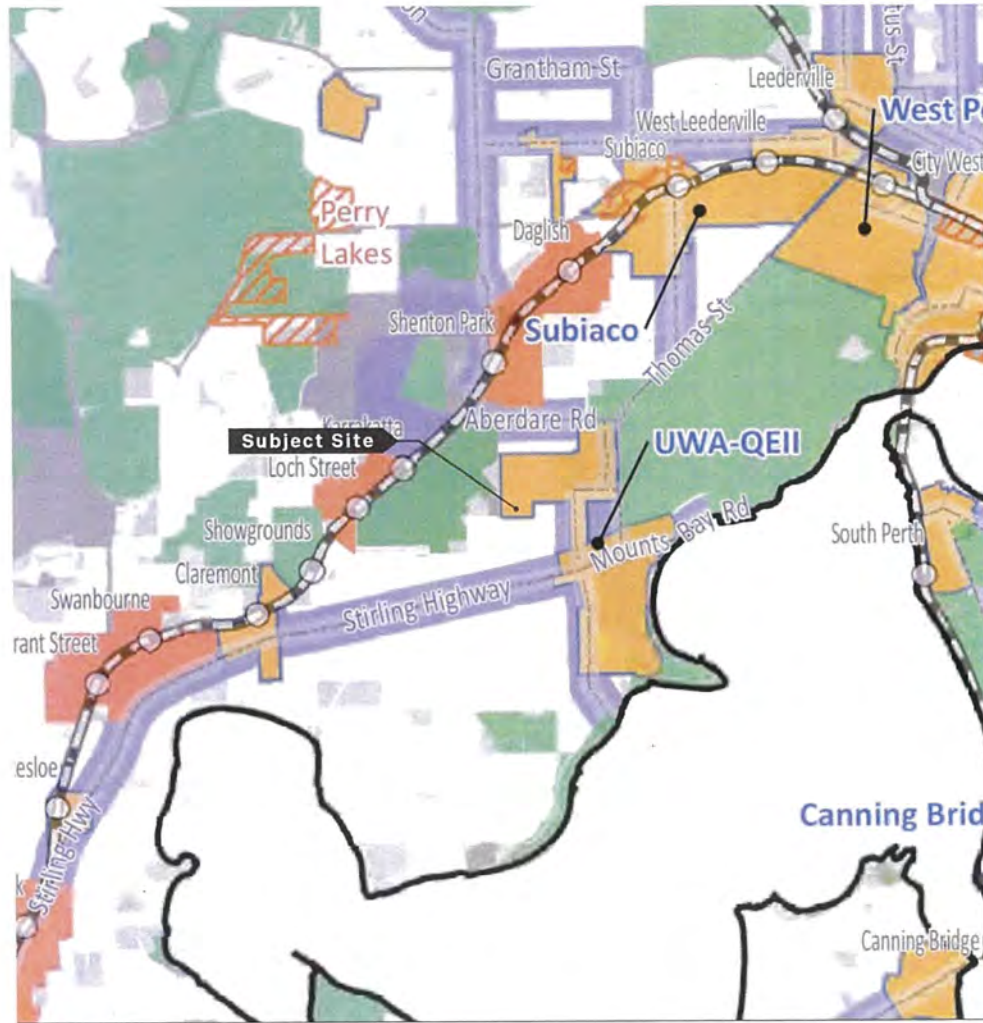
Within the Smyth Road redevelopment/development area, comprehensively plan to allow the maximum potential redevelopment of the site with land uses that are complementary to the existing site and the UWA-OEII Specialised Centre

This application is considered to be very well aligned with the objectives and intent of the draft Strategic Framework as it will provide 327 dwellings on a site specifically identified for higher density infill development

The interface with the public realm has been a key consideration in the design process for the development, the development steps down in height to no more than three storeys at all street boundaries. High quality landscaping is also proposed along the street (the front fences are actually setback from the boundary to further enhance the landscaping), and the retention of existing quality street trees where possible (such as the Norfolk Pines along Kareella Street and Williams Road), as well as a building design which incorporates a layered and textured facade, will ensure the development enhances the streetscapes surrounding the site.

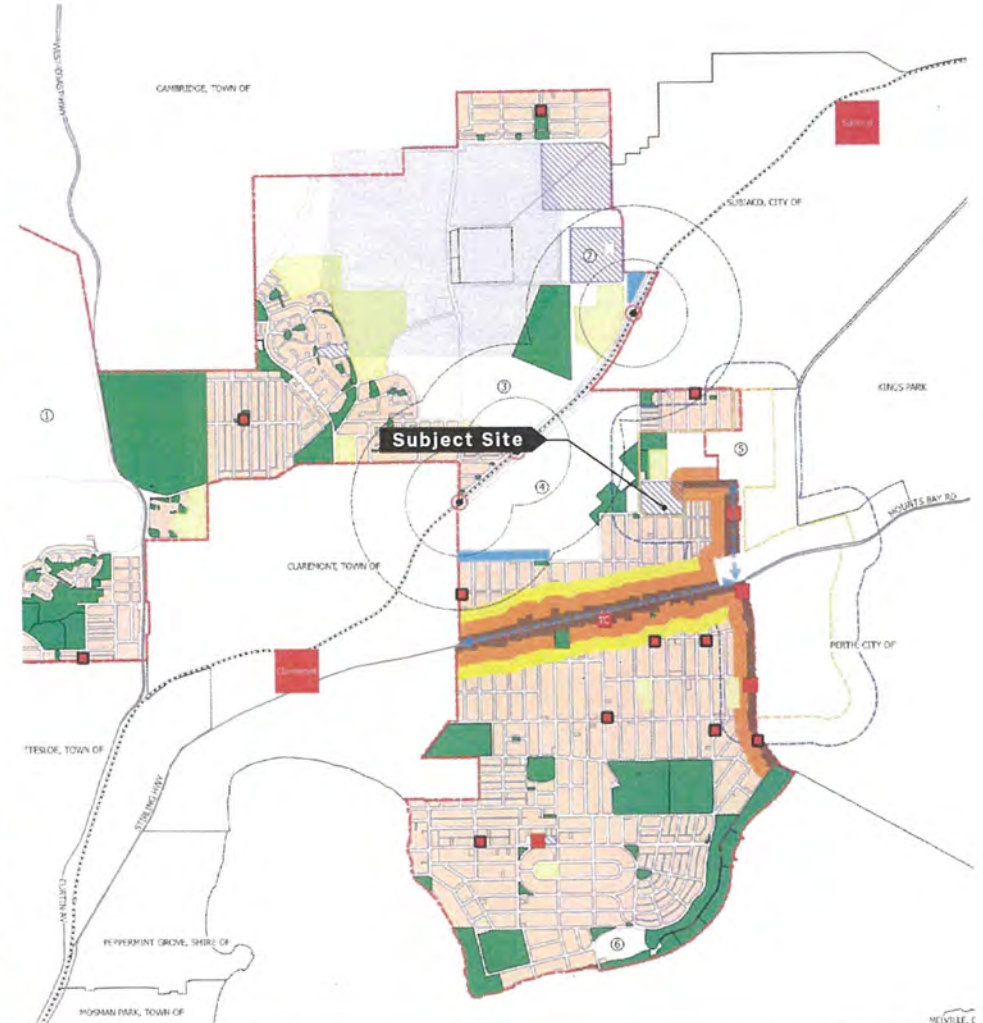
LPS3 has been advertised for public comment by the City. Under the LPS3 the subject site is contained within the Special Use Zone and is subject to the provisions of SU2. The 'special uses' contained within SU2 are as follows:

- (i) Aged care facility/nursing home
- (ii) Residential
- (iii) The following are "I" incidental uses:



- Legend**
- Central sub-region
  - Activity centre - core
  - Corridors
  - Station precincts
  - Green network
  - Industrial centres
  - High quality public transport network
  - Passenger railway stations
  - Passenger railway
  - Future passenger railway
  - Metropolitan Redevelopment Area

Figure 6. Central Sub-Regional Planning Framework Map



- Activity Centres**
- Local
  - Regional
  - Proposed
  - Secondary Centres
  - TC - Town Centre
- Targeted Sub-Region**
- Urban Growth Areas
  - Regional Development Areas
  - First Transition Zone
  - Second Transition Zone
- UWA-QEII Specialised Centre**
- UWA-QEII Immediate Catchment
  - Business
  - Schools
  - Existing Residential Areas
  - High Frequency Bus Routes
  - Train Station
  - Within Train Station Catchment
  - Within Train Station Catchment
  - Mixed Business
  - Visible State Treatment Plant (SSTP)
  - WVTR Odour Buffer
- Landmark Areas**
- Campbell Barracks/RA Range
  - Shenton Park Redevelopment
  - Bray Farm Pt
  - Karrakatta Cemetery
  - QEII Medical Centre
  - Sunset Hospital

Figure 7. Local Planning Strategy Map



- (a) Consulting rooms
- (b) Office
- (c) Medical centre
- (d) Shop – small
- (e) Car park
- (f) Place of worship

LPS3 maintains the intent for the site to be used for aged care and associated uses.

By maximising the development potential of the site and providing more dwellings for older people, the development also responds to the site's proximity to the extensive range of health services available immediately to the north and the variety of different public transport options available in the immediate vicinity, and the proposal is therefore considered to be very well aligned with the intent of the Local Planning Strategy and new Scheme.

## Statutory Planning Framework

### Metropolitan Region Scheme

Under the provisions of the Metropolitan Region Scheme (MRS) the subject site is zoned 'Urban', which is an appropriate zone for the proposed development. The land to the west of the subject site is zoned 'Public Purposes – Special Use' while the surrounding area is also zoned 'Urban'. On this basis, there is no need for the application to be referred to the WAPC for comment.

Refer to Figure 9 – MRS Map

### City of Nedlands Town Planning Scheme No. 2

The City of Nedlands Town Planning Scheme No. 2 (TPS2 or the Scheme) was gazetted in 1985 and is a statutory Scheme that provides guidance for the development and use of land and buildings in the City. Given the length of time since TPS 2 was gazetted, the City is undertaking a review process which has included the preparation of the City's draft Local Planning Scheme No. 3.

The subject site is currently zoned 'Special Use - Various' pursuant to TPS 2.

Refer to Figure 10 – TPS 2 Map

The Scheme stipulates conditions for development within Special Use zones, which are in specified in Schedule V of the Scheme as follows:

- (i) the following are 'P' permitted uses:
  - Aged Persons Dwellings
  - Aged Persons Hostel
  - Residential Building
  - Nursing Home
  - Public Utility
- (ii) the following are IP (incidental) uses:
  - Consulting Rooms
  - Office-General
  - Office-Professional
  - Office-Service
  - Medical Centre
  - Shop
  - Car Park
  - Place of Public Worship

- (iii) All other uses are not permitted unless identified in the approved Master Plan, and then the proposed use shall be subject to the provisions of Clause 6.3.3 and 6.3.4 of the Scheme.
- (iv) The height of building(s) and the number of storeys shall be in accordance with the approved Master Plan for the subject site.
- (v) The vehicular access points are to be restricted to those locations stipulated on the approved Master Plan.
- (vi) All development shall be subject to development standards outlined in Clause 5.4.1, Table II and Schedule 3 (TPS No. 2) unless otherwise stipulated on the approved Master Plan.

The Scheme does not contain a definition for 'aged persons dwellings', but a 'dwelling' is defined as follows:

*"means a building or portion of a building containing at least one living room and includes rooms, outbuildings and other structures attached to or separate from such building but ancillary thereto; such building or portion thereof being used or intended, adapted or designed to be used for the purpose of human habitation on a permanent basis by:*

- A single person;
- A family; or
- No more than six (6) persons who do not comprise a single family."

The proposed development constitutes a series of dwellings and associated facilities for aged people and is therefore a permitted use on the subject site.

Clause 5.4.1 requires that all development which is zoned other than 'Residential' shall conform to the applicable standards of Table II of the Scheme and stipulates considerations when an applicant wishes to vary car parking requirements. The Table also (among other matters) states that residential development on land not zoned residential shall conform with the standards and requirements of the R35 code, but that Council may vary the requirements of this code if the development is in keeping with the amenity of the area. Clause 5.4.13 also allows for variations to the requirements of Table II and III more broadly.

Schedule III of the Scheme details the car parking requirements by the land use class and does not contain any requirements for Aged Persons Dwellings or residential development in general, so the provision of car parking will need to be in accordance with the R-Codes.

### Planning and Development (Local Planning Schemes) Regulations 2015 – 'Deemed Provisions'

In August 2015, the Planning and Development (Local Planning Schemes) Regulations 2015 were gazetted. Among other matters, the Regulations introduced a set of 'Deemed Provisions', which are to be read into all local planning schemes in the State and override the provisions of the local planning scheme to the extent of any inconsistency.

In December 2015, the Regulations were amended to require BAL assessments for certain classes of development in areas identified as having a 'bushfire risk'. As identified in the Bushfire section of this report above, the western edge and north western corner of the subject lot is identified as having a degree of bushfire risk, and the requirement for a BAL assessment to be undertaken prior to a planning approval being granted (given the proposal is for habitable buildings) now forms part of the City of Nedlands Local Planning Scheme No. 2.

### Master Plan

The existing Master Plan was approved by the City of Nedlands in February 2002. It was intended that this Master Plan provide a 'blueprint' to enable the former owners, The Salvation Army, to redevelop the site in a legible manner. The Salvation Army intended to redevelop the site gradually over a 20 year time frame, and it was recognised that there would be some changes to the redevelopment plans in that time. The Master Plan was therefore designed as a flexible framework, to prevent the need for Scheme Amendments over the implementation timeframe.

The Master Plan document also provided a guide to the scale of development across the site and the general design characteristics of the proposed structures. These included allowing development of up to six storeys on the site and for materials to be used on the buildings to be commensurate with those used for residential development in the area, including rendered masonry, face brick and tin or tiled roofs.

The proposed development is consistent with the intent of the existing Master Plan and will incorporate land uses that are permissible land uses by the City of Nedlands, being Aged Persons Dwellings, in a three to six storey built form outcome, consistent with the vision established under the Master Plan.

### Draft revised Master Plan (2007)

Following the sale of the property to Retirement Care Australia (now owned by Regis), a revised Master Plan was prepared in 2007 to reflect the intentions and needs of the new owners at that time. The revised Master Plan, which maintained essentially the same uses, was lodged with the City of Nedlands and gained consent to advertise, however was not proceeded with as the Council at the time resolved to insert some provisions into the Master Plan with regard to the maximum size of the proposed Independent Living Units which were not acceptable to Retirement Care Australia. As there are no rights of appeal on a Master Plan, the applicant decided to no longer proceed. Nevertheless the draft Master Plan indicated heights and setbacks, which were considered reasonable to Council at the time, and these have been used as a guide to what may be appropriate for the site.

### State Planning Policy 3.1 – Residential Design Codes

The Residential Design Codes of Western Australia (R-Codes) provide a statutory framework for the development of residential dwellings across the State. The proposed development is to be assessed against the provisions of the R-Codes, except where otherwise required by a standard of the Scheme or the Master Plan.

The R-Codes also include definitions relevant to this proposal, including the following:

'Aged person' - A person who is aged 55 years or over.

'Multiple dwelling' - A dwelling in a group of more than one dwelling on a lot where any part of the plot ratio area of a dwelling is vertically above any part of the plot ratio area of any other but:

- does not include a grouped dwelling; and
- includes any dwellings above the ground floor in a mixed-use development.

On the basis of these definitions, together with the definition for 'dwelling' in the Scheme as outlined above, the proposal would be considered to comply with the definition of 'aged persons' dwellings, with the form of development also falling into the definition of a 'multiple dwelling'.





Figure 8. Draft Local Planning Scheme No. 3

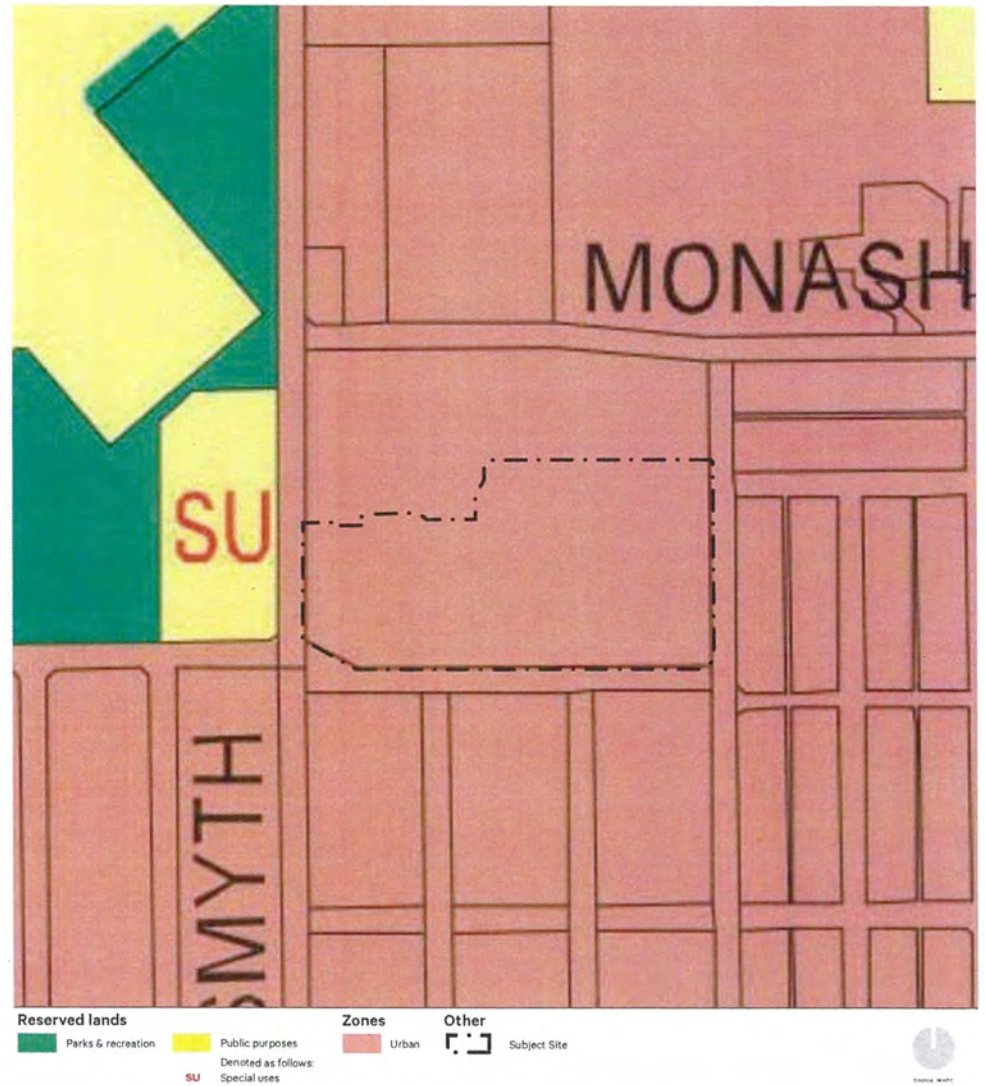


Figure 9 MRS Map

An assessment of the development against the requirements of the R-Codes has been undertaken and is detailed and discussed under the Planning Assessment section of this report below.

#### Draft Apartment Design Policy (Volume Two of State Planning Policy No. 7.3 - Residential Design Codes)

At the end of 2016, the WAPC released the draft Apartment Design Policy for advertising. The public submission period is now closed, and the Department of Planning, Lands and Heritage are in the process of reviewing the document. Once finalised, the Apartment Design Policy will replace the R-Codes for apartment development throughout the State.

The draft Apartment Design Policy provides different requirements for 'attached' and 'detached' streetscapes, and requires proposals demonstrate a greater regard for more 'design' based principles such as functionality, sustainability, response to context, structural integrity, flexibility in use, and cost efficiency, both during construction and over the life of the building.

It is unclear at this time whether the final Policy will apply to all apartments, or simply replace 'Part 6' of the existing R-Codes meaning it would not apply to sites such as this, where the 'default' coding is R35. A full assessment against the Policy has not been undertaken, but consideration has been given to the general objectives. In general, the draft Policy seeks to implement requirements for larger private and communal open space areas, and places more emphasis on high quality design, which have been key considerations in the formulation of the proposed design. The development is therefore considered highly responsive to the intent and objectives of the draft Policy.

#### State Planning Policy 3.7 - Planning in Bushfire Prone Areas

State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7) was gazetted in December 2015. It applies to all land which has been designated as 'bushfire prone' by the Fire and Emergency Services (FES) Commissioner as highlighted on the Map of Bush Fire Prone Areas.

SPP 3.7 seeks to guide the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure. It applies to all higher order strategic planning documents, strategic planning proposals, subdivision and development applications located in designated bushfire prone areas (unless exemptions apply). This Policy also applies where an area is not yet designated as bushfire prone but the proposed development is planned in a way that introduces a bushfire hazard (e.g. revegetation).

The Policy outlines the requirements for the preparation of BAL assessments, and has been taken into account in the preparation of the BAL assessment prepared by Green Start Consulting (further discussed in the Proposed Development section of this report).

#### Fill and Fencing Policy

The City of Nedlands Fill and Fencing Policy outline the City's requirements with regard to fill and the minimum standard of fencing to ensure that the amenity of neighbouring properties and the streetscape is maintained.

The requirements of the Policy are further discussed in the Planning Assessment section of this report below.

#### Greenways Policy

The City of Nedlands Greenways Corridors Policy designates 'greenways' around the City, and then provides guidance as to how these areas can be developed and/or enhanced, aiming to protect, retain and promote flora and fauna along local and regional greenways within the City.

The Policy identifies Monash Avenue as a 'Regional Greenway' and the bushland to the west of the site as 'Parks'. Given the proposal is located in the southern portion of the site, it is not expected to have any impact on the vegetation along Monash Avenue. This notwithstanding, the development is considered to meet the general objectives of the policy as it will significantly enhance the landscaping along the other three streets around the site, with additional street trees and landscaping also proposed.



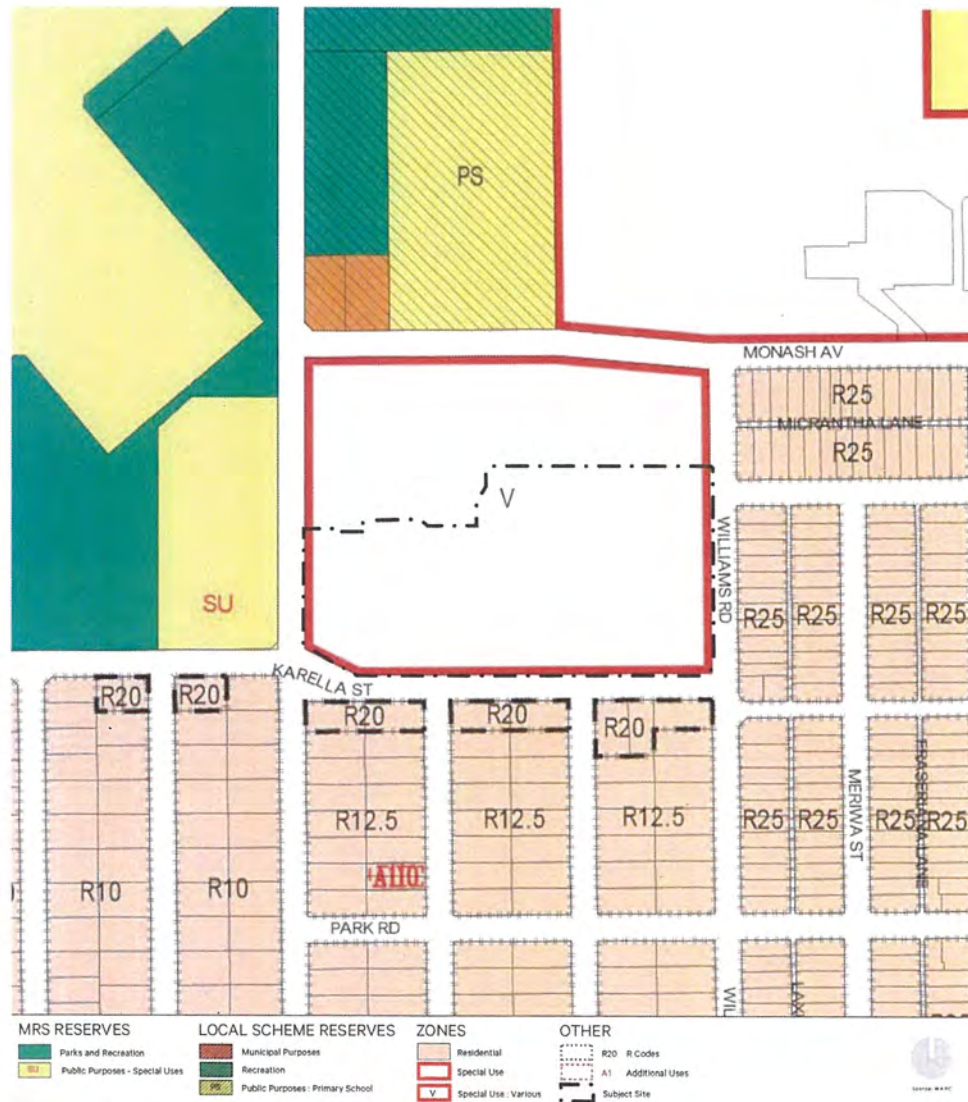


Figure 10. TPS 2 Map

## Proposed Development

This application seeks approval for the demolition of Wyvern and ancillary structures and a development comprising 327 luxury apartments for seniors, to be known as 'The Residences - Nedlands'. The development will provide alternative living options for retirees and seniors who are still active but seeking lower maintenance housing that reflects their lifestyle. The development will be maintained and run by Regis, and the apartments 'sold' on a 'lease for life' basis.

The proposed retirement village provides a range of generous apartments in a landscaped setting with high-quality communal facilities include a bowling green, pool, gym and outdoor amphitheatre (among others), and provides a point of difference from the 'villa' style independent living units provided in Centennial Close and in the local area more broadly.

In addition to the above, a temporary display unit is proposed as part of the development along the Smyth Road frontage. This display unit is intended as a temporary use on the subject site and will be removed once the development is completed. Two signs are proposed along the Smyth Road and Karella Street frontages associated with the display unit. These signs are considered to be property transaction signs for the purposes of the City's Advertisement Signs on Zoned and Reserved Land (Except Road Reserves) Local Planning Policy. The proposed signs comply with the policy.

Opening hours for the display unit are yet to be determined. As such it is proposed that a management strategy be prepared for the display unit addressing hours of operation, security, staffing and maintenance. The management strategy may be required as a condition of Development Approval. The display unit and surrounds will be landscaped to maintain the amenity of the locality. The display suite is further shielded from adjoining development to the north by the existing carport structures.

*Refer to Appendix B – Development Plans*

*Refer to Appendix C – Architectural Statement*

The buildings have been designed to address and respond to the following development objectives:

- The need to appeal to a different demographic, in particular the younger group of retirees which make up the 'baby boomer' generation, who have different needs and expectations to older generations and are still likely to be highly active;
- The need to appeal to the more affluent retirees, which reflect the demographics of Nedlands and the surrounding suburbs;
- The expectations of the existing community and future residents that the buildings will be of a high-quality, architectural design which will enhance the streetscapes along Williams Road, Karella Street and Smyth Road and provide an excellent level of resident amenity with apartment designs which provide ample sunlight and opportunities for cross ventilation;
- The requirement to comply with the broad requirements of the Master Plan for the site and develop a series of buildings that responds to the community's expectations for development of the site, particularly the three-storey interface at all street frontages, with higher buildings located internally on the site;

- The need to provide high quality communal facilities for residents as well as landscaped grounds, particularly along street frontages;
- The need to respond to the existing topography of the site, which slopes gently down from south-west to north-east with a total level change the equivalent of one storey across the site;
- That the development will be staged for construction and sales purposes, which means the provision of parking, resident stores and the like will need to be provided for each stage, and the majority of communal facilities in the initial stage; and
- The need to ensure an appropriate interface with the lower scale, Hollywood Village units on the adjoining property.

The development responds to the above with a series of nine modern buildings (some linked with a shared walkway and lounge facilities) ranging in height from three to five storeys, or in the case of the central building six storeys, with basement parking for resident's cars and vehicles. Resident facilities are generally contained in the central portion of the site and include a lobby area, dining facilities, a bowling green, pool, gym and amphitheatre and wellness centre, though each building does have its own communal lounge and seating areas, and roof terraces. The facilities and services have been tailored to seniors' requirements and include an onsite manager and parking space to accommodate up to 30 caravans as well as a 'valet' caravan parking service.

The buildings will be constructed predominately of rendered masonry, with contrasting 'dark' and 'light' renders providing 'depth' to the building. Generally, light or white renders are to be used at lower levels and the darker 'charcoal' colour at the upper levels to allow them to visually 'recede' from view. Other materials such as timber look aluminium batten screening, glass balustrades, steel frame pergolas and stone finishes provide visual interest. Overall the building design and materials chosen reflect a clean and modern aesthetic.

The buildings themselves are setback a minimum of 6m from all streets, with a 4.5m minimum setback for the walls to the ground floor courtyards. Any portions of buildings over three storeys in height are setback at least 20m from the street (increased to 30m in most cases). Overall, the buildings are very well articulated with many of the more solid building elements further setback to provide visual interest and avoid the building presenting as a flat monotonous bulk.

Apartments generally sit between 0.5-1.5m above footpath level, to provide a degree of privacy for ground floor occupants, while still maintaining opportunities for passive surveillance over the public realm. The proposed levels are also designed to minimise the need for internal steps, a particularly important consideration given the proposed demographic.

The total plot ratio floor area of the development is approximately 43,708m<sup>2</sup> with a proposed plot ratio of 1:14:1 on the southern portion of the site only.

*Refer to Appendix D – Schedule of Areas*

The following table summarises the particulars of the proposed development.

Development Components	
<b>Stage 1</b>	<ul style="list-style-type: none"> <li>• 41 dwellings;</li> <li>• Main lobby entrance/ reception;</li> <li>• Resident facilities area including dining areas, arts and crafts room, cinema, library, salon and the like;</li> <li>• Bowling Green;</li> <li>• Pool;</li> <li>• Gym;</li> <li>• Veggie garden;</li> <li>• Office and staff facilities;</li> <li>• Communal roof terrace;</li> <li>• 74 resident car parking bays;</li> <li>• 66 visitor car parking bays;</li> <li>• 8 scooter parking bays;</li> <li>• 41 resident stores; and</li> <li>• Various services areas.</li> </ul>
<b>Stage 2</b>	<ul style="list-style-type: none"> <li>• 56 dwellings;</li> <li>• Village Green;</li> <li>• Communal roof terrace;</li> <li>• 30 caravan parking bays and wash-down facilities;</li> <li>• 95 resident car parking bays;</li> <li>• 12 scooter parking bays;</li> <li>• 56 resident stores; and</li> <li>• Various services areas.</li> </ul>
<b>Stage 3</b>	<ul style="list-style-type: none"> <li>• 44 dwellings;</li> <li>• Communal sun lounge and various seating areas;</li> <li>• 74 resident car parking bays;</li> <li>• 16 visitor car parking bays (10 within the basement and a further 6 at grade);</li> <li>• 12 scooter parking bays;</li> <li>• 44 resident stores; and</li> <li>• Various services areas.</li> </ul>
<b>Stage 4</b>	<ul style="list-style-type: none"> <li>• 27 dwellings;</li> <li>• Roof garden;</li> <li>• 48 resident car parking bays;</li> <li>• 12 scooter parking bays (for use by the buildings in stages 4 and 5);</li> <li>• 27 resident stores; and</li> <li>• Various services areas</li> </ul>







Development Components	
<b>Stage 5</b> (joined with Stage 4) 3-5 storeys in height (plus basement)	<ul style="list-style-type: none"> <li>• 30 dwellings.</li> <li>• 56 resident car parking bays;</li> <li>• 30 resident stores; and</li> <li>• Various services areas</li> </ul>
<b>Stage 6</b> (joined with Stage 7) 3-5 storeys in height (plus basement)	<ul style="list-style-type: none"> <li>• 32 dwellings;</li> <li>• 57 resident car parking bays;</li> <li>• 6 scooter parking bays;</li> <li>• 32 resident stores; and</li> <li>• Various services areas</li> </ul>
<b>Stage 7</b> (joined with Stage 6) 3-5 storeys in height (plus basement)	<ul style="list-style-type: none"> <li>• Total of 27 dwellings;</li> <li>• 54 resident car parking bays;</li> <li>• 5 scooter parking bays;</li> <li>• 27 resident stores; and</li> <li>• Various services areas.</li> </ul>
<b>Stage 8</b> (joined with Stage 9) 3-5 storeys in height (plus basement)	<ul style="list-style-type: none"> <li>• Total of 35 dwellings;</li> <li>• 59 resident car parking bays;</li> <li>• 7 scooter parking bays;</li> <li>• A bicycle store with room to accommodate up to 32 bicycles;</li> <li>• 35 resident stores; and</li> <li>• Various services areas.</li> </ul>
<b>Stage 9</b> (joined with Stage 8) 3-5 storeys in height (plus basement)	<ul style="list-style-type: none"> <li>• Total of 35 dwellings;</li> <li>• 59 resident car parking bays;</li> <li>• 7 scooter parking bays;</li> <li>• 35 resident stores; and</li> <li>• Various services areas.</li> </ul>
<b>Summary</b>	<ul style="list-style-type: none"> <li>• 327 apartments including;</li> <li>• 75 two bedroom, two bathroom;</li> <li>• 84 two bedroom plus study, two bathroom;</li> <li>• 164 three bedroom, two bathroom apartments;</li> <li>• 4 four bedroom 'penthouse' apartments;</li> <li>• Various communal facilities including:</li> <li>• Resident facilities area including dining areas;</li> <li>• Bowling Green;</li> <li>• Pool;</li> <li>• Gym;</li> <li>• Village green;</li> <li>• Arts and crafts room;</li> <li>• Cinema;</li> <li>• Library;</li> <li>• Hairdresser; and</li> <li>• Consultation room.</li> <li>• 576 resident car parking bays;</li> <li>• 82 visitor car parking bays;</li> <li>• 30 caravan bays;</li> <li>• 69 scooter parking bays;</li> <li>• 327 resident stores;</li> <li>• Various services areas</li> </ul>

## Landscaping

Regis have engaged Plan E to prepare a comprehensive Landscaping Plan for the site for this DA submission, which responds to and is sympathetic of the site's existing context, while providing a contemporary, 'resort style' feel.

The proposal incorporates:

- The proposed retention of all existing street trees, with the exception of one along Karella Street. Further infill street trees, 'Erythrina indica' and 'Tristanopsis laurina' 'Luscious' are proposed to be planted in a regular pattern along all three streets to provide shade to the pedestrian pathways around the site.
- The retention of two very large Norfolk Island Pines at the main entry of the site, within the visitor parking area.
- While many of the trees on the site itself will need to be removed, they will be replaced at a ratio of at least five new trees for every one removed.
- Generous, dense planting in the front setback areas to enhance the surrounding streetscape and provide privacy for residents.
- Large grassed areas within the site, shaded with large trees including Norfolk Island Pines, to provide ample passive recreation opportunities, as well as more formalised activities such as lawn bowls and vegetable gardening.
- Vibrant, generous landscaping throughout the site including in courtyards, pathways and seating areas and around the pool area.

Refer to Figure 11 – Landscaping Plan

Refer to Appendix E – Landscaping Proposal

## Parking and Access

Four vehicle access points are provided for the development, two on to Karella Street and two on to Williams Road. Parking for up to 576 resident vehicles is provided in shared basements across the site, which equates to ~1.75 bays per dwelling, allowing for many of the dwellings to have two bays. Additional motorcycle/scooter parking is provided to cater to the specific needs of the proposed demographic. 82 visitor parking bays are provided across the development, the majority at ground level near the main entrance and communal facilities. A security gate is located at the main entrance, which will remain open during the day. The security gate will be installed with number plate recognition technology, allowing it recognise the cars of residents and their guests, to open at required during the evening and night.

In addition to car and scooter parking, 30 caravan bays are provided in the basement of the building in the north-eastern corner of the site. Given caravans would only need to be moved a few times in a year a tandem parking arrangement is proposed. Regis will provide a caravan parking service whereby residents can drive their caravan into the porte cochère and unhook and staff will then park it for them.

A bicycle store with room to accommodate up to 32 bikes is provided within the Stage 8 building. Given the demographics of the proposed development it is expected that this would be used predominantly by visitors and staff.

Pedestrian access is provided at various points around the site including the main entry onto Karella Street, the secondary access point onto Williams Road and other lower order access points to each of the buildings and the nearest public street.

A Transport Statement has been prepared by Transcore to accompany this application, and demonstrate that the impact of the proposed development is appropriate and can be accommodated within the existing road network.

Refer to Appendix F – Transport Statement

The Traffic report found:

- The road network peak traffic hour is anticipated to occur between 3pm and 4pm which coincides with school and hospital traffic on Monash Avenue.
- Traffic modelling indicates that the proposed development traffic generation will be similar to the traffic generation of the previously operating land uses on the subject site
- Therefore the increase in traffic as a result of the proposed development on the surrounding roads is insignificant and will not have any impact on traffic operations and amenity. A SIDRA intersection analysis undertaken for key surrounding intersections confirmed a minimal impact on intersection operation as a result of the proposal.
- The parking provision for the proposed retirement village is more than sufficient to cater for the anticipated parking demand of the development.

## Access Easements

The existing Certificate of Title for the subject site is clear of any access easements but benefits of a footway easement provided through lot 102 to connect Monash Avenue. This was constructed by Regis as part of its Park Lodge redevelopment.

The proposed development is completely separate to the Hollywood Village (Lot 102) and there will be no shared use of the communal facilities. Not having open gates through the site is also considered to provide the highest level of security for residents of both sites, a particularly important consideration given the site will accommodate aged people.

Security through the site is of paramount importance given the age of the expected demographic. There is therefore no public access through the development from Karella Street to Monash Avenue, however residents from The Residences - Nedlands will be able to walk through in order to connect with Monash Avenue and Park Lodge.

## Waste Management

Given the occupant demographic and substantial size of the proposed development, and the resulting need to accommodate and coordinate a significant amount of waste storage as well access, the efficient and convenient operation of bin storage areas and waste collection facilities has been a key consideration in the formulation of the design. Regis and MJA have worked closely with waste management consultants Encycle to develop a consolidated waste management strategy.

The proposal allows for dedicated bin receptacles (for recycling) and chutes (for general waste) on each level of each 'building' to avoid the need for residents to get into the lift and go down to the basement with waste. For general waste, chutes will terminate at the residential bin stores on the lower ground or basement floors and will discharge waste (compacted) into bins on a conveyor. For recycling, a caretaker will be responsible for the transfer of full bins to the building's bin store and replacing with a fresh bin on each floor.

Waste for the apartments will be collected three times a week, by a contractor who will drive into the basement levels to empty the bin stores, so there will be no bins on verges or waste servicing from the street. Waste for the communal facilities building will be collected daily, with servicing again occurring on site, at the rear of the main communal facilities building. The waste servicing arrangements are further detailed in the attached Waste Management Plan.

Refer to Appendix G – Waste Management Plan.





- 1 Internal courtyard areas over basement parking to include a combination of planters and paved seating and circulation areas. Shade tolerant plant species proposed for these courtyard areas refer drawing C3 10B for species details
- 2 Diverse screening planting proposed along Northern boundary
- 3 Existing trees to be retained along verge where possible
- 4 Existing footpath retained or reinstated to match existing
- 5 Small patches of turf for passive recreation adjacent main pedestrian axis. Seating nodes and raised planters incorporated to provide areas for rest and respite
- 6 Main circulation axis defined by avenue of large shade trees
- 7 In-gate turf proposed within verge, with retained existing trees and new street tree planting

- 8 Informal stepping stone access to resident courtyard areas
- 9 Main pedestrian axis defined by a feature paving type. Paths to be wide enough for golf cart access and circulation
- 10 Large existing Norfolk Island Pine tree retained as a focal point at the main carpark entry
- 11 Existing bus stop to be retained with proposed path access connecting to the facility
- 12 *Transanopsis lakiana* 'Jucours' within carpark
- 13 Infill existing avenue of street trees with *Erythrina indica*
- 14 Linear water feature to define edge of Williams Road Entry and Village Square

- 15 Still water pond with feature tree planting
- 16 Village Green with retained lawn in pavilions and large Norfolk Island Pine trees in raised garden bed in east Area over basement carpark
- 17 Bowling green
- 18 Raised vegetable gardens with dwarf fruit trees adjacent community and kitchen facilities
- 19 Turf area for passive recreation informal seating overlooking bowling green
- 20 Turf area adjacent pool for active recreation and exercise
- 21 Paved pedestrian axis with raised timber seating platforms and feature planters

- 22 Raised planters along edge of resident courtyards to define edges and provide privacy
- 23 Raised timber seating platforms with large Norfolk Island Pine tree planting in raised planters
- 24 Combination of native planting and waterwise exotic planting along the perimeter of the facility
- 25 Proposed *Erythrina indica* street tree planting along Williams Road

Figure 11. Landscaping Plan



## Bushfire Risk

Given the proximity of various strands of remnant vegetation associated with the Karrakatta Cemetery, which has resulted in the north-eastern corner of the site being designated 'bushfire prone', a Bushfire Attack Level (BAL) assessment has been prepared to accompany this development application. The assessment identified that there was only a low level risk of bushfire impacting the development and did not require any other measures be implemented in the development.

Refer to Appendix H – BAL Assessment Report and Certificate

## Demolition

The proposal requires the demolition of the six storey Wyvern building, as well as a number of the adjoining carports. Given the scale of development proposed, it is expected that the requirement for a Demolition Management Plan to be prepared would form a condition of approval, most likely as part of a wider Construction Management Plan.

Demolition will occur in stages to ensure safe demolition and minimise the impact on the surrounding environment from noise and dust. Given the age and size of the building, the demolition management plan would need to address (among other matters) the following:

- The identification of and safe removal of hazardous materials, such as asbestos, by an appropriately qualified subcontractor;
- Noise and dust mitigation measures associated with the demolition of the main building structure and the sorting and loading of building rubble including:
  - An acoustic report which includes appropriate noise modelling and mitigation recommendations;
  - Limitation on noise generating works to during the day, most likely between 7am and 5pm, with a later start on weekends (if required);
  - Appropriate dust suppression measures including (among others) the use of solid fencing along Karella Street and the use of water spray hoses and sprinklers during demolition; and
  - The minimisation of dust generating construction activities during periods of high winds or adverse weather.

Further information will be provided prior to the submission of the building permit.

## Staging

The development will be staged to allow for dwellings to be released to the market in a timely manner, and ensure a gradual supply of dwellings over time. The first stage comprises the six storey building in the centre of the site, and most of the communal facilities and visitor parking.

The provision of both resident parking and stores, bin stores, scooter parking bays and other such facilities has also been staged to correspond with the construction of the dwellings themselves and ensure an adequate supply of facilities in each stage. The vast majority of the visitor parking is located around the central communal facilities building, and will therefore be constructed in the first stage of works.

Refer to Figure 12 – Staging Plan

## Essential Services

The site is already connected to sewer, water, power and gas services, though the connections will be modified to facilitate the proposed development, which is to be located on a separate lot to the remainder of the site and will therefore require its own connections.

Air conditioning condensers are located on the roofs of the buildings ensure they are not visible from the street, which will also avoid cluttering balconies and maximise the usable outdoor living area for residents.

Pumps and a fire booster will be installed close to the main entrance as required by the Department of Fire and Emergency Services (DFES).

In the north eastern corner of the development is a new transformer which has recently been installed by Western Power to service the development and surrounding lots. This application does propose to install a 1.80m high wall around the transformer within the setback line to screen it from view from the street (refer to images in Planning Assessment section below).

All deliveries to the communal facilities as well as waste collection will be via smaller vehicles, with collection and pickup occurring within the site at the basements level where possible, to minimise the impact of the development on the surrounding residents.

### KEY POINTS

- The majority of the primary communal facilities are located within Stage 1 with the remainder in Stage 2.
- The majority of visitor parking is located within stage 1



Figure 12: Staging Plan

## Planning Assessment

### Use

As identified in the Planning Framework section of this report, based on the definitions in the City's Scheme and the R-Codes, the proposal would be considered to fall within the definition of 'aged persons' dwellings', which is a 'permitted' use, specifically advocated under the site's 'Special Use' zoning under the Scheme. The actual form of development would be considered to fall into the definition of a 'multiple dwelling' under the R-Codes.

The communal facilities on the site are generally commensurate with communal facilities provided in larger apartment developments and are for the use of residents and their guests only, and are therefore simply ancillary to the development of the site for aged persons dwellings.

### Plot Ratio/Density

In reviewing the plot ratio and density controls that apply to the site, the requirements of clause 5.4.1 of the Scheme and Table II have been considered as required under conditions of the site's 'Special Use' zoning. It is important to note clause 5.4.13 allows Council to vary these requirements.

Table II provides a maximum plot ratio of 0.75:1, a 'note' to the table states:

Residential Development in other than Residential zones shall conform with the standards and requirements of the R35 Code. However, Council may vary the requirements of this Code if in the opinion of Council the proposed development is in keeping with the amenity of the area.

The site has an area of 38235 ha. Based on a site area of 38235 ha, some 28,676m<sup>2</sup> of 'plot ratio floor area' would be permitted and the R35 coding would ordinarily allow for 220 'Aged Persons Dwellings' to be approved.

While this proposal seeks approval for 327 dwellings, significantly more than the 220 which would be considered 'compliant', it is important to note the R35 coding is simply a 'default' provision for all development on land with a zoning other than Residential. The Scheme expressly allows for the R35 provisions to be varied, and indicates a much higher permissible plot ratio for the site 0.75:1, which is commensurate with a density coding of between R60 and R80, as well as allowing for heights of up to six storeys, far higher than a R35 coding would ordinarily allow. It is clear that in this case the 'default' R35 provisions do not accurately reflect the established vision for this site through the other controls applied by the City.

It is also noted that as recently as 2007, the development site accommodated the Warringa Dementia Hostel which contained 40 beds and associated facilities, and just under 300 dwellings (comprising the Wyvern and Crossleigh units, 14 cottages and around a dozen of the Centennial Closé units which has since been demolished or adapted for other uses) so the overall 'density' of the site in terms of the number of people it will accommodate is not dissimilar from what the site accommodated only 10 or so years ago.

With respect to 'plot ratio' the proposal seeks approval for some 43,708m<sup>2</sup> of plot ratio floor area, the equivalent of a plot ratio of 1.14:1. As with the other provisions of Table II, clause 5.4.13 allows for this requirement to be varied where determined appropriate by Council. It is considered the proposed plot ratio of is appropriate for the following reasons:

- The proposal is highly compliant with the heights and setbacks established under the Master Plan for the site and the open space requirements of the R-Codes, which envisaged the redevelopment of this site for heights of up to six storeys in the centre of the site, stepping down to three storeys at the site boundaries. There is only one six storey building proposed with the remainder being three or five storeys, so overall the building bulk is considered to be well within the limits envisaged for the site.
- There will be no adverse impacts on surrounding residents or the streetscapes of Karella Street or Smyth and Williams Roads, given:
  - The high quality design, three storey interface and generous front setbacks incorporating generous landscaping will ensure the development improves the streetscapes along the three street frontages, and provides an appropriate step down in height to the one to two storey houses opposite.
  - The design also incorporates a very well articulated façade, with a variety of materials and colours, wide open balconies and other architectural features which will create visual interest and assist in breaking up the perceived bulk and scale of the buildings:
- Being surrounded on three sides by road, there will be no adverse privacy impacts or overshadowing of any adjoining properties (refer to Figure 13 – Overshadowing Plan), and
- While not required under the Master Plan, the proposal provides a three storey interface with the Centennial Closé units to the north west, via a step down in height by the buildings in stages 8 and 9, to ensure an appropriate stepping down in height to these residents as well.
- The proposed plot ratio seeks to maximise the development potential of a site specifically indicated in the City's Planning Strategy as a key development site for targeted infill development. Maximising the development potential of sites such as this will ensure the City is able to meet its infill development targets established under Directions 2031 and the Perth and Peel @ 3.5million framework, which will reduce pressure for development in the City's established, character-full, residential suburbs.





### Height

The proposed heights range from three to five storeys for the majority of the site, with the central building proposed at six storeys. The proposed heights fully comply with the heights indicated in the Master Plan, with the higher levels located internally, and a three storey interface to all street boundaries and for the northern portion of Stage B to provide an appropriate interface with the existing Centennial Close development. An additional basement level is provided to all buildings, which sits predominately below the existing ground level.

### Setbacks

Schedule V of the Scheme stipulates all development on the subject site shall be subject to development standards outlined in Clause 5.4.1, Table II and Schedule 3 (TPS No 2) unless otherwise stipulated on the approved Master Plan. Table II specifies setback controls for land zoned other than Residential (which would include the subject site), as outlined in the table below.

The approved Master Plan for the site does not specify setback controls, except to say that the higher buildings on the site are to be located internally within the site, with a height limit of three storeys permitted adjoining all boundaries.

Table II	Proposed	Compliance
<b>Front: 4.5 m</b>	6 m min to main building line	✓
	4.5 m to courtyard walls	
	Any storeys above three setback 14 - ~30 m	
<b>Side: 2.5 m</b>	6 m min setback	✓

The proposed development complies with or exceeds the setbacks required under the Scheme. While the minimum setbacks proposed are outlined above, the buildings are well articulated with varying depth balconies and a variety of setbacks which, assists in reducing the perceived bulk and scale of the proposed development.

### Fencing

As outlined above, the proposal incorporates front fencing set back 4.5m from the edge of the site, to provide large landscaped verges whilst providing privacy and security to ground floor residents and throughout the site as a whole. Due to the level change across the site, the height of the fencing ranges from just over 1m to around 1.8m, with an average height of around 1.6m.



Transformer along William Road, to be screened with fencing.

The fencing comprises a rendered masonry base, generally to a maximum height of ~1m, topped with a visually permeable slatted sheet material. Portions of the fence abutting residents' bedrooms are entirely solid, to provide a greater level of privacy to these more sensitive spaces.

In the north eastern corner of the proposed development is a newly constructed transformer which has recently been installed by Western Power to service the development and surrounding lots. This application proposes to install a 1.8m high wall around the transformer within the setback line, to screen it from view from the street.

While the 'deemed-to-comply' provisions do generally require all fencing in the front setback area above 1.2m to be visually permeable, variations can be approved under the 'design principles' which state:

*Front fences are low or restricted in height to permit surveillance and enhance streetscape, with appropriate consideration given to the need:*

- For attenuation of traffic impacts where the street is designated as a primary or district distributor or integrator arterial; and
- For necessary privacy or noise screening for outdoor living areas where the street is designated as a primary or district distributor or integrator arterial.

The City's Fencing and Fill Policy reflect the 'deemed-to-comply' provisions of the R-Codes, stating that, within the 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." The Policy does allow for variations to these requirements provided the application is advertised and with consideration given to the matters listed under clause 6.4.2 of TPS 2 (which generally requires the variation not detrimentally impact the amenity of the area), the applicable deemed-to-comply provisions of the R-Codes and whether erection of the fence would have an adverse effect on the safety or convenience of any person.

The solid portions of fencing adjacent bedrooms will provide additional privacy and security for aged residents, while visually permeable portions to ground floor courtyards and upper level balconies fronting the street will still allow for surveillance over the street and provide an attractive and diverse streetscape. The large setback of the fencing (i.e. 4.5m from the property boundary) and generous landscaping within the setback area will ensure the streetscape of all three frontages is enhanced.



The City's Fencing and Fill Policy also provides guidance as the type of materials used for fencing, allowing for the following on a residential lot:

- A timber fence (consisting of pickets or overlapping panels); or
- A fence constructed of corrugated reinforced cement sheeting; or
- A fence constructed of masonry, stone or concrete;
- A metal panel fence; or
- A wrought iron fence

The proposed fencing is constructed predominately of masonry, with visually permeable metal infill panels and is therefore considered highly compliant with the intent and provisions of the Policy and the R-Codes.



### Car Parking

Provision of Car Parking

Car parking requirements are outlined in R-Codes (Part 5), which specify particular rates for 'aged persons' dwellings':

Requirement	Proposed	Compliance
Parking to be provided in accordance with the following:	576 residential bays.	✓
• For an aged persons dwelling – 1 bay per dwelling. 327 dwellings = 327 bays	82 visitor bays (possibly 79 depending on further information about required setback to the existing Norfolk Island Pines).	
• Visitors – 1 bay for every 4 dwellings. 327 dwellings = 81 bays	658 bays in total.	
Total 409 bays		

The proposed development complies with the parking requirements of the R-Codes. Based on the anticipated demographic being for a slightly younger and more affluent retiree, it is expected many residents would own more than one car, so the actual proposed provision of parking is closer to 1.75 bays per dwelling. The car parking provided is therefore considered sufficient to meet both statutory requirements and perceived demand.

While 82 visitor parking bays are currently proposed, three are located in relatively close proximity to two large existing Norfolk Island Pine trees. While the plans do allow for a garden bed of at least 2.5m wide to accommodate these trees, depending of the method of construction, the parking bays may need

to be further setback from the base of the tree to ensure the trees protection. In this case, a maximum of up to three bays would need to be removed to accommodate the trees, resulting in a maximum potential shortfall of two visitor parking bays. Given the large number of parking bays provided across the development, the relatively minor variation is considered appropriate.

Given the size of the proposed development there are envisaged to be up to 8 staff on site at any one time, accounting for cleaners and site managers, staff in the central services area and a maximum of one or two management staff. Staff will either park in the visitor parking area or some staff may park in the excess bays provided in the Regis aged care facilities on the adjoining property to the north. The highest number of staff onsite would be during normal business hours during the week, with only limited caretaking staff on site after business hours and on weekends, when demand for actual residential visitors is at the highest, therefore allowing for reciprocal use of parking areas.

In addition to car parking, 69 scooter parking bays are also proposed, spread throughout the buildings. The bays could be used for standard or mobility scooters or even potentially motorcycles.

### Aged Persons' Dwellings

The R-Codes (Part 5), specify particular requirements to enable a development to be assessed as an 'aged persons' dwelling' which are outlined in the following table:

Requirement	Proposed	Compliance
<p>Aged or dependent persons' dwellings for the housing of aged or dependent persons shall comply with the following:</p> <ul style="list-style-type: none"> <li>A maximum plot ratio area of (for multiple dwellings) - 80 sq m;</li> <li>A minimum number of five dwellings within any single development;</li> <li>Visitors car parking spaces at the rate of one per four dwellings, with a minimum of one space; and</li> <li>The first visitors car space being a wheelchair accessible car parking space and a minimum width of 3.8m in accordance with AS4299 clause 3.71 (as amended).</li> </ul>	<p>The development provides:</p> <ul style="list-style-type: none"> <li>A maximum plot ratio area of 255 sq m for the largest of the dwellings, with all dwellings above 80 sq m in area;</li> <li>327 dwellings in total;</li> <li>81 visitor parking spaces, equating to 1 space per 4 dwellings; and</li> <li>Two appropriately located visitor ACROD parking bays, one near the main community facilities and one in the eastern visitor carpark.</li> </ul>	<p>Variation sought for the size of the dwellings, the majority of which exceed 80sqm.</p>
<p>All ground floor units, with a preference for all dwellings, to incorporate, as a minimum, the following:</p> <ul style="list-style-type: none"> <li>An accessible path of travel from the street frontage, car parking area or drop-off point in accordance with the requirements of AS4299 clause 3.32 (as amended); and</li> <li>Level entry to the front entry door with preferably all external doors having level entries (diagrams, figura C1 of AS4299 (as amended)).</li> </ul>	<p>Ample lifts ensure all units provided with an accessible path of travel. All units designed with a level entry.</p>	<p>✓</p>

Requirement	Proposed	Compliance
<p>All dwellings to incorporate, as a minimum, the following:</p> <ul style="list-style-type: none"> <li>All external and internal doors to provide a minimum 820mm clear opening (AS4299 clause 4.33 (as amended));</li> <li>Internal corridors to be a minimum 1000mm wide, width to be increased to a minimum of 1200mm in corridors with openings on side walls;</li> <li>A visitable toilet (AS4299, clause 14.12 (as amended)), preferably located within a bathroom; and</li> <li>Toilet and toilet approach doors shall have a minimum 250mm rib wall on the door handle side of the door and provision for the installation of grab rails in accordance with AS4299, clause 4.4.4 (h) (as amended).</li> </ul>	<p>Development will be designed to comply, with further details to be provided at the Building Permit stage.</p>	<p>✓</p>
<p>At least one occupant is a disabled or physically dependent person or aged person or is the surviving spouse of such a person, and the owner of the land, as a condition of planning approval, lodging a section 70A notification on the certificate of title binding the owner, their heirs and successors in title requiring that this occupancy restriction be maintained.</p>	<p>The site is burdened by a memorial on title to ensure compliance with the Retirement Villages Act. It is anticipated that the planning approval will be for aged persons dwellings, which will provide further certainty of the ongoing use of the site.</p> <p>The apartments will also be sold on a 'lease for life' basis, so Regis will manage occupancy on this basis.</p>	<p>✓</p>

While the development generally complies with the above requirements, a variation is sought to the maximum size of the dwellings, which are significantly larger than the 80m<sup>2</sup> envisaged under the R-Codes. Variations can be approved under the relevant 'design principles' which require:

- Aged or dependent persons' dwellings for the housing of aged or dependent persons designed to meet the needs of aged or dependent persons; and*
- reduces car dependence, i.e. is located in close proximity to public transport and services;
  - has due regard to the topography of the locality in which the site is located in respect to access and mobility;
  - has due regard to the availability of community facilities including parks and open space;
  - does not impinge upon neighbour amenity; and
  - responds to a demand for aged or dependent persons' accommodation in the locality which is recognised in the local planning framework.

In this case, the proposed larger units are specifically designed to respond to the needs and requirements of a specific demographic of aged people, and provide a point of difference from other smaller units already provided on the adjoining site and in the surrounding locality. The proposal seeks to cater for a slightly younger group of retirees, who have different expectations of previous generations and require a different form of housing which better cater to their expectations and needs.

Being located in Nedlands, the surrounding area is typified by a wealthier and ageing demographic, and the proposed larger units and more 'resort style' of development directly respond to the requirements of this demographic. Around half of the dwellings have three bedrooms and all at least two bedrooms, allowing for various living configurations such as one bed and studies for each member of a couple, separate bedrooms and a guest bedroom or study, or other flexible outcomes.

This notwithstanding, Hollywood Village units on the adjoining site will continue to provide a smaller, more affordable option for those who require or prefer it.

The proposed development is a bona fide new retirement village with high quality communal facilities, and excellent access to surrounding medical and public transport services and amenities. It provides a more diverse range of housing options for aged people and satisfies a direct demand in the area for larger, more luxurious facilities, and is therefore considered to be very well aligned with the above 'principles'.



### R-Codes Compliance Summary

A summary of the development's compliance with the various relevant provisions of the R-Codes is included in the table below.

Given the 'default' R35 coding, the assessment has been undertaken against Part 5 of the R-Codes. Part 5 was originally designed to be applied primarily to 'grouped' rather than 'multiple' dwelling development, so some of the provisions are not relevant to the proposed development. In those cases, the intent of the provision has been considered and assessed.

Requirement	Provided	Compliance
<b>Site Area</b>		
Average site area of 260 sq m/ dwelling in the R35 code, able to be reduced by one third = 173.3 sq m/ dwelling Site area = 3.8250 ha. 220 dwellings permitted.	327 dwellings.	Discretion sought. Justification provided in the relevant section above.
<b>Open Space</b>		
45% of site area. Equates to some 17,212 sq m on the southern portion of the site.	25,534 sq m or 67% of open space provided.	✓
<b>Street Surveillance</b>		
The street elevations of the dwelling to address the street with clearly definable entry points visible and accessed from the street. At least one major opening from a habitable room of the dwelling faces the street and the pedestrian or vehicular approach to the building.	Provision primarily designed to be applied to Grouped Housing development. While some dwellings are located internally, the development maintains a high degree of surveillance, with balconies and large major openings facing all street frontages, including internal streets.	✓
<b>Street Walls and Fences</b>		
Front fences within the primary street setback area are visually permeable above 1.2m of natural ground level, measured from the primary street side of the fence.	Fencing is generally visually permeable above 1.2m, except where privacy is required to bedrooms.	Discretion sought. Justification provided in the relevant section above.
<b>Sight Lines</b>		
Walls, fences and other structures truncated or reduced to no higher than 0.75m within 1.5m of vehicle access points where a driveway meets a public street and where two streets intersect.	Fencing around driveways is well setback from the property boundary to ensure sufficient sightlines to pedestrian paths and the street.	✓
<b>Outdoor Living Areas</b>		
Balcony to habitable room with min. area of 10sqm and a min. dimension of 2.4m	Large balconies are provided which exceed the minimum requirements.	✓

Requirement	Provided	Compliance
<b>Landscaping</b>		
<p>Landscaping of common property and communal open spaces in accordance with the following:</p> <ul style="list-style-type: none"> <li>The street setback area developed without car parking, except for visitors' bays, and with a maximum of 50 per cent hard surface;</li> <li>Separate pedestrian paths providing wheelchair accessibility connecting entries to all buildings with the public footpath and car parking areas;</li> <li>Landscaping between each six consecutive external car parking spaces to include shade trees;</li> <li>Lighting to pathways, and communal open space and car parking areas;</li> <li>Bin storage areas conveniently located and screened from view;</li> <li>Trees which are greater than 3m in height shall be retained, in communal open space areas which are provided for the development;</li> <li>Adequate sight lines for pedestrians and vehicles;</li> <li>Clear line of sight between areas designated as communal open space and at least two habitable room windows;</li> <li>Clothes drying areas which are secure and screened from view, and</li> <li>Unroofed visitors' car parking spaces to be effectively screened from the street.</li> </ul>	<p>Development responds to these requirements as follows:</p> <ul style="list-style-type: none"> <li>Car parking not located within street setback area with the exception of a limited number of visitor parking bays at the main and eastern entries. Well under 50% of front setback area is hard surface;</li> <li>Pedestrian access is provided throughout the development;</li> <li>Refer to section below in 'car parking' for further explanation of the provision of trees in the visitor parking area;</li> <li>Appropriate lighting will be provided to all pathways and communal open space areas. It is anticipated a condition would be applied to any approval requiring the submission of an appropriate lighting plan;</li> <li>Bin storage areas and chutes (for general waste) are located on each level of the development for convenient access for residents, with larger stores located in the basements for central collection;</li> <li>Existing trees are retained wherever possible (refer to the attached Landscaping Plan) including two significant Norfolk Island Pine trees near the main entrance and the majority of the existing street trees. Some trees in the eastern portion of the site will need to be removed to allow for vehicle access to the development from the existing crossovers, and to accommodate the necessary basements and the development as a whole;</li> <li>Visual truncations are clear of structures;</li> <li>Passive surveillance from multiple openings provided to all communal open space areas;</li> <li>No defined clothes drying areas are proposed, electronic clothes dryers will be provided.</li> <li>Main visitor parking areas screened with only a handful of bays visible from the street along Karella Street and Williams Road, forming a very minor proportion of the total frontage to these streets.</li> </ul>	<p>Generally complies.</p> <p>Variations sought the removal of a Norfolk Island Pine and few trees in the eastern portion of the site, which are not conveniently located to allow for retention in open space areas and in some cases are located too close to proposed crossovers (as shown on the Masterplan).</p> <p>It is important to note that, of the trees to be removed, most are located internally within the site, and are not able to be appropriately co-located with communal open space areas in a manner that makes sense in the context of the wider development.</p> <p>All of the existing verge trees (ie. those most visible from the public realm) are to be retained except one tree on Karella Street.</p> <p>Overall, a high quality landscaping proposal is proposed which will enhance the proposed development, and ensure it positively contributes to the streetscapes surrounding the site.</p>
<b>Car Parking</b>		
<p>Parking to be provided in accordance with the following:</p> <ul style="list-style-type: none"> <li>For an aged persons dwelling – 1 bay per dwelling, 327 dwellings = 327 bays</li> <li>Visitors – 1 bay for every 4 dwellings, 327 dwellings = 81 bays</li> </ul> <p>Total: 409 bays</p>	<p>576 residential bays. 82 visitor bays.</p>	<p style="text-align: center;">✓</p>
<p>Car parking spaces and manoeuvring areas designed and provided in accordance with AS2890.1 (as amended).</p>	<p>All parking areas have been designed to comply with the relevant Australian Standards.</p>	<p style="text-align: center;">✓</p> <p>It is anticipated a condition to this effect may be applied to any approval.</p>
<p>Visitor car parking spaces:</p> <ul style="list-style-type: none"> <li>Marked and clearly signposted as dedicated for visitor use only, and located close to, or visible from, the point of entry to the development and outside any security barrier; and</li> <li>Provide an accessible path of travel for people with disabilities.</li> </ul>	<p>Most of the visitors' spaces are located at the main or secondary vehicle entrance area, clearly visible from the street. A small number of additional visitors' parking places are located in the basement of Stage 3, for use by staff and as 'overflow' visitor parking.</p> <p>While most (but not all) of the visitor parking spaces are located behind security fence, these fences will be kept open during the day when the majority of visitors are expected to come to the site. After hours, number plate recognition technology will be used to identify and open the gates for the cars of residents and their guests.</p> <p>An accessible path of travel is provided to all entrances.</p>	<p>The proposal is considered to comply with the intent of this provision.</p>
<p>Car parking areas comprising six or more spaces provided with landscaping between each six consecutive external car parking spaces to include shade trees.</p>	<p>As shown on the Landscaping plans many large shade trees will be planted throughout the development including within the car parking area. Including new trees in the verge, a ratio of at least 1 tree for every 6 bays is provided, though these are not 'consecutive' throughout the entire visitor parking area.</p>	<p>Minor variation sought for the western edge of the visitor parking area, where shade trees are not provided for each six 'consecutive' bays, though the overall ratio of at least 1 tree for every 6 bays is achieved.</p> <p>The overall the number of trees exceeds the minimum R-Code requirement, though the spacing of trees is irregular along the western edge to allow for appropriate setbacks to the building. Trees chosen for this area are relatively large, and together with the 5 and 6 storey buildings on either side, and the other ample planting selected for this area, will provide adequate shade and 'greenery' to this car park.</p>

Requirement	Provided	Compliance
<b>Vehicular Access</b>		
<p>Access to on-site car parking spaces to be provided:</p> <ul style="list-style-type: none"> <li>Where available, from a right-of-way available for lawful use to access the relevant lot and which is adequately paved and drained from the property boundary to a constructed street;</li> <li>From a secondary street where no right-of-way exists; or</li> <li>From the primary street frontage where no secondary street or right-of-way exists.</li> </ul>	<p>Vehicle access is provided to the site via 4 crossovers onto Karella Street or Williams Road, which is considered appropriate based on the size of the site.</p> <p>The crossovers generally correspond to existing vehicle access points or those shown on the Master Plan or the existing/ previously used crossovers.</p>	<p>✓</p>
<p>Driveways to primary or secondary street provided as follows:</p> <ul style="list-style-type: none"> <li>Driveways serving four dwellings or less not narrower than 3m at the street boundary;</li> <li>No driveway wider than 6m at the street boundary and driveways in aggregate no greater than 9m for any one property.</li> </ul>	<p>While most of the crossovers are only 6m wide, one to Williams Street is slightly wider (~7m) to provide more manoeuvring room given this driveway serves both a large basement and a visitor parking area.</p> <p>Given two crossovers are provided to each street, this results in an aggregate width of at least 12m to both Karella Street and Williams Road.</p>	<p>Generally complies, minor variation sought to allow for a slightly wider driveway to Williams Road and for the total width of driveways to exceed 9m. Given the very large size of the site the variation is considered more than appropriate.</p>
<p>Driveways shall be:</p> <ul style="list-style-type: none"> <li>No closer than 0.5m from a side lot boundary or street pole;</li> <li>No closer than 6m to a street corner or the point at which a carriageway begins to deviate;</li> <li>Aligned at right angles to the street alignment;</li> <li>Located so as to avoid street trees, or, where this is unavoidable, the street trees replaced at the applicant's expense or re-planting arrangements to be approved by the decision-maker; and</li> <li>Adequately paved and drained.</li> </ul>	<p>Driveways are either existing or are indicated on the Master Plan document, and sufficiently setback from street corners, existing power poles and the like.</p> <p>Care has been taken to ensure significant street trees can be retained where possible. The only trees to be removed are one on Karella Street.</p> <p>All crossovers located at right angles with street.</p>	<p>✓</p>
<p>Driveways designed for two way access to allow for vehicles to enter the street in forward gear where:</p> <ul style="list-style-type: none"> <li>The driveway serves five or more dwellings;</li> <li>The distance from a car space to the street is 15m or more; or</li> <li>The street to which it connects is designated as a primary distributor or integrator arterial road.</li> </ul> <p>Driveways for multiple and grouped dwellings where the number of dwellings is five or more, shall be:</p> <ul style="list-style-type: none"> <li>A minimum width of 4m; and</li> <li>Designed to allow vehicles to pass in opposite directions at one or more points.</li> </ul>	<p>All driveways designed for two-way access, with a minimum width of 6m.</p>	<p>✓</p>
<b>Pedestrian Access</b>		
<p>Where a group of 10 or more dwellings is served by a communal street, either between a public street or a communal car parking area and individual dwellings; a pedestrian path separate from the vehicular access is provided, designed according to AS1428.1, provides an accessible path of travel and is at least 1.2m in width.</p>	<p>Being within Part 5 of the R-Codes, this provision is designed to be applied primarily to Grouped Housing development. This notwithstanding, appropriate pedestrian paths are provided throughout the development.</p>	<p>✓</p>
<p>Where a communal street serves more than two dwellings and is shared by pedestrians and vehicles, the configuration of the pedestrian and vehicular routes is to provide clear sight lines, adequate lighting and paving surfaces to slow traffic to ensure pedestrian safety.</p>	<p>As outlined above, this provision is designed to be applied primarily to Grouped Housing development. This notwithstanding, all pedestrian and vehicular access routes are configured to allow for clear sightlines, and will be provided with adequate lighting, paving and most likely signage to ensure pedestrian safety.</p>	<p>✓</p>
<p>A communal street or pedestrian path is to be no closer than 3m to any wall with a major opening unless privacy screening is provided.</p>	<p>As outlined above, this provision is designed to be applied primarily to Grouped Housing development. This notwithstanding, appropriate setbacks are provided between communal walkways and openings, with higher sill heights and landscaping used to provide privacy where required.</p>	<p>✓</p>

Requirement	Provided	Compliance
<b>Site Works</b>		
<p>Excavation or filling between the street and building, or within 3m of the street alignment, whichever is the lesser, shall not exceed 0.5m, except where necessary to provide for pedestrian or vehicle access, drainage works or natural light for a dwelling.</p> <p>Excavation or filling within a site and behind a street setback line limited by compliance with building height limits and building setback requirements.</p>	<p>There is no excavation between the building and the street other than to facilitate vehicle access.</p>	<p>✓</p>
<p>Retaining walls set back from lot boundaries in accordance with the setback provisions.</p> <p>Where a retaining wall less than 0.5m high is required on a lot boundary, it may be located up to the lot boundary or within 1m of the lot boundary to allow for an area assigned to landscaping.</p>	<p>No significant retaining proposed.</p>	<p>✓</p>
<b>Stormwater Management</b>		
<p>All water draining from roofs, driveways, communal streets and other impermeable surfaces shall be directed to garden areas, sumps or rainwater tanks within the development site where climatic and soil conditions allow for the effective retention of stormwater on-site.</p>	<p>All stormwater is to be retained on site via a series of soak wells.</p>	<p>✓</p>
<b>Visual Privacy</b>		
<p>For areas coded lower than R50 setbacks, in line with the cone of vision are to be provided as follows:</p> <ul style="list-style-type: none"> <li>• Major openings to bedrooms and studies – 4.5m</li> <li>• Major openings to habitable rooms other than bedrooms and studies – 6m</li> <li>• Unenclosed outdoor active habitable spaces – 7.5m</li> <li>• Or are provided with permanent screening to restrict views within the cone of vision from any major opening or an unenclosed outdoor active habitable space.</li> </ul>	<p>Given the majority of the balconies are surrounded on three sides with walls they would be considered 'enclosed' outdoor living areas and therefore a 6m setback is required, which has been provided across the northern boundary. Other balconies on the edges would be considered 'unenclosed' where a 7.5m setback is required.</p> <p>The setback of balconies on the northern side of the building ranges between 3-12m, with the majority of balconies setback at least 6m.</p>	<p>Variations to the deemed provision are sought along the northern boundary.</p> <p>On the adjoining lot (and future lot) to the north, there are no private open space areas as such, only walkways, car parking and communal open space areas where some overlooking is appropriate and actually desirable.</p> <p>Appropriate setbacks are provided to ensure adequate privacy and separation between the dwellings and to any private open space areas of the adjoining Centennial Close independent living units.</p>
<b>Solar Access for Adjoining Sites</b>		
<p>Development designed that its shadow cast at midday, 21 June onto any other adjoining property coded R25 and lower does not exceed 25% of the site area.</p>	<p>Due to the orientation of the site and the three storey height on boundaries, the shadow falls over Karella Street rather than any other property.</p> <p>Refer to Figure 13 – Overshadowing Plan</p>	<p>✓</p>
<b>External Fixtures</b>		
<p>Solar collectors installed on the roof or other parts of buildings.</p> <p>Television aerials of the standard type, essential plumbing vent pipes above the roof line and external roof water down pipes.</p> <p>Other external fixtures provided they are:</p> <ul style="list-style-type: none"> <li>• Not visible from the primary street;</li> <li>• Are designed to integrate with the building; or</li> <li>• Are located so as not to be visually obtrusive.</li> <li>• Antennas, satellite dishes and the like not visible from any primary and secondary street.</li> </ul>	<p>All external fixtures will be appropriately positioned and designed, with further details provided at the Building Permit stage.</p>	<p>✓</p>



Requirement	Provided	Compliance
<b>Utilities and Facilities</b>		
An enclosed, lockable storage area, accessed from outside the dwelling, with a min. dimension of 1.5m and an internal area of at least 4sqm provided for each dwelling.	All dwellings will have at least one designated store. Stores all in excess of 4sqm with a minimum dimension of at least 1.5m provided.	✓
Where rubbish bins are not collected from the street, there is provision of a communal pick-up area or areas which are: <ul style="list-style-type: none"> <li>• Conveniently located for rubbish and recycling pick-up;</li> <li>• Accessible to residents;</li> <li>• Adequate in area to store all bins; and</li> <li>• Fully screened from view from the primary or secondary street.</li> </ul>	Bins stores are located internally. Further information is provided in the Proposed Development section of this report above, and in the Waste Management Plan (refer to Appendix G).	✓
Clothes-drying areas screened from the view from the primary or secondary street.	No designated clothes drying areas provided. Residents will each be provided with an electronic clothes dryer.	✓
<b>Aged or Dependant Persons' Dwellings</b>		
Please refer to specific section above.		

As noted above, this assessment has been undertaken against Part 5 of the R-Codes given the 'default' R35 coding that applies. It is noted that even if an assessment were undertaken against the Multiple Dwelling requirements in Part 6, the development would still achieve the general intent of these provisions.

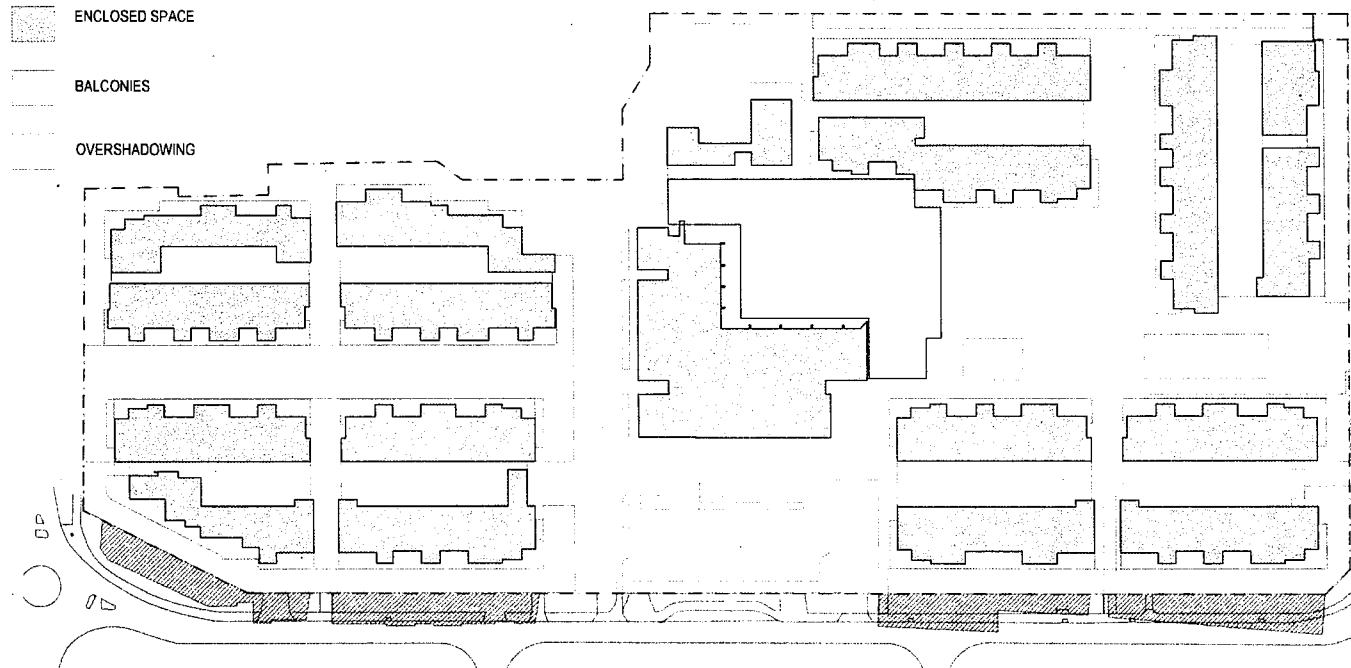


Figure 13. Overshadowing Plan

## Orderly and Proper Planning

Orderly and proper planning requires that new development is a logical and efficient extension of existing development, and consistent with the planning vision established for the area. The key points regarding the proposal are:

The proposed development is entirely consistent with the City of Nedlands' town planning intent and desired character for the site and represents the optimal development potential of the subject site as advocated by the Scheme and its draft Local Planning Strategy.

The proposed development and use will complement and provide a point of difference from the existing aged care and accommodation uses on the site, and will also benefit from proximity to the other medical facilities in the remainder of the QEII precinct.

The development will provide high quality, much-needed accommodation which directly responds to the needs and demands of a new group of retirees, who are still active and seeking a low maintenance lifestyle. The increased diversity of housing and increased provision of dwellings for aged people is specifically advocated by Directions 2031 and the Perth and Peel @ 3.5 Million suite of documents.

The high quality architectural design of the building and proposed massing, which incorporates a stepping down in height to all the street boundaries to provide a three storeys interface and ample, well landscaped setbacks will significantly improve the streetscapes of Karella Street and Smyth and Williams Roads, and assists in creating attractive and liveable neighbourhoods within the City of Nedlands.

The relatively dense apartment style development proposed will contribute to the diversity of housing available in Nedlands and will assist the City in delivering the objectives of its draft Local Housing Strategy, on a site specifically identified for redevelopment. Maximising the development potential of site's such as this will reduce redevelopment potential on other areas of the City, such as more traditional streetscapes and neighborhoods.

The development once complete will have little or no adverse impact on the amenity afforded to the surrounding development given there will be no overshadowing of adjoining developments, no impact on privacy, and only a relatively minor traffic increase in comparison to the development formally on this portion of the site.

The area is serviced by an existing road network, public transport services and frequent connections to commercial, retail and service facilities.

The increased residential presence in the area and design of the buildings will provide passive surveillance over Karella Street and Smyth and Williams Roads.

It is therefore considered that the proposed development is consistent with the orderly and proper planning for the site with the planning framework and will make a strong positive contribution to the locality.

## Conclusion

This report has been prepared by element in association with MJA Studio (MJA) and on behalf of Regis in support of a development application for the development of lot 103 Karella Street to contain for a high quality, resort style apartment development for aged people to be known as 'The Residences - Nedlands'.

This development comprises 327 luxury apartments and high quality communal facilities, to provide alternative living arrangements for retirees and seniors who are still active but seeking lower maintenance, 'lock up and leave' housing that reflects their lifestyle. The development provides a range of different sized apartments in a landscaped setting with high quality communal facilities including a bowling green, café, pool, gym and outdoor amphitheatre and will complement, but provide a point of difference from the existing range of aged care and accommodation on the adjoining land to the North.

This report demonstrates that the proposed development is compliant with the City of Nedlands Town Planning Scheme No. 2 and the relevant planning policy provisions.

The proposed development provides a high quality architecturally designed building that relates to its surrounds; improves the amenity of the neighbourhood by contributing positively to the streetscape, promotes activity and passive surveillance; and adds to the site's provision of high quality and much needed accommodation for aged people and associated facilities and services.

On the basis of this assessment and information provided by this report, we respectfully request the support of the City of Nedlands and the approval of the JDAP for The Residences - Nedlands.





The Residences - Nedlands  
 Cnr Smyth Road, Karella Street &  
 Williams Road, Nedlands  
 Traffic Impact Assessment

PREPARED FOR:  
 Regis Aged Care Pty Ltd

July 2018

## Document history and status

Author	Revision	Approved by	Date approved	Revision type
Paul Ghantous	r01	B Bordbar	22/11/16	Draft
Paul Ghantous	r01a	B Bordbar	12/04/17	Final
Behnam Bordbar	r01b	R White	06/07/18	Revised Final
Behnam Bordbar	r01c	R White	30/07/18	2 <sup>nd</sup> Revised Final

File name: t16090bbr01c  
 Author: Behnam Bordbar  
 Project manager: Behnam Bordbar  
 Client: Regis Aged Care Pty Ltd  
 Project: The Residences - Nedlands  
 Document revision: r01c  
 Project number: t16.090

Copyright in all drawings, reports, specifications, calculations and other documents provided by the Consultant in connection with the Project shall remain the property of the Consultant.

The Client alone shall have a license to use the documents referred to above for the purpose of completing the Project, but the Client shall not use, or make copies of, such documents in connection with any work not included in the Project, unless written approval is obtained from the Consultant or otherwise agreed through a separate contract.



## TABLE OF CONTENTS

1.0	INTRODUCTION .....	1
2.0	DEVELOPMENT PROPOSAL .....	3
3.0	EXISTING SITUATION .....	4
3.1	EXISTING ROAD NETWORK .....	4
3.2	PUBLIC TRANSPORT ACCESS .....	9
3.3	PEDESTRIAN AND CYCLIST FACILITIES .....	11
4.0	TRAFFIC ASSESSMENT .....	12
4.1	ASSESSMENT PERIOD .....	12
4.2	TRIP GENERATION AND DISTRIBUTION .....	12
4.3	TRAFFIC FLOWS .....	14
4.4	ANALYSIS OF INTERSECTIONS AND DEVELOPMENT ACCESSES .....	17
4.5	TRAFFIC NOISE AND VIBRATION .....	19
5.0	PARKING AND ACCESS .....	20
5.1	PARKING DEMAND AND SUPPLY .....	20
5.2	ACCESS .....	20
6.0	PROVISION FOR SERVICE VEHICLES .....	23
7.0	CONCLUSIONS .....	24

APPENDIX A: SIDRA OUTPUTS

APPENDIX B: SWEPT PATH ANALYSIS

## REPORT FIGURES

Figure 1: Location of the subject site .....	1
Figure 2: Monash Avenue adjacent to existing Hollywood Village independent living units and existing Regis Hollywood aged care facility (looking east) .....	5
Figure 3: LATM on Monash Avenue .....	5
Figure 4: Monash Avenue intersecting with Smyth Road .....	5
Figure 5: Smyth Road looking north towards Monash Avenue .....	6
Figure 6: Karella Street adjacent to subject site (looking east) .....	7
Figure 7: Karella Street adjacent to subject site (looking west) .....	7
Figure 8: Roundabout intersection of Karella Street / Smyth Road .....	7
Figure 9: Public transport services (Transperth Maps) .....	9
Figure 10: Bus facilities on Karella Street adjacent to subject site .....	10
Figure 11: Extract from Perth Bicycle Network (Department of Transport) .....	11
Figure 12: Proposed development traffic generation – Weekday PM peak hour .....	13
Figure 13: Existing traffic flows in the vicinity of subject site (survey results) – Weekday Road Network PM peak hour .....	15
Figure 14: Total post development traffic flows - Weekday PM peak hour .....	16
Figure 15: Proposed access arrangements on Karella Street .....	21
Figure 16: Proposed access arrangements on Williams Road .....	22



## REPORT TABLES

Table 1. Peak hour trips for the proposed development .....	13
Table 2. Traffic volume threshold for detailed intersection analysis.....	19
Table 3. SIDRA results for the Smyth Road / Karella Street intersection – weekday PM peak period (existing situation).....	26
Table 4. SIDRA results for the Smyth Road / Karella Street intersection – weekday PM peak period (post-development situation) .....	26
Table 5. SIDRA results for the Smyth Road / Monash Avenue intersection – weekday PM peak period (existing situation) .....	27
Table 6. SIDRA results for the Smyth Road / Monash Avenue intersection – weekday PM peak period (post-development situation).....	27
Table 7. SIDRA results for the Williams Road / Monash Avenue intersection – weekday PM peak period (existing situation) .....	28
Table 8. SIDRA results for the Williams Road / Monash Avenue intersection – weekday PM peak period (post-development situation).....	28

## 1.0 Introduction

This Traffic Impact Assessment has been prepared by Transcore on behalf of Regis Aged Care Pty Ltd. The subject of this report is for the proposed The Residences - Nedlands retirement village in the City of Nedlands.

As shown in Figure 1, the subject site is situated between Smyth Road to the west, Karella Street to the south, Williams Road to the east, and the existing Regis Hollywood aged care facility and existing Hollywood Village independent living units to the north.



Figure 1: Location of the subject site

The proposed new retirement village entails 327 residential apartment units and associated ground and basement level parking.

Key issues that will be addressed in this report include the operation of the development crossovers, parking demand and supply and the operation of nearby key intersections during the weekday PM peak hour.



## 2.0 Development Proposal

---

The proposed development entails construction of a new retirement village employing up to 8 staffs at any time and comprising:

- ✚ 327 residential retirement units;
- ✚ Supporting resident amenities including bowling green, pool, veggie garden etc;
- ✚ 82 visitor parking bays;
- ✚ 576 residential parking bays;
- ✚ 30 caravan parking spaces; and
- ✚ 69 scooter parking spaces.

Vehicular access is provided via two crossovers on Karella Street and two crossovers on Williams Road.

All ground level car parking has been allocated to visitors (including two ACROD bays) for convenient access from the two Karella Street crossovers and the northern Williams Road crossover.

Resident parking is allocated across three separate lower ground level car parks accessed from the two Karella Street crossovers.

A mixture of caravan, resident and visitor parking is allocated across two separate basement level car parks accessed from the two Williams Road crossovers.

Bin store and loading areas will be provided in the basement levels of the proposed development.

Deliveries and rubbish collection will be arranged on site. A waste collection service will be contracted to collect waste from the site as is typical practice for these facilities.

Pedestrians will access the site from the existing external footpath network abutting the site on all three road frontages. An internal footpath network is proposed within the site to provide east-west and north-south connectivity between different areas of the retirement village. Secure bicycle parking facilities are provided in the lower ground and basement parking levels. Visitor bicycle parking is provided on the upper ground level.



## 3.0 Existing Situation

The subject site previously accommodated buildings and facilities associated with Regis as follows:

- ✚ Warringa Nursing Home: 40 beds.
- ✚ Wyvern & Crossleigh Independent Living Units: 263 units.
- ✚ Independent Living Cottages: approx. 23 cottages.
- ✚ Approximately 155 car parking bays (based on review of historic aerial imagery). Parking was provided as a mixture of open-air at grade parking and covered carports.

Most of the buildings and car parking areas which were previously situated on the site have been demolished. Based on the advice provided to Transcore, the remaining buildings on site are currently vacant and not in operation.

### 3.1 Existing Road Network

**Monash Avenue** in the vicinity of the subject site is an approximately 12m wide, single carriageway, two-lane road. It features on-street parking lanes on both sides of the road (Figure 2). Wide pedestrian footpaths are in place along both sides of the road and Local Area Traffic Management (LATM) is used to enforce a 20km/h slow point at a pedestrian crossing facility adjacent to existing Hollywood Village independent living units and existing Regis Hollywood aged care facility (Figure 3).

At the eastern end of the subject site, a pedestrian zebra crossing facility is provided linking the Hollywood Village independent living units and existing Regis Hollywood aged care facility to existing Hollywood Hospital across the road. A 40km/h school zone speed limit is in place on Monash Avenue. Monash Avenue is classified as a *Distributor B* road in the Main Roads WA Metropolitan Functional Road Hierarchy.

According to traffic count data provided by the City of Nedlands, Monash Avenue carried approximately 5,800vpd in March 2014, between Smyth Road and Williams Road.

A 2P (two hour) on-street parking restriction applies on both sides of Monash Avenue adjacent to the subject site from 8:00am to 6:00pm on Monday to Saturday. A number of taxi station signs are located along Monash Avenue adjacent to the site.

As shown in Figure 4, Monash Avenue intersects Smyth Road as a full movement, stop controlled t-intersection.



Figure 2: Monash Avenue adjacent to existing Hollywood Village independent living units and existing Regis Hollywood aged care facility (looking east)



Figure 3: LATM on Monash Avenue



Figure 4: Monash Avenue intersecting with Smyth Road



Smyth Road is an approximately 7.0m wide, single carriageway, two-lane road (Figure 5). Pedestrian footpaths run along both sides of the road. It operates under a default built-up area speed limit of 50km/h and is classified as a *Distributor B* road (north of Monash Avenue) in the Main Roads WA *Metropolitan Functional Road Hierarchy* document. A 40km/h school zone speed limit is in place on approach north and south of Monash Avenue.

According to traffic count data provided by the City of Nedlands, Smyth Road carried approximately 9,500vpd in March 2014, between Monash Avenue and Karella Street.



Figure 6: Karella Street adjacent to subject site (looking east)



Figure 7: Karella Street adjacent to subject site (looking west)



Figure 5 Smyth Road looking north towards Monash Avenue

Karella Street/Williams Road is an approximately 6.0m wide, single carriageway, two-lane road (Figures 6 & 7). Pedestrian footpaths run along both sides of the road. It operates under a default built-up area speed limit of 50km/h and is classified as an *Access* road in the Main Roads WA *Metropolitan Functional Road Hierarchy* document.

According to traffic count data provided by the City of Nedlands, Karella Street carried approximately 1,000vpd in September 2009, east of Smyth Road.

The eastern end of Karella Street bends 90 degrees to the north and becomes Williams Road, running along the eastern boundary of the subject site. Williams Road intersects Monash Avenue as an unsignalised t-intersection.

To the west, Karella Street forms a 4-way roundabout with Smyth Road (Figure 8).

On-street parking is permitted on the eastern side of Williams Road and the southern side of Karella Street. A 2-hour (2P) time restriction applies for on-street parking between the hours of 8am and 6pm, Monday to Friday.



Figure 8: Roundabout intersection of Karella Street / Smyth Road



### 3.2 Public Transport Access

There is good existing public transport accessibility to the subject site. Bus route 25 - East Perth - Claremont Stn via Kings Park Rd & Princess Rd, runs past the subject site on Karella Street.

Public transport services are detailed in Figure 9.

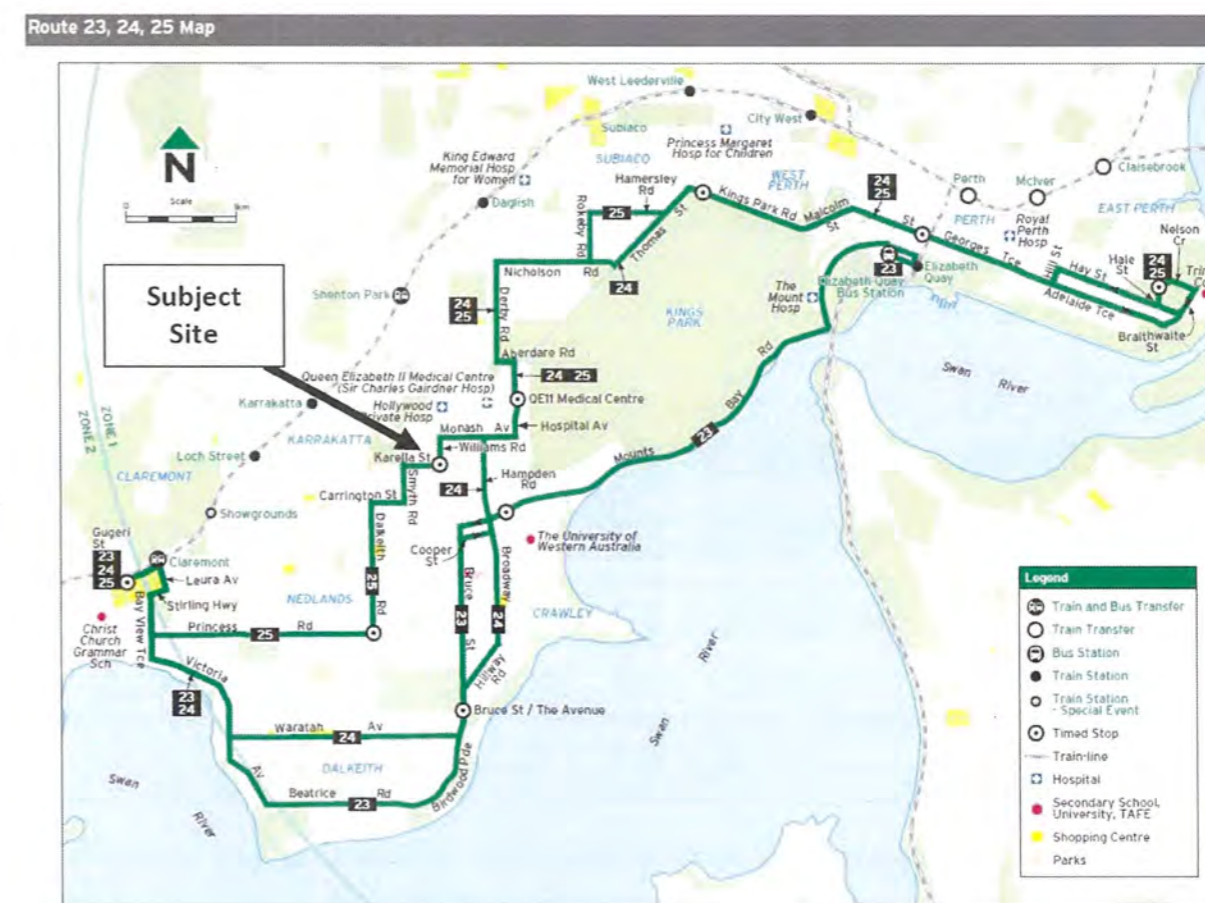


Figure 9: Public transport services (Transperth Maps)

As shown in Figure 10, bus stops, shelters and an on-street bus indentation are provided on Karella Street adjacent to the subject site. These facilities provide convenient access to public transport for residents and staff of the proposed retirement village.



Figure 10: Bus facilities on Karella Street adjacent to subject site

### 3.3 Pedestrian and Cyclist Facilities

Footpaths are in place in vicinity of the site on Smyth Road, Karella Street and Williams Road.

Pedestrian crossing facilities including median refuge islands are provided at the roundabout intersection of Smyth Road / Karella Street and at the intersections of Smyth Road / Monash Avenue and Monash Avenue / Williams Road.

The Perth Bicycle Network Map (see Figure 11) indicates good existing cyclist connectivity to the subject site. Shared paths are in place along all three road frontages adjacent to the subject site and provide connectivity to the Perth Bicycle Network.

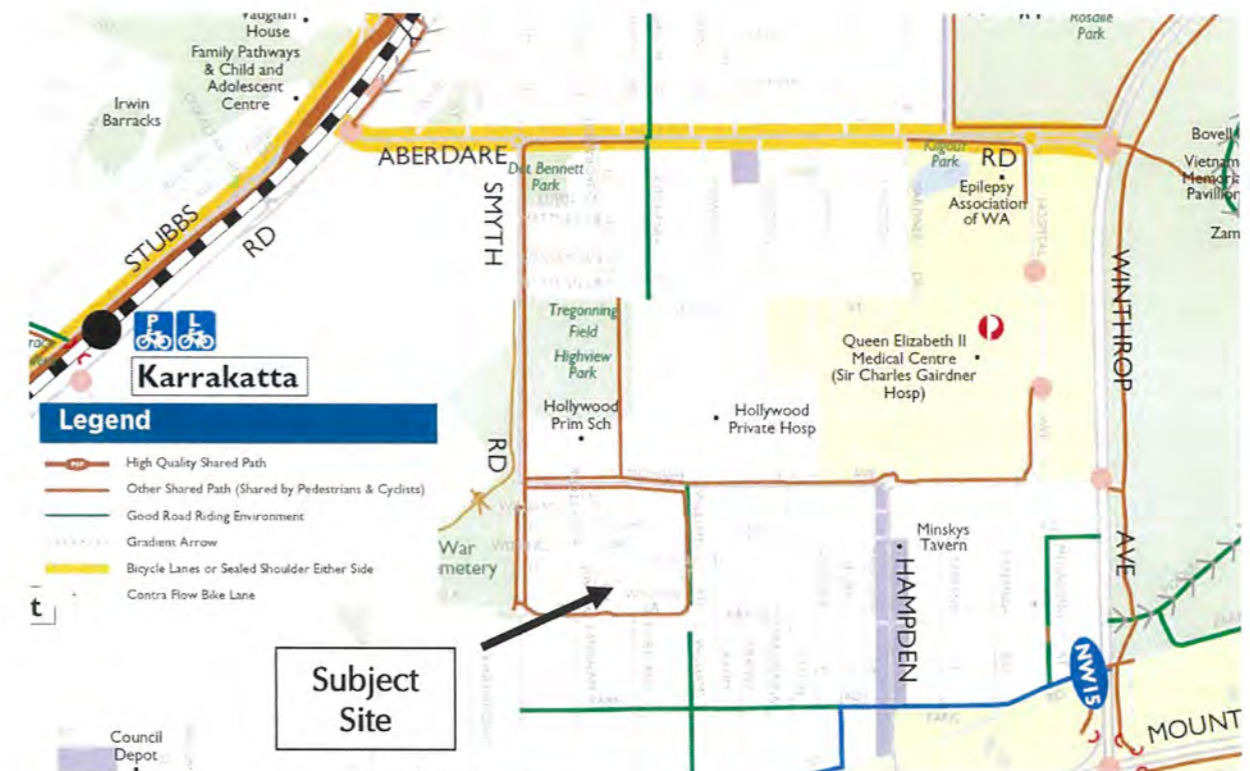


Figure 11: Extract from Perth Bicycle Network (Department of Transport)

Secured bicycle parking is proposed in the lower ground and basement level car parks. A pedestrian footpath network is proposed to be provided internally to provide east-west and north-south connectivity between the different areas of the retirement village. Visitor bicycle parking is provided on the upper ground level.



## 4.0 Traffic Assessment

### 4.1 Assessment Period

Based on traffic count data for the surrounding road network, the existing afternoon road network peak occurs at 3:00pm to 4:00pm on a typical weekday, which coincides with hospital and school traffic on Monash Avenue.

This peak hour was adopted for assessment of the proposed development traffic.

### 4.2 Trip Generation and Distribution

The subject site is presently vacant and therefore does not currently generate any traffic.

The traffic volume that will be generated by the proposed 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 updated trip rates in the RTA TDT 2013/04a.

The trip rates used to estimate the traffic generation are:

#### Housing for seniors:

- ✚ AM peak hour: (morning peak hour does not coincide with network peak hour).
- ✚ PM peak hour: 0.4 trips per dwelling.
- ✚ Weekday: 2.1 trips per dwelling.

#### Proposed New Retirement Village Traffic Generation

As the proposed new retirement village entails the provision of around 327 residential units within the subject site, the post-development trip generation is anticipated to be 687 daily vehicle trips, and approximately 132 trips during the PM peak hour.

These trips include both inbound and outbound vehicle movements. It is anticipated that most of the vehicle types would be passenger cars and to a lesser extent 4WDs.

Table 1 is based on the following directional split assumptions:

- ✚ PM peak split estimated at 50%/50% inbound/outbound.

Table 1. Peak hour trips for the proposed development

Time period	Direction	Total Peak Hour Trips	
		Split	Total
PM Peak	Inbound	66	132
	Outbound	66	

The distribution of traffic has been modelled based on the location of car parking in relation to the development crossovers, configuration of the surrounding external road network and surveyed existing traffic distribution at key intersections. The distribution of the proposed development traffic is detailed in Figure 12.

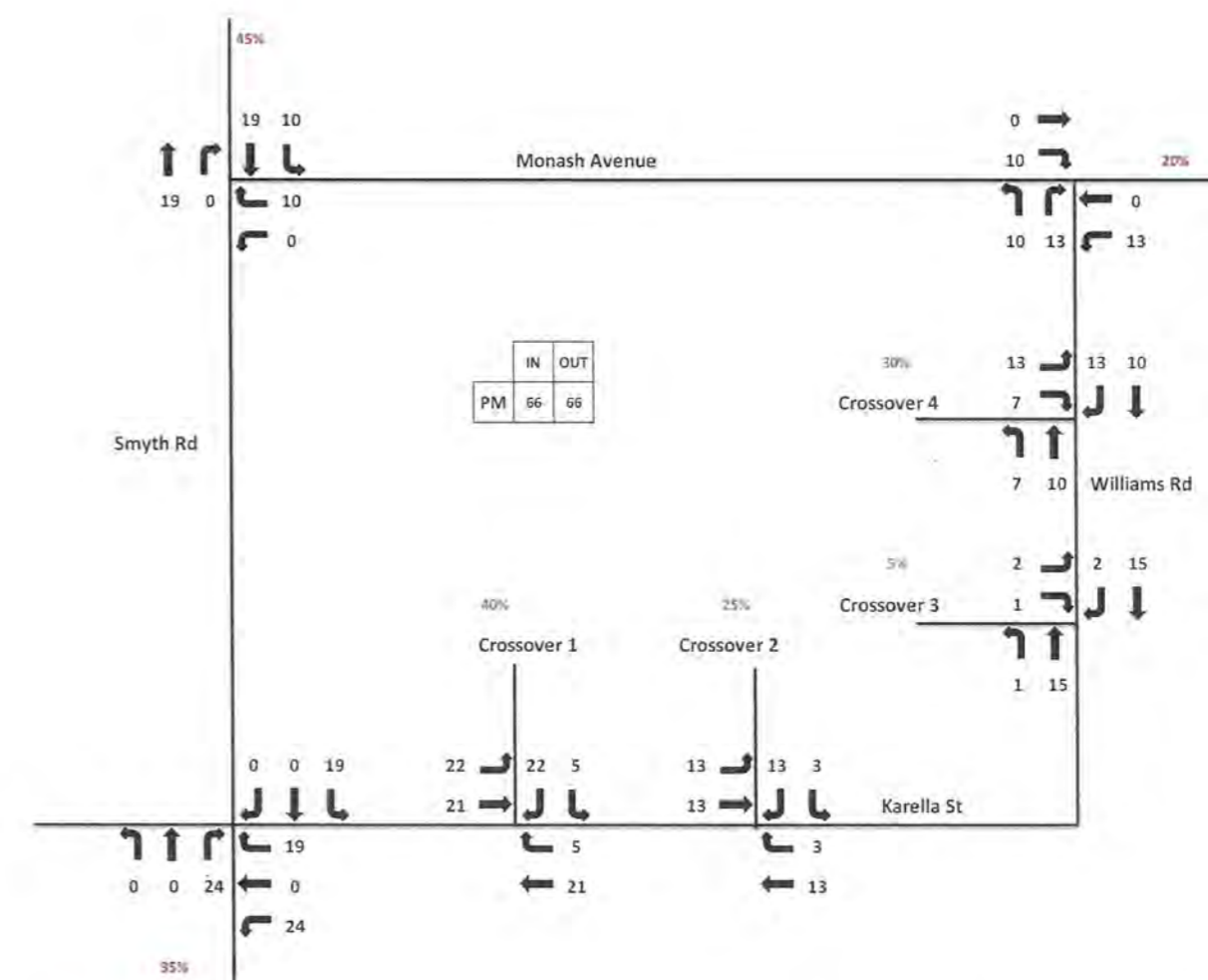


Figure 12: Proposed development traffic generation – Weekday PM peak hour



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

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

The proposed development will not increase traffic flows on any roads adjacent to the site anywhere near the quoted WAPC threshold to warrant further detailed analysis. Therefore the impact of the development traffic on the surrounding road network is considered to be insignificant.

The above assessment of traffic impact is conservative as it disregards the previous traffic generation of the subject site.

### 4.3 Traffic Flows

A traffic count survey was undertaken by Transcore on Wednesday 9 November 2016 to establish the existing turning traffic flows at key intersections in the vicinity of the subject site. The existing traffic flows for the surveyed road network peak PM hour (3pm to 4pm) are detailed in Figure 13.

All the traffic turning in and out of Williams Road and Karella Street was assumed to drive past the site crossovers on the respective roads. This is conservative as there are multiple street intersections and crossovers connecting to these roads. In reality traffic will dissipate and will not be as high travelling past the site crossovers.

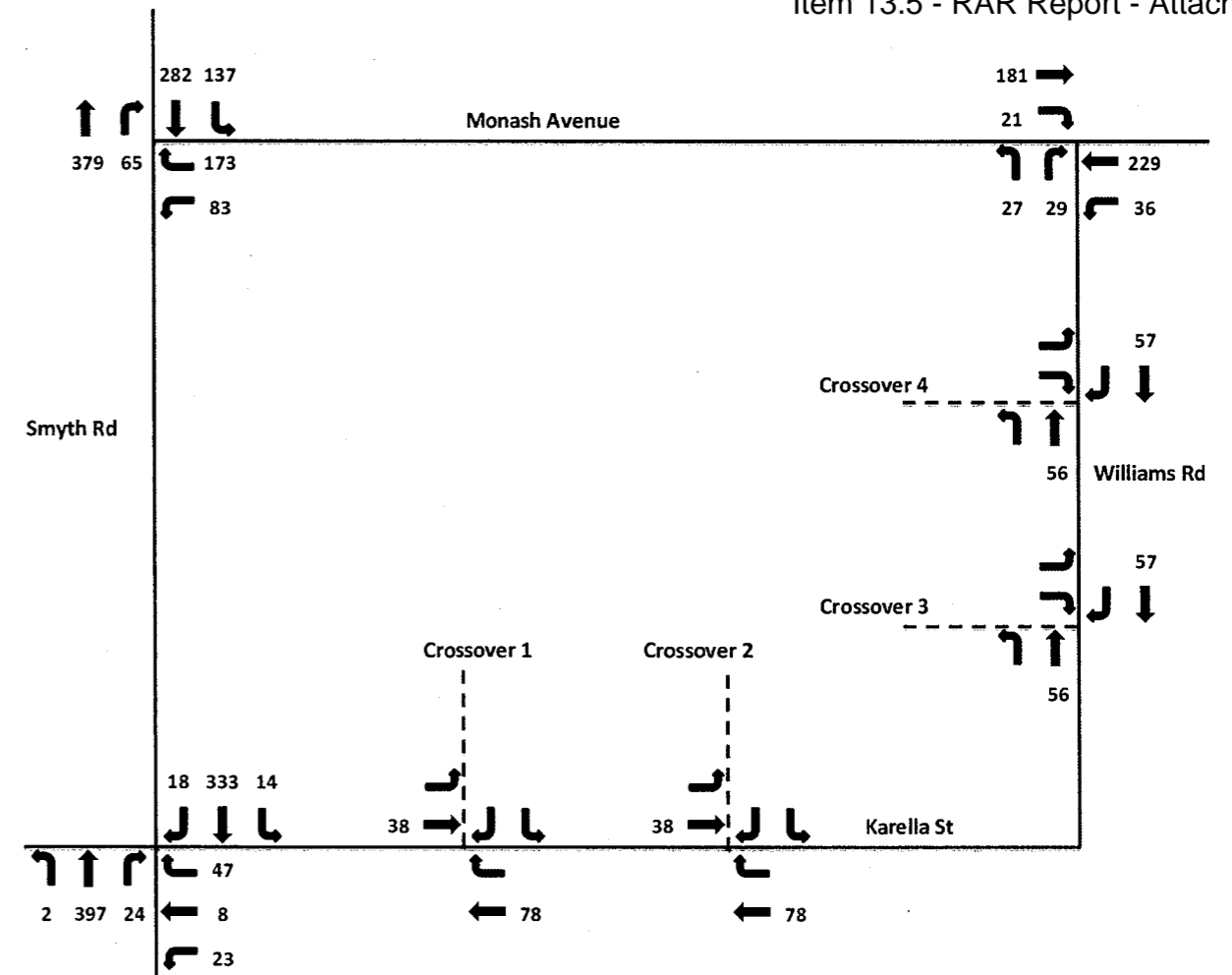


Figure 13: Existing traffic flows in the vicinity of subject site (survey results) – Weekday Road Network PM peak hour

The combined road network and proposed development traffic volumes are detailed in Figure 14.

#### 4.4 Analysis of Intersections and Development Accesses

The operation of the nearby intersections of Smyth Road / Monash Avenue, Monash Avenue / Williams Road and Smyth Road / Karella Street have been analysed for the existing and post-development scenarios for the weekday PM peak hour.

Capacity analysis of the intersections was undertaken using the SIDRA computer software package. SIDRA is an intersection modelling tool commonly used by traffic engineers for all types of intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

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

The results of the SIDRA analysis are summarised in Appendix and discussed in the following paragraphs.

#### Smyth Road / Karella Street Intersection

The results of the SIDRA analysis for this intersection show that the intersection presently operates at about 32% capacity during the critical weekday PM peak hour.

Analysis indicates an overall level of service 'A' with only one movement at level of service 'B' in the PM peak hour. The longest queue is on the Smyth Road north approach (95% queue of 2 vehicles).

SIDRA analysis indicates that the addition of traffic from the proposed new retirement village has minimal impact on the operation of the intersection, with no real change in average delays or queues on any approaches.

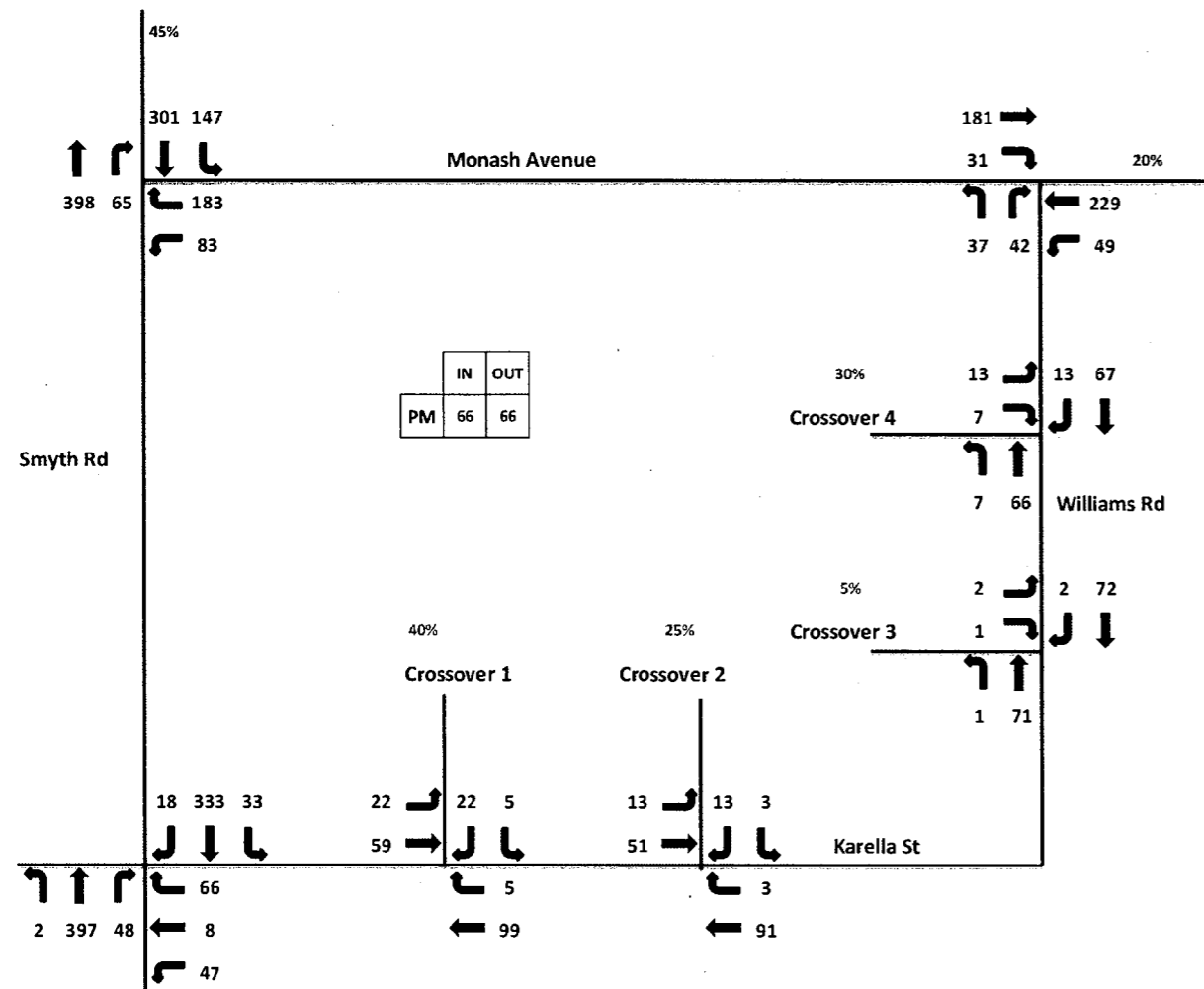


Figure 14: Total post development traffic flows - Weekday PM peak hour

### Smyth Road / Monash Avenue Intersection

The results of the SIDRA analysis for this intersection show that the intersection presently operates at about 40% capacity during the critical weekday PM peak hour.

Analysis indicates an overall level of service 'A' with the right turn out from Monash Avenue operating at level of service 'C' in the PM peak hour. The longest queue is on the Monash Avenue east approach (95% queue of 2 vehicles).

SIDRA analysis indicates that the addition of traffic from the proposed retirement village has minimal impact on the operation of the intersection, with no real change in average delays or queues on any approaches.

### Williams Road / Monash Avenue Intersection

The results of the SIDRA analysis for this intersection show that the intersection presently operates at about 14% capacity during the critical weekday PM peak hour.

Analysis indicates an overall level of service 'A' with all movements operating at level of service 'A' in the PM peak hour.

SIDRA analysis indicates that the addition of traffic from the proposed new retirement village has minimal impact on the operation of the intersection, with no real change in average delays or queues on any approaches.

### Proposed Development Crossovers

The AUSTRROADS "*Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings*" document illustrates the traffic volume thresholds above which a detailed intersection capacity assessment is required. Table 2 was derived based on traffic volume thresholds provided in Table 2.4 of the Guide.

As detailed in Section 4.3 of this report, the anticipated peak hour traffic volumes at the development crossovers are well below the indicative thresholds detailed in Table 2. Therefore, sufficient capacity will be available to accommodate the proposed development traffic flows in and out of the crossovers.

Table 2. Traffic volume threshold for detailed intersection analysis

Major Road type	Major Road Flow (vph <sup>1</sup> )	Minor Road Flow (vph)
Two-lane	400	250
	500	200
	650	100
Four-lane	1,000	100
	1,500	50
	2,000	25

### 4.5 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 development will not increase traffic volumes or noise on surrounding roads anywhere near this level to result in any perceptible increase in noise.

The proposed development is a retirement village and as such it will not generate significant traffic volumes late at night, therefore night time traffic noise and vibration are not anticipated to be an issue for this development either.

<sup>1</sup> vph – vehicles per hour, typically represent 10% of total daily traffic volume



## 5.0 Parking and Access

### 5.1 Parking Demand and Supply

It is proposed to provide a total of 658 car parking bays on site allocated as following:

- Residential: 576 bays.
- Visitor: 82 bays (including two ACROD bays).

There is an average residential parking provision rate of 1.75 bays per apartment. This is considered acceptable as the proposed development is a retirement village, which typically have lower levels of car ownership among residents.

It is also proposed to provide parking space for 30 caravans and 69 mobility scooters within the proposed development.

There are excellent pedestrian and public transport facilities in immediate vicinity of the site which also reduces the need for residents to own more than one motor vehicle.

The number of visitor car parking bays is also considered acceptable for the proposed new retirement village. There are also public on-street public parking options for visitors on adjacent streets in addition to the on-site visitor car parking.

### 5.2 Access

Vehicular access is provided via two crossovers on Karella Street (Figure 15) and two crossovers on Williams Road (Figure 16).

The crossovers on Karella Street provide access to ground level visitor car parking and Porte cochere. Three ramps connect to the internal car parking aisles to provide access to three separate lower ground level car parks.

The southern crossover on Williams Road connects directly to a car park ramp leading to a basement level car park. The northern crossover on Williams Road provides access to six visitor bays on the ground level and an internal car park ramp serving the second basement level car park.

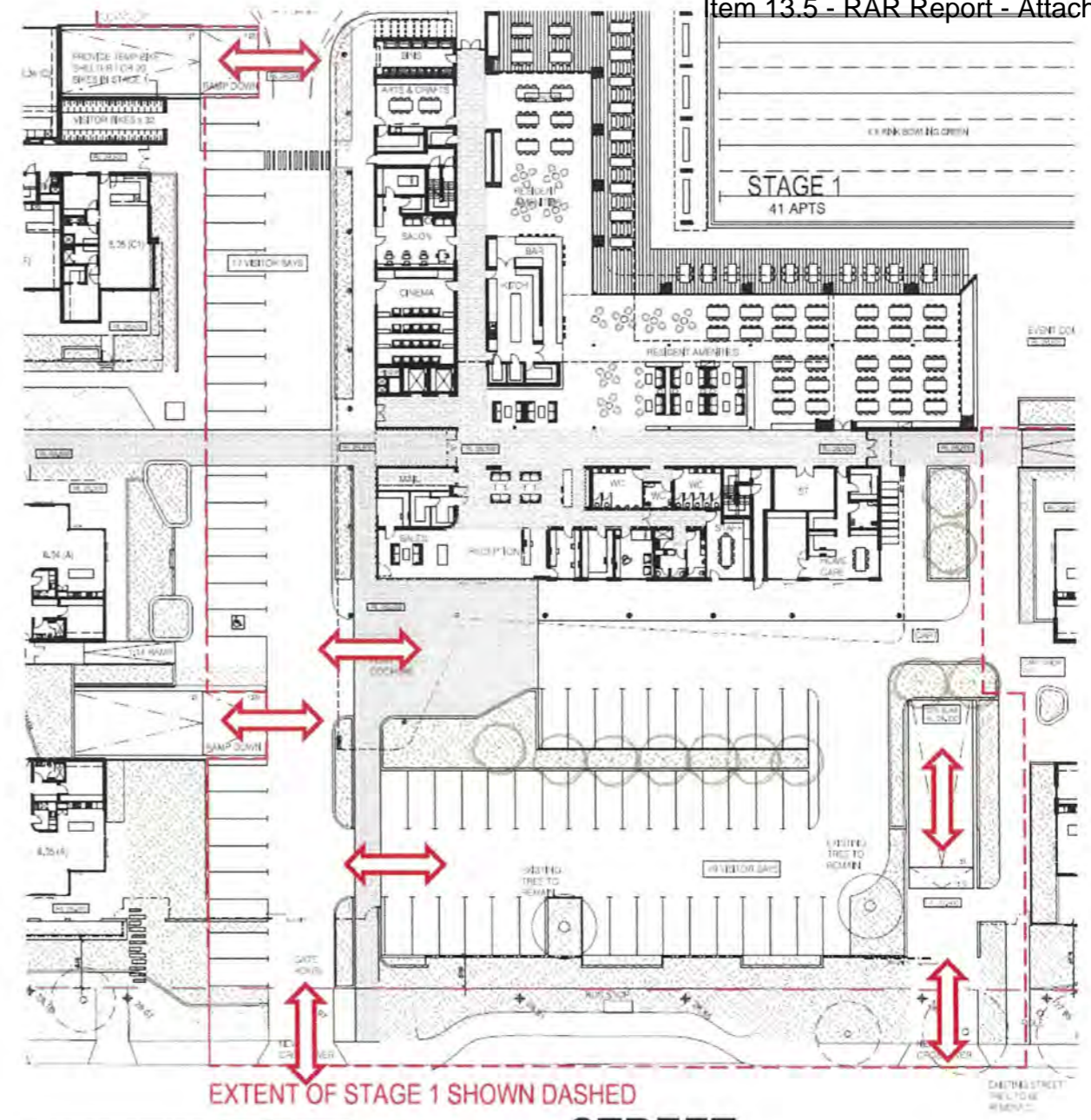


Figure 15: Proposed access arrangements on Karella Street





Figure 16: Proposed access arrangements on Williams Road

## 6.0 Provision for Service Vehicles

Each separate lower ground and basement level car parks have a bin store and designated waste collection area.

Based on the information provided to Transcore, it is intended to service the site with a small HINO 7.1m waste truck for easy access to and from the basement parking levels.

Swept path analysis has been undertaken to confirm the suitability of the proposed service areas to accommodate the anticipated 7.11m rigid trucks. The swept path diagrams and service vehicle specifications are included for reference in Appendix .

A waste collection service provider will be contracted to collect waste from the site as is typical practice for these facilities.

## 7.0 Conclusions

---

This Traffic Impact Assessment has been prepared by Transcore on behalf of Regis Aged Care Pty Ltd. The subject of this report is the proposed The Residences - Nedlands retirement village development in the City of Nedlands.

The proposal entails redevelopment of the southern portion of the site to provide a total of 327 residential retirement units and supporting amenities. The proposal replaces the previous land uses on the subject site which were a mixture of 286 independent living units and 40 nursing home beds. The subject site is currently vacant and not operational.

Vehicular access is proposed to be provided via two crossovers on Karella Street and two crossovers on Williams Road. The crossovers on Karella Street provide access to ground level visitor car parking. Three ramps connect to the internal car parking aisles to provide access to three separate lower ground level car parks. The southern crossover on Williams Road connects directly to a car park ramp leading to a basement level car park. The northern crossover on Williams Road provides access to six visitor bays on the ground level and an internal car park ramp serving the second basement level car park.

Traffic analysis indicates that the road network peak traffic hour is anticipated to occur between 3pm and 4pm which coincides with school and hospital traffic on Monash Avenue.

Traffic modelling indicates that the proposed development traffic generation will be similar to the traffic generation of the previously operating land uses on the subject site. Therefore the increase in traffic as a result of the proposed development on the surrounding roads is insignificant and will not have any impact on traffic operations and amenity.

SIDRA intersection analysis undertaken for key surrounding intersections confirms minimal impact on intersection operation in the post development situation.

The parking provision for the proposed new retirement village is more than sufficient to cater for the anticipated parking demand of the development.

In conclusion the findings of this Traffic Impact Assessment are supportive of the development proposal.

# Appendix A

---

## SIDRA OUTPUTS



Table 3. SIDRA results for the Smyth Road / Karella Street intersection – weekday PM peak period (existing situation)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Smyth Rd (south)											
1	L2	2	4.0	0.325	5.1	LOS A	2.2	15.7	0.28	0.49	52.8
2	T1	397	4.0	0.325	5.2	LOS A	2.2	15.7	0.28	0.49	53.8
3	R2	24	4.0	0.325	8.5	LOS A	2.2	15.7	0.28	0.49	53.4
Approach		423	4.0	0.325	5.4	LOS A	2.2	15.7	0.28	0.49	53.8
East: Karella St (east)											
4	L2	23	4.0	0.084	6.6	LOS A	0.4	3.0	0.49	0.67	51.1
5	T1	8	4.0	0.084	6.7	LOS A	0.4	3.0	0.49	0.67	52.0
6	R2	47	4.0	0.084	10.0	LOS B	0.4	3.0	0.49	0.67	51.6
Approach		78	4.0	0.084	8.7	LOS A	0.4	3.0	0.49	0.67	51.5
North: Smyth Rd (north)											
7	L2	14	4.0	0.250	4.7	LOS A	1.5	11.2	0.13	0.47	53.4
8	T1	333	4.0	0.250	4.9	LOS A	1.5	11.2	0.13	0.47	54.4
9	R2	18	4.0	0.250	8.1	LOS A	1.5	11.2	0.13	0.47	54.0
Approach		365	4.0	0.250	5.0	LOS A	1.5	11.2	0.13	0.47	54.3
All Vehicles		866	4.0	0.325	5.5	LOS A	2.2	15.7	0.24	0.50	53.8

Table 5. SIDRA results for the Smyth Road / Monash Avenue intersection – weekday PM peak period (existing situation)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Smyth Rd (south)											
2	T1	379	4.0	0.256	0.5	LOS A	0.7	5.1	0.20	0.09	49.0
3	R2	65	4.0	0.256	6.8	LOS A	0.7	5.1	0.20	0.09	48.3
Approach		444	4.0	0.256	1.5	NA	0.7	5.1	0.20	0.09	48.9
East: Monash Ave (east)											
4	L2	83	4.0	0.079	8.9	LOS A	0.3	2.3	0.38	0.88	44.6
6	R2	173	4.0	0.397	15.9	LOS C	1.7	12.1	0.73	1.08	41.1
Approach		256	4.0	0.397	13.6	LOS B	1.7	12.1	0.62	1.02	42.2
North: Smyth Rd (north)											
7	L2	137	4.0	0.222	4.6	LOS A	0.0	0.0	0.00	0.18	48.4
8	T1	282	4.0	0.222	0.0	LOS A	0.0	0.0	0.00	0.18	49.0
Approach		419	4.0	0.222	1.5	NA	0.0	0.0	0.00	0.18	48.8
All Vehicles		1119	4.0	0.397	4.3	NA	1.7	12.1	0.22	0.33	47.1

Table 6. SIDRA results for the Smyth Road / Monash Avenue intersection – weekday PM peak period (post-development situation)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Smyth Rd (south)											
2	T1	398	4.0	0.268	0.6	LOS A	0.7	5.4	0.20	0.09	49.0
3	R2	65	4.0	0.268	7.0	LOS A	0.7	5.4	0.20	0.09	48.3
Approach		463	4.0	0.268	1.5	NA	0.7	5.4	0.20	0.09	48.9
East: Monash Ave (east)											
4	L2	83	4.0	0.081	9.0	LOS A	0.3	2.3	0.40	0.89	44.6
6	R2	183	4.0	0.448	17.2	LOS C	2.0	14.2	0.76	1.11	40.5
Approach		266	4.0	0.448	14.7	LOS B	2.0	14.2	0.65	1.04	41.7
North: Smyth Rd (north)											
7	L2	147	4.0	0.237	4.6	LOS A	0.0	0.0	0.00	0.18	48.4
8	T1	301	4.0	0.237	0.0	LOS A	0.0	0.0	0.00	0.18	49.0
Approach		448	4.0	0.237	1.5	NA	0.0	0.0	0.00	0.18	48.8
All Vehicles		1177	4.0	0.448	4.5	NA	2.0	14.2	0.23	0.34	47.0

Table 4. SIDRA results for the Smyth Road / Karella Street intersection – weekday PM peak period (post-development situation)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Smyth Rd (south)											
1	L2	2	4.0	0.354	5.2	LOS A	2.4	17.7	0.33	0.51	52.6
2	T1	397	4.0	0.354	5.4	LOS A	2.4	17.7	0.33	0.51	53.5
3	R2	48	4.0	0.354	8.6	LOS A	2.4	17.7	0.33	0.51	53.1
Approach		447	4.0	0.354	5.7	LOS A	2.4	17.7	0.33	0.51	53.5
East: Karella St (east)											
4	L2	47	4.0	0.131	6.7	LOS A	0.7	4.9	0.51	0.68	51.2
5	T1	8	4.0	0.131	6.8	LOS A	0.7	4.9	0.51	0.68	52.1
6	R2	66	4.0	0.131	10.1	LOS B	0.7	4.9	0.51	0.68	51.7
Approach		121	4.0	0.131	8.6	LOS A	0.7	4.9	0.51	0.68	51.5
North: Smyth Rd (north)											
7	L2	33	4.0	0.281	4.9	LOS A	1.8	13.0	0.21	0.48	53.1
8	T1	333	4.0	0.281	5.0	LOS A	1.8	13.0	0.21	0.48	54.1
9	R2	18	4.0	0.281	8.3	LOS A	1.8	13.0	0.21	0.48	53.7
Approach		384	4.0	0.281	5.2	LOS A	1.8	13.0	0.21	0.48	54.0
All Vehicles		952	4.0	0.354	5.8	LOS A	2.4	17.7	0.31	0.52	53.4



Table 7. SIDRA results for the Williams Road / Monash Avenue intersection – weekday PM peak period (existing situation)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Williams Rd (south)											
4	L2	27	4.0	0.056	5.4	LOS A	0.2	1.4	0.35	0.59	45.7
6	R2	29	4.0	0.056	6.6	LOS A	0.2	1.4	0.35	0.59	45.4
Approach		56	4.0	0.056	6.0	LOS A	0.2	1.4	0.35	0.59	45.5
East: Monash Ave (east)											
7	L2	36	4.0	0.139	4.6	LOS A	0.0	0.0	0.00	0.07	49.0
8	T1	229	4.0	0.139	0.0	LOS A	0.0	0.0	0.00	0.07	49.6
Approach		265	4.0	0.139	0.6	NA	0.0	0.0	0.00	0.07	49.5
West: Monash Ave (west)											
2	T1	181	4.0	0.110	0.2	LOS A	0.2	1.2	0.10	0.06	49.4
3	R2	21	4.0	0.110	5.6	LOS A	0.2	1.2	0.10	0.06	48.4
Approach		202	4.0	0.110	0.7	NA	0.2	1.2	0.10	0.06	49.3
All Vehicles		523	4.0	0.139	1.2	NA	0.2	1.4	0.07	0.12	49.0

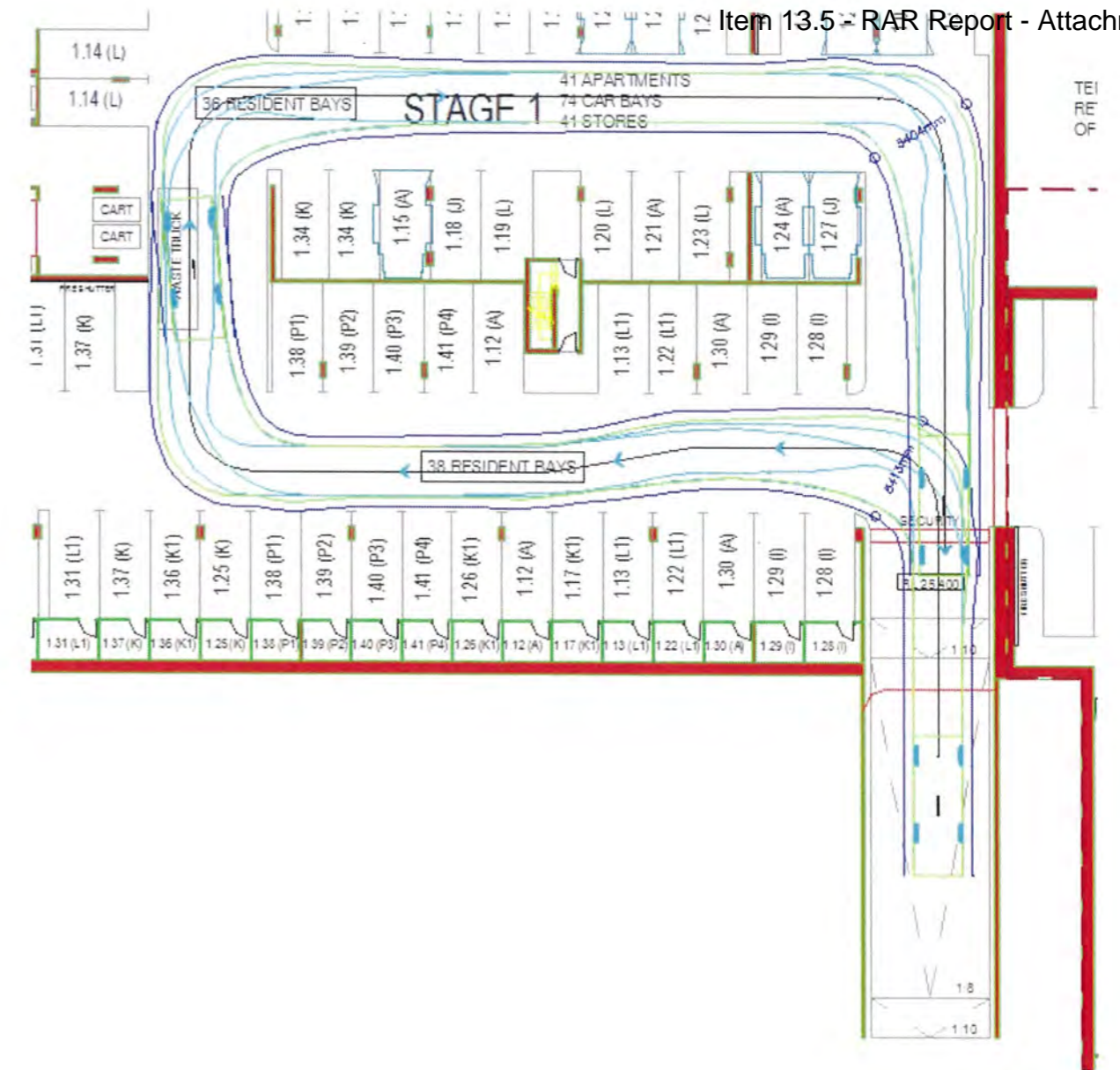
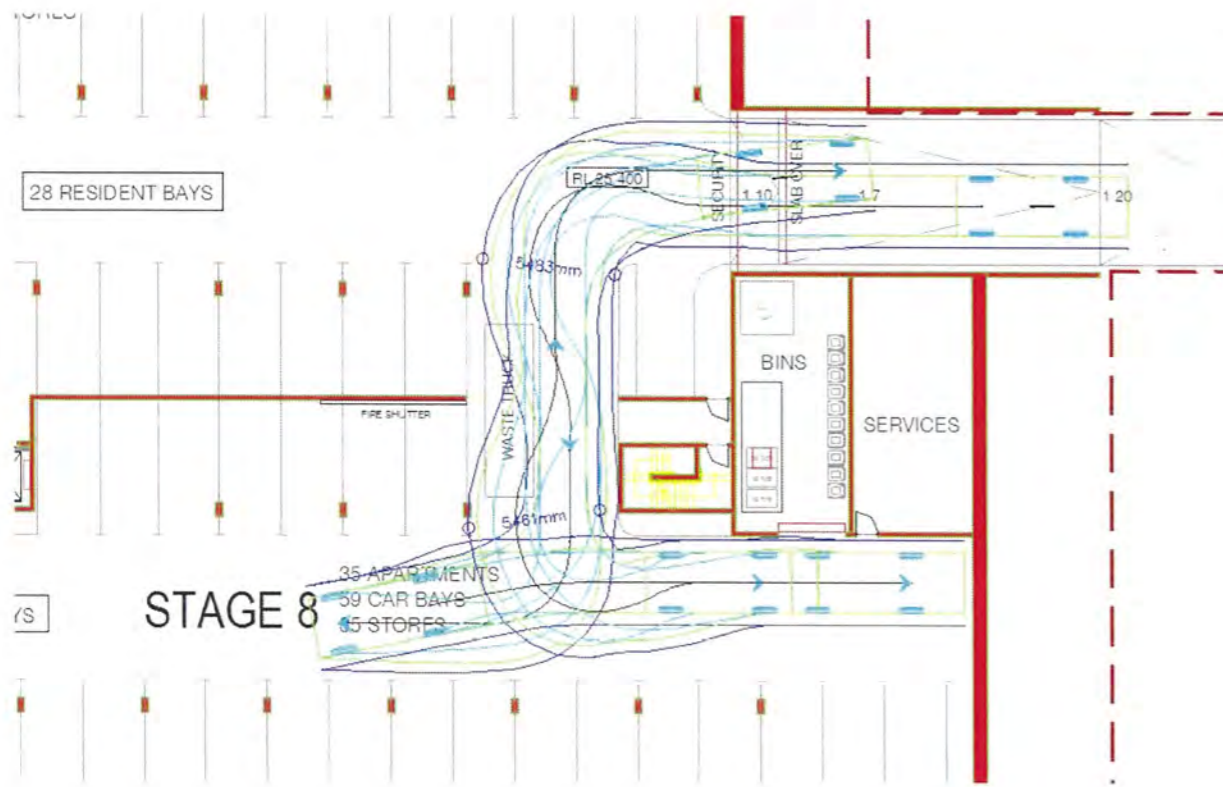
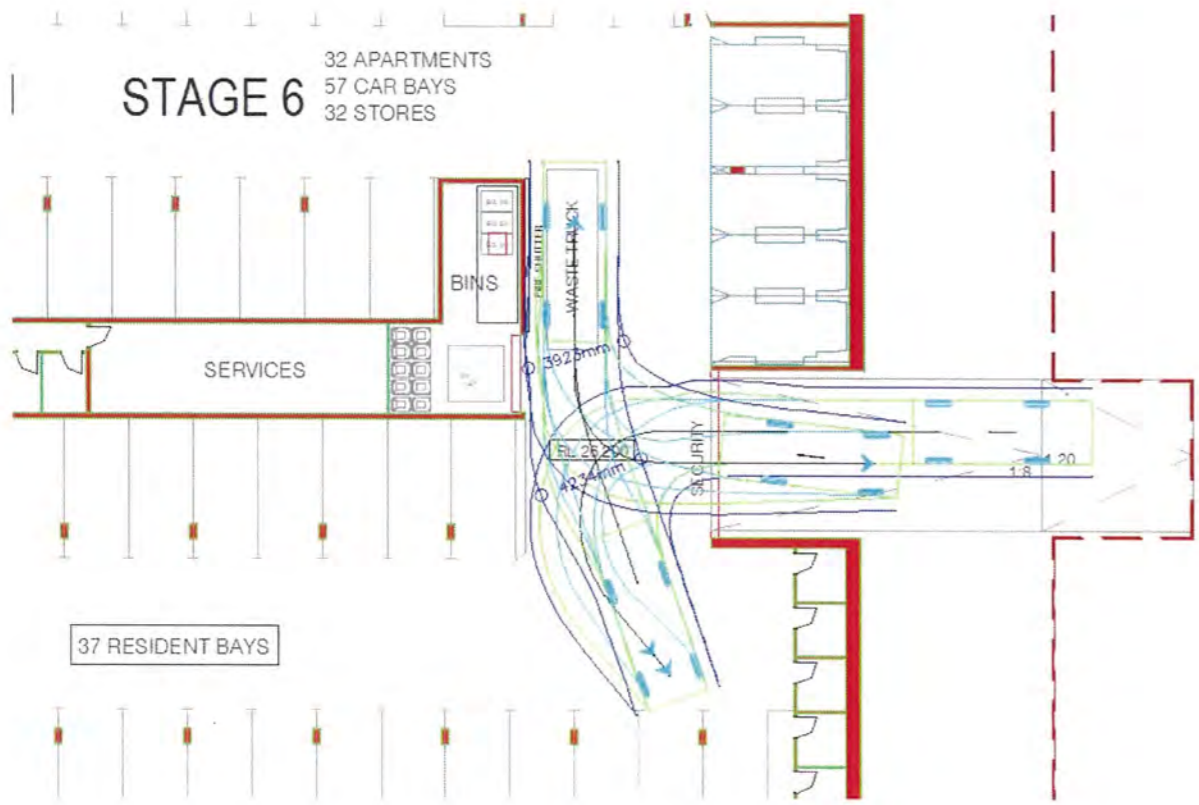
# Appendix B

## SWEPT PATH ANALYSIS

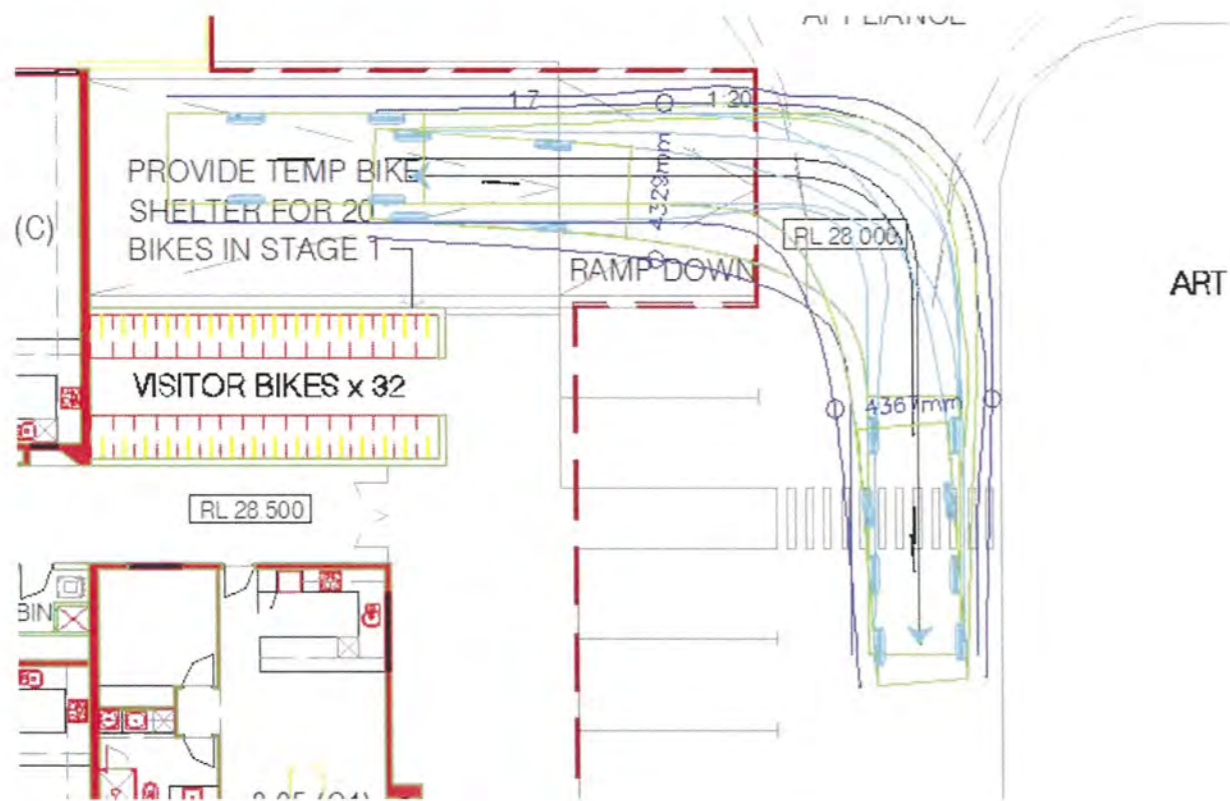
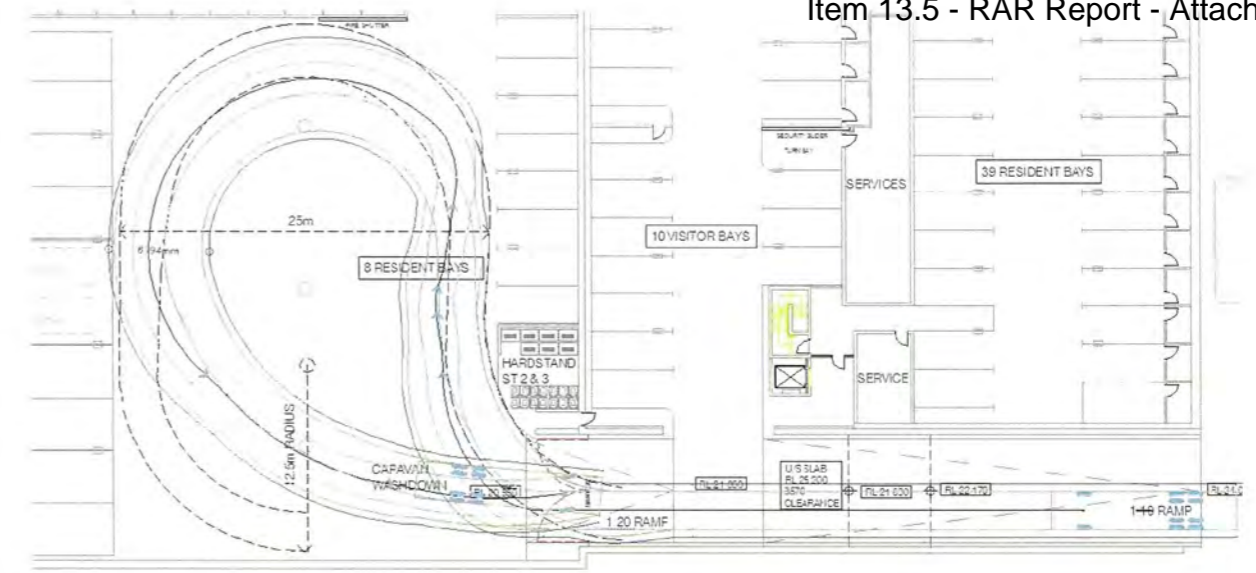
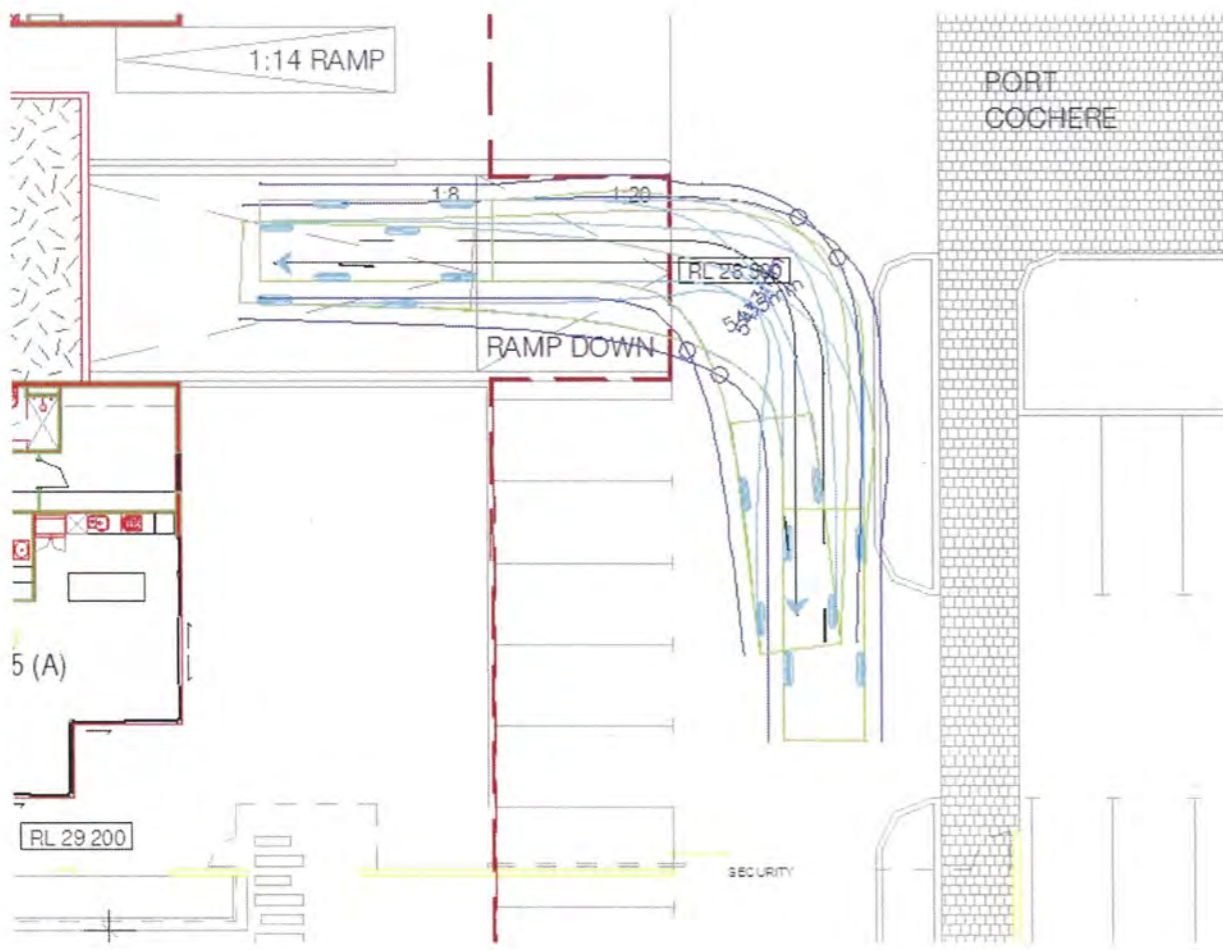
Table 8. SIDRA results for the Williams Road / Monash Avenue intersection – weekday PM peak period (post-development situation)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Williams Rd (south)											
4	L2	37	4.0	0.081	5.4	LOS A	0.3	2.1	0.36	0.61	45.7
6	R2	42	4.0	0.081	6.8	LOS A	0.3	2.1	0.36	0.61	45.3
Approach		79	4.0	0.081	6.1	LOS A	0.3	2.1	0.36	0.61	45.5
East: Monash Ave (east)											
7	L2	49	4.0	0.146	4.6	LOS A	0.0	0.0	0.00	0.10	48.9
8	T1	229	4.0	0.146	0.0	LOS A	0.0	0.0	0.00	0.10	49.4
Approach		278	4.0	0.146	0.8	NA	0.0	0.0	0.00	0.10	49.3
West: Monash Ave (west)											
2	T1	181	4.0	0.118	0.2	LOS A	0.3	1.8	0.14	0.08	49.2
3	R2	31	4.0	0.118	5.7	LOS A	0.3	1.8	0.14	0.08	48.2
Approach		212	4.0	0.118	1.0	NA	0.3	1.8	0.14	0.08	49.0
All Vehicles		569	4.0	0.146	1.6	NA	0.3	2.1	0.10	0.16	48.6



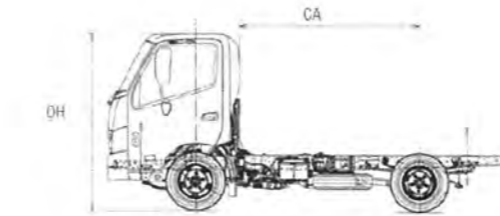
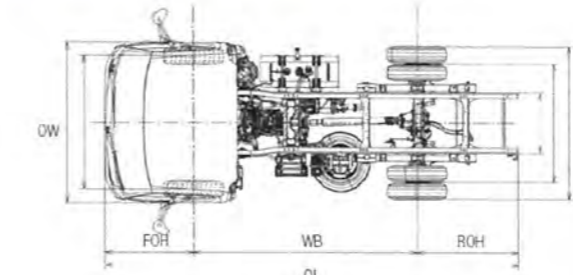








# 816 Auto Dimensions



### DIMENSIONS – mm / Capacities

Model	816 Medium Auto
Product code	XZU710R-HKTR503
Wheelbase (WB)	3430
Nominal Max Body length	4840
Overall tyre width (OT)	1975
Overall length (OL)	6185
Overall width (OW)	1995
Overall height (OH)	2220
Front track	1685
Rear track	1520
Cab to axle centre (CA)	2870
Front overhang (FOH)	1110
Rear overhang (ROH)	1645
Front chassis height	710
Rear chassis height	795
Road clearance	190
Turning circle – m (kerb-to-kerb)	11.6
Turning circle – m (wall-to-wall)	13.0
Fuel tank - lt	170
Indicative chassis mass – kg (standard tools, 10 litres of fuel, without spare tyre)	
Total	2400
Front	1630
Rear	770
GVM*	7300
GCM	7300

\*20 GVM = 7300 OPT 4495

### GENUINE ACCESSORY OPTIONS

- |                              |             |
|------------------------------|-------------|
| Bull bar                     | Roof scoop  |
| Chrome wheel covers          | Side skirts |
| GPS sat nav                  | Stoneguard  |
| Rear vision camera (up to 3) | Survisor    |
- Please check with your dealer for price, availability & fitment for these options

SD 04/2007
ACN 004 992 090

## SALES DATA SHEET

PRODUCT NAME <b>REAR LOADER</b>	DATE 10/11/2010	REVISION 01	SHEET 1 OF 1	SD-JM-8R6DRBF-V41
PRODUCT CODE JM	PRODUCT SIZE/CAPACITY 8	SALES MARKET	PRODUCT FUNCTION VARIATION 660 RCBL	
BODY OPTIONS <b>LOW PROFILE BODY</b>				
VEHICLE MAKE HINO	VEHICLE MODEL 816 AUTO	AXLE CONFIGURATION 4x2	WHEELBASE 3870 (STD)	
CAB/CHASSIS OPTIONS <b>SPRING REAR SUSPENSION</b>			VCS CODE 3/641H1113	

	FRONT (kg)	REAR (kg)	TOTAL (kg)
TRUCK *	1,585	810	2,395
JM8 BODY	316	2,284	2,600
RCBL-660 BINLIFTER	-129	379	250
TARE	1,771	3,474	5,245
PAYLOAD **	462	1,593	<b>2,055</b>
GROSS	2,233	5,067	7,300
MAX RATED LOAD ***	2,800	5,280	7,300

\* TRUCK TARE ESTIMATED FROM TRUCK SPEC SHEETS  
 \*\* PAYLOAD WEIGHTS ESTIMATED ONLY AND MAY DIFFER  
 \*\*\* PAYLOAD LIMITED BY GVM  
**Max Typ Payload for JM8: 8.32m3 x 330kg/m3 = 2,746**

MACDONALD JOHNSTON EXERCISE A PROGRAMME OF CONTINUAL PRODUCT DEVELOPMENT AND IN THIS CONTEXT RESERVE THE RIGHT TO AMEND SPECIFICATIONS WITHOUT PRIOR NOTICE





<b>City Comment</b>	<b>Applicant's Advice</b>
<p>The anticipated daily traffic generation associated with the proposal has been underestimated by approximately 35%, based upon the ITE trip generation rates derived from the Institute of Transportation Engineers Trip Generation Manual, 10th Edition. The proposal is to be located within a high income and socio-economic area and proposes a significant level of residential on-site tenant parking which will have higher trip generation rates than those documented in the RTA guidelines. The assessment needs to be modified to reflect this higher trip rate and the subsequent impact on the boundary road network</p>	<p>We don't believe there is any validity or justification why ITE traffic generation rates should be used in lieu of TRM NSW TDT 2013/04a trip rates for this project.</p> <p>The TRM NSW TDT 2013/04a Guide to Traffic Generating Developments Guide Updated traffic surveys document is an industry recognised and accepted trip generation source which is also endorsed by WAPC guidelines. Furthermore, contrary to ITE Trip Generation Manual 10<sup>th</sup> Edition, which is an American publication and is based on American data, TRM is an Australian source of trip rates and as such more appropriate for use in this case.</p>
<p>The A.M. roadway peak hour trip generation rate needs to be included within the assessment. The documented P.M. roadway peak hour trip generation estimate is acceptable</p>	<p>As stated in the TIA, we do not believe the development will significantly impact on the AM peak due to the nature of the residents no longer needing to attend work or activities during the peak period. It was considered that the investigation and impact of the development proposal on the road network during the PM peak hour, where the development-generated traffic is higher and would interact with the hospital and school-related traffic, was a more appropriate investigation. This scenario provides a good representation of the practical effect of additional development-generated traffic on local road network.</p> <p>Further to the above, there are no significant employee movements associated with the development given the low level of staffing associated with an independent living development.</p> <p>Given the above, the proposal will not generate a significant volume of traffic during the AM period that warrants detailed assessment.</p>
<p>A summary of potential future significant public transport upgrades to service within the immediate area and beyond indicates that there is currently not planning, programming or funding for these improvements in the short- to medium-term (10+ years) and hence bus services to the area will continue to function as the only public transport services</p>	<p>Noted.</p>



<p>in the foreseeable future. These long-term improvements are therefore not relevant in the context of this assessment and will not result in the increase in mode shift away from the private motor vehicle</p>	
<p>The A.M. roadway peak hour needs to be included in the context of the traffic operations assessment for the area, as it is coincident with the school peak period for both the existing and future build-out scenarios.</p>	<p>Please refer to previous comments regarding the AM peak period.</p>
<p>The SIDRA analysis for the Smyth Road/Monash Avenue intersection for the future scenario for the P.M. peak hour is flawed and a detailed review of the analysis indicates that this intersection is currently operating at a LOS F during this time period as an unsignalised T-intersection.</p> <p>It should be noted, however, that this intersection is shortly to be upgraded to a single circulating roundabout which will improve traffic operations through the area significantly.</p>	<p>The SIDRA results indicates LoS C, and this was the same as found by Cardno in its assessment of the Consulting Centre Development Application for Ramsay found on the JDAP website for the meeting of 1 October 2018.</p> <p>It is noted however, that Cardno found that the right turn from Monash Avenue to Smyth Road will operate at LOS F during the PM peak in the 2028 Assessment Year if the adjoining area experienced significant growth and no alterations were made to the intersection.</p> <p>It is noted that the City has commenced work on a single-lane roundabout upgrade of Smyth Road/Monash Avenue intersection hence overall operation of this intersection is expected to improve in the future as a result of unlocked additional capacity. A sensitivity assessment of this intersection was undertaken for the PM peak post-development scenario assuming new roundabout format was implemented. The result of the SIDRA analysis shows all three approaches to the roundabout would be operating at LoS A (currently the right-turn out from Monash Avenue records LoS C), with the overall capacity now at 43%. Consequently, it is anticipated that the proposed intersection upgrade would provide additional capacity and improve operational conditions during peak road network periods, however it should be reiterated that Regis redevelopment does not bring about the need for this upgrade.</p>
<p>In relation to scenarios considered in the context of the assessment, the minimum base future scenario should be 2031, as per MRWA ROMS' modelling, as the proposal is located within a precinct of significance for the State Government. The assessment should be amended to reflect the modelling for this option and should be based upon a single circulating roundabout intersection</p>	<p>Whilst the subject site is within an Activity Centre associated with UWA and QEII under the Central Sub-Regional Planning Framework, the WAPC has yet to commence work on this document while the City of Nedlands Scheme regarding densities is in a state of flux.</p> <p>Whilst growth is planned within the Activity Centre and surrounding residential areas under the draft Local Planning Scheme No.3 it is noted that both Ramsay Hospital and QEII operate within parking caps which are unlikely to increase. It is also noted that ROM modelling outputs is not readily available to private consultants and as such, we are not able to use ROM modelling information as a basis for the long-term scenario assessment.</p>

<p>configuration at Smyth Road/Monash Avenue for both the A.M. and P.M. roadway peak hours.</p>	
<p>The future assessment scenario should include consideration of the proposal to expand the medical consulting services within the Hollywood Hospital to the north of the site with an application for this proposal already submitted to the City of Nedlands. The anticipated traffic associated with the Hollywood Hospital site redevelopment should be included as part of background traffic within the updated traffic operations assessment.</p>	<p>Whilst there are a range of developments, including Hollywood Hospital expansion, within the Activity Centre precinct, the assessment of the combined impact of these developments is beyond the scope of the Regis redevelopment project. This assessment requires an area wide transport modelling and therefore should be undertaken jointly by relevant government agencies including City of Nedlands and DoPLH. It is however, noted that both the Ramsay Hollywood Hospital site and the QEII site currently operate within parking caps which should contain any significant growth in traffic.</p>
<p>A detailed AutoTurn (swept path) analysis is required to demonstrate that the proposed caravan/trailer car parking on the site within the basement car parking level satisfies minimum manoeuvring requirements.</p>	<p>AutoTurn (swept path analysis) has been completed and is attached. It should be noted that the caravans will be unhooked within the basement and caretakers will 'jockey' the caravan into position manually. They will also move caravans into position for collection. Given the infrequent use of this car parking area and the manual manoeuvring of the caravans, the basement design is considered functional and practical.</p>
<p>A review of the car parking layout within the site indicates that a number of car parking bays are non-compliant with Australian Standard AS 2890.1: Off-Street Parking, with a particular focus on bays adjacent to fixed walls which need to be a minimum of 2.7m wide.</p> <p>There is also a requirement for a 1m turnout at the end of blind aisles which has not been provide at the western end of each of the car parking modules on the basement, lower ground and upper ground levels. In absence of this 1m turnout, a detailed AutoTurn assessment is required for each of the bays</p>	<p>The proposal complies within the minimum width of 2.7 metres for car parking bays adjoining fixed walls and 1 metre turnouts to blind aisles are provided.</p> <p>If required, a condition of Development Approval could address this matter.</p>

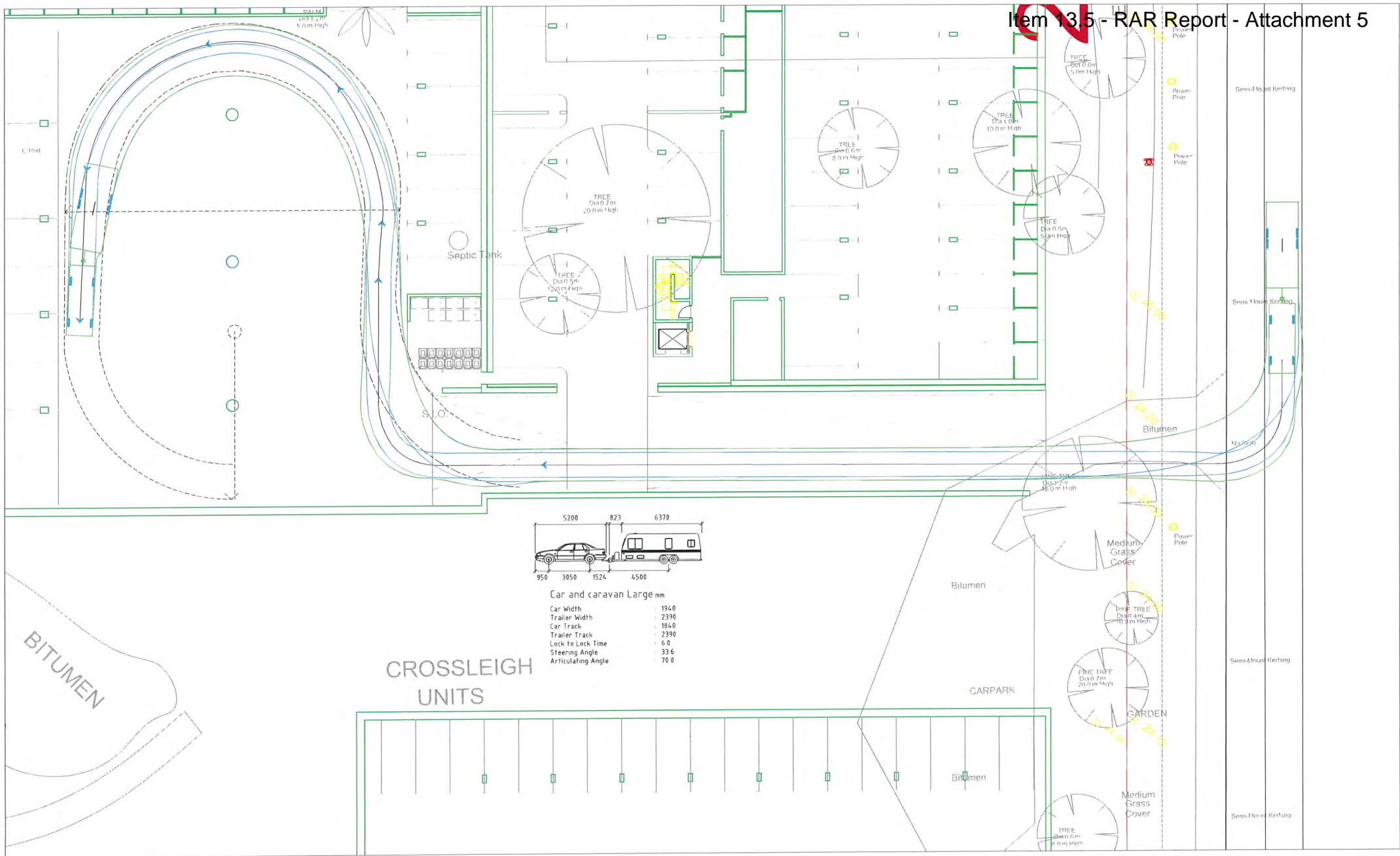
<p>flanking these boundary walls to demonstrate adequate and safe manoeuvring into and out of these bays.</p>	
<p>The proposed western crossover to the site on the north side of Karella Street needs to be assessed in relation to its close proximity to the intersection of Langham Street with Karella Street in order to demonstrate that inbound right-turning movements at each of these respective locations will not conflict during peak travel periods.</p>	<p>The centreline to centreline distance between the western Karella Street crossover and Langham Street is estimated to be about 30m. This distance exceeds the Liveable Neighbourhood Access Street junction spacing warrants of 20m and as such is deemed suitable. Thus, no further assessment is required.</p>
<p>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. In particular, this plan should outline how the servicing of the site will minimise impacts to the Karella Street and Williams Road frontages. Access by rubbish trucks has also not been addressed in the report. 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 Karella Street and/or Williams Road resulting in potential localised congestion and impact on sight lines for pedestrians and cyclists as well as drivers.</p>	<p>Preparation of a separate Loading, Servicing and Delivery Management Plan can be required as a condition of Development Approval in the normal manner.</p> <p>It is noted that the Waste Management Plan (WMP) provides detail on waste removal and vehicles proposed to be utilised can access the subject site. The TIA contains a swept path analysis for the rubbish service vehicle.</p>
<p>A road safety 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</p>	<p>A Road Safety Audit (RSA) can be required as a condition of Development Approval.</p> <p>A Car Parking Management Plan (CMP) is not considered to be required given the majority of the car parking is set aside for residents. It is also noted that the bays are unlikely to be strata titled allowing flexibility in 'ownership'.</p>

may be required to accommodate site-generated traffic.

A review of the car parking assessment indicates that the proposed overall supply is generally consistent with both the City's Town Planning Scheme No. 2 and endorsed WAPC policies and precinct plans including State Planning Policy 3.1: Residential Design Codes and Draft State Planning Policy 7.3: Apartment Design (Draft – Volume 2) However, it should be noted that in order to manage the future car parking supply appropriately that a detailed Car Parking Management Plan is required prior to commissioning of the development. Consideration of the establishment of a shuttle bus service between the QEII bus station and the property should be given in order to maximise non-motorised access to the site and minimise demands on car parking. Fully accessible shuttle services would allow for a minimisation of vehicular traffic on the local road network.

Visitor parking is further provided at grade and is readily accessible. It is unclear as to what benefit a CMP would provide.





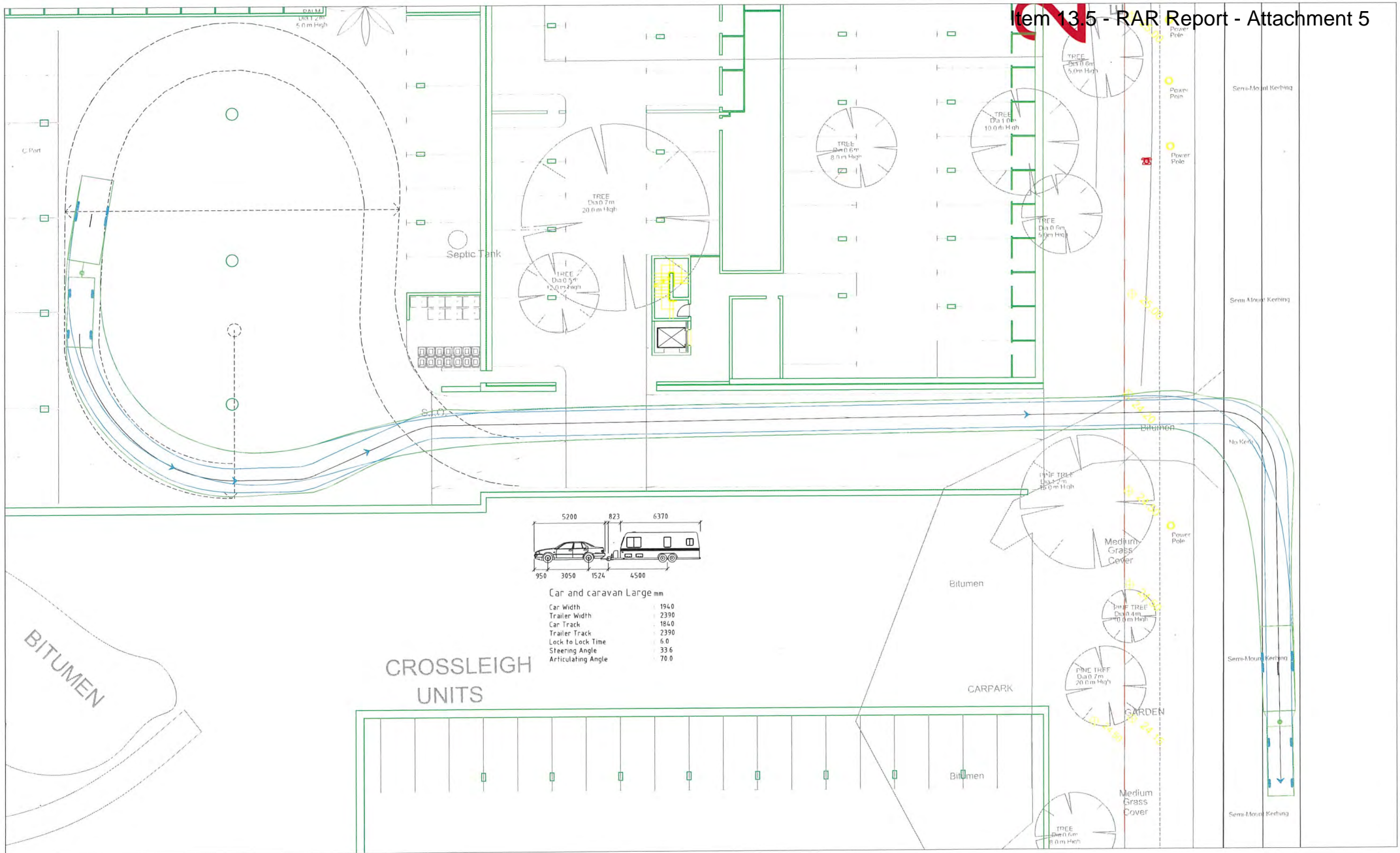
St Regis Hollywood  
 B99 car and a 6.3m Caravan  
 Vehicle Circulation

**LEGEND**  
 Vehicle Body  
 Wheel Path



t16.090.sk05  
 07/11/2018  
 Scale: 1:250 @ A3





St Regis Hollywood  
 B99 car and a 6.3m Caravan  
 Vehicle Circulation

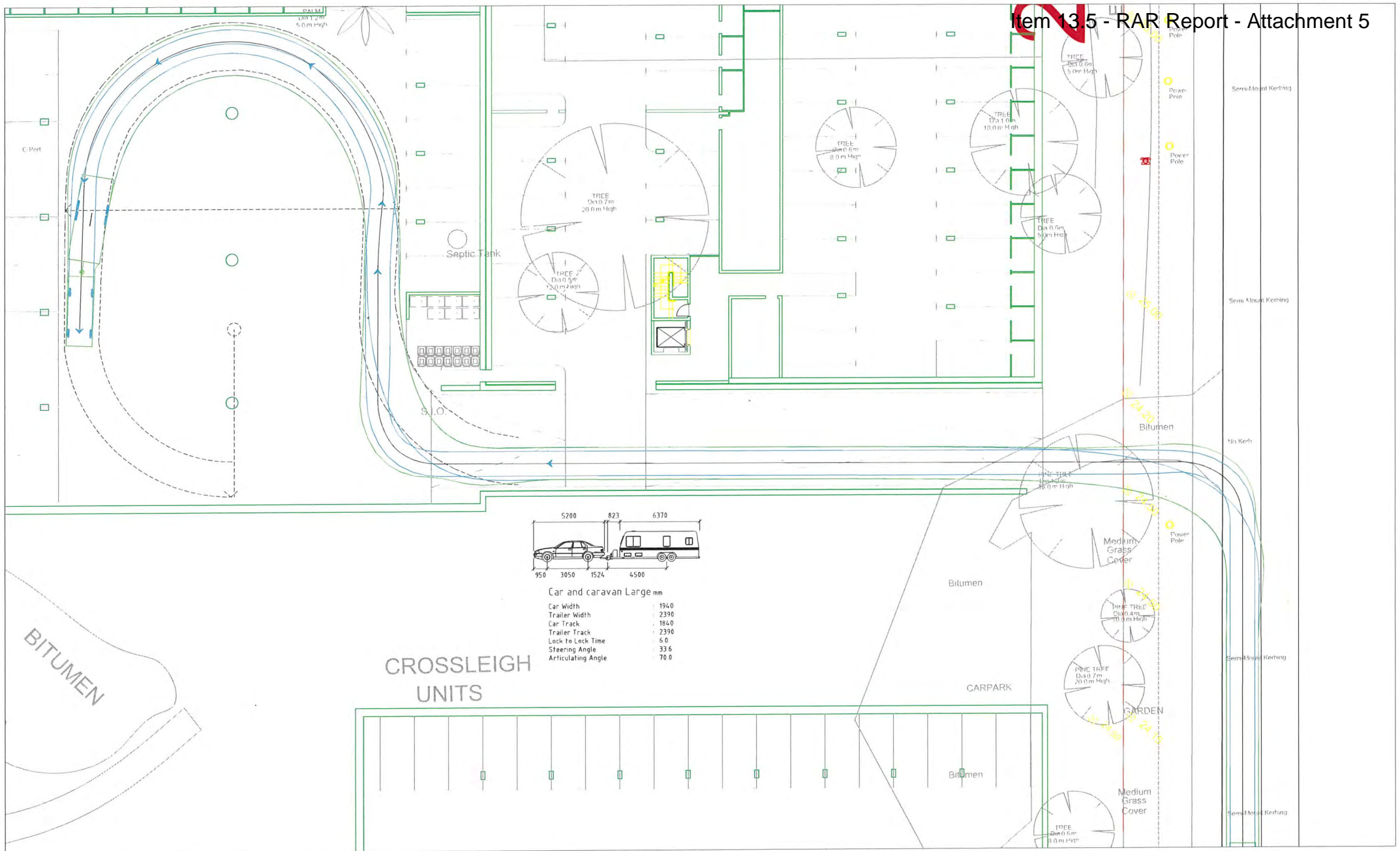
**LEGEND**  
 Vehicle Body  
 Wheel Path



t16.090.sk04a  
 07/11/2018  
 Scale: 1:250 @ A3







St Regis Hollywood  
 B99 car and a 6.3m Caravan  
 Vehicle Circulation

**LEGEND**

Vehicle Body  
 Wheel Path

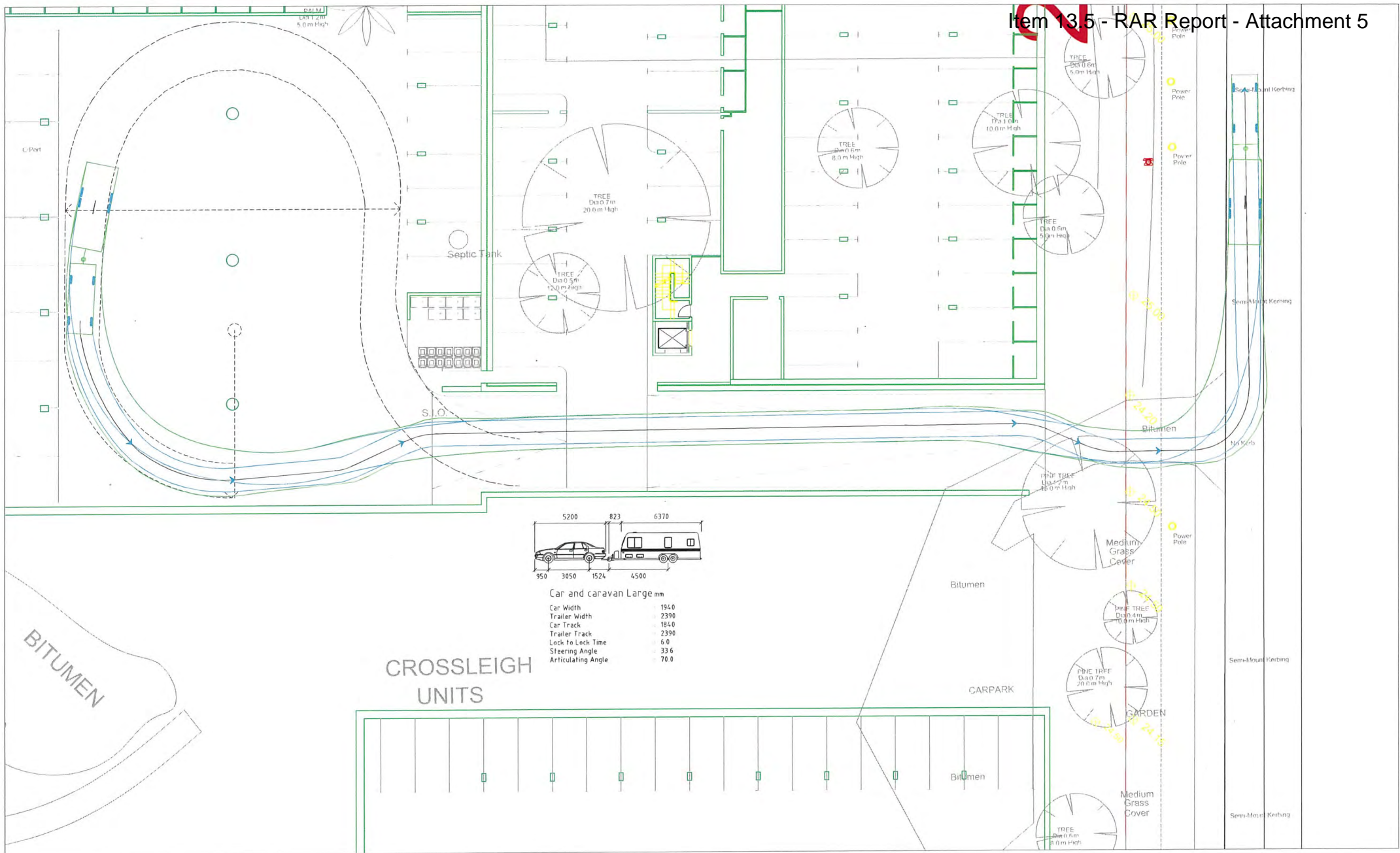


t16.090.sk03a

07/11/2018

Scale: 1:250 @ A3





St Regis Hollywood  
 B99 car and a 6.3m Caravan  
 Vehicle Circulation

**LEGEND**  
 Vehicle Body  
 Wheel Path



t16.090.sk06  
 07/11/2018  
 Scale: 1:250 @ A3







Move consultants  
Moving People Moving Commerce

AUSTRALIA 6953

P: +61 434 189 788

Abn 14 102 899 517

e-mail: [heidi.herget@moveconsultants.com.au](mailto:heidi.herget@moveconsultants.com.au)

[www.moveconsultants.com.au](http://www.moveconsultants.com.au)

12<sup>th</sup> November 2018

MC\_15 Karella Road\_Peer Review\_V2\_121118.docx

Ms. Andrew Bratley  
City of Nedlands  
71 Stirling Highway  
NEDLANDS WA 6009

Via Email: [abratley@nedlands.wa.gov.au](mailto:abratley@nedlands.wa.gov.au)

Dear Andrew:

Re: Peer Review of Transport Impact Assessment - Proposed Retirement Village, 15 Karella Street, Nedlands – V2-  
Response to Transcore Correspondence

Move Consultants has undertaken, on behalf of the City of Nedlands a detailed peer review of the response prepared by Transcore submitted on 8<sup>th</sup> November 2018. The following outlines the response by Move Consultants to Transcore's **remarks** relating to additional information and/or clarification required by the Applicant's consultant.

Transcore Response 08/11/18	Move Consultants Response 12/11/18
<p>Trip Generation is appropriate for uses proposed and A.M. peak hour is not relevant. Trip generation would be suppressed by comparison to conventional apartments and US data is not applicable.</p>	<p>Do not agree that A.M. peak hour is not relevant. The proposed supply of car parking for the site indicates a minimum of 1.75 bays/unit which is reflective of a higher than average trip generation for independent living units due to socio-economic and demographic factors. Move Consultants has undertaken a detailed review of traffic</p>

	<p>generation rates for a high-income independent living retirement proposal and can confirm that a combination of higher than average household income and higher than average car ownership will result in higher trip rates than what Transcore has quoted in its assessment. However, a comparison of both a.m. and p.m. peak hour trip generation indicates that the based upon the higher rates which are more appropriate, will result in approximately 7% to 10% higher trip generation during the weekday roadway peak periods which can be accommodated within the practical capacity of the road network once upgrades to Smyth Road/Monash Avenue have been completed.</p>
<p>The A.M. Peak Hour is not required to be assessed.</p>	<p>See above remarks.</p>
<p>Future public transport infrastructure upgrades in the area.</p>	<p>Both consultants agree.</p>
<p>Requirement for assessment of A.M. Peak Hour.</p>	<p>See above remarks.</p>
<p>SIDRA Assessment of Smyth Road/Monash Avenue intersection.</p>	<p>Disagree that it is currently operating at LOS C as on-site observations coupled with detailed SIDRA analysis undertaken by Move Consultants for both a.m. and p.m. peak hours indicates that it is currently operating at LOS F. However, as noted in remarks, the intersection is shortly slated to upgraded to a single circulating roundabout which will result in additional practical capacity and allow for additional demands to be accommodated safely and efficiently. A detailed SIDRA analysis of the intersection under exiting and future demand conditions indicates that it will operate a LOS C under the 'worst case' scenario (inclusive of approved Ramsay Health Care proposal on the Hollywood Hospital Site and the proposal's site-generated traffic) once a roundabout is implemented.</p>
<p>Re request for 2031 scenario assessment.</p>	<p>Traffic growth in the area is anticipated to a maximum of 1% to 2% p.a. over the next 15-years and a SIDRA sensitivity analysis undertaken by Move Consultants indicates that the boundary road network will continue to operate at acceptable Levels of Service under peak demand</p>

	<p>conditions.</p> <p>It should, however, be noted that it is standard practice for traffic consultants to include the long-term 2031+ scenario in modelling for future demands as per the WAPC Transport Impact Assessment Guidelines.</p>
Detailed AutoTurn analyses.	Reviewed and considered to be acceptable for vehicle types and entry/exit scenarios.
RE car parking layout, minimum offsets from fixed walls (2.7m) and 1m turnout at the end of blind aisles.	Plans reviewed as part of the original TIA did not show this compliance; however, Move Consultants is satisfied that if these dimensions and minor modifications are shown on detailed building design plans and form part of a Condition of DA Approval, the design is considered acceptable.
Offset between centrelines of Western Crossover and Langham Street along the Karella Road frontage.	Regardless of the compliance with Liveable Neighbourhoods, certainty with regard to the specific circumstances associated with potentially conflicting turning movements must be confirmed. Move Consultants has undertaken a brief SIDRA analysis based upon the higher and more appropriate trip generation associated with the proposal and can conclude that the location of the western crossover is sufficiently offset from Langham Street as to avoid potential right-turning conflict between the two intersection during peak periods.
Requirement for a Loading, Servicing and Delivery Management Plan and a Waste Management Plan.	<p>Agree that a LSMP can be conditioned as part of the DA Approval with submission prior to the issuance of a Building Permit and as part of the approval of detailed design plans.</p> <p>A Waste Management Plan should be submitted under separate cover to the City of Nedlands and can be conditioned within the DA approval.</p>
Requirement for Road Safety Audit	Agree that an RSA can be identified as required to be undertaken as a Condition of DA Approval; however, condition should specify that deficiencies, if any, outlined in the detailed CAR (Corrective Action Report) accompanying

	the RSA be actioned.
Requirement for Car Parking Management Plan	Bays should be clearly marked for residential tenants and visitors and visitor parking to be compliant with City's TPS.

In conclusion, based upon a review of the supplemental information provided by Transcore in relation to the proposal at 15 Karella Road, I am satisfied that the anticipated traffic associated with the proposal, following detailed additional assessment by Move Consultants, can be accommodated by the boundary road network based upon proposed local road upgrades. Other key requirements can be outlined as specific conditions with the Development Approval.

Should you have any queries, please do not hesitate to contact me at 0434 189 788.

Yours sincerely,



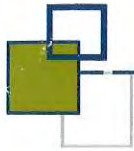
Heidi Herget, B.ASc. (Civil), MUDIA, MAITPM, MCILT, MPIA (Assoc.)

Principal Transport Consultant



# Hollywood Village

## Masterplan Report



August 2001



**Hollywood Village - Masterplan**

**Contents**

**introduction ..... 1**

1.1 Masterplan Objectives ..... 1

1.2 Timeframe for Implementation of Masterplan ..... 1

**statutory context ..... 2**

2.1 City of Nedlands Town Planning Scheme No.2 ..... 2

2.2 City of Nedlands Local Housing Strategy ..... 2

2.3 City of Nedlands - Draft Greenways Corridor Policy ..... 2

**site context analysis ..... 5**

3.1 Introduction ..... 5

3.2 Location and Surrounding Land Use ..... 5

3.3 Accessibility ..... 5

3.4 Services ..... 5

3.5 Building Stock Overview ..... 6

3.6 Topography ..... 6

**proposed masterplan ..... 10**

4.1 Introduction ..... 10

4.2 Overview of Masterplan ..... 10

4.3 Urban Design Assessment ..... 10

    4.3.1 Permeability ..... 10

    4.3.2 Variety ..... 11

    4.3.3 Legibility ..... 11

    4.3.4 Built Form ..... 11

    4.3.5 Vehicular Movement and Car Parking ..... 12

    4.3.6 Landscaping ..... 12

4.4 Masterplan Staging ..... 13

    4.4.1 Stage 1: 2001/2005 ..... 13

    4.4.2 Stage 2: 2005/2010 ..... 13

    4.4.3 Stage 3: 2010/2015 ..... 14

    4.4.4 Stage 4: 2015/2020 ..... 14

    4.4.5 Stage 5: 2020+ ..... 14

**conclusion ..... 16**

**appendices**

Appendix a: ..... i

Submission to City of Nedlands Local Housing Strategy

Appendix b: ..... ii

Traffic Impact Statement

Appendix c: ..... iii

Landscape Inspection Report

Appendix d: ..... iv

Masterplan - Staging Plans



## Hollywood Village - Masterplan

# introduction

The Planning Group, on behalf of The Salvation Army, have prepared the following Masterplan report for the Hollywood Senior Citizens Village, Nedlands. The preparation of a Masterplan has been required by the City of Nedlands in order to provide a "blueprint" for future development on the site, and to assist the Council in the assessment of associated development applications.

### 1.1 Masterplan Objectives

The objectives of the Masterplan are to:

- Provide a "blueprint" for the site, indicative of future Health and Aged Care development requirements;
- Address general design characteristics for the buildings and elements within the Village;
- Rationalise movement through, to and from the Village;
- Rationalise open space within the Village and provide a landscaping concept; and
- Provide the basis for the initiation of a Town Planning Scheme Amendment to the City of Nedlands Town Planning Scheme No.2.

### 1.2 Timeframe for Implementation of Masterplan

It is expected that the Masterplan will be implemented over a 20+ year period, with development being staged accordingly over that time. As this represents a significant timeframe, the Masterplan aims to provide a degree of certainty as to the likely form of future development on the site.

Unfortunately, it is not possible to predict exactly what health and aged care services and facilities will be required in the long term. Therefore, a flexible Masterplan has been prepared in order to appropriately respond to future requirements.





## Hollywood Village - Masterplan

# statutory context

### 2.1 City of Nedlands Town Planning Scheme No.2

In accordance with the City's Town Planning Scheme, the Hollywood Village site is currently zoned Residential and included within the R25 designation under the Residential Planning Codes (see Figure 1: Zoning – City of Nedlands Town Planning Scheme No.2). However, this R Code designation does not accurately reflect the current density of development on the site nor does it support the future development aspirations of The Salvation Army.

In light of this, it is deemed appropriate to rezone the site to more accurately reflect the current use of the site. Unfortunately, there is currently a moratorium on residential rezoning throughout the City of Nedlands, and as such, the Council cannot consider any application to rezone the land. However, upon the adoption of the Local Housing Strategy by Council, the moratorium on residential zoning will be lifted, which will permit a rezoning of the site to be initiated. Accordingly, the Masterplan has been prepared in support of a future Town Planning Scheme Amendment to enable the site to be appropriately zoned to Special Use.

### 2.2 City of Nedlands Local Housing Strategy

The City of Nedlands has recently completed the preparation of a Housing Strategy, to which The Planning Group has lodged a submission on behalf of The Salvation Army in support of comments and recommendations made by the Strategy (See Appendix A). Following adoption of the Housing Strategy, Council will lift the moratorium on residential rezoning throughout the City.

The Nedlands Housing Strategy (Section 9.1 page 52), places the Hollywood Senior Citizens Village in Precinct 11 - Smyth Road East. The Strategy suggests that it is inappropriate to include the Village within the Residential zone given the intensity of the development that has already occurred on the site, and recommends that Council consider rezoning the land to include it within a zone that more accurately reflects the nature of the development. The Strategy suggests that the proposed zone should provide more detailed and appropriate controls for the nature of the development that exists and also those proposed on the site.

### 2.3 City of Nedlands - Draft Greenways Corridor Policy

The City of Nedlands Draft Greenways Corridor Policy designates specific routes for Greenways within the City as defined in the State Government initiative, "A Strategic Plan for Perth's Greenways". The Policy aims to establish and maintain regional and local Greenways throughout the City, and encourages the planting of indigenous species.

Under the Policy, Monash Avenue is designated as a Regional Green Corridor (see Figure 2 – Greenways Corridor Policy). Therefore, development along Monash Avenue and its immediate surrounds, should provide appropriate planting to ensure the effectiveness of the Greenway.







Hollywood Village - Masterplan

LEGEND

METROPOLITAN REGION SCHEME RESERVES

-  Parks & Recreation
-  Public Purpose
- SU** - Special Uses

LOCAL SCHEME RESERVES

-  Recreation
-  Public Purposes
- PS - Primary School

ZONES

-  Residential
-  Special Use

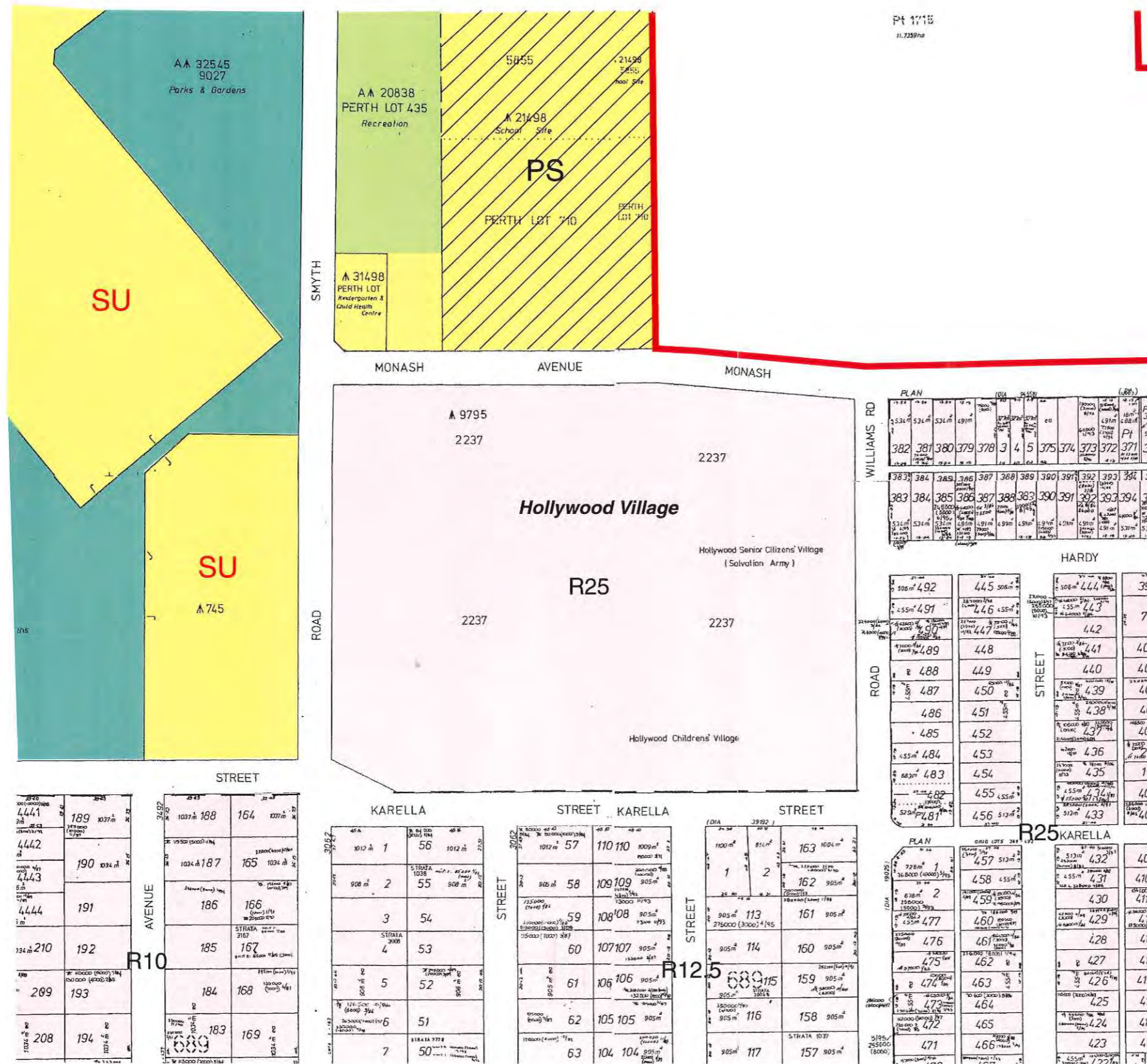


Figure 1: Existing Zoning - City of Nedlands Town Planning Scheme No. 2

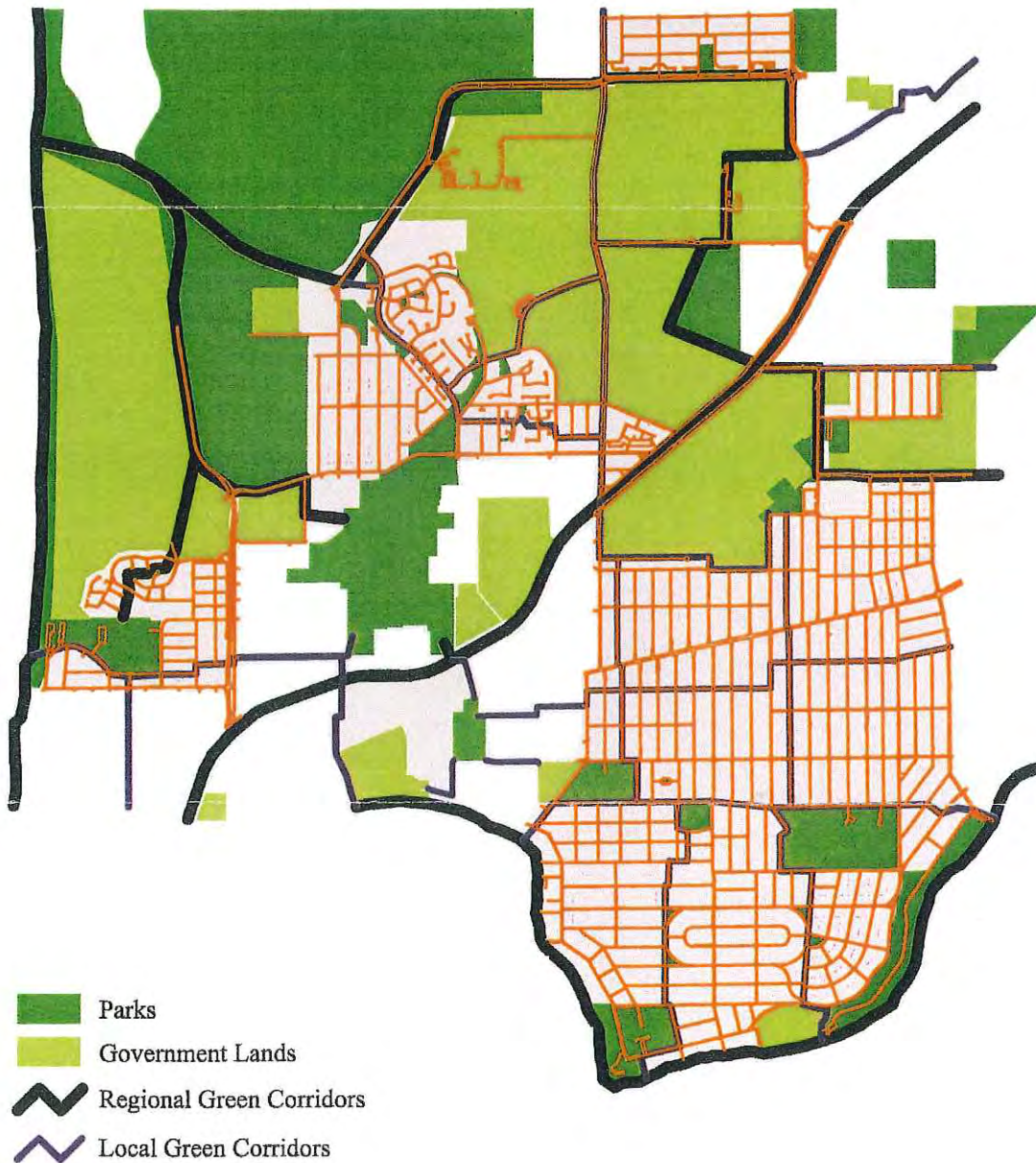




**Hollywood Village - Masterplan**

# City of Nedlands

## Green Corridors - Concept Plan



**Figure 2: Greenways Corridor Policy**



## *Hollywood Village - Masterplan*

# site context analysis

### 3.1 Introduction

The following section presents a contextual analysis of the site's opportunities and constraints. This assessment is graphically represented in Figure 3- Context Analysis.

### 3.2 Location and Surrounding Land Use

Hollywood Senior Citizens Village is located approximately 6km from the Perth Central Business District, within the City of Nedlands, and is surrounded by a variety of land uses including:

- Residential adjacent to the eastern and southern boundaries;
- Hollywood Primary School, Hollywood Private Hospital child care and recreational facilities adjacent to the northern boundary (Institutional uses); and
- Karrakatta War Cemetery and public open space adjacent to the western boundary.

The surrounding area is characterised by a strong urban pattern and building style. Due to the size of the site and the variety of uses contained within the Village, the opportunity exists for future redevelopment to reflect elements of these surrounding characteristics. These elements include the surrounding grid street pattern, scale of adjacent development, building materials and styles.

### 3.3 Accessibility

Due to the location of the site and the nature of surrounding land uses, it is highly accessible by both private and public transport.

With regard to public transport, Monash Avenue forms part of a major bus route for services to the western suburbs. Regular services travel along Monash Avenue and Smyth Road connecting Stirling Highway and Winthrop Avenue.

The site is also easily accessible by private vehicle, with on and off-street parking being available. Limited off-street parking is provided on the site, however, on-street parking is available in both Monash Avenue and Williams Road (2 hour parking limit).

Vehicular movement around the site, particularly along Monash Avenue and Smyth Road, experiences a degree of congestion at certain peak times due the intensity of uses located along Monash Avenue such as Hollywood Primary School and Hollywood Hospital and Sir Charles Gairdner Hospital. These uses generate a high level of traffic that contribute to the congestion experienced around the site. A Traffic Impact Statement has been prepared by Shawmac Pty Ltd to assess the impact of development as proposed in the Masterplan, on the surrounding area (see Appendix B).

### 3.4 Services

The site is connected to all major services, although, some services are in need of upgrading in order to accommodate future development, or they are below current safety standards. The following assessment has been extracted from a report prepared by Loughton Patterson Architects in March 1998.





## Hollywood Village - Masterplan

- Stormwater and gas supply provisions are adequate.
- The sewer pipes are predominantly vitreous clay which will progressively fail if not replaced soon.
- The site has a combined domestic and fire water supply service, which is suspected to be crosslinked in a number of areas. The services should be upgraded to separate them and bring the fire services, hydrants and hose reels up to current standards.
- The Western Power connection (150 KVA transformer) is close to its recommended capacity and any substantial load increase through development will necessitate an upgrading of supply.
- With the exception of Weston Hostel and Warrina Hostels, generally the electrical installation is nearing the end of its serviceable life.

### 3.5 Building Stock Overview

The existing buildings on site vary in age from late 1960s to 1997, and in bulk and scale from single storey to 6 storeys in height. In a report prepared by Loughton Patterson in March 1998, each of the existing buildings on site was assessed in detail under the following headings:

- General Comments
- Physical Condition (building and services)
- Design Assessment
- Future Possibilities

The report concluded a number of the buildings are nearing the end of their serviceable life. A graphical representation of the existing buildings and their economic life span is provided in Figure 4: Existing Site and Figure 5: Existing Structures - Economic Life Span.

### 3.6 Topography

The site is slightly undulating and contains scattered vegetation. There is a significant change in ground level from approximately 10.4 AHD in the south-eastern corner of the site, to approximately 16.0 AHD in the north-western corner of the site. This change in level can be used as an opportunity to add interest to building design and accommodate development with minimal impact on the adjacent uses.

There are a number of significant trees located across the site, predominantly in the south-eastern portion of the site. Landscape Architects, Blackwell and Associates, were commissioned to prepare a landscape inspection report to assess the significance of trees within this portion of the site. The report is contained in Appendix C.





Hollywood Village - Masterplan

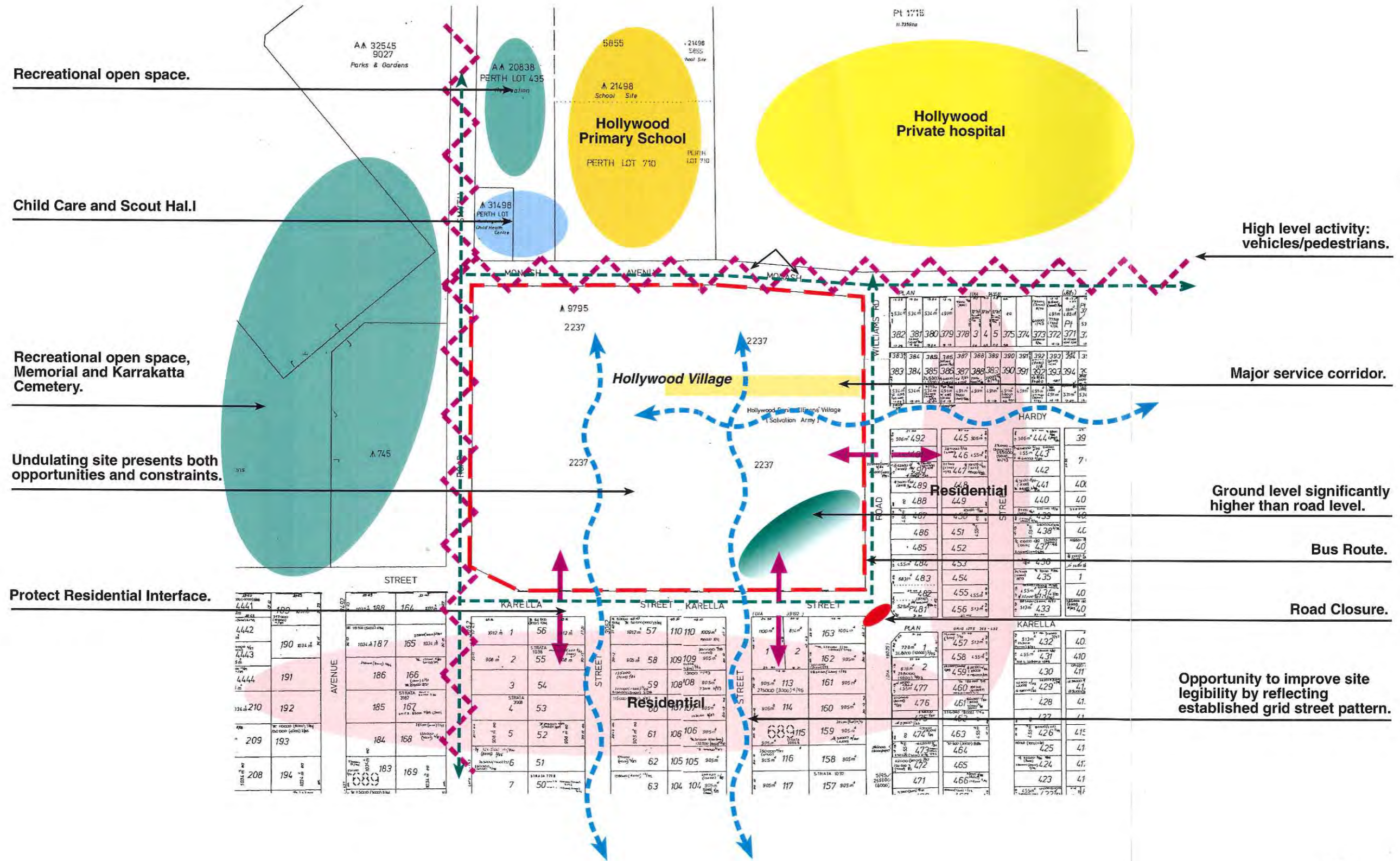


Figure 3: Site Context Analysis



Hollywood Village - Masterplan

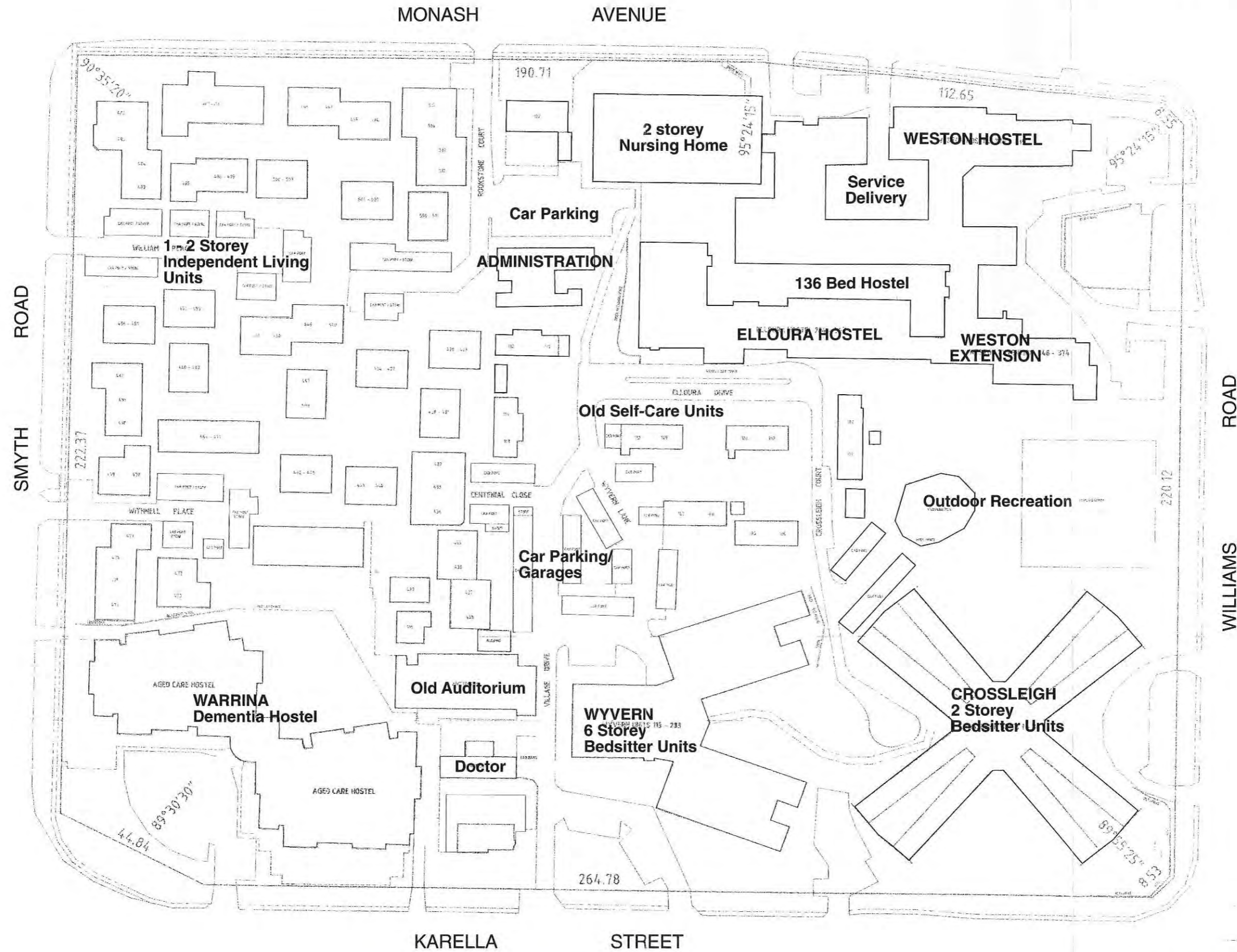
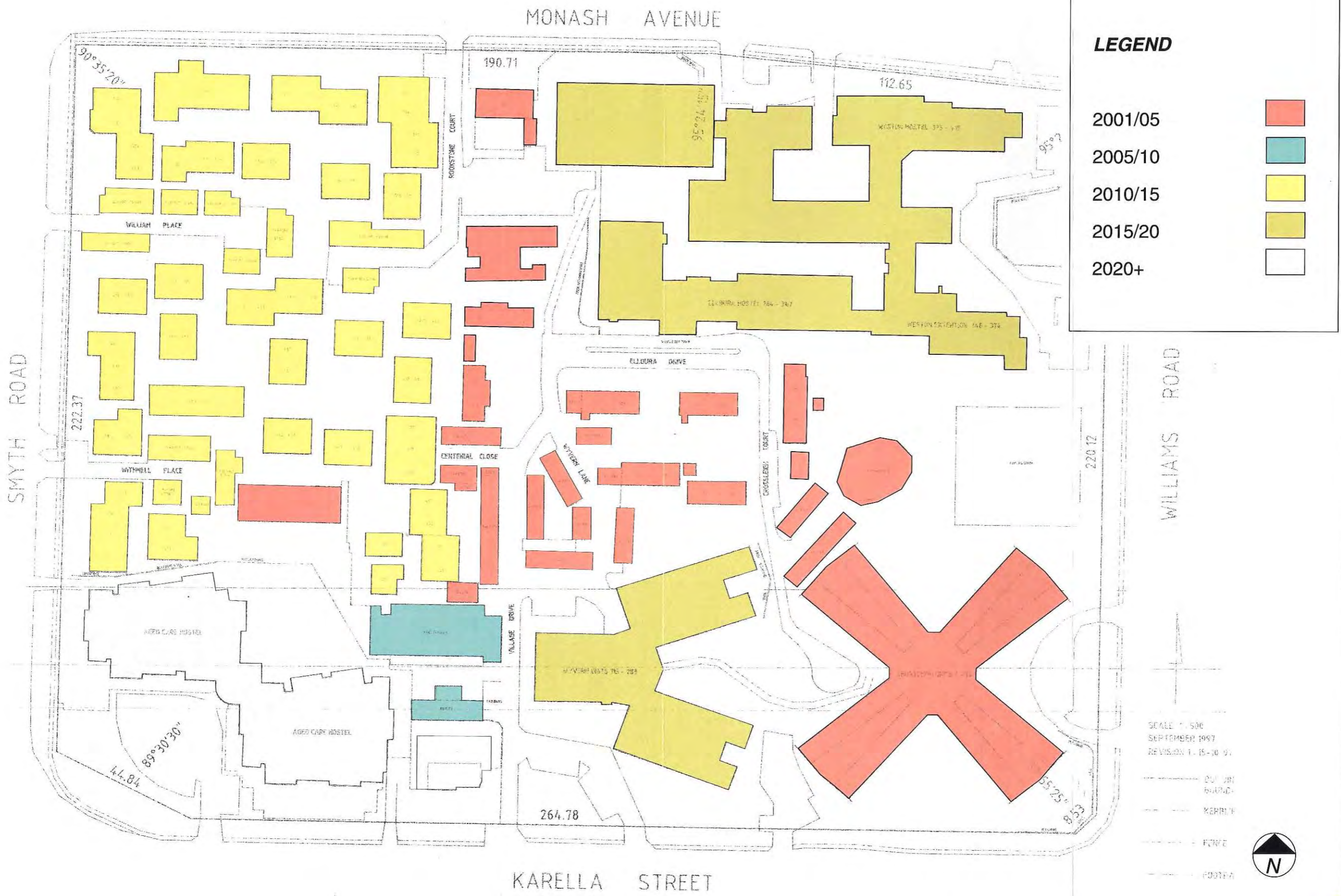


Figure 4: Existing Site



**Hollywood Village - Masterplan**



**LEGEND**

2001/05	<span style="display:inline-block; width:15px; height:15px; background-color:red; border:1px solid black;"></span>
2005/10	<span style="display:inline-block; width:15px; height:15px; background-color:teal; border:1px solid black;"></span>
2010/15	<span style="display:inline-block; width:15px; height:15px; background-color:yellow; border:1px solid black;"></span>
2015/20	<span style="display:inline-block; width:15px; height:15px; background-color:gold; border:1px solid black;"></span>
2020+	<span style="display:inline-block; width:15px; height:15px; background-color:white; border:1px solid black;"></span>

SCALE 1:500  
 SEPTEMBER 1997  
 REVISION 1-15-98 97

--- DUTY LINE  
 --- BOUNDARY  
 --- KERFLINE  
 --- EPCW  
 --- FOOTPA



**Figure 5: Existing Structure - Economic Lifespan**



## Hollywood Village - Masterplan

# proposed masterplan

### 4.1 Introduction

Hollywood Village is one of the largest Salvation Army aged-care sites, caring for over 750 residents (Loughton Patterson, 1998), and occupies a land area of approximately 7.4 ha within the inner city suburb of Nedlands. The Village comprises a range of aged care accommodation including nursing home, hostels, independent living units and high rise residential care apartments.

The site was first developed over 40 years ago, and since that time has experienced a significant level of growth and development. However, due to the absence of a formal masterplan for the site, development has occurred in an uncoordinated manner, resulting in certain site inefficiencies (see Figure 4: Existing Site). Specifically, development of the site must now address a number of key urban design issues including:

- Lack of visual and pedestrian *permeability*;
- Lack of *variety* with regard to spaces within the site;
- Lack of *legibility* within the site, as there are no clear and obvious movement paths (pedestrian, vehicular) or focal points;
- Lack of uniformity, theme or *visual appropriateness* with regard to building design and materials;
- *inefficient* use of space generally;
- Insufficient and inappropriately located public and private *car parking*; and
- Lack of appropriate *landscaping*.

In addition to the lack of overall site planning, a number of buildings are reaching the end of their serviceable and economic life and are in need of refurbishment or replacement.

### 4.2 Overview of Masterplan

The proposed Masterplan aims to address both the planning and redevelopment issues associated with the future development of the site. The plan promotes permeability and legibility by creating clear visual and physical links through the site, focusing on the central Village Green. Furthermore, it identifies areas for future development and redevelopment and rationalises movement and car parking on the site. The Masterplan is shown in Figure 6: Hollywood Village – Masterplan. The following section discusses aspects of the masterplan in more detail.

### 4.3 Urban Design Assessment

The following section provides an urban design assessment of the proposed Masterplan based on the elements of Movement, Activity, Landscape and Design. It should be noted that the assessment of these elements refers to “internal” as opposed to “external” benefits, ie. specific use for residents and not the general public. Providing security for residents is at the forefront of the design philosophy.



## Hollywood Village - Masterplan

### 4.3.1 Permeability

Permeability as a concept refers to the number of alternative ways through an environment. This can be further classified into visual and physical permeability, within both the public and private realms.

Visual and physical permeability depends on how the network of public space divides the environment into blocks or segments. In contrast to the surrounding area which is typically characterised by small urban "blocks", the Village occupies a large site and discontinues many of the established surrounding street patterns.

Whilst the continuation of surrounding vehicular links through the site is not desirable, pedestrian links for residents are proposed to visually break down the scale of the site. The primary links through the site, north-south and east-west, are "visual" extensions of the surrounding street pattern. In addition, the links have been used to create small development blocks reflecting the various uses existing and proposed on the site. This not only provides residents, visitors and staff with a greater choice of routes through the site and between the various activities, but also clearly identifies a hierarchy of space.

### 4.3.2 Variety

As outlined above, there are a variety of residential care services and facilities provided on site by The Salvation Army. It is expected that these services will continue to be required for the foreseeable future and life of the Masterplan. These facilities are indicated in Figure 6 and include:

- Additional independent living units;
- Hostel care facilities; and
- Residential care facilities.

It is also important to create variety in terms of the spaces located within the site. The Masterplan creates a hierarchy of spaces within the site relating to the various facilities and services being provided. The main Village Green is located central to the site and has been designed to accommodate a range of uses and functions including:

- the Village Hall;
- a number of shops/mini mart;
- a Chapel;
- Open space for village functions and passive recreation; and
- a meeting place for Village residents, staff and visitors.

Smaller, more intimate spaces, have also been provided within the identified development blocks e.g. Common open space within independent living units. These spaces have been provided to break up the built form and create focal points for various uses.

### 4.3.3 Legibility

Legibility is an important characteristic of the Village. It enables people to form clear, accurate images of a place which aids considerably in orientation. Currently, the Village lacks legibility as a result of ad-hoc development. The masterplan provides legibility through visual permeability and defined movement paths. All major vehicle and pedestrian movement paths lead to the centre of the site where the Village Green is located.

Special arrangement of the uses will also improve the legibility of the Village. Similar uses have been grouped together; and where necessary separation of uses being achieved through the use of pedestrian or vehicular links.





## Hollywood Village - Masterplan

### 4.3.4 Built Form

The site currently exercises a non-conformance with regard to the approved zoning. Development on the site exceeds a number of current zoning requirements including density and height of buildings. As outlined above, the site contains a diverse built form with buildings ranging in height from single storey to 6 storeys. However, whilst the bulk and scale appear obvious once within the site, it is not particularly noticeable when viewed from the surrounding area. This is in part attributed to the change in ground level over the site which provides a compensating effect to the height of the buildings.

In light of this, it is recommended that height limit of 6 storeys be maintained for the site, with a requirement that development of this scale should be located towards the centre of the site in order to minimise the impact on surrounding uses, particularly that adjacent residential areas.

It is considered that the treatment of built form along the boundaries to the site, particularly the residential interface, is of high importance so as to maintain an acceptable level of amenity. In order to achieve this the Masterplan recommends that a height limit of 3 storeys be permitted for development adjoining all boundaries of the site.

In addition, building materials used along the Karella Street and Williams Road boundaries should be in-keeping with residential dwelling characteristics, i.e. red brick or rendered masonry construction and pitched tiled or zincalume (non-reflective) roof.

### 4.3.5 Vehicular Movement and Car Parking

A traffic impact statement for the Masterplan has been prepared by Shawmac Pty Ltd. A copy of their report is contained in Appendix B. As previously stated, the proposed redevelopment of the Village is not intended to significantly intensify the uses on the site. As such, the impact of the redevelopment on traffic in the surrounding network is minor, as is the impact on parking demand within the Village.

The Masterplan proposes to rationalise movement both internally and externally, specifically identifying two main entrances to the site, Monash Avenue and Karella Street. It is proposed that the majority of uses on site will be accessed internally from these roads, and over time, reduce the number of vehicle crossovers to the site. In addition, internal movement on the site will be rationalised, particularly the location and number of car parking bays.

The proposed redevelopment, especially the relocation of the Nursing Home, will have a redistributing affect from Monash Avenue to Williams Road and Karella Street, both of which have excess capacity to accommodate the predicted increase in traffic volumes without affecting amenity in any atypical way.

The predicted redistribution of traffic will also impact upon the performance of the intersections surrounding the Village. The results of traffic modelling and analysis indicate that all intersections will continue to operate in a satisfactory manner through all stages of the redevelopment.

The existing number of parking bays provided on-site is sufficient for the existing demand, based on theoretical models and observed demand during peak demand periods. The existing number of bays would also be sufficient to cater for the parking demand during each stage of the redevelopment





## Hollywood Village - Masterplan

### 4.3.6 Landscaping

In light of the mature vegetation located on the site and the City's Greenways Corridor Policy, Blackwell and Associates were commissioned to prepare a Landscape Inspection Report. A copy of their report is contained in Appendix C. The report assesses those strategic trees located within the southern portion of the site. Specifically, those trees effected by Stage 1 of the Masterplan have been assessed.

The report has concluded that those trees required to be removed from the site in order to facilitate development are semi-mature and mature specimen that have generally been subject to over pruning and subsequently pose a significant risk of dropping limbs. Therefore, it is recommended that these trees be removed from the site. Where trees have been identified as being of good condition, it is proposed that they will be either retained or transplanted to other areas on the site.

In general, future landscaping of the site will accord with the City's Greenways Corridor Policy through the planting of indigenous species, particularly along Monash Avenue which has been designated as a regional green corridor.

### 4.4 Masterplan Staging

It is envisaged that the Masterplan will be achieved over a 20+ year period. In order to realise the vision of the Masterplan it is necessary for development to occur in stages. As the Masterplan proposes to upgrade existing facilities and rationalise movement on the site rather than introduce new activities and intensify the uses on site, each stage is dependent upon the ability of The Salvation Army to relocated residents within the site whilst new facilities are constructed. For example, residents occupying Crossleigh must be relocated on the site prior to the building being removed in order to facilitate development proposed in the masterplan,

Therefore, that proposed staging has been estimated to correlate with the expected economic life span of existing buildings and the anticipated operational requirements of The Salvation Army. It should be acknowledge that development proposed in each stage may vary in accordance with future health and aged care requirements. Staging plans for the Masterplan are contained in Appendix D.

#### 4.4.1 Stage 1: 2001/2005

This Salvation Army's priority for Stage 1 of the masterplan is to develop a new nursing home facility in the vicinity of the current bowling green and swimming pool area. In order to facilitate this development, a portion of the Crossleigh building must be demolished and the occupants relocated to Wyvern. The relocation of residents cannot occur until Wyvern has been refurbished. Once the new nursing home has been built, the current nursing home fronting Monash Avenue, can be converted to administration and other uses.

Stage 1 also involves the demolition of centrally located car parking garages, storage units and old independent living unit stock. This will allow for the main entrance to the site from Monash Avenue to be established and facilitate the development of the central Village Green.

#### 4.4.2 Stage 2: 2005/2010

Stage 2 establishes the internal road system from both Monash Avenue and Karella Street, and introduces major pedestrian links into the site. Development sites have also been identified at the corner of Karella and Williams Streets to provide future independent living units. A long term objective of the Army is to facilitate the upgrading of the independent living facility on the north western corner of the site. This will be a slow process of refurbishing units or constructing new units on an as needs basis. The first task will be to



## Hollywood Village - Masterplan

improve pedestrian access through this part of the site by improving site lines and making paths more legible. A second task may involve improvements to the existing car parking areas. The issue of accommodating resident vehicles during such a process would need to be considered.

Stage 2 also proposes to identify appropriate uses and prepare suitable sites for the construction of buildings surrounding the Village Green. It is anticipated that these buildings will facilitate the Village Chapel and Village shops such as a mini-mart.

### 4.4.3 Stage 3: 2010/20015

Stage 3 proposes the continued rationalisation, improvement of permeability and the introduction of localised open space as focal points to the independent living units in the north western corner. Stage 3 allows for the construction of additional independent living units in this portion of the site should demand warrant further construction.

It is also anticipated that by the year 2010, additional hostel and specialist medical facilities may be required. Development sites to the rear of Warrina Hostel have been identified to accommodate this anticipated requirement.

### 4.4.4 Stage 4: 2015/2020

Stage 4 of the Masterplan consolidates the upgrade of existing independent living units should demand warrant further construction, and continues to rationalise pedestrian links within the site.

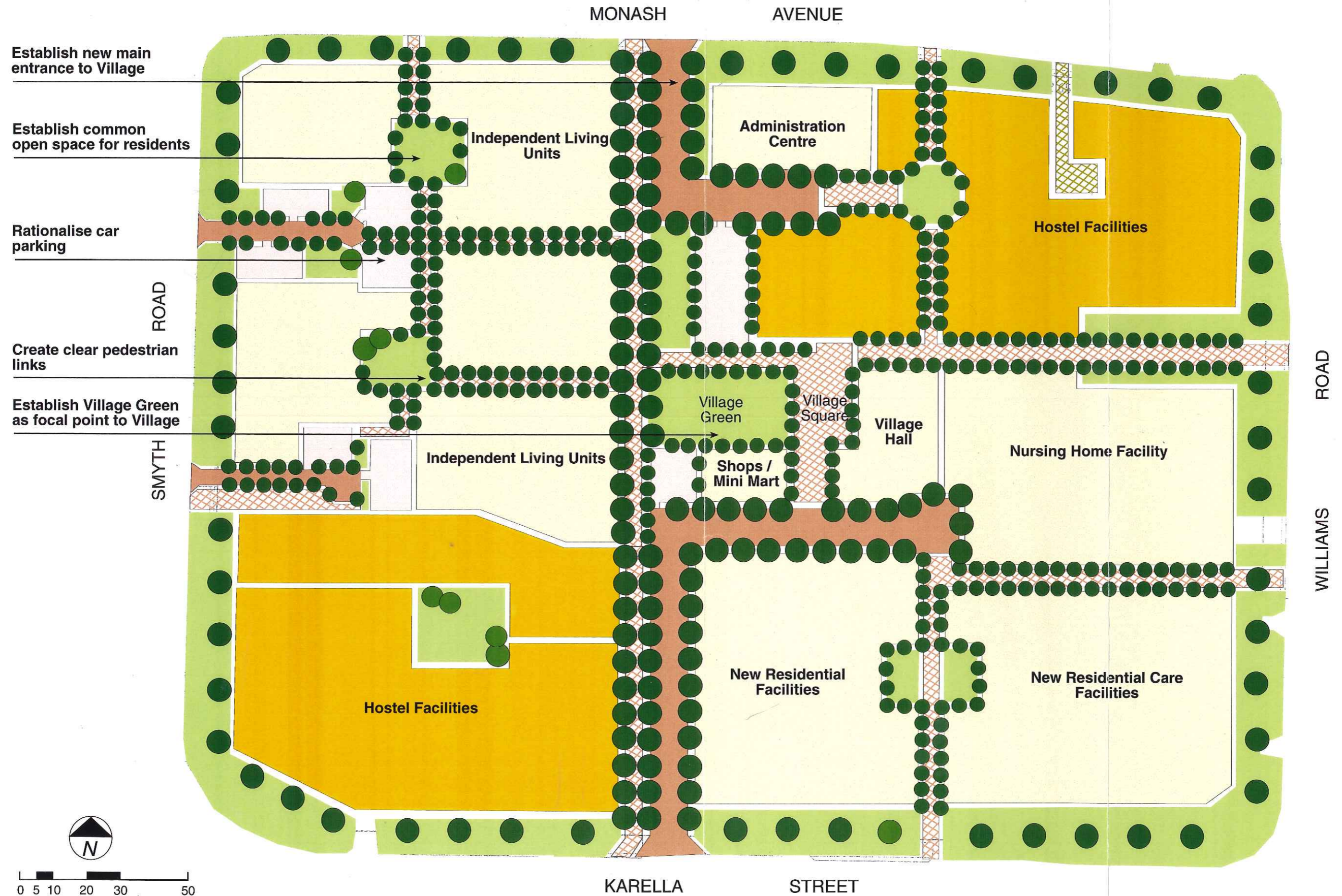
### 4.4.5 Stage 5: 2020+

Stage 5 represents the completion of the Masterplan. It is anticipated that beyond the year 2020, the current hostel facilities on site will require attention in the form of refurbishment or replacement. This has been reflected in the Masterplan by introducing new development blocks over the current building footprints, indicating future generic built form.





Hollywood Village - Masterplan



- Establish new main entrance to Village
- Establish common open space for residents
- Rationalise car parking
- Create clear pedestrian links
- Establish Village Green as focal point to Village



0 5 10 20 30 50

Figure 6: Hollywood Village Masterplan





## Hollywood Village - Masterplan

### conclusion

In conclusion, the Masterplan represents a rational approach to the future development of the Hollywood Senior Citizens Village. Through the implementation of the plan over a 20+ year period, development of the site can be achieved in a coordinated and orderly manner. It is considered that the proposed staging of the Masterplan is reflective of the current and expected operational requirements of The Salvation Army, and will see development occur in an economically sustainable manner.

In summary, the main benefits to be gained from the Masterplan include:

- An overall plan that ensures development of the site occurs in an orderly and coordinated manner;
- A more efficient use of the site will be achieved for the provision of future aged and health care services and facilities;
- As the Masterplan essentially proposes a more efficient use of the site to accommodate and upgrade existing facilities, as opposed to introducing additional services, it is not expected that future development of the site will have an adverse impact on the surrounding area;
- An internal focus for the site will be established through the creation of the central Village Green;
- Movement through the site will be more legible; and
- Vehicular movement to and from the site will over time be rationalised by reducing the number of vehicle crossovers.



**Hollywood Village - Masterplan**

**appendix a:**

**Submission to City of Nedlands Local Housing Strategy**



**Hollywood Village - Masterplan**

**appendix b:**

**Traffic Impact Statement**





**CONSULTING ENGINEERS,  
ENVIRONMENTAL SCIENTISTS AND  
STRATEGIC MANAGERS.**

Suite 4, Upper level, 910 Albany Hwy. East Victoria Park. WA

Phone 9355 1300

Fax 9355 1922.


Email shawmac@upnaway.com

---

## **Traffic Impact Study**

### **Hollywood Senior Citizens Village**

---

Client	The Salvation Army
Author	Neil Parsons B.E., MIE Aust.
Signature	
Date	29 August, 2001

---



## CONTENTS.

1.0	INTRODUCTION	3
1.1	Background	3
1.2	Study Area	3
2.0	HOLLYWOOD SENIOR CITIZENS VILLAGE	4
2.1	Accommodation Facilities	4
2.2	Parking Facilities	6
2.3	Staff	6
3.0	TRAFFIC CONSIDERATIONS	7
3.1	Road Hierarchy	7
3.2	Traffic Volumes	7
3.2.1	Existing Traffic Volumes	7
3.2.2	Predicted Traffic Volumes	8
3.3	Site Access	9
3.4	Intersection Performance	9
3.5	Crash History	13
3.6	Public Transport	15
3.6.1	Bus Services	15
3.6.2	Taxi Services	16
4.0	PARKING CONSIDERATIONS	16
4.1	Existing Parking Availability	16
4.2	Predicted Parking Demand	16
4.3	Actual Parking Demand	17
5.0	CONCLUSIONS	19
	Appendix A	
	Appendix B	



## 1.0 INTRODUCTION

### 1.1 Background

The Planning Group, at the request of the Salvation Army, have prepared a draft Master Plan for the long-term redevelopment of the Hollywood Senior Citizens Village in Nedlands.

Hollywood Senior Citizens Village provides aged care accommodation for residents of varying degrees of mobility and independence. The accommodation facilities provided range from self-care units to a specialist dementia ward. The Village also has a Doctors clinic, chemist, and mini mart located on site, as well as a bowling green and swimming pool for recreational activities.

The principal objective of the redevelopment is not to increase the number of residents that can be accommodated within the Village, but to upgrade the existing accommodation facilities and to improve the amenity of the site by providing areas of common open space. The redevelopment will be staged in such a manner that new or refurbished accommodation will be available to relocate residents prior to the demolition of existing facilities.

Shawmac Pty Ltd were commissioned by The Planning Group, on behalf of the Salvation Army, to comment on the traffic and parking considerations associated with the redevelopment of the Hollywood Senior Citizens Village, Nedlands.

### 1.2 Study Area

This report considered the Senior Citizens Village, the streets immediately surrounding the Village, and the traffic and parking considerations associated with the proposed redevelopment. The location of the Hollywood Senior Citizens Village is shown in Figure 1.0 below.

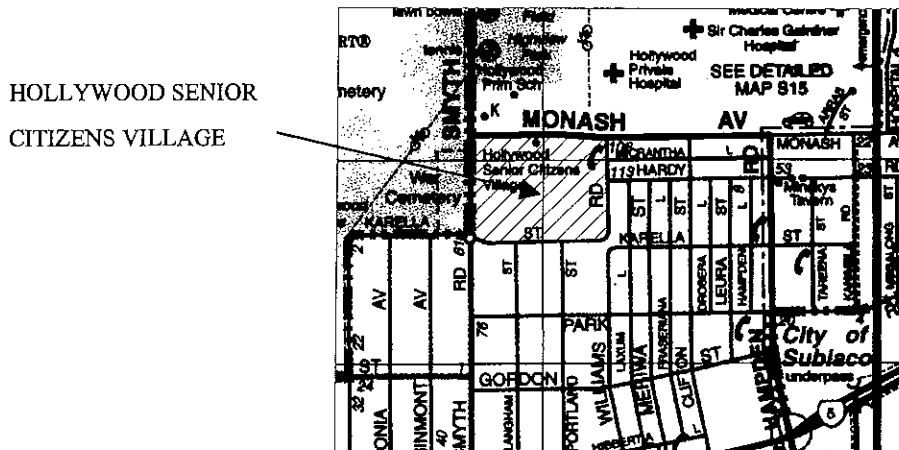


Figure 1.0 – Hollywood Senior Citizens Village – Locality Plan





## 2.0 HOLLYWOOD SENIOR CITIZENS VILLAGE

### 2.1 Accommodation Facilities

Hollywood Senior Citizens Village provides a range of aged care accommodation to cater for residents of varying levels of mobility and degree of independence. The table below indicates the number of beds, units, or rooms available within each of the various buildings within the Village.

Accommodation Location	No. of Beds/Units/Rooms
Warrina Dementia Hostel	40 beds
Village Nursing Home	101 beds
Weston Hostel	72 units
Elloura Hostel	64 units
Wyvern Units	151 single rooms 18 double rooms
Crossleigh Units	85 single rooms 9 double rooms
Cottages	14 double apartments
Centennial Close	18 single apartments 79 double apartments

Table 1.0 – Existing Accommodation Facilities

The redevelopment process is proposed to be undertaken in four stages, which are outlined below:

#### *Stage 1*

Stage 1 will see the refurbishment of the Wyvern units, the relocation of residents within the Crossleigh Units into the refurbished Wyvern Units, and the demolition of the Crossleigh Units. It will also see the demolition of the fourteen (14) cottages, the carports associated with the cottages and Crossleigh Units, and the demolition of the swimming pool and the removal of the bowling green. The residents within the cottages will also be relocated, temporarily, into the refurbished Wyvern Units. A new 120 bed Nursing Home facility will be constructed where the swimming pool and bowling green are now located, and the existing Nursing Home facility will be refurbished to become the new administration centre. The old administration centre will then be demolished. Stage 1 will also see the demolition of Withnell Cottage which is primarily used for storage purposes.



### *Stage 2*

During stage 2 new accommodation facilities, most likely self-care units, will be constructed at the south east corner of the site. Stage 2 will also see the construction of a mini mart and Village Hall, as well as the creation of a Village Green and Square located centrally within the site. Pedestrian pathways will begin to be established through the eastern portion of the site. During stage 2 the internal roads will be constructed as well as new parking areas, replacing and rationalising those demolished during stage 1. The undercover car ports along William Place, Withnell Place and Rookstone Court will be removed and replaced with rationalised parking areas during Stage 3. The auditorium and medical centre will also be removed during stage 2.

### *Stage 3*

Stage 3 may see the refurbishment of the existing self-care units located in the north west of the site, and it may also see the construction of additional self-care units in this portion of the site should the demand for additional accommodation warrant their construction. During stage 3 a building, most likely for medical purposes, may be constructed in the south west of the site. Pedestrian pathways will be established in the western portion of the site, linking into those on the eastern half of the site. The internal roads on the western side of the site will be constructed, as well as new parking areas replacing and rationalising those demolished during stage 2.

### *Stage 4*

This is the final stage of the redevelopment and will see the completion of the pedestrian pathways in the western portion of the site with the possible construction of additional self-care units should the demand for additional accommodation warrant their construction.

The 'Accommodation Capacity' is the amount of accommodation (i.e. the number of unit, rooms, or beds) available within the Village. Double units or rooms are counted as two single accommodation 'units'. Table 2.0 summaries the maximum predicted changes to the accommodation capacity at each of the various locations throughout the Village during the redevelopment process. The figures indicate that there is a slight decrease in the accommodation capacity from the existing capacity to the available capacity at the completion of the redevelopment, i.e. Stage 4. This decrease in accommodation capacity is primarily due to the demolition of the Crossleigh Units (bed sitter style units) and replacing it with single storey, self-contained, self-care units.



Accommodation	Existing Capacity	Stage 1 Capacity	Stage 2 Capacity	Stage 3 Capacity	Stage 4 Capacity
Warrina Dementia Hostel	40	40	40	40	40
Village Nursing Home	101	120	120	120	120
Weston Hostel	72	72	72	72	72
Elloura Hostel	64	64	64	64	64
Wyvern Units	187	187	187	187	187
Crossleigh Units	103	0	0	0	0
Cottages	28	0	0	0	0
Centennial Close	176	176	160	137	137
Self-care Units (south eastern corner)			75	75	75
Self-care units (north western corner)				16	39
<b>Total Accommodation Capacity</b>	<b>771</b>	<b>659</b>	<b>718</b>	<b>711</b>	<b>734</b>

Table 2.0 (cont)– Estimated Changes to Accommodation Capacity

## 2.2 Parking Facilities

Approximately 300 parking bays are provided within the Village, of which 132 are reserved for residents parking, 36 are reserved for staff members (i.e. Managers etc.), 129 are unreserved bays for use by visitors and/or general staff members, and 3 bays are for service vehicles (i.e. loading zones).

## 2.3 Staff

Hollywood Senior Citizens Village employs approximately 220 staff members. This number includes nursing staff, kitchen staff, carers, and administration staff. The hours of work for administration staff is generally between 8:00am and 4:00pm Monday to Friday. The nursing staff, kitchen staff, and carers work on a roster system, however the rosters are not the same for each group. Approximately 110 staff members would be on site during the morning shift, this number decreases to approximately half that for the afternoon and night shift.





### 3.0 TRAFFIC CONSIDERATIONS

#### 3.1 Road Hierarchy

The Hollywood Senior Citizens Village is bounded by Monash Avenue to the north, Williams Road to the east, Karella Street to the south, and Smyth Road to the west. The hierarchy of these roads, as adopted by The City of Nedlands is shown in Table 1.0 below, which also provides an indicative daily traffic volume, and an estimated peak hourly volume for each class of road. (Refer Western Australian Planning Commission – Liveable Neighbourhoods Community Design Codes)

Road Name	Road Classification	Desirable Max. Traffic Volume (vpd)	Estimated Peak Hour Traffic Volume (vph)
Monash Avenue	District Distributor B	6,000 – 20,000	600 – 2000
Williams Road	Access Road	1,000 – 3,000	100 – 300
Karella Street	Access Road	1,000 – 3,000	100 - 300
Smyth Road			
- South of Monash Ave	Local Distributor	3,000 – 6,000	300 – 600
- North of Monash Ave	District Distributor B	6,000 – 20,000	600 - 2000

Table 3.0 – Road Classification and Indicative Maximum Traffic Volumes

#### 3.2 Traffic Volumes

##### 3.2.1 Existing Traffic Volumes

To determine the existing traffic flows in the surrounding streets, recent 24 hour traffic counts were sourced from the City of Nedlands and Main Roads Western Australia, these results are shown in Table 4.0 below.

Road Name	Section	Year	Average Daily Traffic (vpd)	Desirable Max. Traffic Volume (vpd)
Monash Avenue	Williams Rd to Smyth Rd	1999	5,031	6,000 – 20,000
	West of Hampden	1996	6,480	6,000 – 20,000
Smyth Road	North of Monash Ave	1999	8,840	6,000 – 20,000
	South of Monash	1999	8,470	3,000 – 6,000
Williams Road	Monash Ave to Williams Rd	1998	902	1,000 – 3,000

Table 4.0 – Recorded Average Daily Traffic



The table above indicates that the existing traffic flows, with the exception of Smyth Road (south of Monash Avenue), are generally within the desired capacity for the class of road, as indicated in the Western Australian Planning Commission Liveable Neighbourhoods Community Design Codes.

### 3.2.2 Predicted Traffic Volumes

Using information contained in "Land Use Traffic Generation Data and Analysis 16 – Homes for the Aged, Traffic Authority of New South Wales" peak vehicle trips generated from the Village was estimated according to the following formula:

$$\text{Peak Vehicle Trips (PVT)} = -6 + 0.199AC$$

AC = Total Accommodation Capacity

The 'Accommodation Capacity' is the amount of accommodation (i.e. the number of units, rooms, or beds) available at the Village. Double units or rooms have been counted as two single accommodation 'units'.

The 'Peak Vehicle Trips' is the maximum number of vehicle trips per hour into and out of the Village.

Table 5.0 below summarises the estimated peak vehicle trips generated by Hollywood Senior Citizens Village during each stage of the redevelopment, based on the maximum estimated total accommodation capacity of the Village at that stage.

Stage	Estimated Total Accommodation Capacity (AC)	Estimated Peak Vehicle Trips (PVT)
Existing	771	147
Stage 1	659	125
Stage 2	718	137
Stage 3	711	135
Stage 4	734	140

Table 5.0 – Estimated Traffic Generation

As mentioned previously there is a slight decrease in the estimated total accommodation capacity of the Village throughout the redevelopment process, and as such there is a corresponding decrease in the estimated peak vehicle trips generated by the Village. Traffic Authority of New South Wales model indicates that the existing arrangements at the Village generates the maximum peak vehicle trips from the Village during the redevelopment process.



### 3.3 Site Access

The crossovers along Monash Avenue service residents parking, a large parking area used by Administration and Nursing Home staff, and a small visitors car park in front of the Nursing Home. The crossover servicing the staff car park would account for approximately 40% of the peak vehicle trips.

The main crossover into the Village is located in Karella Street and provides access to the majority of buildings within the Village. It also provides access to a large number of parking areas for residents, staff, and visitors. The crossovers located in Karella Street would also account for approximately 40% of the peak vehicle trips.

The crossovers located in Smyth Road provide access to residents parking areas and as such would account for approximately 5% of the peak vehicle trips.

The crossovers located in Williams Road provide access to three small car parks used by visitors and staff and would account for approximately 15% of the peak vehicle trips.

The relocation of the Nursing Home as part of the redevelopment will redistribute vehicle movements from Monash Avenue to Williams Street. Approximately 60 peak vehicle trips will be redistributed from the Monash Avenue crossover to the new Nursing Home crossover located in Williams Street. The redistribution of traffic will decrease number of vehicles exiting the Village onto Monash Avenue, a distributor class road, thereby reducing the possibility of accidents at these locations. The redistribution of traffic will however increase the peak hour traffic flow in Williams Street from approximately 50 vehicles in each direction to approximately 80 vehicles in each direction. This is still within the desired maximum traffic volume for an access road (1,000 to 3,000 vpd).

The likely impact of the redevelopment on traffic movements in and out of the Smyth Road and Karella Street crossovers is anticipated to be minimal as these crossovers are accessing essentially the same facilities.

### 3.4 Intersection Performance

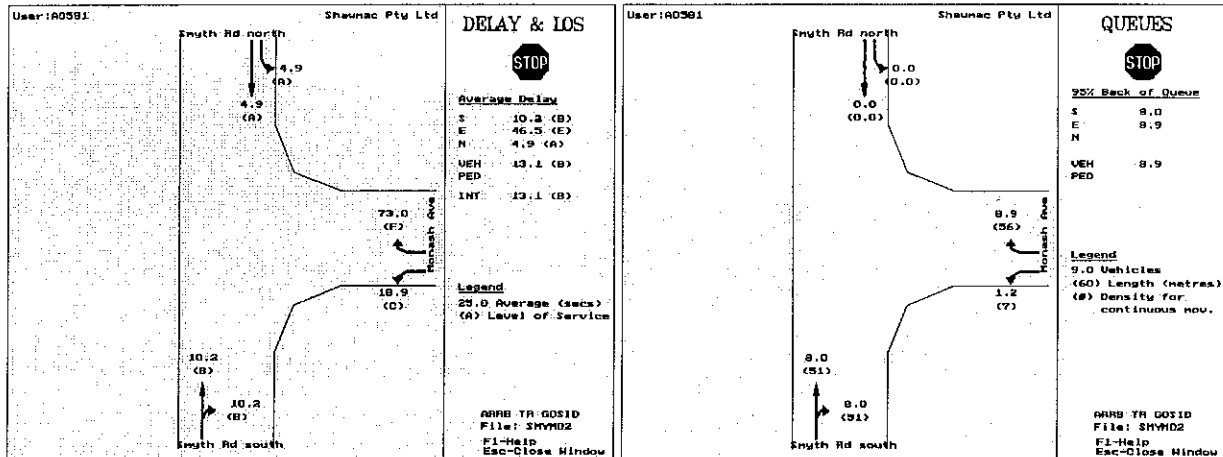
From 24-hour traffic counts sourced from the City of Nedlands, and from Main Roads Western Australia, the AM peak hour was identified as placing the greatest load on the road network and was therefore chosen as the basis for traffic modelling and analysis. The traffic volumes used for modelling and analysis are shown on Drawing Number 01008-001-A in Attachment A.



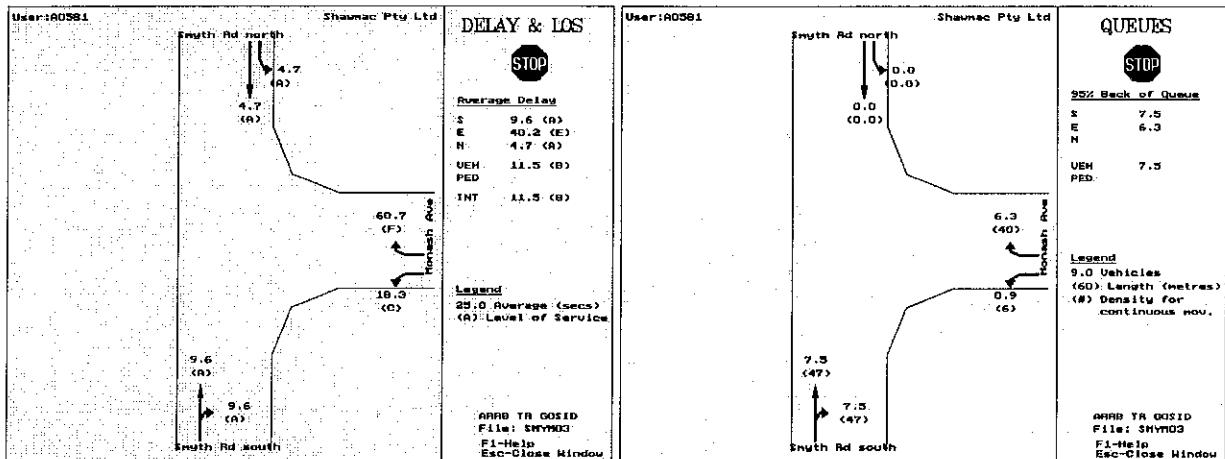


Use was made of the TrafikPlan software to model intersection-turning movements at the intersections surrounding the Village. The Sidra software was used to analyse the performance of these intersections. The results of the analysis for the existing network and the predicted Stage 4 network are summarised below.

**Monash Avenue – Smyth Road**



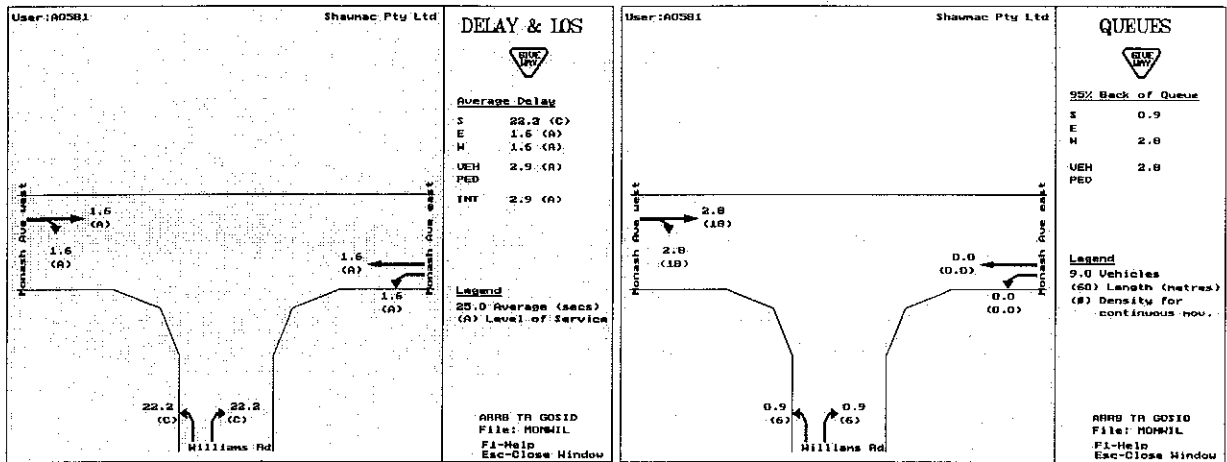
*Existing Intersection Performance*



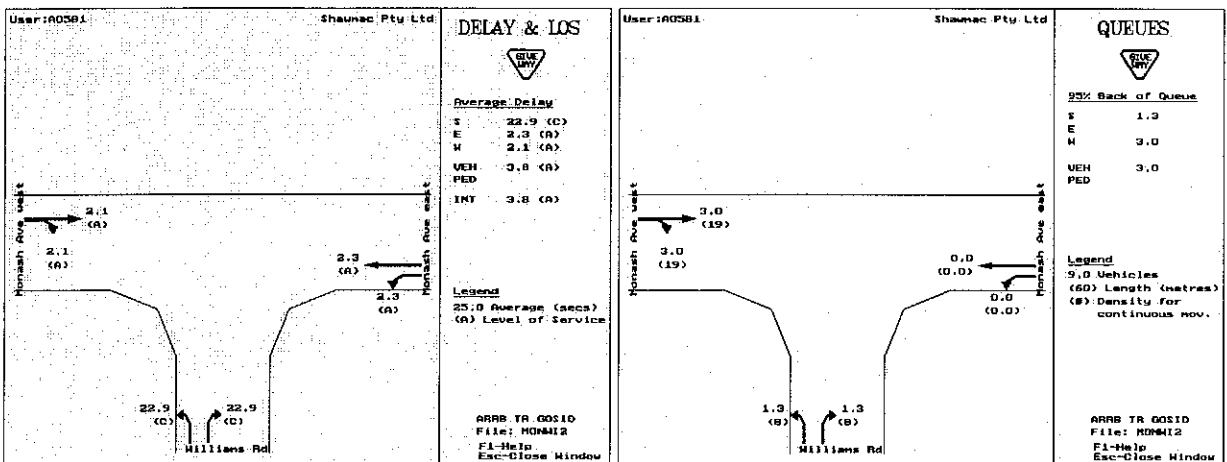
*Estimated Stage 4 Intersection Performance*



**Monash Avenue – Williams Road**



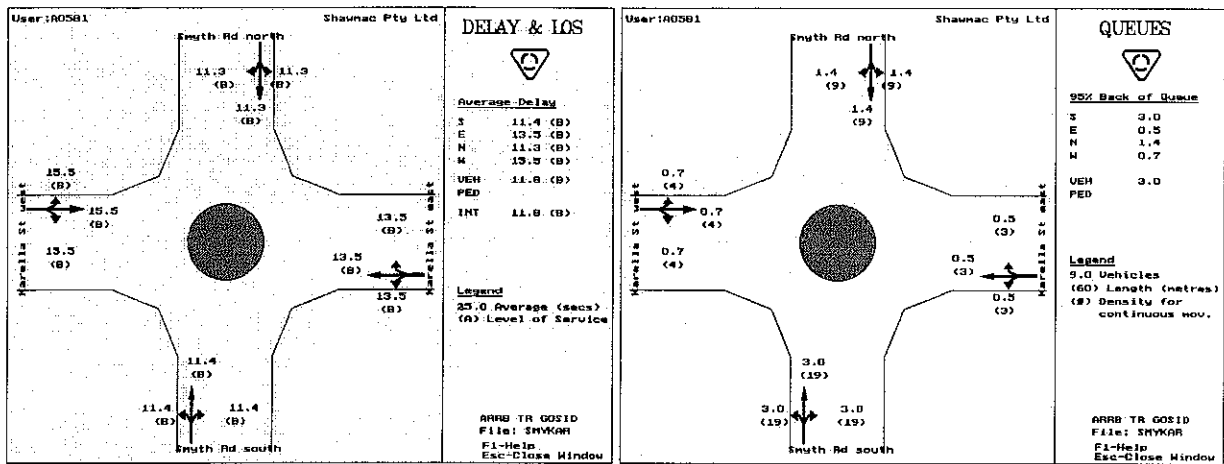
*Existing Intersection Performance*



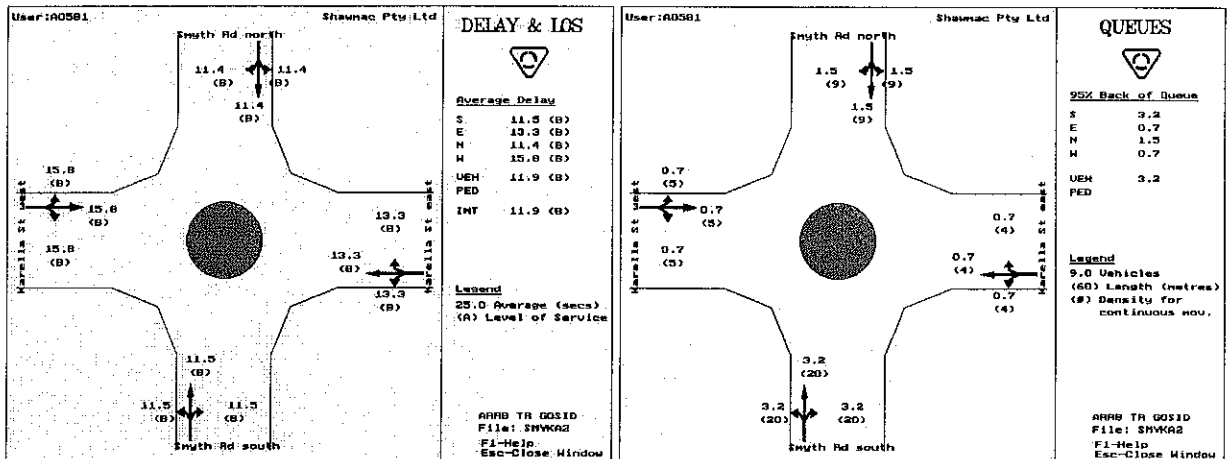
*Estimated Stage 4 Intersection Performance*



Smyth Road – Kareella Street



Existing Intersection Performance



Predicted Stage 4 Intersection Performance

The intersections surrounding the Village are currently operating at a Level of Service (LOS) of either A or B, i.e. minimal queue lengths and/or delays. From the Sidra analysis of the estimated Stage 4 traffic flows the intersections are predicted to continue to operate at their current Level of Service.





### 3.5 Crash History

A review of the crash history for the roads surrounding Hollywood Senior Citizens Village was conducted for the period January 1996 to December 2000. The results of this review are summarised below.

#### Smyth Road

SLK	Severity	RUM Description	Vehicle 1	Direction		Vehicle 2	Direction	
				Origin	Dest.		Origin	Dest.
0.67	MEDICAL	SAME DIR: SAME LANE, REAR END	CAR	-	-	CAR	-	-
0.67	PDO_MAJOR	INTERSECTION - THROUGH - THRU	UTILITY	N	S	CAR	W	E
0.67	PDO_MAJOR	INTERSECTION - THROUGH - RIGHT	CAR	N	W	CAR	W	E
0.67	PDO_MINOR	INTERSECTION - THROUGH - THRU	BUS	N	S	CAR	W	S
0.71	PDO_MAJOR	HIT OBJECT - OFF CWAY LEFT	UTILITY	S	N	TREE	-	-
0.81	PDO_MINOR	SAME DIR, SIDESWIPE	-	S	N	-	S	N
0.87	PDO_MAJOR	SAME DIR: SAME LANE, RIGHT REAR	PAN VAN	S	N	CAR	S	E
0.92	MEDICAL	INTERSECTION - THROUGH - RIGHT	CAR	N	S	CAR	E	N
0.92	MEDICAL	INTERSECTION - THROUGH - RIGHT	CAR	N	S	CAR	E	N
0.92	PDO_MAJOR	SAME DIR: SAME LANE, RIGHT REAR	CAR	E	-	CAR	E	N
0.92	PDO_MAJOR	SAME DIR: SAME LANE, LEFT REAR	CAR	E	S	CAR	E	S
0.92	PDO_MAJOR	SAME DIR: SAME LANE, RIGHT REAR	CAR	S	E	CAR	S	E
0.92	PDO_MAJOR	INTERSECTION - THROUGH - RIGHT	CAR	N	S	CAR	E	N
0.92	PDO_MAJOR	INTERSECTION - THROUGH - RIGHT	CAR	N	S	CAR	E	N

(Note SLK 0.67 Karella Street intersection; SLK 0.92 Monash Avenue intersection).

#### Karella Street

SLK	Severity	RUM Description	Vehicle 1	Direction		Vehicle 2	Direction	
				Origin	Dest.		Origin	Dest.
0.47	PDO_MAJOR	MANOEUVRING	CAR	-	-	CAR	-	-

#### Williams Road

SLK	Severity	RUM Description	Vehicle 1	Direction		Vehicle 2	Direction	
				Origin	Dest.		Origin	Dest.
0.16	PDO_MAJOR	INTERSECTION: THROUGH - RIGHT	WAGON	E	N	WAGON	N	S

(Note SLK 0.16 Hardy Road intersection).



## Monash Avenue

SLK	Severity	RUM Description	Vehicle 1	Direction		Vehicle 2	Direction	
				Origin	Dest.		Origin	Dest.
0.02	PDO_MAJOR	ON PATH: PARKED, REAR END	CAR	E	W		E	W
0.02	PDO_MINOR	SAME DIR, SIDESWIPE	CAR	W	E	CAR	W	E
0.10	PDO_MAJOR	MANOEUVRING	CAR	E	W	CAR	S	E
0.15	PDO_MINOR	OPPOSITE DIR: U-TURN	CAR	W	E	CAR	E	E
0.17	PDO_MAJOR	SAME DIR: SAME LANE, REAR END	CAR	E	W	CAR	E	W
0.23	MEDICAL	SAME DIR, SIDESWIPE	WAGON	W	N	CAR	W	E
0.23	PDO_MAJOR	MANOEUVRING	UTILITY	W	E	WAGON	W	E
0.23	PDO_MAJOR	SAME DIR: SAME LANE, RIGHT REAR	WAGON	E	W	CAR	E	N
0.27	MEDICAL	MANOEUVRING	CAR	W	E	CAR	S	E
0.31	PDO_MAJOR	SAME DIR, SIDESWIPE	CAR	E	W	CAR	E	N
0.33	PDO_MAJOR	OPPOSITE DIR: THROUGH RIGHT	WAGON	W	S	CAR	E	W
0.33	PDO_MINOR	MANOEUVRING	UTILITY	N	S	CAR	E	N

(Note SLK 0.33 Williams Road intersection).

PDO\_MINOR                      Minor property damage

PDO\_MAJOR                      Major property damage

The majority of crashes occurred at intersection locations, and these do not display any atypical trends.

Of those crashes that occurred between intersections, two in Monash Avenue and one in Karella Street involved vehicles leaving Village crossovers. These crashes may have been due to sight lines being obscured by parked vehicles.

Along Monash Avenue there are marked bays along both sides of the street, and it is difficult for motorists exiting the Village to see oncoming traffic if they stop at the kerb line. The installation of nibs, either side of the crossover locations, extending to the outer edge of the marked bays may improve the situation by improving sight line distances for motorists exiting the Village.

In Karella Street there is a bus shelter, slightly embayed, immediately to the west of an exit location from the Village. If a bus is located in this bay it is almost impossible to see oncoming traffic from the west. Under the proposed redevelopment this exit becomes the entry/exit into a parking area. The major exit onto Karella Street will be relocated to the west of the bus shelter, alleviating the majority of the problem, however motorists will still need to exercise caution when leaving the parking area. The relocation of the bus shelter to the east of the parking area exit would alleviate this problem. Discussions have been held with the Department of Transport in



relation to relocating the bus stop further to the east, and the construction of a full width embayment at the bus stop location. The Department of Transport have indicated that they will support the relocation of the bus stop in principal, however further discussions are required in relation to the full width embayment. Liaison with the City of Nedlands will be required with regard to the relocation of the actual bus shelter.

Anecdotal evidence also indicated that a sight line problem existed for motorists exiting the Village onto Smyth Road due to vehicles parked on the eastern road and verge. This was not observed during the parking survey undertaken, very few vehicles were parked on the verge in this area, however if the problem persists the installation of parking restriction signage banning parking on the eastern road and verge of Smyth Road may rectify the situation.

### 3.6 Public Transport

Anecdotal information indicates that a large percentage of Village residents rely on buses and taxis as their primary means of transport.

#### 3.6.1 Bus Services

Hollywood Senior Citizens Village is well serviced by bus routes, with bus stops located on each of the roads surrounding the Village. The use of public transport reduces the number of private vehicle trips, hence reducing the volume of traffic on the road, and the requirement for parking facilities at the point of destination, i.e. visitors to the Village.

Table 3.0 below summaries the bus routes servicing Hollywood Senior Citizens Village, and the number of services per day.

Route No.	Direction	Number of Services		
		Weekday	Saturday	Sunday and Public Holidays
8	From Nedlands	4	4	3
	To Nedlands	4	3	4
10	From Nedlands	15	11	4
	To Nedlands	17	12	2
12	From Nedlands	2	0	0
	To Nedlands	1	0	0
208	From Claremont	5	3	0
	To Claremont	6	3	0

Table 3.0 – Bus routes servicing Hollywood Senior Citizens Village





### 3.6.2 Taxi Services

Taxi stations are located throughout the Village, primarily in front of the Hostel buildings and centrally located to the independent living cottages. In the main the taxi stations are located within existing car parks, or on internal roads. One taxi station is located on the southern side of Monash Avenue, making use of the on street parking facilities provided. The use of taxis also decreases the demand for parking facilities at the point of origin, and at the point of destination, i.e. residents travelling from the Village or visitors travelling to the Village.

## 4.0 PARKING CONSIDERATIONS

### 4.1 Existing Parking Availability

The areas available for parking within the Village are shown on Drawing 01008-002-A (refer Attachment A). Within the Village itself there are approximately 300 car parking bays available, of these 132 are reserved for Village residents, 36 are reserved for Staff members (i.e. Managers Etc.), 129 are unreserved bays for use by visitors and/or staff members, and 3 are designated as loading zones.

The current City of Nedlands Town Planning Scheme does not specifically address the parking requirements for aged care facilities. The Scheme however does have a requirement for hospitals of a minimum of 12 bays or 1 bay for every 4 beds, whichever is the greater. The existing parking facilities provided within the Village are in excess of this requirement, i.e. approximately 180 bays.

### 4.2 Predicted Parking Demand

Using information contained in "Land Use Traffic Generation Data and Analysis 16 – Homes for the Aged, Traffic Authority of New South Wales" the peak parking accumulation for the Village was estimated according to the following formula:

$$\text{Peak Parking Accumulation (PPA)} = -5 + 0.195AC$$

$$AC = \text{Total Accommodation Capacity}$$

The 'Accommodation Capacity' is the amount of accommodation (i.e. the number of units, rooms, or beds) available at the Village. Double units or rooms have been counted as two single accommodation 'units'.



The 'Peak Parking Accumulation' is the maximum number of vehicles, associated with the Village, parked both on-site and off-site during the week. For parking demand to be met on-site the parking availability on-site must be at least as great as the estimated peak parking accumulation. Table 7.0 below summarises the predicted peak parking accumulation for Hollywood Senior Citizens Village for each stage of the redevelopment, based on the maximum estimated total accommodation capacity for each stage.

Stage	Estimated Total Accommodation Capacity (AC)	Estimated Peak Parking Accumulation (PPA)
Existing	771	145
Stage 1	659	124
Stage 2	718	135
Stage 3	711	134
Stage 4	734	138

Table 7.0 – Estimated Parking Demand

As part of the redevelopment of the Village, the carports used by residents and staff for parking will be demolished and replaced with centralised car parking areas. In this regard it is proposed to maintain the number of parking bays available on-site at approximately 300 bays at the completion of the redevelopment. This is in excess of the estimated peak parking accumulation for Stage 4, and as such it is expected that the parking availability will be sufficient to cater for the peak parking demand at the completion of the redevelopment.

The staging of the works sees the demolition of existing carports in one stage, and the construction of replacement facilities in the following stage. As such temporary parking facilities may need to be provided for residents between these stages, i.e. Stage 1 and Stage 2, and Stage 2 and Stage 3.

### 4.3 Actual Parking Demand

Staff members of Hollywood Senior Citizens Village indicated that the parking demand on weekdays was generally uniform with no one day having a consistently higher demand than any other, and the parking demand on the weekends was slightly less than that during the week. It was also indicated that the greatest parking demand occurred weekday mornings between approximately 8:00am and 9:00am. This is due to the change in shifts and the greater number of day shift workers compared to night shift, and the arrival of administration staff members.



In order to gain an appreciation of the parking patterns within the Village a survey was conducted on Thursday 5<sup>th</sup> July, Sunday 8<sup>th</sup> July, and Monday 9<sup>th</sup> July. Counts were taken at 30 minute intervals on Thursday between 2:00pm and 3:00pm, and on Monday between 8:00am and 9:00am. On Sunday only one count was taken at 1:40pm. The results of the parking survey are shown in Attachment A, and are summarised in the table below.

Day	Date	Time	Parking Bays	
			Occupied	Vacant
Thursday	5/07/01	2:00 PM	184	116
		2:30 PM	187	113
		3:00 PM	185	115
Sunday	8/07/01	1:40 PM	144	156
Monday	9/07/01	8:30 AM	207	93
		9:00 AM	205	95
		9:30 AM	203	97

Table 8.0 – Parking Survey Summary

The parking survey results indicate that under the current usage patterns there are sufficient bays available to accommodate existing demand. The results from the parking survey also indicate that the predicted peak parking accumulation underestimates the actual parking demand by approximately 40%. Applying this correction factor to the predicted parking accumulation results in the following table.

Stage	Estimated Total Accommodation Capacity (AC)	Adjusted Estimated Peak Parking Accumulation (PPA)
Existing	771	203
Stage 1	659	174
Stage 2	718	190
Stage 3	711	188
Stage 4	734	194

Table 7.0 – Estimated Parking Demand (Adjusted)

The adjusted peak parking accumulation results indicate that there is sufficient existing on-site parking, i.e. approximately 300 bays, to accommodate the peak parking demand generated at the Hollywood Senior Citizens Village.





---

## 5.0 CONCLUSIONS

---

The principal objective of the redevelopment of the Hollywood Senior Citizens Village is not to increase the numbers of residents that can be accommodated within the Village, but to improve the existing facilities and to provide area of common open space improving the amenity of the Village. As such the impact of the redevelopment on traffic in the surrounding network is minor, as is the impact on parking demand within the Village.

The proposed redevelopment, especially the relocation of the Nursing Home, will have a redistributing affect on traffic from Monash Avenue to Williams Road and Karella Street, both of which have excess capacity to accommodate the predicted increases in traffic volumes without affecting amenity in any atypical way.

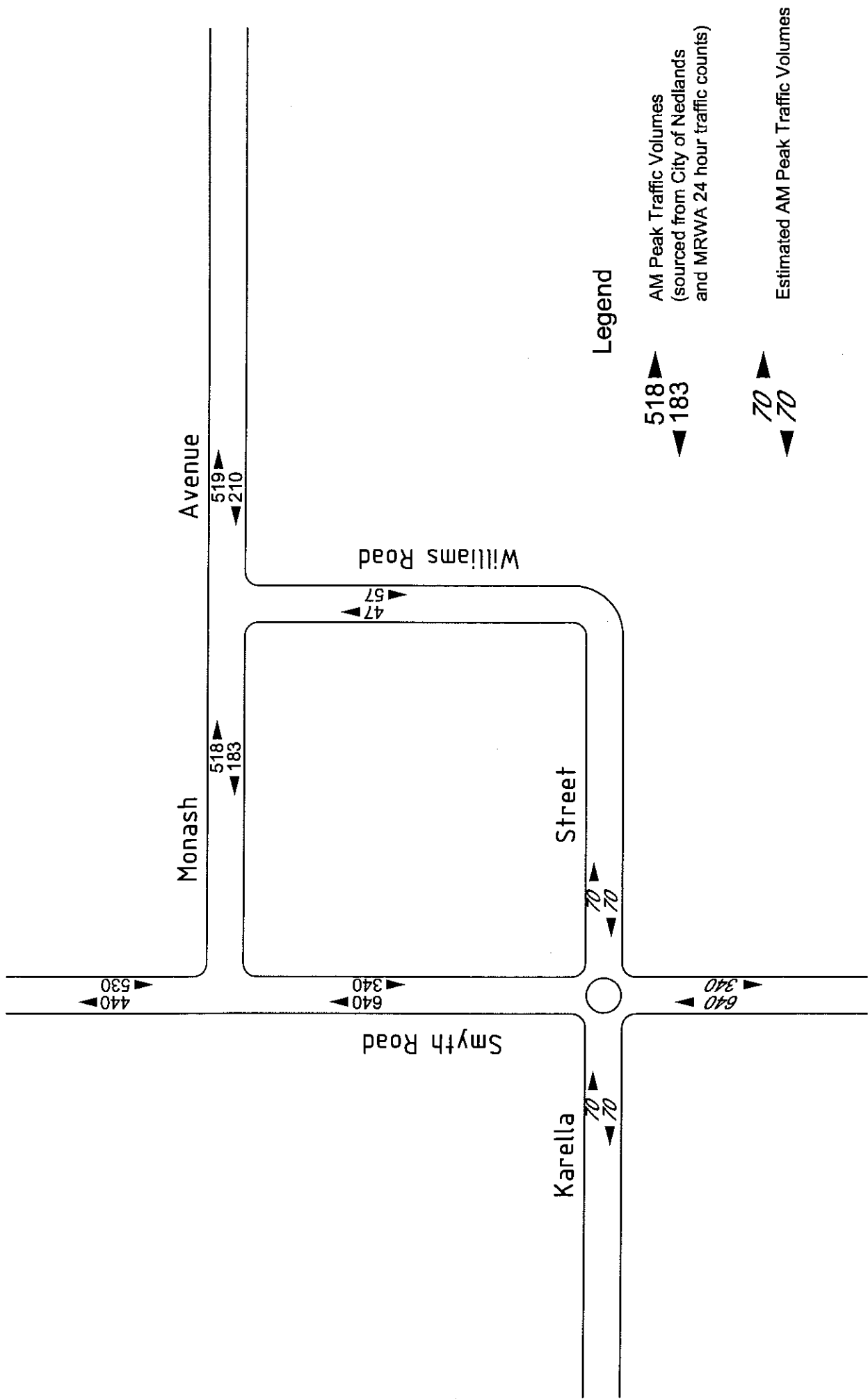
The predicted redistribution of traffic will also impact upon the performance of the intersections surrounding the Village. The results of traffic modelling and analysis indicate that all intersections will continue to operate in a satisfactory manner through all stages of the redevelopment.

The existing number of parking bays provided on-site is sufficient for the existing demand, based on theoretical models and observed demand during peak demand periods. The existing number of bays would also be sufficient to cater for the parking demand during each stage of the redevelopment. Temporary parking facilities may need to be provided for residents parking between Stage 1, the demolition of existing carports, and Stage 2, the construction of new parking areas to replace and rationalise those demolished during Stage 1. The same would also apply between Stage 2 and Stage 3. This however is a staging consideration, not a capacity issue.

Egress from the Village is made difficult along Monash Avenue, Smyth Road and Karella Street due to vehicles parked upstream of the exits. The installation of nibs at the Monash Avenue exits would allow motorists to pull further out into the roadway, in a safe manner, improving sight distances, before joining the traffic stream. The parking restrictions along the eastern road and verge of Smyth Road would improve sight distances for motorists leaving the Village at these exits. The relocation of the secondary entrance and exit to the Village along Karella Street to the west of the bus shelter, as proposed as part of the redevelopment, will improve sight lines for motorists exiting the Village at this location.




## **APPENDIX A**



Legend

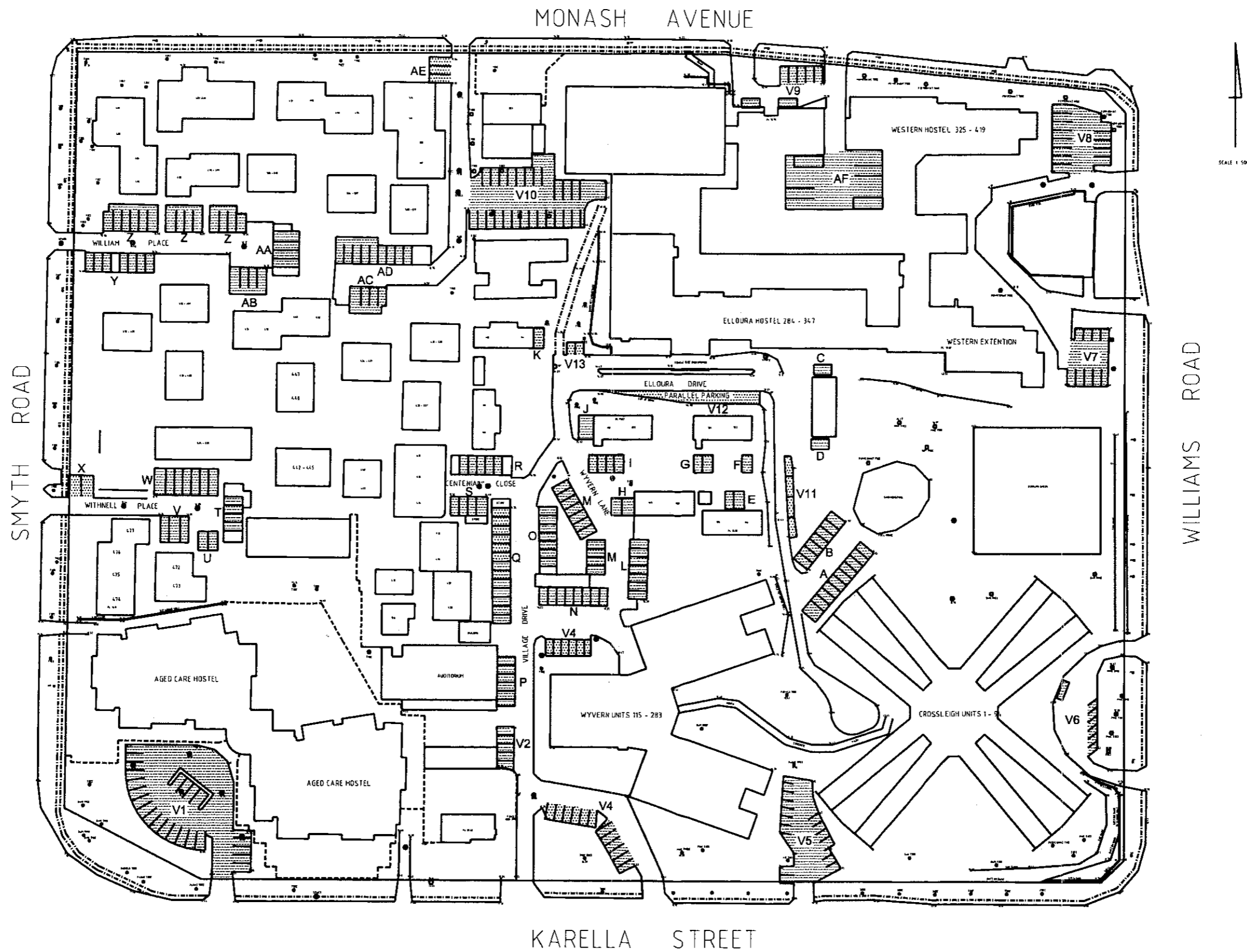
- 518 ▲  
▲ 183
- AM Peak Traffic Volumes  
(sourced from City of Nedlands  
and MRWA 24 hour traffic counts)
- 70 ▲  
▲ 70
- Estimated AM Peak Traffic Volumes

 <p><b>SHAWMAC PTY. LTD.</b> P.O. Box 937. SOUTH PERTH Ph. 9355 1300 Fax. 9355 1922 Email shawmac@upnaway.com</p>	<p>Scale NTS</p>	<p>Date July 2001</p>	<p>Job No. 01008</p>	<p>Title Hollywood Senior Citizens Village</p>
	<p>Client The Salvation Army</p>	<p>Drawing No. 001-A</p>	<p>AM Peak Traffic Volumes (vehicles per hour)</p>	



## **APPENDIX B**





SHAWMAC PTY. LTD.  
 P.O. Box 937, SOUTH PERTH  
 Ph. 9355 1300 Fax. 9355 1922  
 Email shawmac@upnaway.com

Scale NTS

Date July 2001

Job No.  
01008

Title

Client

The Salvation Army

Drawing No.  
002-A

Hollywood Senior Citizens Village  
 Existing Parking Areas

**Hollywood Village - Masterplan**

**appendix c:**

**Landscape Inspection Report**

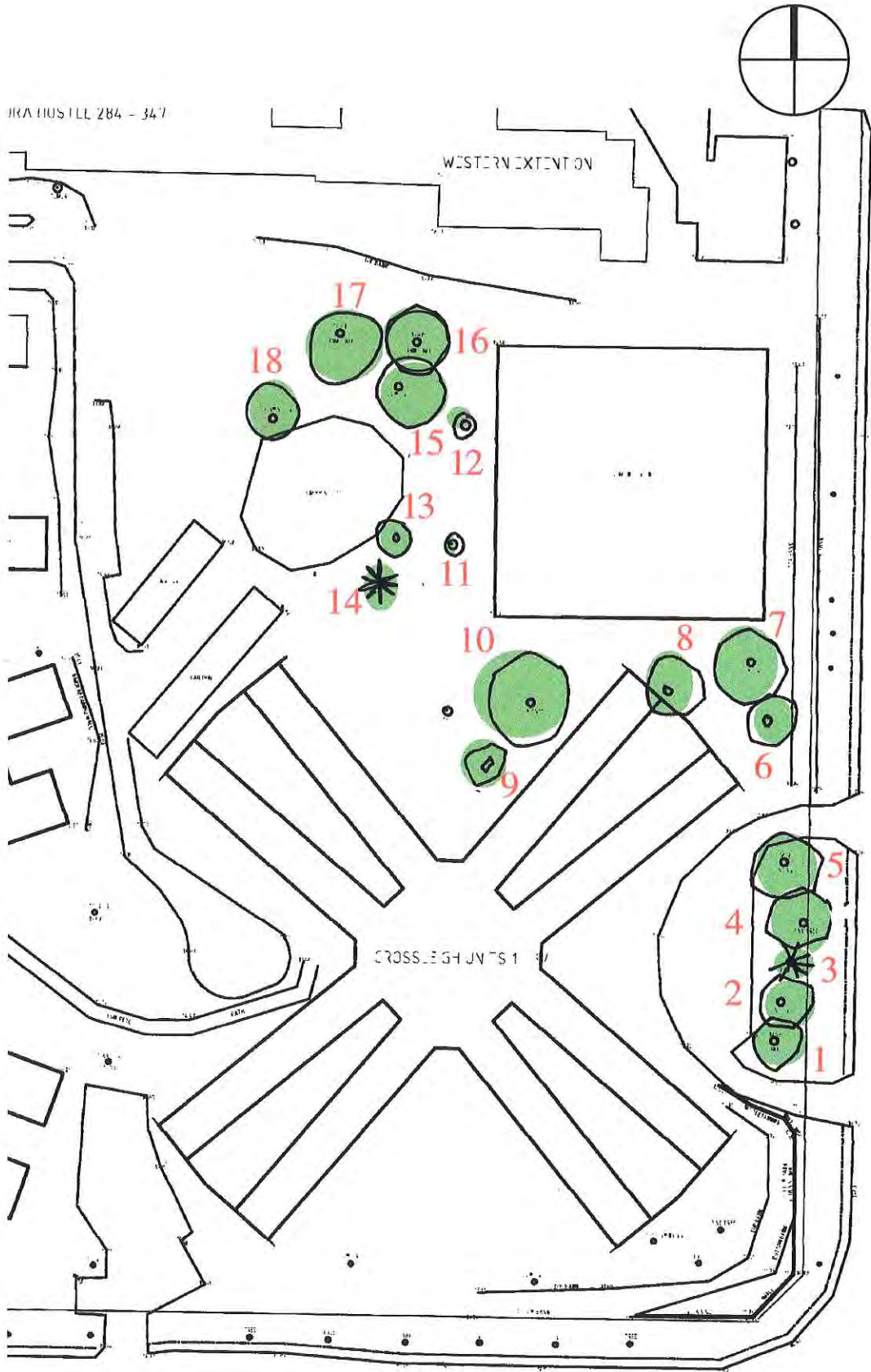


## Hollywood Retirement Village

# *Landscape Inspection Report*

June 2001

Hollywood Retirement Village -Landscape Inspection Report



Trees Surveyed for Report



## Tree No 1

### *Metrosideros excelsa* 'Variegata' ( New Zealand Xmas Tree )

This variegated tree is a mature specimen planted in car park island as part of an evergreen group. It appears to be healthy-if somewhat mis-shapen, due to overshadow and crowding by the adjacent pine. Selective limb pruning could enhance the form of the tree.

### *Metrosideros excelsa*



### *Pinus pinaster*



## Tree No 2

### *Pinus pinaster* ( Maritime Pine )

This tree is a somewhat post mature specimen and has lost its leader which has given rise to a low crowned mis-shapen overall form. Due to its placement within a group planting this does not form a serious detractor however under-pruning and deadwood removal to the lower limbs could improve the appearance of the tree.

### *Araucaria heterophylla*



## Tree No 3

### *Araucaria heterophylla* ( Norfolk Island Pine )

This tall tree is a semi mature specimen that appears healthy with strong foliage. It is suitable to its placement within the group and relates to the scale of building to the rear. Unfortunately the form has been spoilt by pruning for power lines. A bifurcated leader requires removal.



*Cupressus glabra*

## Tree No 4

### *Cupressus glabra* ( Smooth Arizona Cypress )

This glaucous blue tree is a reasonably mature specimen that appears in good condition and the form has been spoiled by pruning for power lines.



*Pinus pinaster*



## Tree No 5

### *Pinus pinaster* ( Maritime Pine )

This tree is a mature specimen that appears to be healthy and in fair form given the pruning for power lines, it is also a typical period tree planted within this precinct.

*Eucalyptus botryoides*



## Tree No 6

### *Melaleuca lanceolata* ( Rottneest Island Ti Tree )

This spreading Ti tree is a reasonably mature specimen and has a form that is typical of the species although it shows the overshadowing impact of the adjacent Bangalay. Underpinning, deadwooding and finial pruning could improve views beneath the tree and assist in grass growth below.

## Tree No 7

### *Eucalyptus botryoides* ( Bangalay )

This tree is a mature specimen with an impressive character that unfortunately has been subject to pollarding as a tree maintenance regime and therefore poses a risk of falling branches. Whilst significant regrowth has taken place since the pruning this is epicormic in nature and does not have the structural integrity of an unpruned specimen.



## Tree No 8

### *Brachychiton populoneus* ( Kurrajong )

This semi mature specimen has the potential with selected pruning of cross branching to form an attractive tree. It is planted very close to the wall to the detriment of the overall shape of the tree. Such plants are capable of transplanting if necessary.

## Tree No 9

### *Liquidambar styraciflua* ( Liquidambar )

This tree is an immature specimen that appears healthy and of a balanced growth habit is young enough to be considered for transplanting should it be required.

### *Eucalyptus camaldulensis*



## Tree No 10

### *Eucalyptus camaldulensis* ( River Red Gum )

This large semi-mature specimen appears to have foliage that is somewhat dry and chlorotic (yellow) and of ailing health. It has also clearly been subject to overpruning (pollarding) and subsequently poses a significant risk of dropping limbs.

### *Cupressus sempervirens* 'Stricta'



## Tree No 11

### *Cupressus sempervirens* 'Stricta' ( Pencil Pine )

This tree is a semi-mature specimen that appears healthy and is young enough to be considered for transplanting should it be required.

## Tree No 12

### *Cupressus sempervirens* 'Stricta' ( Pencil Pine )

This tree is a much taller semi-mature specimen than its neighbour that appears healthy and is young enough to be considered for transplanting should it be required.



### Tree No 13

***Olea europea* ( Olive )**

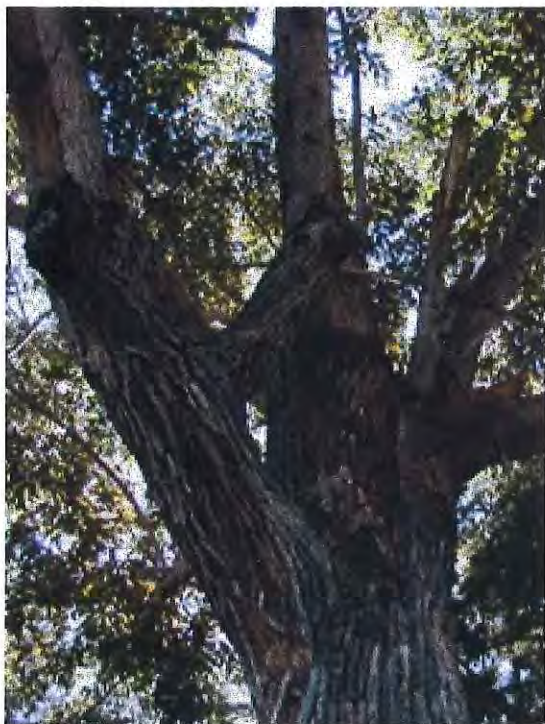
This tree is a semi-mature specimen that appears healthy and is young enough to be considered for transplanting should it be required.

### Tree No 14

***Phoenix canariensis* ( Canary Palm )**

This tree is a young specimen that appears healthy and is young enough to be considered for transplanting should it be required.

***Eucalyptus botryoides***



### Tree No 16

***Cupressus macrocarpa* ( Monterey Cypress )**

This tree is a mature specimen that has become flatter topped and one sided with age, it is also a typical period tree planted within this precinct often planted alongside *Pinus radiata* . Significant pruning is recommended to reduce the crown load.

### Tree No 17

***Pinus radiata* ( Monterey Pine )**

This tree is a over mature specimen that is a typical period tree planted within this precinct. Whilst it is true to form, it is clearly thinning in its foliage - an indication of a decline in vigour and deterioration. Beyond 75 years of age such trees become dangerous due to falling limbs. Stub limbs require removal.

### Tree No 18

***Agonis flexuosa* ( Peppermint )**

This tree is an over mature specimen that requires a significant degree of tree surgery to clean canopy or removal.

***Olea europea***



### Tree No 15

***Eucalyptus botryoides* ( Bangalay )**

This tree is a tall mature specimen that unfortunately has been subject to pollarding as a tree maintenance regime and therefore poses a risk of falling branches. Whilst significant regrowth has taken place since the pruning this is epicormic in nature and does not have the structural integrity of an unpruned specimen.

***E. botryoides***

***C. macrocarpa***





**Hollywood Village - Masterplan**

**appendix d:**

**Masterplan - Staging Plans**

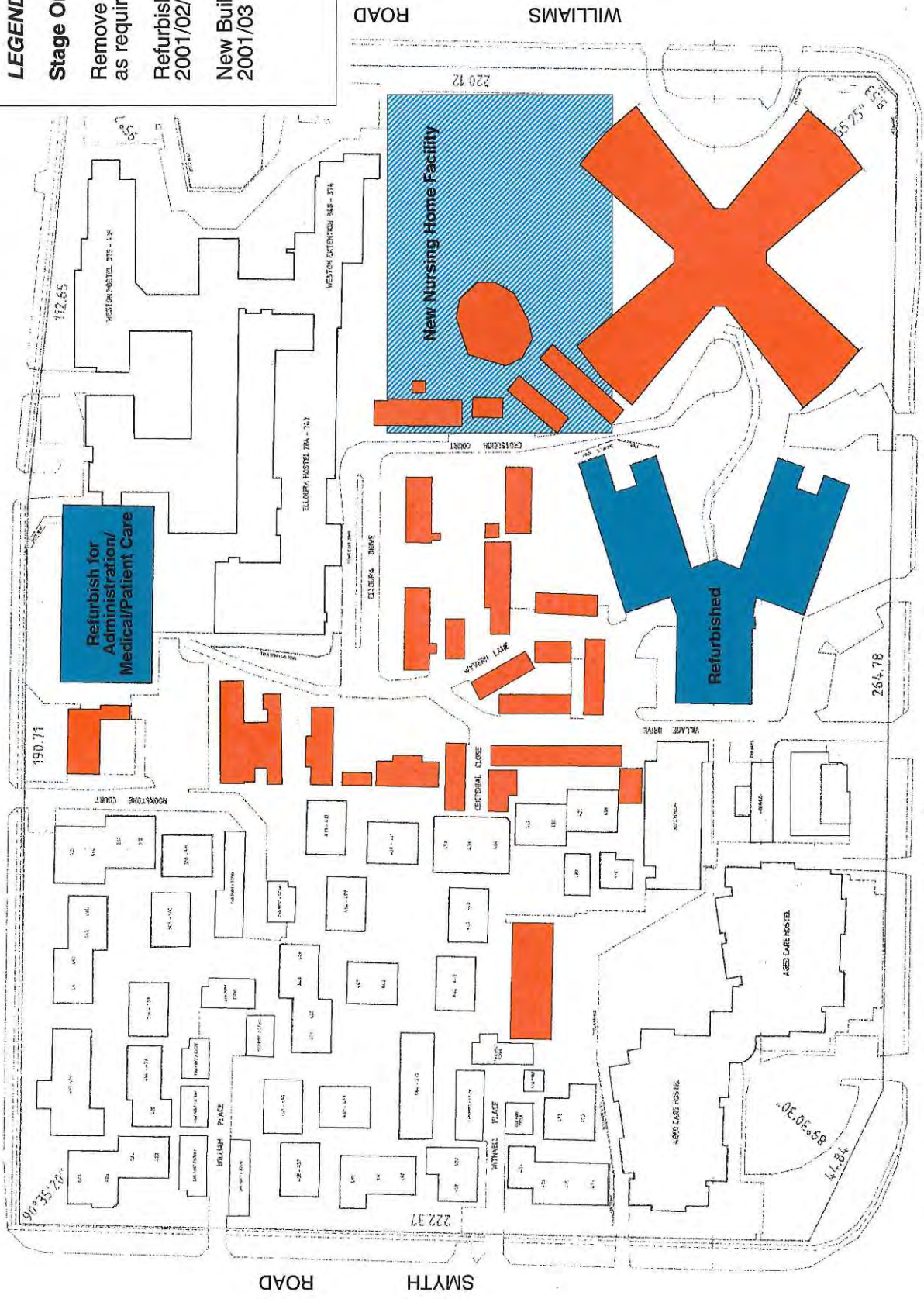


**LEGEND**

**Stage One - 2001**

- Remove buildings as required
- Refurbish buildings 2001/02/03
- New Building 2001/03

MONASH AVENUE



**HOLLYWOOD VILLAGE - MASTER PLANNING  
Redevelopment Staging Plan**

0 5 10 20 30 50








701.154 August 2001





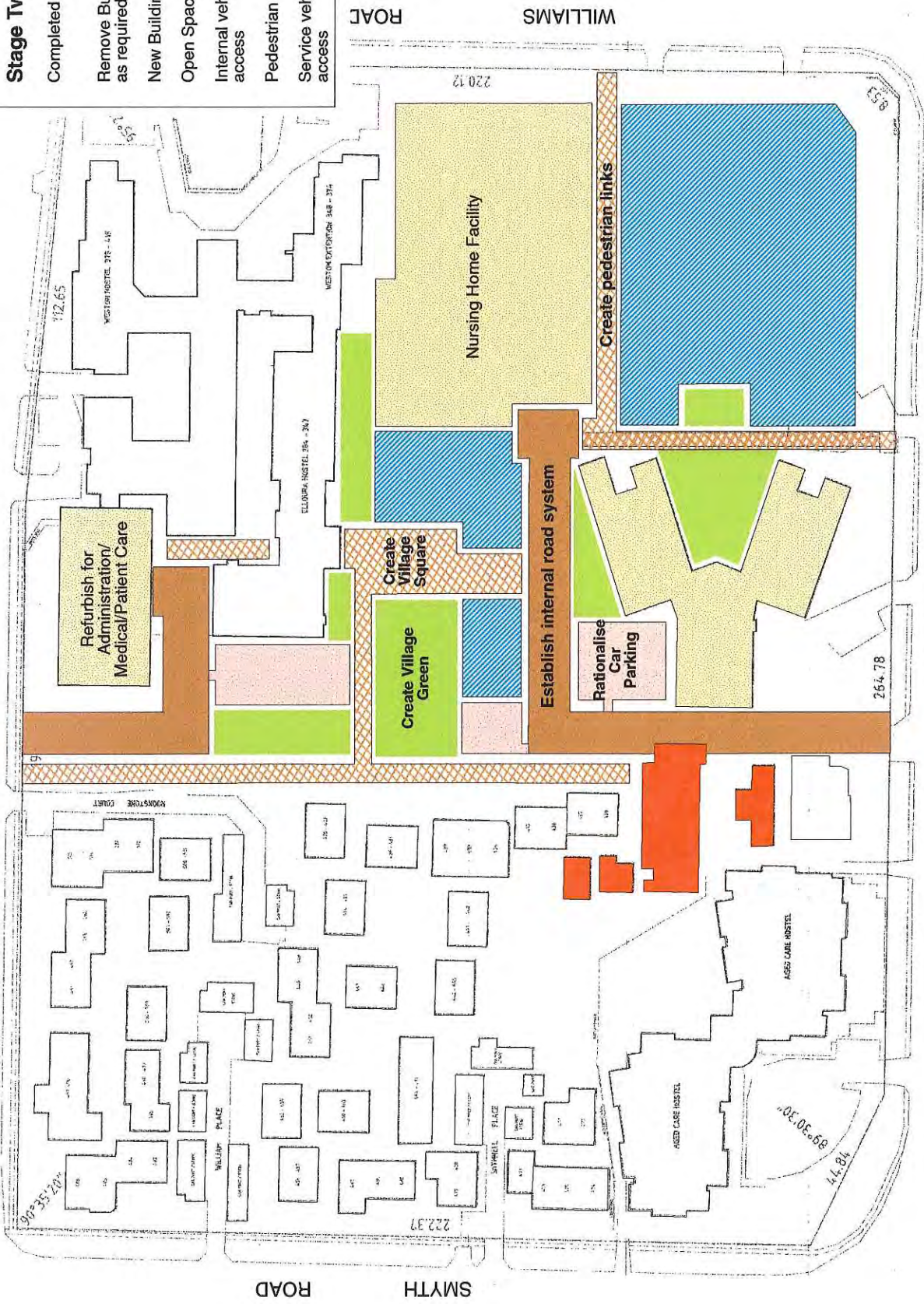
**LEGEND**

**Stage Two - 2005**

-  Completed Stage
-  Remove Buildings as required
-  New Buildings 2005
-  Open Space
-  Internal vehicular access
-  Pedestrian access
-  Service vehicle access

AVENUE

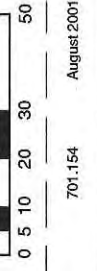
MONASH



KARELLA STREET

STREET

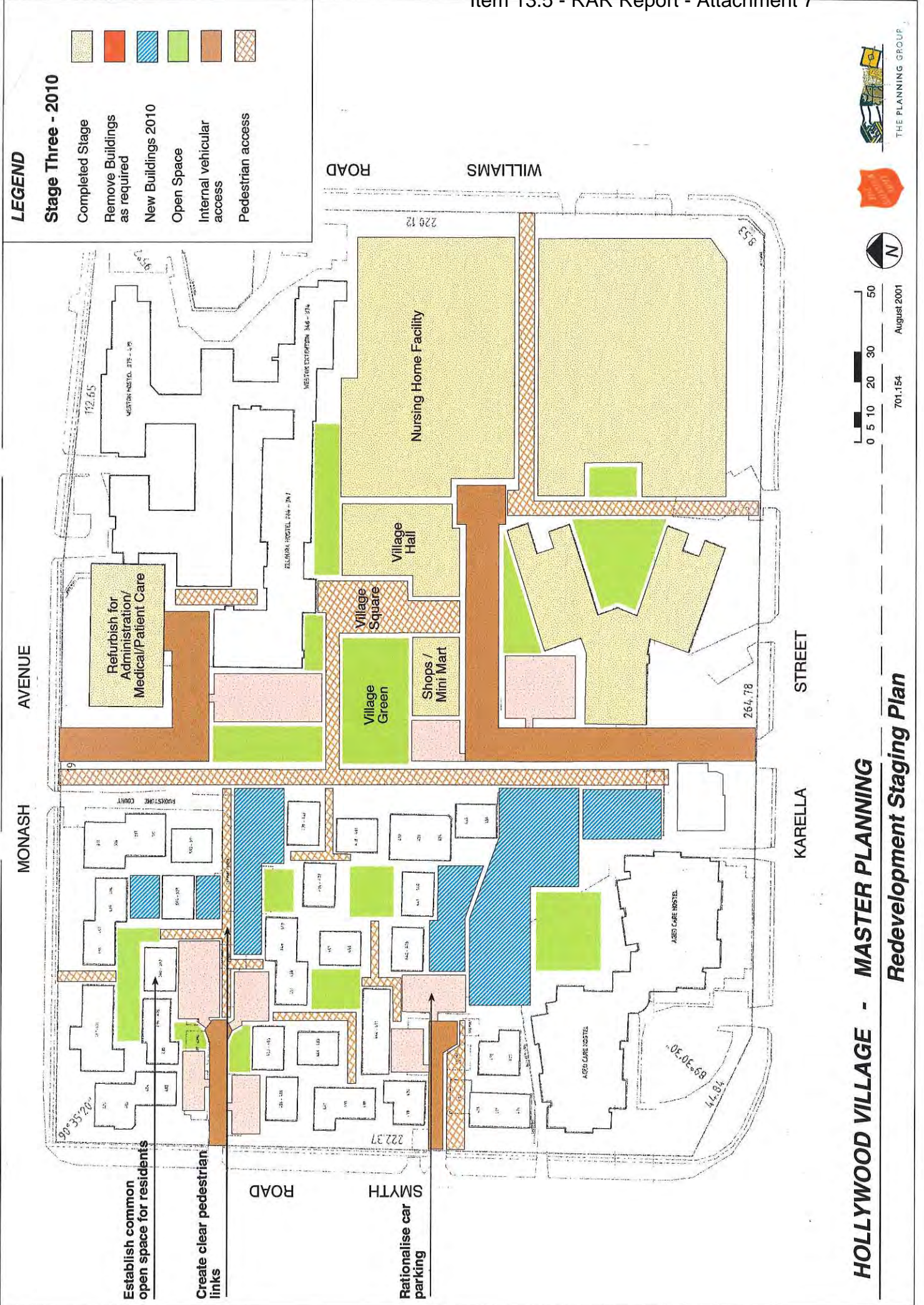
**HOLLYWOOD VILLAGE - MASTER PLANNING  
Redevelopment Staging Plan**



701.154 August 2001







**LEGEND**

**Stage Three - 2010**

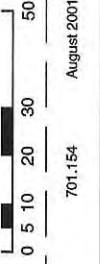
- Completed Stage
- Remove Buildings as required
- New Buildings 2010
- Open Space
- Internal vehicular access
- Pedestrian access

Establish common open space for residents

Create clear pedestrian links

Rationalise car parking

**HOLLYWOOD VILLAGE - MASTER PLANNING  
Redevelopment Staging Plan**



August 2001







701.154





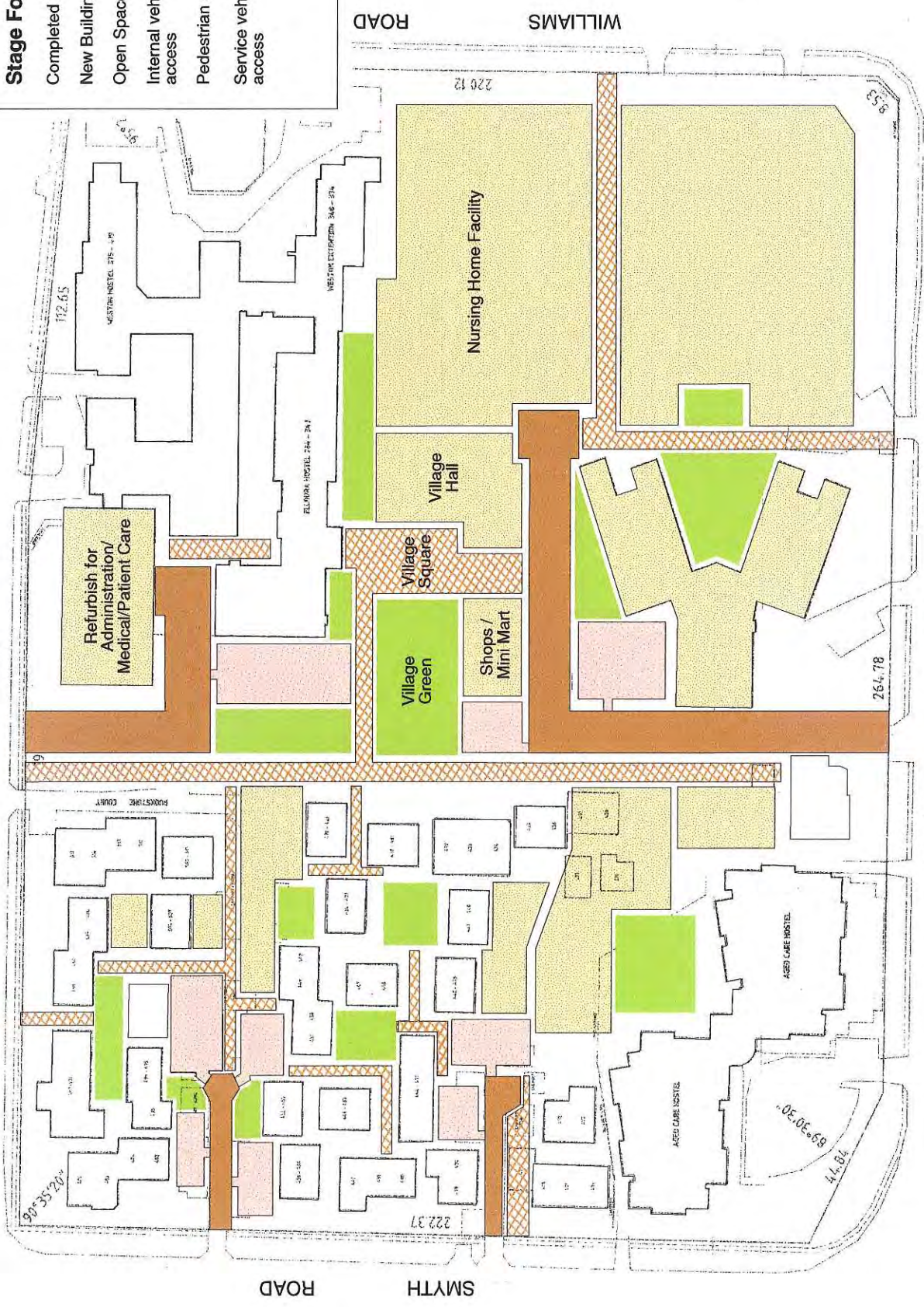
**LEGEND**

**Stage Four - 2020**

-  Completed Stage
-  New Buildings 2020
-  Open Space
-  Internal vehicular access
-  Pedestrian access
-  Service vehicle access

AVENUE

MONASH



ROAD

SMYTH

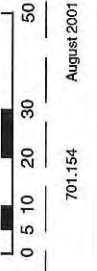
ROAD

WILLIAMS

STREET

KARELLA

**HOLLYWOOD VILLAGE - MASTER PLANNING  
Redevelopment Staging Plan**



### Attachment 8 - 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 in objection	Officer technical comment
<ul style="list-style-type: none"> <li>a) Dust and noise potentially being an issue when the existing building is demolished and when the proposed development is being constructed.</li>   <li>b) The increase in traffic due to the proposed development.</li>   <li>c) Potential overlooking from the proposed buildings into residential properties on the opposite sides of Williams Road and Karella Street.</li> </ul>	<ul style="list-style-type: none"> <li>a) If the application is approved it is recommended that it be a condition that a construction management plan be submitted to, and approved by, the City prior to any work commencing. This will outline, amongst other matters, how dust and noise will be managed during these works.</li>   <li>b) Based on advice received from the City's Traffic Consultant the traffic volumes and movements associated with the development are unlikely to have a significant impact on the local road network.</li>   <li>c) The distance of the proposed buildings from those properties on the opposite sides of Williams Road and Karella Street means it will comply with the visual privacy requirements of the R-Codes.</li> </ul>
Comments received in objection	Officer technical comment
<ul style="list-style-type: none"> <li>a) The proposal resulting in a significant increase in the number of people living in the area.</li>   <li>b) The increase in traffic due to the proposed development.</li> </ul>	<ul style="list-style-type: none"> <li>a) The adopted Strategy aims to limit the impact of urban fill on the lower density established areas by focusing growth on 'targeted infill' areas, one of which being the subject property. The development is deemed to be consistent with the Strategy.</li>   <li>b) Based on advice received from the City's Traffic Consultant the traffic volumes and movements associated with the development are unlikely to have a significant impact on the local road network.</li> </ul>





Comments received in objection	Officer technical comment
<p>a) The increase in traffic due to the proposed development.</p> <p>b) Dust emissions during the demolition of the existing building and whilst the development is being constructed.</p>	<p>a) Based on advice received from the City's Traffic Consultant the traffic volumes and movements associated with the development are unlikely to have a significant impact on the local road network.</p> <p>b) Such matters will be dealt with in accordance with a construction and noise management plan which will need to be submitted to, and approved by, the City as a condition of approval.</p>
<p>a) The increase in traffic due to the proposed development.</p> <p>b) The proposed street setbacks of the buildings being too little.</p>	<p>a) Based on advice received from the City's Traffic Consultant the traffic volumes and movements associated with the development are unlikely to have a significant impact on the local road network.</p> <p>b) In accordance with Table II of TPS 2 the street setbacks are to be in accordance with the R35 code requirements. The proposed street setbacks are compliant with the R-Codes.</p>
<p>a) The increase in traffic due to the proposed development.</p> <p>b) The development being high density.</p>	<p>a) Based on advice received from the City's Traffic Consultant the traffic volumes and movements associated with the development are unlikely to have a significant impact on the local road network.</p> <p>b) The adopted Local Planning Strategy aims to limit the impact of urban fill on the lower density established areas by focusing growth on 'targeted infill' areas, one of which being the subject</p>

	<p>property. The development is deemed to be consistent with the Local Planning Strategy.</p>
--	---





**Development Application  
Aged Persons Apartments, 15 Karella Street,  
Nedlands (Lot 103)**

**Community Engagement Results  
Monday, 15 October to Monday 5 November 2018**



## CONTENTS

1.	INTRODUCTION .....	4
2.	PURPOSE OF ENGAGEMENT .....	4
3.	ENGAGEMENT PERIOD.....	4
4.	ENGAGEMENT PRINIPLES.....	5
5.	COMMUNITY AND STAKEHOLDERS .....	5
6.	OPPORTUNITIES FOR ENGAGEMENT .....	6
	6.1 Online Engagement – Your Voice Nedlands .....	6
	6.2 Community Information Session .....	6
	6.3 Mail out .....	7
	6.4 Advertising and media.....	7
	6.5 Summary of traffic sources to the engagement page.....	8
7.	ENGAGEMENT PARTICIPATION.....	9
	7.1 Online engagement – Your Voice Nedlands.....	9
	7.2 Mail-Out.....	9
	7.3 Onsite Community Information Session.....	10
	7.4 Customer Enquiries .....	10
8.	ENGAGEMENT RESULTS.....	10
9.	CONCLUSION.....	10
	9.1 Project overview.....	10
	9.2 Opportunities to hear and learn about the project.....	10
	9.3 Submissions received .....	11

Dated: 8 November 2018  
 SharePoint Reference: COMMUNITY-328253337-192



## 1. INTRODUCTION

Community engagement has been undertaken with residents, property and stakeholders along with the broader community on a proposal from Regis Aged Care to construct 327 aged persons' apartments at 15 Karella Street Nedlands by Regis Aged Care.

The apartments range from three to five storeys with a central building six storeys high with a street setback of at least 6m. Building sections higher than three storeys are proposed to have a setback of at least 20m from the street.

To enable privacy for the ground floor occupants, the proponents are proposing to construct these apartments between 0.5m and 1.5m above the footpath while maintaining opportunities for passive surveillance over the surrounding area.

The development includes 576 resident car parking bays, 82 visitor car parking bays and 65 scooter parking bays, along with communal facilities such as a bowling green, pool, gym and outdoor amphitheatre. The proponents also propose to have a plot ratio floor area of 1.14m<sup>2</sup> instead of the current requirement of 0.75m<sup>2</sup>.

A temporary display apartment (including signage) will be available for viewing in an area on the Smyth Road side of the site.

The results of the community engagement activities will be assessed by the City's Statutory Planning Team and these will be reported to the Council as part of the development application report. The report will include a recommendation to Council and the Joint Development Assessment Panel (JDAP) to approve/not approve the application. It is noted that JDAP will have the final decision on whether to approve/not approve the proposal.

## 2. PURPOSE OF ENGAGEMENT

Information provided (online and by community information session) aimed to assist the community to gain an understanding on the limitations and issues relevant to the proposal.

The purpose of the engagement was to seek community feedback to explain the proposal, to understand the community and stakeholder views and invite submissions.

The outcomes of the engagement would form input into Council deliberations for the purposes of recommending approval/refusal for the development application to JDAP.

## 3. ENGAGEMENT PERIOD

This proposal was advertised for 21 days from Monday, 15 October to Monday, 5 November 2018.

## 4. ENGAGEMENT PRINIPLES

The following engagement principles, as contained in the City's Community Engagement Policy, were applied to guide the way in which the City engaged and communicated with the community and stakeholders:

Citizenship	We will provide for and communicate opportunities for everyone to have a genuine and meaningful say in local democracy about actions that could affect their lives.
Transparency	We will ensure that the purpose and mechanisms of our engagement will be relevant, easily understood, timely and accessible by all.
Inclusion	We will seek out and facilitate the involvement of all those affected or potentially affected.
Accountability	We promise that all contributions will influence the alternatives developed, be reflected in our decision-making, outcomes will be communicated and performance will be measured.
Our people	We promise that our people will uphold the City values, the IAP2 Value's and Code of Ethics, be appropriately trained and supported to deliver best practice engagement.

## 5. COMMUNITY AND STAKEHOLDERS

The community and stakeholders included:

- Residents and property owners (687)
- Metropolitan Cemeteries Board (Karrakatta Cemetery)
- Hollywood Primary School
- Kids Biz Early Learning Centre
- Water Corporation
- Hollywood Private Hospital
- Hollywood Specialist Centre
- Elected members
- Relevant City staff

Property owners and residents (687) within the project area consisted of properties within the area bounded by Boronia Avenue, Park Road, Meriwa Street, Monash Avenue and Smyth Road who would be impacted or potentially impacted by this application (694 including stakeholders).

The residents, property owners and the stakeholders were invited to attend a community information session and to either support/not support the proposal by providing a submission in a prescribed format in accordance with the legislative requirements.

## 6. OPPORTUNITIES FOR ENGAGEMENT

The City's online engagement hub, **Your Voice Nedlands** was used as the primary place to promote and create general awareness of the project, to read information and provide feedback. Opportunities to participate included:

- Your Voice Nedlands: submission form and a facility for people to ask the City a question, read the FAQs and project updates, view and download documents (proposed development application concept designs).
- Letter and a copy of the concept design: mailed to all residents/property owners within the project area (refer Section 5 above) to provide project information and details of the proposed development application. Residents/property owners were also invited to participate in a community information session and to lodge a submission with the City in support/not support of the proposal.
- Community Information Session: a session was held at the City's Administration Centre on 22 October 2018 between 6pm and 7pm. These sessions enabled community members to discuss the development application with the City's Planning Officers to gain an understanding of the proposal. Attendees were invited to lodge a submission with the City in support/not support of the proposal.
- Direct contact: people could also contact the City by email, or telephone or visit the Administration Centre to discuss the development application with a member of the project team.

Awareness of the project was provided by advertising in the POST newspaper, Facebook, Twitter and LinkedIn, along with the placement of posters in the Administration Centre, the Nedlands and Mt Claremont Libraries. Signage was also placed on the site at Smyth Road and Karella Street.

### 6.1 Online Engagement – Your Voice Nedlands

**Your Voice Nedlands** was the reference point for engagement information and to find information on the project. Information included:

- Technical Drawing – proposed plan
- Artist impressions of the apartments
- Frequently asked questions (FAQs)
- Advice on the key dates
- Project team contact details

People could lodge their submission online. The **Your Voice Nedlands** email was also available for people to forward their submission, or to ask questions of the City.

### 6.2 Community Information Session

One Community Information Session was held at the City's Administration Centre on Monday, 22 October 2018 from 6pm to 7pm with the City's Planning staff.



### 6.3 Mail out

A mail out to 694 residents, property owners and stakeholders were undertaken advising of the concept plan and inviting them to view the information on **Your Voice Nedlands**, attend the community information sessions and to provide a submission on the proposal.

### 6.4 Advertising and media

Advertising was placed in the POST newspaper on 13 October 2018. A public notice was displayed on the public notice section of the City's website, and on the noticeboards at the Administration Centre, Mt Claremont and Nedlands Libraries.

Three posts were placed on Facebook and on Twitter and one post on LinkedIn which reached approximately 3,000 people.

The City did not receive any media attention for this proposal or produce a media release.



1,107 people reached  
Facebook, 13 October 2018



921 people reached  
Facebook, 22 October

City of Nedlands

nedlands.wa.gov.au

## Public Notice

### Proposed Aged Persons' Apartments – 15 Karella Street, Nedlands

The City is inviting comment in relation to a development application which proposes the construction of 327 aged persons' apartments in total at 15 Karella Street, Nedlands.

For further information and updates on the proposal, please visit Your Voice Nedlands at [yourvoice.nedlands.wa.gov.au](http://yourvoice.nedlands.wa.gov.au)

The plans for the proposal can also be viewed at the front counter of the City's Administration Centre.

An information session regarding the proposal is also to be held at:

**Venue: City's Administration Building (71 Stirling Highway, Nedlands)**

**Date: 22 October 2018**

**Time: Between 6pm and 7pm**

Please note that this is not a meeting. This is an information session, which will provide you with access to plans and the City's technical staff, as well as any available elected members.

A submission regarding the proposal can be made to the City by close of business on **5 November 2018**.

If you have any queries, please contact the City's Planning Department on 9273 3500.

**City of Nedlands**  
105 followers  
3w

Do you live, work or visit near Karella Street, Nedlands? If so, you may be interested in a development application which has been received by the City.

Regis Aged Care has applied to the City to construct and operate 327 apartments for seniors on their property at 15 Karella Street (Lot 103), Nedlands. The apartments range from three to five storeys with a central building six storeys high with a street setback of at least 6m. Building sections higher than three storeys are proposed to have a setback of at least 20m from the street.

The development includes 576 resident car parking bays, 82 visitor car parking bays and 65 scooter parking bays, along with communal facilities such as a bowling green, pool, gym and outdoor amphitheatre. The proponents also propose to have a plot ratio floor area of 1.14 sqm instead of the current requirement of 0.75 sqm.

To enable privacy for ground floor occupants, it is proposed the apartments will be between 0.5m and 1.5m above the footpath while maintaining opportunities for passive surveillance over the surrounding area.

Find out more and have your say at <https://lnkd.in/gJ4FCmv> – all feedback should be submitted here.



599 impressions (people reached)  
Linkedin 13 October 2018

**City of Nedlands**  
November 4 at 7:00 AM · 🌐

Just a reminder – if you want to have a say about the proposed aged persons' apartments at 15 Karella Street, Nedlands, you need to provide your feedback at <https://tinyurl.com/karellastreet> by 5pm tomorrow.



[YOURVOICE.NEDLANDS.WA.GOV.AU](https://www.yourvoicenedlands.wa.gov.au)  
**Development Application - Aged Persons' Apartments, 15 Karella Street, Nedlands**

390 people reached  
Facebook, 4 November 2018

## 6.5 Summary of traffic sources to the engagement page

Traffic Sources provides an overview of the number of people who found out about the consultation and accessed the engagement page. Traffic Sources show the number of people who found out about the consultation / entered the site as follows:

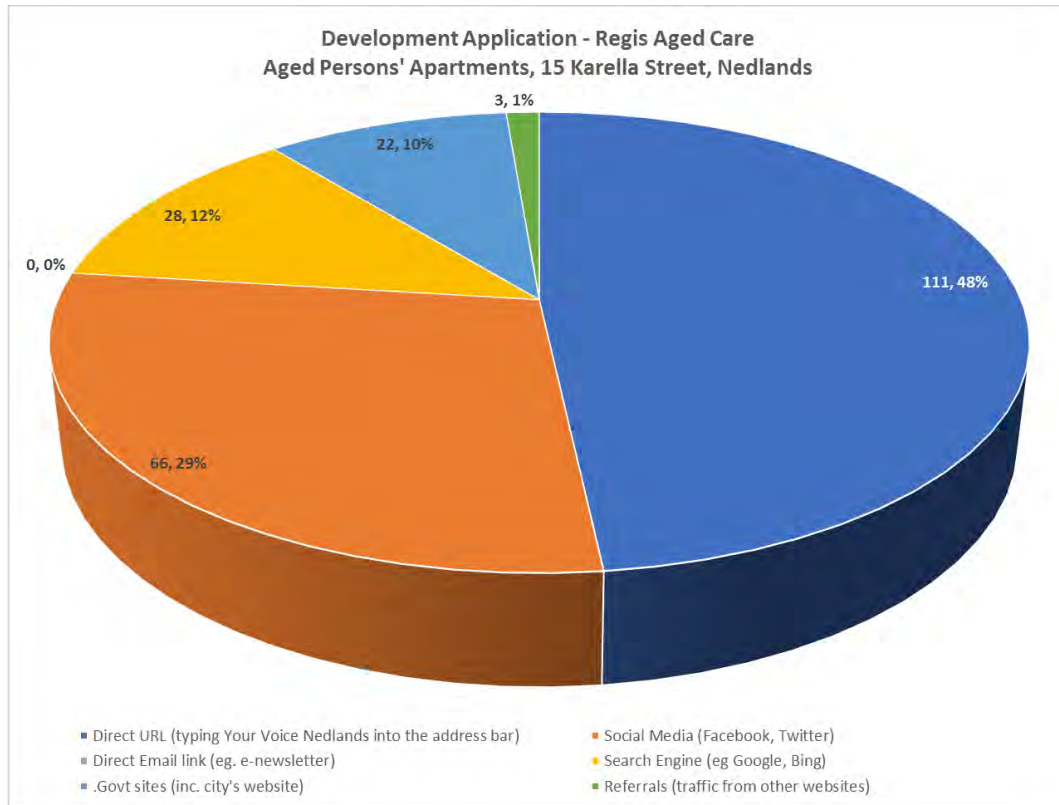
- Direct URL – typing the URL directly into the address bar of a search engine.
- Search Engines – searching using Google, Bing etc.
- Email – direct email campaigns using EHQ email / newsletters
- Govt – Any site with a .gov or .govt that refers people to the consultation
- Referrals – traffic from links on any other non-government websites including community groups or individuals with websites promoting the engagement project to others by inserting a link directing traffic to the engagement page.
- Social – Traffic generated by social media including; Facebook, Twitter, LinkedIn, Google+, Instagram with links to engagement projects

The communication activities resulted in 230 visits mostly using the methods of: typing **Your Voice Nedlands** into the address bar mainly from the letter (111, 48 per cent). 66 (29 per cent) access the site via the City's Facebook and Twitter sites with another



28 (12 per cent) of people using a search engine. 22 (10 per cent) used a .gov site (City of Nedlands) to access the site.

The following graph highlights the traffic sources for this project.



## 7. ENGAGEMENT PARTICIPATION

This section provides an overview of the community and stakeholder participation in the community engagement process.

### 7.1 Online engagement – Your Voice Nedlands

During the engagement period, the engagement page received 230 visitors who collectively viewed 607 pages. 190 of these viewed at least one page. There were 67 downloads of the documents and 36 visits to the FAQ page. 84 people visited multiple pages.

There were no submissions received.

### 7.2 Mail-Out

The City undertook a mail out to 694 residents, property owners and stakeholders within the project area. Seven submissions were received, all of these were objections to the proposal.



### **7.3 Onsite Community Information Session**

22 people attended the Community Information Session.

### **7.4 Customer Enquiries**

There were no telephone customer enquiries recorded however there were several people who visited the Administration Centre for further information and to discuss the project with a member of the Statutory Planning Team.

## **8. ENGAGEMENT RESULTS**

The results of the community engagement activities will be assessed by the City's Statutory Planning Team and these will be reported to the Council as part of the development application report.

The report will include a recommendation to Council and the Joint Development Assessment Panel (JDAP) to approve/not approve the application.

## **9. CONCLUSION**

### **9.1 Project overview**

Community engagement has been undertaken with the nearby residents, property and stakeholders along with the broader community on a proposal to construct and operate 327 aged persons' apartments at 15 Karella Street Nedlands by Regis Aged Care.

The apartments range from three to five storeys with a central building six storeys high with a street setback of at least 6m. Building sections higher than three storeys are proposed to have a setback of at least 20m from the street.

The development includes 576 resident car parking bays, 82 visitor car parking bays and 65 scooter parking bays, along with communal facilities such as a bowling green, pool, gym and outdoor amphitheatre. The proponents also propose to have a plot ratio floor area of 1.14m<sup>2</sup> instead of the current requirement of 0.75m<sup>2</sup> and provide privacy for the ground floor occupants and a display apartment.

The purpose of the engagement was to explain the project, seek feedback by way of submissions to enable the City to understand the community and stakeholder views on the proposal to enable the views to be included in the report for Council consideration.

### **9.2 Opportunities to hear and learn about the project**

This proposal was advertised for 21 days from Monday, 15 October to Monday, 5 November 2018. As part of the advertising, information was provided to assist the community to gain an understanding on the limitations and issues relevant to the proposal for the purposes of approving the development application.

Opportunities to hear and learn about the project, to seek information and to provide feedback were provided as follows:

- Your Voice Nedlands (230 visits)
- One community information session (22 attendees)
- Mail out to residents, property owners and stakeholders (694)
- Advertising in the POST newspaper (1)
- Posts on Facebook, Twitter and LinkedIn (7)
- Public Notice (4): Notice

During the engagement period, the engagement page received 230 visitors who collectively viewed 607 pages. 190 of these viewed at least one page. There were 67 downloads of the documents and 36 visits to the FAQ page. 84 people visited multiple pages. There were no online submissions received.

### **9.3 Submissions received**

Feedback could be provided by completing the online submission or sending emails or hardcopy submissions to the City.

Seven people submitted feedback, all by email and hardcopy, who objected to the proposal.

All submissions are being reviewed by the Statutory Planning Team which will form a section within the report to the Council on whether to approve/not approve the development application. This includes a recommendation to JDAP who will make the final decision regarding the proposal.

**13.6 Professional Development Approved by the Chief Executive Officer**

The attached Professional Development Approved by the Chief Executive Officer for the month of January 2018 is to be received.

<b>Name</b>	<b>Conference Details</b>	<b>Reason</b>
Lorraine Driscoll, Director Corporate & Strategy	Civica Exchange Conference held in NSW. 21 – 23 November 2018	CEO found this Conference to be relevant to the Directors position. Annual conference to receive updates from Civica and provide feedback to Civica. Also provides an opportunity to meet with State Account Manager for the City of Nedlands.
Martyn Glover, Director Technical Services	4th International Street Lighting + Smart Controls Conference, Sydney 2-4 April 2019	CEO found this Conference to be relevant to the Directors position.



**13.7 Annual Report 2017/18**

<b>Council</b>	27 November 2018
<b>Applicant</b>	City of Nedlands
<b>Officer</b>	Lorraine Driscoll, Director Corporate & Strategy
<b>CEO</b>	Greg Trevaskis
<b>Attachments</b>	1. Annual Report 2017-18 2. Financial Report 2017-18

**Executive Summary**

The Annual Report for the year ended 30 June 2018 is presented to Council for acceptance. The Annual report is presented in two parts, being the Annual Report, which includes a summary of income and expenditure and the Financial Report. Also included is a full set of audited annual financial statements and the Independent Auditor's report.

Once formally received and accepted by Council, the Annual Report can be referred for discussion at the Annual Electors' Meeting

**Recommendation to Council****Council:**

- 1. accepts the Annual Report of the City of Nedlands for the year ended 30 June 2018, in accordance with the provisions of section 5.54 of the *Local Government Act 1995*; and**
- 2. refers the Annual Report for the year ended 30 June 2018 to the Annual General Meeting of Electors of the City of Nedlands to be held at 6:00pm, Thursday 13 December 2018 at the Adam Armstrong Pavilion.**

**ABSOLUTE MAJORITY REQUIRED**

**Discussion/Overview****Background**

Section 5.53 of the *Local Government Act 1995* requires a Local Government to prepare an Annual Report for each financial year. The Annual Report is to contain a report from the Mayor, a report from the Chief Executive Officer, the Financial Report for the Financial Year, the Auditor's Report for the Financial Year, a number of other matters in relation to principal activities and such other information as may be prescribed.

Attached is the Annual Report for the year ended 30 June 2018, including the Financial Report and Independent Auditor's Report. The Financial Report comprising the Accounts for the year ended 30 June 2018 was completed and submitted to Council's Auditor Macri Partners who completed their audit in October 2018.

Once accepted, Council is then required by Section 5.27 of the *Local Government Act of 1995* to hold a General Meeting of Electors once every financial year to discuss the contents of the Annual Report for the previous financial year and any other general business.

**Key Relevant Previous Council Decisions:**

Not applicable.

**Consultation**

Required by legislation: Yes  No   
Required by City of Nedlands policy: Yes  No

The Annual Financial Report has been presented to the Audit and Risk Committee.

**Legislation / Policy**

Sections 5.27, 5.29, 5.53, 5.54 and 6.4 of the *Local Government Act 1995* respectively deal with the requirement for a General Meeting of Electors each financial year and the requirement for an Annual Financial Report.

**Budget/Financial Implications**

**Highlights**

1. The City undertook more than 100 engagement projects in 2017/18, a 25% increase compared to the previous year, and achieved a participant membership of approximately 1,600 people through its online engagement hub Your Voice Nedlands. Your Voice Nedlands continued to be a major resource for our ratepayers with 25,000 visits compared to just under 8,000 in the previous year.
2. The City reviewed and updated its Strategic Community Plan and agreed upon a new vision for the City ie 'Our City will be an environmentally-sensitive beautiful and inclusive place.'
3. The Council adopted the 10-year financial plan, a document that sets out the City's plans and strategies for the future.

4. Official naming and completion of the Jo Wheatley All Abilities Play Space, a project finally realized after the initial proposal was made seven years ago.
5. Installation of underground power began in the West Hollywood area, Alfred Road and Mt Claremont triangle and Alderbury Street. Nearly 5.2km of the City's roads and 1,642m<sup>2</sup> of footpath were renewed, with a further 630m<sup>2</sup> of new footpaths constructed, along with improving blackspot areas.
6. Sustainability remained a key focus with over 643 street trees and 24,000 native seedlings planted across the City.
7. More than 10,000 people attended the City's major community events, including four Summer Concerts in the Park (celebrating their 21<sup>st</sup> anniversary), One Nedlands Going Place Tour, Anzac Day ceremony, Remembrance Day ceremony and three Citizenship ceremonies.
8. Much work has been done over the past year to prepare the draft Local Planning Scheme No. 3 for submission to the State Government.
9. The City continues to focus its resources and efforts into the delivery of the 2013-23 Strategic Community Plan and has done so with success.
10. City of Nedlands Rangers were named the 2017 Ranger Team of the Year – the second time they have won the award.

### **Overview of 2017/18 Financial Performance**

The City completed the 2017/18 financial year with a surplus net result in the Statement of Comprehensive Income of \$2,201,756 compared to the adopted budget deficit of \$264,279. The Statement of Comprehensive Income includes all operating revenues and expenses, both cash and non-cash and grants & contributions. In terms of setting its rates Council does not budget to raise rates to recover the non-cash costs of depreciation but does budget to generate sufficient operating revenue to fund its capital works program and financing activities. Any shortfall is covered by borrowings and/or transfers from reserves.

Key factors contributing to the variances by Nature or Type between actual and revised budget are provided in this report.

The significant reasons for the variances are:

### **Operating and Other Revenue**

1. Operating revenue for the year was \$32,635,622 compared to the budget of \$31,752,578, which represents an increase of \$833,044 (2.78%).



2. Rates levied were \$55,481 (0.25%) higher than budget due to a small increase of 18 properties.
3. Operating Grants & Contributions received was \$412,693 (25.21%) higher than budget. This was mainly due to the receipt of \$395,032 operating grants for 2018/19 which was received in advance in this financial year and therefore recorded as income in 2017/18.
4. Fees and Charges raised were higher than budget by \$132,716 (1.95%). The higher income was due to increased course fees, facility charges and extra revenue on infrastructure services for the Montario Quarter subdivision supervision fees.
5. Interest income from investments were higher by \$26,728 (4.80%) than budget due to improved cashflow management during the year.
6. Other Revenue was higher than the budget by \$255,426 (80.50%). This was largely due to the WESROC Project expenses of \$127,672 incurred in 2016/17, which was invoiced to the member councils in 2017/18 financial year. The Hollywood parking contract was extended, and we received income of \$86k versus a nil budget.

### **Operating Expenses**

1. Operating expenses for the year were \$35,537,511 compared to the budget of \$38,449,616, a decrease of \$2,912,105 (7.57%).
2. Employee costs was lower by \$244,404 (1.86%) compared to the budget. This is mainly due to increased cost control measures by management and delay in replacing staff who resigned.
3. Materials and Contracts costs decreased by \$1,329,829 (8.46%) compared to the budget. This is due to the deferment of some operating projects due to factors outside the City's control and savings due to constant monitoring of expenses.
4. Utility charges increased by \$106,469 or (17.49%) this was due in part to a higher than expected increase in charges but also charges for 2016/17 being received after audit completion date and therefore accounted in the 2017/18 financial year.
5. Other Expenditure decreased by \$206,119 (21.44%). This was due partly to reduced grants provided by Council.

## Capital Works

During the financial year the City spent \$10,763,771 in carrying out its Capital Works program of which \$9,212,125 was spent on improving infrastructure assets – roads, footpaths, drainage, parks and gardens and \$1,551,646 was spent on upgrading and renovating the City's buildings and purchase of plant and equipment.

The 2017/18 capital budget was \$15,778,700, of which \$13,497,940, was for improving infrastructure assets and \$2,280,760 was for upgrading and renovating the City's buildings and purchase of plant and equipment. However, a number of infrastructure projects were not completed during the year and are carried forward to the 2018/19 financial year and have been re-budgeted in the 2018/19 Budget adopted in June 2018, which include the following

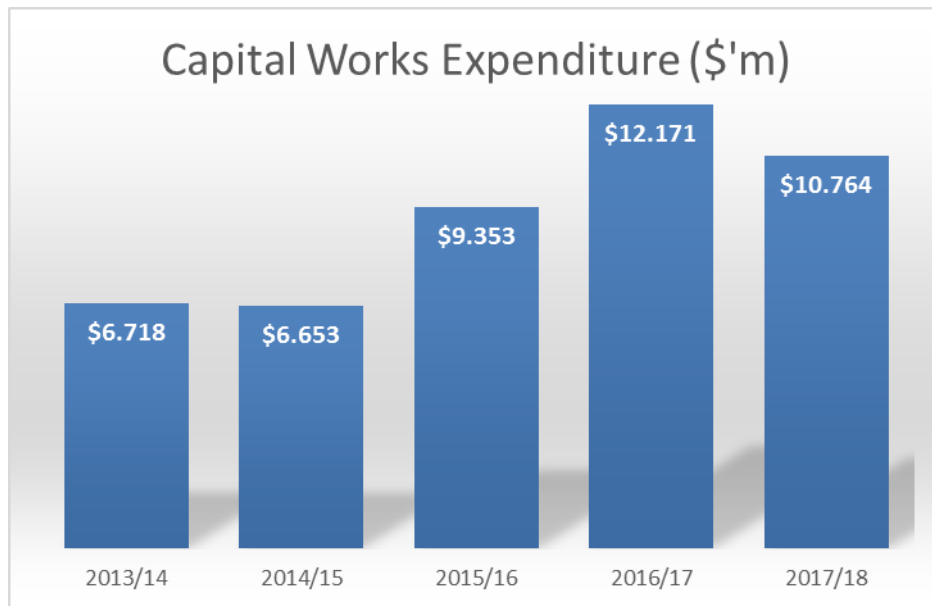
<b>Projects</b>	<b>Amount (\$)</b>
Stirling Highway	260,600
Carrington Street	260,000
Broome Street Depot	143,000
Asquith Reserve	278,200
College Park	468,000
Riverwall Restoration	500,800

The following projects were not carried out due to change in external factors:

<b>Projects</b>	<b>Amount (\$)</b>
Allen Park	255,600
Beaton Park	900,000
David Cruickshank	299,000

Of the total funds expended on capital works, \$2,609,259 were from grants and contributions and the balance was made up of operating surplus, transfers from reserves and sale of plant.

The values of capital works completed in each of the past 5 years is shown in the following chart. It is to be noted that the major projects contributing to the high value of capital works in 2017/18 was due to All Abilities Play Space, Road works at Birkdale Street, Browne Street, Shann Street, Brockway Road and Brockway/Brookdale, whilst in 2016/17 it was due to All Abilities Play Space, Allen Park Lower Pavilion Renovations and Road Rehabilitation works at Gallop Road, Boronia Avenue, Leon Road and Princess Road.



### **Cash and Cash Equivalents**

The cash and cash equivalent balance at 30 June 2018 was \$11,135,046 compared to \$11,020,622, a slight increase of \$114,424 (1.04%). Reserves included in this balance amounted to \$6,037,349 or 54.21% of the total.

### **Receivables**

The decrease in Receivables in 2017/18 of \$142,097 compared to the previous year was mainly due to the improved collection efforts. As a %, the rates and sundry debtors outstanding compared to rates, and fees and charges revenue for this financial year is 1.56% compared to 2.76% for the previous financial year.

One of the risk factors evaluated in the Notes to the Accounts (Note 4) is receivables – the risk that the debts may not be collected by the City. Credit risk on rates and annual charges is minimal as they are charges on the associated properties, and the City has the ability to recover these debts from the sale of the properties if necessary.

### **Payables**

The decrease in payables of \$647,734 was as a result of overall lower capital and materials and contracts expenditure during the year compared to the last financial year.

## Borrowings

The City had additional long term borrowing of \$3,233,761 and short-term borrowings of \$1,652,524 for the underground power project. However, the City managed to finance all capital works without having to borrow the \$1 M budgeted for that purpose. As at 30 June 2018, the City had total borrowings of \$9,998,674 after principal repayment of \$1,135,626 compare to 2016/17 total borrowings of \$6,248,015.

## Provisions

The leave provision showed a decrease of \$112,264 due to better management of annual leave and long service leave.

## Financial Performance Indicators

The Financial Ratios in Note 33 to the accounts give an overview of the financial performance of the City in 2017/18 compared with the previous two years. All the ratios except for the Asset Consumption ratio are within recommended standard benchmarks set by the Department of Local Government.

Ratio	Target	2018	2017	2016
Liquidity - Current Ratio	>1.00	0.85	1.31	2.00
Debt Ratio - Debt Service Cover Ratio	>2.00	1.83	6.44	5.94
Coverage Ratio - Own Source Revenue Coverage	>40%	84%	94%	92%
Financial Performance - Operating Surplus	>1%	-12%	2%	-3%
Asset Management Ratios - Asset Sustainability Ratio	>50%	145%	165%	129%
Asset Consumption Ratio	90-110%	57%	67%	59%
Asset Renewal Funding Ratio	75-95%	86%	88%	86%

The current ratio is below the target of >1.00 as the City has taken short term borrowings of \$1,652,524 for the owners' portion of the Underground Power Project which was subsequently paid in October, to be replaced by a long-term borrowing.

The Asset Consumption Ratio is lower than target due to the aging nature of the City's assets which is being addressed by planned increase in capital expenditure in the coming years.

The current ratio, debt ratio and operating surplus ratio were distorted by the early receipt of Financial Assistance Grants.



The debt ratio and the financial performance ratio are below the respective targets, and the coverage ratio is distorted, by the spend on the Underground Power Project of \$4.5m, and impairment loss of infrastructure assets of \$1,232,307 through profit or loss.

If the above events did not occur, the impacted ratios would be as follows:

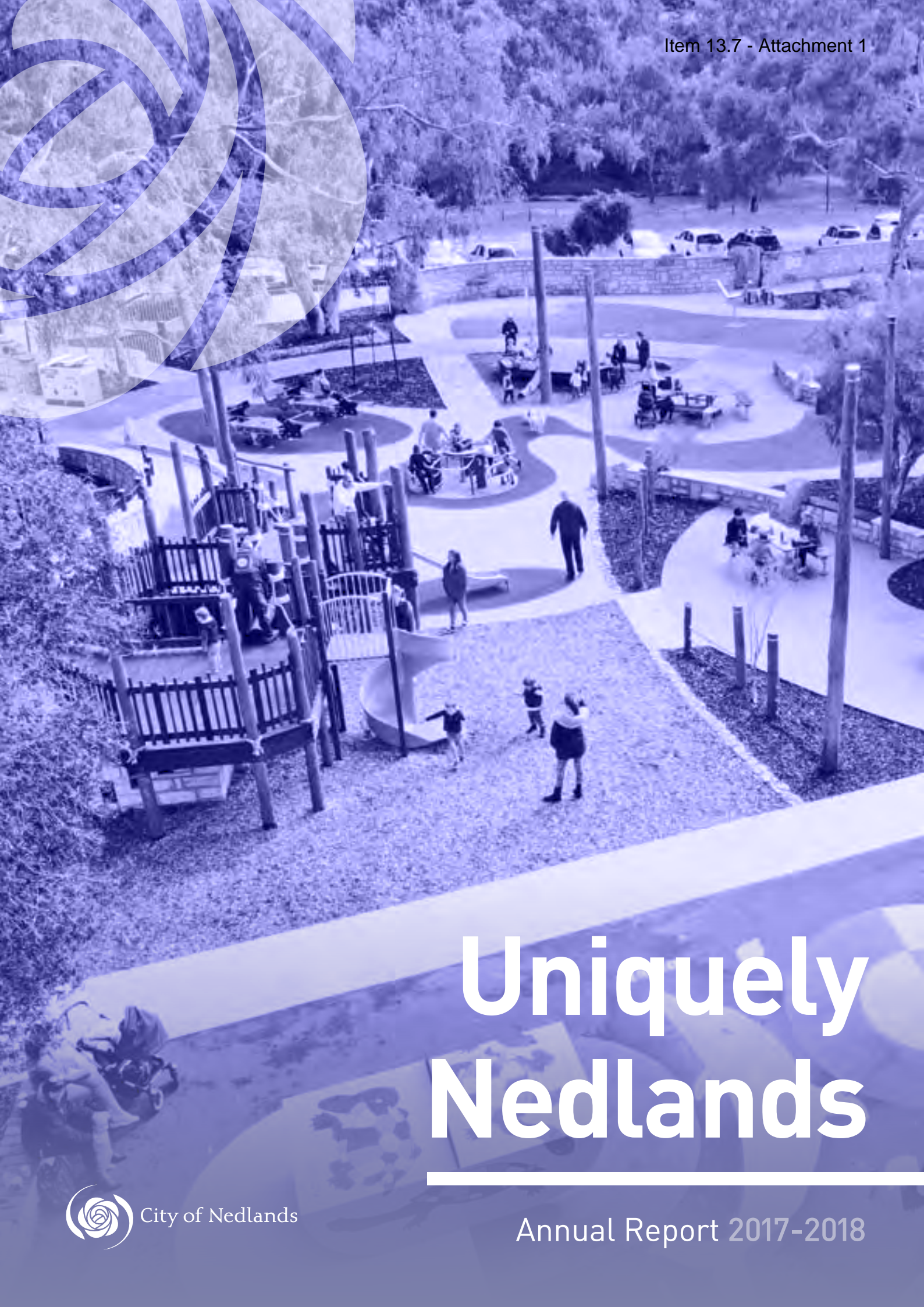
<b>Ratio</b>	<b>Target</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>
Liquidity - Current Ratio	>1.00	1.02	1.27	N/A
Debt Ratio - Debt Service Cover Ratio	>2.00	5.89	6.12	6.30
Coverage Ratio - Own Source Revenue Coverage Ratio	>40%	100%	N/A	N/A
Financial Performance - Operating Surplus Ratio	>1%	7%	1%	-2%

### **Audit Report**

The City's Auditor, Macri Partners, have completed the audit of the Annual Financial Statements in line with current Australian Standards and have provided an Unqualified Opinion following the meeting with the Audit and Risk Committee.

### **Conclusion**

Council's acceptance of the Annual Report for the City of Nedlands for the year ended 30 June 2018 comprising the Annual Report, Financial Report and the Auditor's Report is recommended.



# Uniquely Nedlands



City of Nedlands

Annual Report 2017-2018





# Table of Contents



Message from the Mayor	04 – 05
Your Council	06 – 07
CEO Report	08 – 09
Uniquely Nedlands	10 – 13
Integrated Strategic Planning	14 – 17
Community Engagement	18 – 19
City Infrastructure	20 – 23
Natural Environment	24 – 27
Health and Compliance	28 – 31
Waste Services	32 – 35
Built Environment	36 – 39
Community Services	40 – 43
Community Development	44 – 47
Statutory Requirements	48 – 55





# Message from the Mayor

**Max Hipkins, Mayor**

Another financial year has come and gone and, as we move from one to the next, it's an opportunity to look back on our successes while reflecting on any challenges. Council is constantly working to meet the needs of its community and I am pleased to present the annual report for 2017-18.

There are many vast aspects of our City... roads and reserves, Nedlands Community Care, Point Resolution Child Care, Nedlands and Mt Claremont Libraries and the Tresillian Arts Centre, to name but a few. There is a true wealth of services and I strongly believe we offer residents and businesses good value for money.

With a population of more than 21,000 residents, we are continuing to build and improve our roads, footpaths and sporting pavilions and deliver a wide range of services to cater for our diverse community – from young children to teenagers, young adults, seniors and families.

During 2017-18, Council adopted its 10-year financial plan, a document that sets out the City's plans and strategies for the future. Some of the initiatives included Local Planning Scheme No. 3, underground power, business improvement initiatives and income generation (working with neighbouring councils by providing services through the City of Nedlands' building services team).

Financial progress is monitored regularly to give us a good indication of how we are travelling and to ensure our various business units are on target. Elected members and staff work together to produce the best

possible result for the community. Our positive record of achievement to date is due to a continued dedication to working together so all can take pride in the past while looking to the future.

Some of the highlights of 2017-18 included:

- A record 169 entries in the Emerge: Youth Art Awards, organised by the Nedlands Youth Advisory Council.
- City of Nedlands Rangers were named the 2017 Ranger Team of the Year – the second time they have won the award.
- The first master plan for Allen Park in Swanbourne was finally adopted.
- Record-breaking crowds at our 21st annual Summer Concerts series.
- The return of Splashfest after it was unfortunately cancelled due to bad weather the year before.
- The first Give A Little, Change A Lot Volunteering Expo in May, presented by the Nedlands Volunteer Resource Centre.
- Official naming of the Jo Wheatley All Abilities Play Space, a project finally realised after the initial proposal was made seven years ago.
- The decision to proceed with a Safe Active Street, through the City, from Claremont to UWA.
- Selection of a preferred tenderer for the redevelopment of the Tawarri site.



Official naming of the Jo Wheatley All Abilities Play Space

In the coming financial year, we will be investing in a range of projects that will enhance our City's appeal to residents, businesses and visitors alike.

After extensive community consultation, the City reviewed its Strategic Community Plan to map out a vision for the next 10 years, outlining how it can continue to "be an environmentally-sensitive, beautiful and inclusive place" in the document Nedlands 2028.

In October, we welcomed two new councillors into the fold: Andrew Mangano and Cilla de Lacy. Councillors Bill Hassell, Nikola Horley, Kerry Smyth, Ben Hodson and Gordon Hay were also re-elected for another four-year term.

In the coming financial year, we will be investing in a range of projects that will enhance our City's appeal to residents, businesses and visitors alike, regardless of age, lifestyle or background. These projects include further work on the Jo Wheatley All Abilities Play Space, redeveloping the adjacent Tawarri site and managing the installation of the Safe Active Street, funded by the Department of Transport, to provide children with a safer route for cycling to school. In addition, the City's Roland Leach Poetry Prize, a biennial poetry competition now in its seventh year, will take place and, hopefully, the City's new Local Planning Scheme No. 3 will be finalised.

The City's priorities will continue to renew community assets and infrastructure over the next decade. We will

also continue to progress the roll-out of underground power across the remainder of the City, invest in sport and recreation and manage parking. A continued focus will ensure the quality of our environment is protected through sustainable building, appropriate urban development and retention of bushland areas. The provision of bikeways and off-road trails will be part of a comprehensive western suburbs network, linking Nedlands with adjoining local governments.

Chief Executive Officer Greg Trevaskis announced his intention to retire at the end of 2018 and a recruitment search has begun in earnest. I would like to thank him for the great work he has done for the City over the past six years; strengths we will continue to build on.

As always, the City of Nedlands continues to consider its vision, values, aspirations and priorities while also considering the challenge of balancing community aspirations, service delivery levels, priorities and affordability. This allows us to form a clear direction to deliver the best results for our community.

In closing, I thank the elected members, the executive group, other members of staff, our volunteers and the community that is Nedlands for the achievements made throughout the year to ensure our City continues to be the place of choice to live, work and visit.

# Your Council

City of Nedlands 2017–2018

Cr Max Hipkins, Mayor			
Dalkeith	Coastal Districts	Hollywood	Melvista
Cr Bill Hassell AM (Deputy Mayor)	Cr Nikola Horley	Cr Cilla de Lacy	Cr Gordon Hay
Cr Ian Argyle	Cr Leo McManus	Cr Ben Hodsdon	Cr Toni James
Cr Andrew Mangano	Cr Kerry Smyth	Cr John Wetherall Cr Robert Binks (term ended October 2017)	Cr Nigel Shaw

Mayor, Councillors and City's executive staff members. Absent: Crs Smyth, Horley, McManus, Shaw and de Lacy.







Cr Max Hipkins  
Mayor



Cr Bill Hassell AM  
Deputy Mayor  
Dalkeith Ward



Cr Nikola Horley  
Coastal Districts Ward



Cr Cilla de Lacy  
Hollywood Ward



Cr Gordon Hay  
Melvista Ward



Cr Ian Argyle  
Dalkeith Ward



Cr Leo McManus  
Coastal Districts Ward



Cr Ben Hodsdon  
Hollywood Ward



Cr Toni James  
Melvista Ward



Cr Andrew Mangano  
Dalkeith Ward



Cr Kerry Smyth  
Coastal Districts Ward



Cr John Wetherall  
Hollywood Ward



Cr Nigel Shaw  
Melvista Ward





# CEO Report

**Greg Trevaskis**, Chief Executive Officer

This will be my last annual report for the City of Nedlands, as I will be retiring in December 2018 after completing six very enjoyable and productive years with the City.

The past 12 months have involved some major undertakings that will benefit the City well into the future. Elected members and planning staff have been meeting on a regular basis and have received significant community comment on the development of the City's proposed Local Planning Scheme No. 3. The new scheme will, in the main, reflect the existing residential nature of our City, along with new opportunities for development at key locations. This has been a thankless task but so important for setting good planning principles. It will assist the City in its efforts to plan for development incorporating new standards without detracting from the amenity and enviable lifestyle that Nedlands residents enjoy – now and in years to come. Draft LPS3 is due for final consideration by Council in August 2018 before referral to the WA Planning Commission.

At Council's May meeting, the City's 2018-2028 Strategic Community Plan (known as Nedlands 2028) was adopted, along with a 10-year financial plan. It provides the framework for delivering key priorities, essential services, capital works and operational needs over the next decade. The number one priority for Council is the delivery of underground power, which will see the completion of the entire network no later than 2030. It's an ambitious target that requires careful planning, ongoing community consultation,

responsible financial management and State Government support. The installation of underground power in West Hollywood has already begun and planning for remaining areas is now under way.

Other achievements worthy of mention include the opening of the Jo Wheatley All Abilities Place during the latter part of 2017-18. The \$3 million project has been an outstanding success, thanks to fundraising from the Rotary Clubs of Nedlands, Subiaco and West Perth and support and funding from the City. This state-of-the-art facility has already proven to be enormously popular with children and families. Congratulations to Rotary, landscape architect Fiona Robbé, councillors, City staff, contractors and the donors who gave so generously towards this great project.

The City has also completed the Allen Park Master Plan, JC Smith Pavilion renovations at Melvista Oval, further improvements at David Cruickshank Reserve and the Beaton Park river wall restoration (while also creating beach access). That's not to mention the continuation of the City's capital works upgrades to roads, paths, drainage and parks across our local government district.

I would like to thank my Executive Management Team for its professionalism, enthusiasm, technical abilities and advice to myself, Council and the community. All are outstanding servants who work hard for the benefit of the Nedlands community and show great leadership to staff and the broader local government industry.



The City's Executive Management Team

Mayor Max Hipkins and all councillors have been particularly busy in 2017-18, due to numerous additional workshops, community engagement sessions and public meetings relating to draft LPS3, the Allen Park Master Plan and underground power. I am impressed with their dedication and the hard work they undertake to ensure Council decisions are based on good research while acting in the best interests of the community and working cooperatively with City administration. In my opinion, the Nedlands elected body demonstrates excellent leadership, remains respectful of other views/opinions and acts responsibly in line with its obligation to maintain good governance.

On a sadder note, former councillor Simon Joseph Porter passed away in November 2017. Joe, as he was known to all in Council, was a bright spark who brought energy, humour and insightful debate into the chamber. The City is much poorer for his

passing and we are grateful for the contribution he made to Nedlands during his period as a Dalkeith Ward councillor. Also, Dr Vincent Cusack, the former WESROC project officer, passed away in August 2017. Vincent worked with the western suburbs councils in the field of environmental management.

I take great pride and satisfaction in the job we have all done for City of Nedlands residents and ratepayers over the past 12 months and I am sure the City will continue to work together in 2018-19 – and beyond – to deliver services valued by our community, in the most effective way possible. The City of Nedlands has my very best wishes for the future, along with my heartfelt appreciation for the support given to me as CEO for the past six years. And finally, to all members of staff, it has been an honour to work with you. Thank you for your encouragement and assistance, which has made my job so pleasurable and rewarding.



The number one priority for Council is the delivery of underground power, which will see the completion of the entire network no later than 2030. It's an ambitious target that requires careful planning, ongoing community consultation, responsible financial management and State Government support.

---

# Uniquely Nedlands

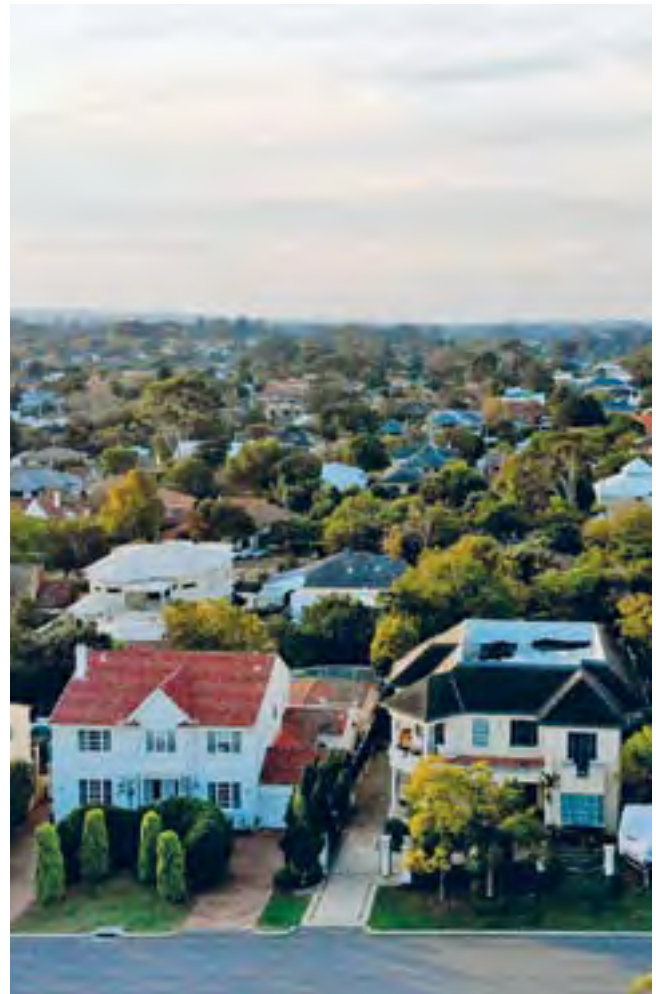




The City of Nedlands is an environmentally-sensitive, beautiful and inclusive place where a diverse community of people can live through different ages and stages of their lives. Residents and visitors enjoy easy access to community hubs where mixes of parks, shops, community and sporting facilities bring people together, strengthening local relationships.







The City of Nedlands is dedicated to providing value-for-money and quality services to its community while being committed to maintaining the unique character of Nedlands – the beautiful parks and gardens, tree-lined streets and bushland.

Our focus is well-maintained urban infrastructure (roads, cycle-paths, parks, community and sporting facilities), nurturing our natural environment, supporting City events, arts and cultural activities and facilitating social programs to create an active, safe, and inclusive community. This enables lively community hubs where people can come together and interact.

We strive for our City to be easy to get around by preferred mode of travel – whether car, public transport, cycle or foot – and for it to be an active, safe, inclusive community enjoying a high standard of local services and facilities.

The City is dedicated to serving the needs of the community and is committed to continuously improving its standards by understanding the community's views, needs and aspirations to achieve the desired results, while balancing social, economic and environmental aspirations.

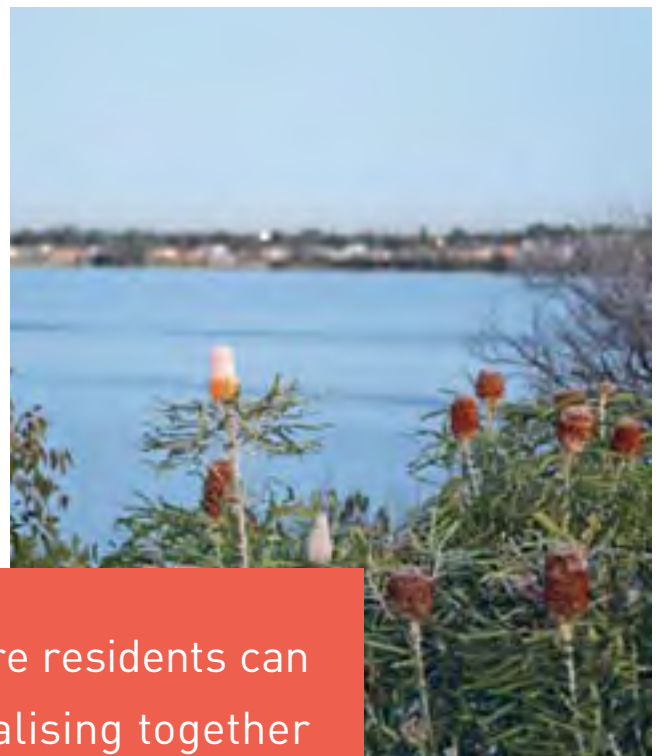




Opportunities are available for the community to participate in the City's activities and decision-making, from being active on committees and advisory groups that range from sustainability to arts, governance, youth and accessibility, to participating in community engagement activities and voting in Council elections.

To achieve this, we value:

- Accountability, by conducting our business and all our services in an open, transparent and financially responsible manner.
- Partnerships, by working together for the benefit of the community.
- Fairness, by providing consistent, fair and unbiased treatment for the whole community.



A harmonious community where residents can enjoy living, working and socialising together remains the key goal for the City of Nedlands.

What will Nedlands be like in 2023?

# Integrated Strategic Planning



Following extensive community consultation, Council adopted the 2013-2023 Strategic Community Plan at its meeting on 11 December 2012, which came into effect from 1 July 2013.

The 10-year Strategic Community Plan identified community infrastructure, such as roads and community facilities, were in urgent need of repair and renewal and would require investment over the next 10 years. Therefore, much of the plan was focused on the City's infrastructure.

The 2017-18 financial year saw the continued priority of renewing infrastructure across the City, including more than 5km of roads renewed, the installation of 64 new drainage pits, more than 1km of footpaths renewed and nearly 1km of new footpaths constructed. The percentage of road network in good condition has increased over the past five years with the current average condition rated at 8.12 (good condition) – the aim is for an eventual target of 8.5 within the next decade. There are currently 69.5 per cent of roads rated as good or better, 21.5 per cent rated as satisfactory and only nine per cent rated poor.

In response to the City's strategic and corporate business planning, a 10-Year Financial Plan was

approved by the Council which is supported by the Five-Year Capital Works Program. Although there has been significant work across the City, there are still instances where assets are in poor condition. The development of the initial Five-Year Capital Works Program was based on programs that would provide for all City assets to be at an average condition rating of acceptable in the near future.

The Council endorsed a new Strategic Community Plan for 2018-2028 on 22 May 2018, which will come into effect on 1 July 2018. New targets will be developed from this date.

The City has completed its fifth year of implementing the capital works targets. The following table and comments demonstrate the City's progress in achieving the targets.

The targets for new building projects, greenways, tree plantings, river wall repairs, drainage pits and new footpaths were all achieved for the five-year target. The remaining targets were progressed but fell short of being achieved due to their ambitious nature. In addition, the targets in the new program have been reduced due to the overall condition rating being better than originally estimated.

## Capital Works targets and achievements

Description	Five-Year Capital Works Program goals	2017-18 end-of-year goals	2017-18 goals achieved	Five-year goals achieved
New building projects finished	David Cruickshank completed	JC Smith Pavilion upgrade	Completed	Allen Park Lower Pavilion completed
Square metres of natural areas path renewed	Renew 2,285m <sup>2</sup>	600m <sup>2</sup>	590m <sup>2</sup>	1,955m <sup>2</sup>
Square metres of greenway planted <sup>1</sup>	Plant 5,860m <sup>2</sup>	1800m <sup>2</sup>	0m <sup>2</sup>	8,200m <sup>2</sup>
Number of trees planted	2,050 street/reserve trees	500	643	2,854
Metres of river wall repaired <sup>2</sup>	281m	350m	348.1m	467.2m
Square metres of car park new or upgraded <sup>3</sup>	Upgrade or build 13,240m <sup>2</sup>	4,000m <sup>2</sup>	4,844m <sup>2</sup>	10,158m <sup>2</sup>
Number of bus shelters upgraded <sup>4</sup>	16	2	2	11
Number of pits installed	100	50	64	274
Metres of footpath renewed	Renew 12,793m	1,700m	1,083m	6,626m
Metres of new footpath <sup>5</sup>	Build 1,223m	700m	770m	1,240m
Number of Black Spot projects completed <sup>6</sup>	8	2	2	7
Kilometres of road renewed	34.31km	5.2km	5.2km	20.84km

## Notes

<sup>1</sup> The development of a greenway at Point Resolution was delayed in the 2017-18 financial year due to finalisation of the Point Resolution Master Plan. These works (along with an additional section of greenway) are scheduled for completion in the 2018-19 financial year.

<sup>2</sup> The section of Nedlands foreshore between Tawarri Reception Centre and the Perth Flying Squadron Yacht Club was completed.

<sup>3</sup> 2,244m<sup>2</sup> at Hollywood Bowling Club and 2,600m<sup>2</sup> at Jo Wheatley All Abilities Play Space, Beaton Park.

<sup>4</sup> The tender for the replacement of all advertising bus shelters (19) will be awarded in 2018-19.

<sup>5</sup> Footpaths are less than expected due to the delay in funding from Main Roads WA for Stirling Highway.

<sup>6</sup> Two Black Spot projects continued from the previous financial year: completion of the Railway Road and Guger Street intersection with Loch Street and the Underwood-Brockway-Brookdale intersection.





River wall

## Underground power

One of the priorities in the 2013-2023 Strategic Community Plan was to progress the installation of underground power for the remainder of the City. The total number of lots is 7,952 and, of these, 5,491 (69.1 per cent) have been completed. Works are currently being undertaken on 754 lots (9.5 per cent), leaving 1,707 (21.4 per cent) to receive underground power.

A survey in January-February 2018 asked property owners for their views on the importance of installing underground power and their willingness to pay for a connection.

Underground power was rated as important to 51 per cent of residents with 75 per cent of survey respondents indicating that instalments were their preferred method of payment.

The City then received a detailed design estimate from Western Power. The model was a 50-50 share basis between the City and project land-owners, which included the recovery of the design cost while excluding the Western Power contribution.

The cost of the project was less than anticipated because Western Power agreed to subsidise the project cost more than originally proposed, due to a change in policy. There was a significant level of existing underground connections within the project area. The City was able to coordinate additional properties in the Claremont triangle, Alfred Road and Alderbury Street with projects in adjacent local governments.

In April 2018, work on underground power began in the West Hollywood area, the Claremont triangle and Alfred Road, continuing into 2018-19.

## River wall and beach access at Beaton Park

Stage two of the river wall restoration project at the Nedlands foreshore continued with repairs made to the worst sections of the wall from the Sunset Foreshore (Iris Avenue) to the Perth Flying Squadron Yacht Club groyne. This was done to coincide with the construction of the Jo Wheatley All Abilities Play Space.

The \$1.2 million project was a partnership between the City of Nedlands and the Department of Biodiversity, Conservation and Attractions' Riverbank Program, which supports the protection and enhancement of the Swan and Canning River foreshores.

It involved building a new rock revetment wall, landscape softening, reticulation and lighting adjustments over a 300m section of the river, as well as adding an accessible walkway to the beach to complement the new play space.

The rock revetment wall provides a cost-effective, low maintenance and sustainable environment to protect and enhance the river foreshore for future generations. It was chosen after being used successfully in various high-wave impact locations along the Swan River, particularly in South Perth and near the Narrows Bridge.

A total of 467.2m of river wall has now been replaced – and approximately 300m more is planned between the Nedlands Yacht Club and JoJo's Jetty in 2018-19.

## Jo Wheatley All Abilities Play Space

Phase one of the All Abilities Play Space on the Nedlands foreshore – including the main playground area – officially opened with a new name on 8 June 2018. The City, Rotary and the major sponsor formally opened the facility at Beaton Park near the Swan River, unveiling it as the Jo Wheatley All Abilities Play Space.

Initiated by Rotary seven years ago, the Jo Wheatley All Abilities Play Space was the result of a collaboration between the City of Nedlands and the Rotary Clubs of Nedlands, Subiaco and West Perth with other partners including Inclusion WA, COLAB, Wood & Grieve Engineers, Lotterywest and Department of Communities – Disability Services.

The state-of-the-art playground – the first of its kind on this scale in WA – features modern, high-quality play equipment purpose-designed for people of all ages and people with disability. Features include a sensory walkway, flying fox, active climbing, decks and slide, active swinging, accessible picnic areas, a community garden and kitchen, an informal sports and

games area, exercise equipment, ramps and relaxation areas, parking (including ACROD bays), accessible toilets and nature, music, sand and water play areas.

Covering 10,000m<sup>2</sup>, the new facility was carefully built around and under existing trees and designed by award-winning landscape architect Fiona Robbé, who is part of an international group developing standards for inclusive playgrounds. There is wheelchair access throughout the playground, as well as perimeter fencing that was requested by parents of children with disability.

A potential family fun day is being planned for March 2019 to further celebrate bringing people of all ages together through play. Work is continuing on phase two of the project with Rotary raising funds for new toilet facilities.

### Enviro-scape master plans

The City implemented enviro-scape master plans for Carrington Park, David Cruickshank Reserve and Point Resolution Reserve – the first of 67 parks to undergo this process.

Enviro-scape master plans coordinate the future development of each park. They consider water quality and conservation (hydro-zoning and eco-zoning), the natural and built environment and climate change, along with accessibility, amenity, community use and ensuring the precinct is fit for purpose. The plans aim to ensure community needs are served at the most economic whole-of-life cost.

Works at David Cruickshank Reserve included the installation of a new reticulation system, new footpath network, replacement of cricket nets and various other improvements. Following community engagement, works at Carrington Park began in June 2018 focusing on drainage and landscaping. A new path network will be installed around Point Resolution Reserve, to be followed by an irrigation upgrade in 2018-19 and other works in future years.

### Draft Local Planning Scheme No. 3

Towards the end of 2017, the City of Nedlands called for comment on its draft Local Planning Scheme No. 3 over a four-month period. The draft LPS3 was adopted at a special council meeting on 13 December 2016 and sent to the WA Planning Commission for permission to advertise, which then required the City to make a number of unexpected modifications. After making the modifications, the City was given WAPC consent to advertise draft LPS3 for public comment.

People were encouraged to visit Your Voice Nedlands to view the scheme text, search for their properties

using interactive online mapping and make a submission. Six open days were held during February and March 2018, giving people an opportunity to view the draft LPS3 and ask City planners any questions. The City's planners and community engagement team also fielded numerous phone enquiries during the comment period, along with people visiting the administration building in person.

The City undertook comprehensive communications, including:

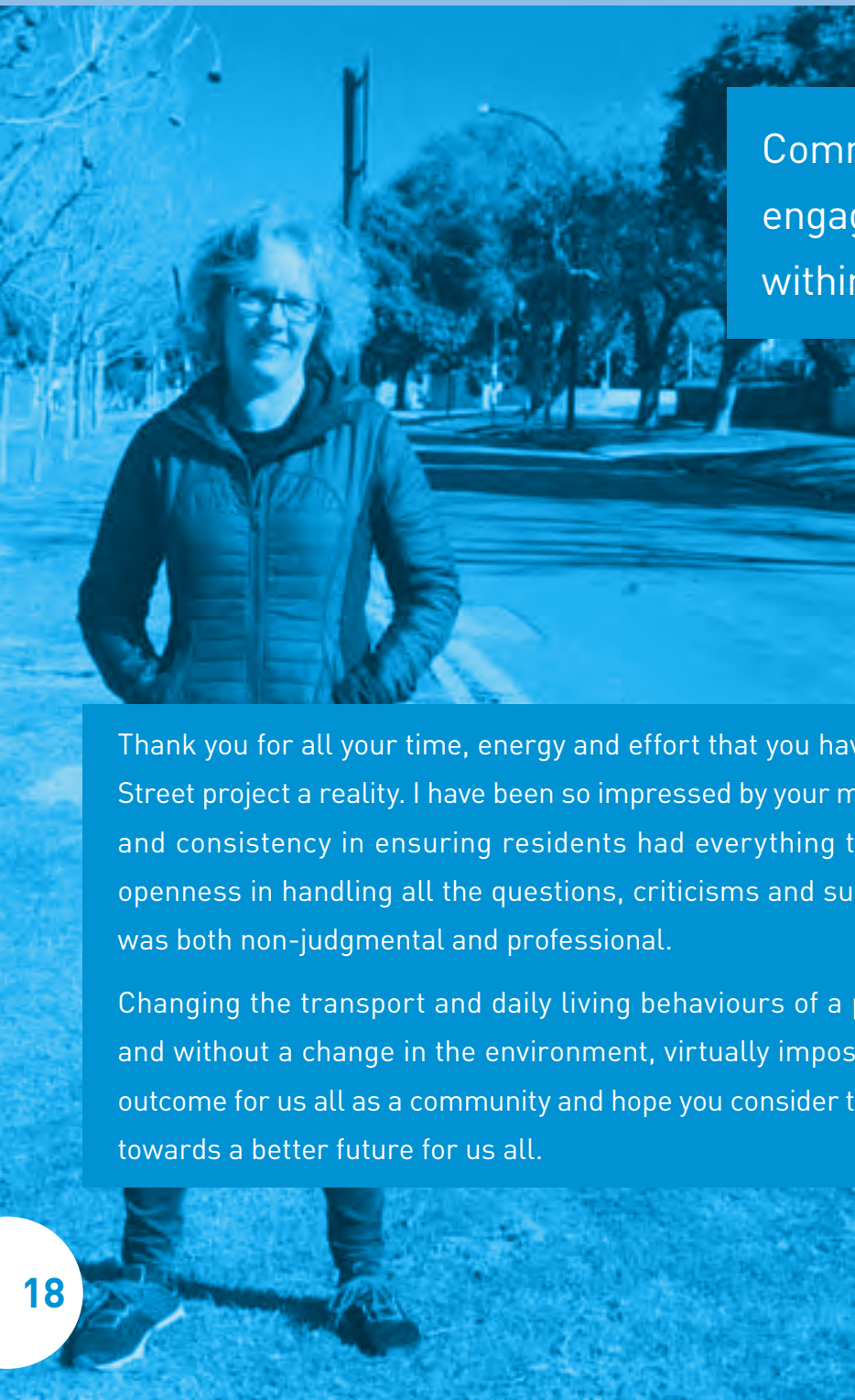
- A direct mail-out of the draft LPS3 – open for comment letter and Your Voice user guide to 10,386 landowners and residents, 86 community groups and 39 agencies.
- Eight advertisements in the POST newspaper (including the monthly Nedlands News update).
- Ten concrete stickers, taking in Waratah Avenue, Broadway, Hampden Road, Kirwan Street, Asquith Street, Kirkwood Deli, Chelsea Village and the Captain Stirling IGA.
- Posters on all City noticeboards.
- Library displays with relevant documents and material.
- A banner facing Stirling Highway outside Nedlands Library.
- An open letter from the Mayor to all recipients of the original direct mail-out.
- Mayor's message – two-page A3 spread in the POST newspaper.
- Twenty-two posts on the City's Facebook and Twitter accounts.
- Email signature on all staff emails.
- Banner on the front page of the City's website with a direct link to Your Voice Nedlands.
- Three media releases and one media brief.
- Twenty-seven articles in the media (print, electronic and online).

Most people accessed the engagement page by directly typing "Your Voice Nedlands" into their address bar or accessed the site via the City's website (77 per cent). A further 18 per cent used search engines.

During the engagement period, there were 8,091 visitors to Your Voice Nedlands who collectively viewed 22,930 pages. More than 5,000 visitors viewed at least one page with 3,125 people viewing more than one page, downloading documents, visiting the frequently asked questions and reading the newsfeeds and other information available.

More than 1,000 submissions were received during the engagement period, which were to be summarised and presented to Council in the new financial year.

# Community Engagement



Community and stakeholder engagement is a core activity within the City of Nedlands.

It is intrinsic to Council providing good governance and strong leadership and ensures the community is consulted about its needs and concerns, as part of the City's decision-making processes. This puts the City in a better position to deliver more effective outcomes to guide its priorities into the future.

Thank you for all your time, energy and effort that you have put into making this Safe Active Street project a reality. I have been so impressed by your methodical approach, thoroughness and consistency in ensuring residents had everything they needed to be informed. Your openness in handling all the questions, criticisms and suggestions throughout the process was both non-judgmental and professional.

Changing the transport and daily living behaviours of a population is incredibly difficult – and without a change in the environment, virtually impossible. I believe it was a wonderful outcome for us all as a community and hope you consider that you have taken a visionary step towards a better future for us all.

**Jane Leaversuch**



The City acknowledges that successful engagement with its community increases their participation in activities and decisions that affect them. At the same time, the City aims to deliver activities in a manner that best meets people’s expectations.

## Key initiatives

The City undertook more than 100 engagement projects in 2017-18 and achieved a participant membership of about 1,600 people through its online engagement hub Your Voice Nedlands.

There were about 25,000 visits to the site with people viewing more than 67,000 pages. Consultation involved a range of tools that enabled people to seek information and provide feedback.

Surveys and submissions were the most popular tools with 2,310 contributions to 176 surveys for a range of projects, along with 226 feedback items for 76 projects. The community sourced information by downloading about 250 separate documents (8,380 downloads in total), key decision dates, photos and frequently asked questions. About 3,160 visitors to the site read 648 newsfeeds. The City also provided information sessions, public open days and direct mail-outs to inform – and invite – community participation in projects.

Overall, the best performing projects were:

- Draft Local Planning Scheme No. 3
- Allen Park Master Plan
- Safe Active Street
- Carrington Park Enviro-scape Master Plan
- Underground power
- Stay Updated/Community Updates

Your Voice Nedlands was continually developed and promoted across the community, using traditional methods of communications while increasing use of social media, such as Facebook and Twitter. Eight e-newsletters were produced for registered participants.

The City’s participation for “engaged”, “informed” and “aware” compares favourably with other WA councils. The City achieved an engaged result of nine per cent to 30 June 2018 with aware visitors at 40 per cent and informed visitors at 51 per cent. It is noted the industry average for Australia is four per cent for engaged visits.



Engagement in action



Allen Park engagement



# City Infrastructure

## Overview

The City's infrastructure predominantly consists of roads, footpaths, drainage and city buildings – but also includes assets as diverse as river walls, park furniture, signage and depots.

The planning process for the 2023 Strategic Community Plan identified the City's infrastructure was at a stage in its life cycle where significant investment was required. This was a major financial driver for the 10-year plan. To prioritise the infrastructure improvements, a five-year rolling capital works program was developed. This plan is supported by the City's 10-year financial plan, approved by the Council in May 2018.

Major priorities for the City have been the Stirling Highway streetscape, JC Smith Pavilion, river wall rehabilitation with rock revetment and the completion of phase one works at the Jo Wheatley All Abilities Play Space.

The City is also working towards an average road network condition target of 8.5 (good condition) over the next five years. The average condition rating is currently 8.12, which has improved significantly in the past four years.

Improving building infrastructure throughout the City was also a key priority. Following on from Allen Park Pavilion in 2016-17, a full interior renovation of JC Smith Pavilion was completed. The works included a new storage room for furniture, complete kitchen replacement, automated access, new aluminium entry doors and tiling for the changerooms and painting. The John Leckie Pavilion is another popular sporting facility that received a fresh coat of paint, as well as additional handrails to the standing area overlooking the oval.

### Road resurfacing and rehabilitation

Nearly 5.2km of the City's roads were renewed during the year, representing approximately three per cent of the total road network (159km). This work improves amenity and road safety. It also included the installation of soak wells to reduce the impact of potential flooding and to replenish the groundwater system. The following roads were rehabilitated:

- Adams Road
- Bee Eater Lane
- Birkdale Street
- Browne Avenue
- Dalkeith Road
- Gunn Street
- Iris Avenue
- Shann Street
- Brockway Road and Underwood Avenue intersection
- Loch Street, Gugerri and Railway Road intersection
- Brockway (Underwood Avenue to Lemnos Street).

# Key points

Installation of underground power began in the West Hollywood area, Alfred Road and Mt Claremont triangle

5.2km

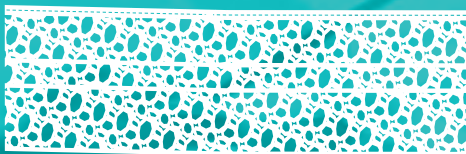
Road resurfacing and rehabilitation completed



2,272m<sup>2</sup>

New and rehabilitated footpaths installed

River wall rehabilitation at Beaton Park



64

New soak wells to improve drainage and storm water



Jo Wheatley All Abilities Play Space completed in 2018





New car park at Beaton Park

## Drainage improvements and storm water management

The Swan River gross pollutant-trapping program continued during the year which, when fully implemented, will result in all gross pollutants within the City's drainage system being captured before they can enter the Swan River.

The installation of soak wells in road pavements are important for replenishing groundwater at its source and to protect the road pavement against water ingress. These continued to be a focus with 64 new units (635m<sup>3</sup> of soak well capacity) installed across the City.

Major drainage projects included improvements to drainage in the Strickland Street catchment and installation of gross pollutant traps in Waratah Place.

## Footpath improvement and rehabilitation

The City progressed its annual footpath improvement and replacement plan by upgrading various footpaths from concrete slabs to in situ concrete. New footpaths were constructed around the Jo Wheatley All Abilities Play Space at Beaton Park.

Footpath rehabilitation projects included:

- Princess Road: slab removal and replacement of concrete pavement
- Stirling Highway: slab removal and replacement with brick paving
- Leon Road: slab removal and replacement with concrete pavement

Another 755m<sup>2</sup> of slab paths were replaced during major maintenance programs as follows:

- 286m of The Avenue (430m<sup>2</sup>)
- 142-144 Waratah Avenue (93m<sup>2</sup>)
- 21-23 Zamia Street (116m<sup>2</sup>)
- 73-75 Alfred Road (51m<sup>2</sup>)
- Narla Road school crossing (65m<sup>2</sup>)

A further 469m<sup>2</sup> of minor footpath repairs were also undertaken across the City.



River wall

## Car parks

A new 32-bay car park (including eight ACROD bays) was constructed at Beaton Park to service the new Jo Wheatley All Abilities Play Space.

An upgrade of the Hollywood Bowling Club car park included 2,244m<sup>2</sup> of new asphalt surface and the installation of new drainage. This project was funded directly from parking lease payments made by Hollywood Private Hospital.

## River wall

The City secured funding from the Swan River Trust (now part of the Department of Biodiversity, Conservation and Attractions) in 2016-17 and continued remediation works along the section of wall west of Beaton Park. This work began in February 2018 and involved 348.1m of rock revetment with 125m of limestone wall with a beach access ramp.

## Underground power

The City began the contracts for three projects in the 2017-18 financial year: West Hollywood, the Mt Claremont triangle and Alderbury Street, Floreat. The three projects will result in a further 754 properties with underground power installed by the end of 2019-20.

Construction works at West Hollywood began in April 2018 and were approximately 18 per cent complete at the end of June 2018. All project works are expected to be completed by June 2019. A feature of these projects is the installation of LED lighting with smart-control capability, which is expected to reduce overall costs of street lighting in the longer term.

### Black Spot program

The Black Spot program is a government-funded initiative that improves the safety of roads with a proven crash history or are at elevated risk locations. In 2017-18, the City's Black Spot program progressed with the completion of pedestrian safety initiatives at the Railway Road-Gugeri Street-Loch Street intersection and an upgrade to the intersection at Brockway Road, Brookdale Street and Underwood Avenue.

### Building works

The building maintenance capital works schedule featured a significant upgrade to a sporting pavilion and various enhancements to public and community welfare buildings.

The following projects were undertaken during the year:

- JC Smith Pavilion: full interior refurbishment
- John Leckie Pavilion: exterior re-paint and additional handrailing
- Mt Claremont Library: carpet and service desk replacement
- Hollywood Bowling Club: solar panel installation
- Mt Claremont toilets: decommissioned and refurbished into new storage areas
- Tresillian Arts Centre: LED lighting replacement and room upgrades
- Nedlands Community Care: patio extension and handrails
- Nedlands Library: new sliding entry doors and study area furniture replacement
- Allen Park Pavilion: installation of electronic scoreboard
- Jo Wheatley All Abilities Play Space: CCTV installation.

### Jo Wheatley All Abilities Play Space

Construction of phase one of the Jo Wheatley All Abilities Play Space at Beaton Park was completed in June 2018. The 10,000m<sup>2</sup> (1ha) playground is purpose-designed to cater for all ages, people with disability and their families. Phase two works, which will complete the project, are currently being planned with the construction of a new public ablution block. This will include a "Changing Places" accessible toilet, the next part of the project to start in the new financial year.

Jo Wheatley All Abilities Play Space



**\$3.19m**

total spend on road infrastructure

**\$2.09m**

total spend on road rehabilitation projects

**\$1.04m**

total spend on footpath rehabilitation projects

**\$0.72m**

total spend on drainage rehabilitation projects

**\$2.14m**

total spend on building maintenance and upgrades



Achieved an average road network condition rating of 8.12 with a target of 8.5 in the next decade



**1,642m<sup>2</sup>**

footpaths renewed

**630m<sup>2</sup>**

new footpaths constructed

## What is unique about the City of Nedlands' natural environment?

Each year, the City puts on the Natural Area Friends Group appreciation event, a way of saying thank you for the many hours we spend caring for our local patches of bushland. It brings the City's bushland groups together and we can catch up on news across town, enabling us to share our treasures. This year, we had an expert guide from Birdlife WA lead us on a walk to search for variegated fairywrens known to inhabit Allen Park. It was a glorious autumn morning, followed by a delicious morning tea and, thankfully, we did find some wrens flitting busily between the bushes.

Lesley Shaw,  
President,  
Friends  
of Allen Park  
Bushland Group



# Natural Environment



# Key points

**135**

verge development applications assessed



**439**

monthly maintenance programs of parks completed



**24,000**

native seedlings were planted in the City's natural areas and greenways

**31**

projects relating to capital improvement of parks completed



**643**

trees planted in streets and parks

David Cruickshank Enviro-scape Master Plan and major works completed

Point Resolution Enviro-scape Master Plan completed

Carrington Park Enviro-scape Master Plan completed and works scheduled

Large greening and planting projects at Point Resolution and Swanbourne coastal dunes



Mt Claremont path upgrade

## Overview

The 2013-2023 Strategic Community Plan process identified that the City prides itself on its great natural environment and protection of biodiversity, along with placing an importance on the City's green spaces (parks and gardens, reserves and sports fields).

The City works in partnership with local bush care groups and sporting and recreation clubs to restore and protect the City's natural areas and green spaces.

Activities include continued upgrades to sporting and recreational facilities and maintenance to parks and reserves. In bushland, the City continues to address erosion, environmental weeds, plant diseases, feral animals and fire management.

By protecting and maintaining its natural environment, the City's urban forest of gardens, streets and parks will be green and healthy. These green spaces serve as hubs for people to come together.

## Parks Services

Enviro-scape master plans are being developed for each of the City's 67 parks over the coming years. David Cruickshank Reserve was the first to undergo this strategic operational process. Works included the installation of a new reticulation system, new footpath network and various other improvements.

The master planning process considers current and prospective constraints and opportunities, water quality and conservation and the natural and built environment, along with accessibility, amenity, community use and ensuring the precinct is fit for purpose. Each plan is developed with the aim of ensuring that community needs are served at the most economic whole-of-life cost. The City began work on developing master plans for several sites during 2017-18 to deliver the program's key objectives.

Renewal of park assets continued with the completion of 31 capital improvement projects, in accordance with the Five-Year Forward Works Plan.

The City started and completed construction of phase one works for the Jo Wheatley All Abilities Play Space at Beaton Park. Phase one works included fencing, entrances, play equipment, landscaping, reticulation and visitor facilities. Re-location of the foreshore path was also completed to complement the new play facilities and river wall infrastructure.



Point Resolution stabilisation

### Environmental conservation

Greenways and bushland areas continued to be maintained – native vegetation was planted to improve biodiversity and also allow for the migration of wildlife throughout the City. Large-scale greening projects included native plantings at Point Resolution Reserve and Swanbourne coastal dunes.

At Point Resolution Reserve, about 4,500 seedlings were planted as part of a joint project between the City of Nedlands and Department of Biodiversity, Conservation and Attractions with support from the Friends of Point Resolution. The joint project also stabilised another section of Swan River foreshore with the installation of brush walling to protect existing vegetation and new seedlings. The works will protect the river reserve from exposure to high-energy waves and natural erosion processes.

A further 4,000 local provenance plant species were installed along the Swanbourne dunes with funding from the Western Australian Planning Commission's Coastwest Grants program. The Swanbourne Coastal Alliance community group partnered with the City to deliver the project.

## Key initiatives

### Parks Services

- A reticulation system servicing Beaton Park and the new Jo Wheatley All Abilities Play Space.
- Security lighting at Brockman Reserve.
- Bollard fencing at Charles Court Reserve, Hamilton Park, Peace Memorial Rose Garden and Daran Park.
- New rugby goals at Charles Court Reserve.
- Refurbishment of tennis courts, fitness equipment and the basketball half-court at College Park.
- Reticulation system, footpaths and landscaping at David Cruickshank Reserve.
- Refurbishment of cricket practice nets at David Cruickshank Reserve.
- Replacement of barbecues at Dot Bennett Park.
- Landscaping and refurbishment of garden beds, bore and bore pump at Lesley Graham Reserve.
- Refurbishment of the basketball half-court at Mt Claremont Community Centre.
- Garden bed refurbishment at Peace Memorial Rose Garden.
- Installation of new bore and bore pump at Sunset Foreshore.
- Heritage gazebo refurbished at Shirley Fyfe Park.

### Environmental conservation

- Upgraded pathways at Mt Claremont Oval Reserve.
- Vehicle access and pedestrian gate at Shenton Bushland.
- Natural areas volunteer appreciation event in conjunction with Friends of Allen Park.
- Bushcare programs with community groups, local school groups and Conservation Volunteers Australia.
- Fire management program in bushland areas, including grass tree burning across 1ha of Shenton Bushland.
- Erosion control at Watkins Road (river end), Point Resolution Reserve, Birdwood Parade Reserve, Mt Claremont Oval Reserve and Swanbourne dunes.
- Feral animal control, including feral bees, foxes, cats and rainbow lorikeets.
- Annual environmental weed control.



# Health and Compliance

## Key points

City of Nedlands Ranger Services awarded WA Ranger Team of the Year in September 2017.

Consumed

**682,015kL**

of groundwater for all parks

**27,285kL**

under the Department of Water and Environmental Regulation abstraction allocation

**3**

High priority enviro-scape master plans completed: Carrington Park, Point Resolution Reserve and David Cruickshank Reserve.

**Lost Dog – Perth Flying Squadron Yacht Club**

I would like to thank your organisation, particularly Ranger Gerard Cole, for his courteous manner in receiving my message, finding the dog and returning him to my house in Cottesloe.

**Colin Keevil and Roy**



## Overview

### Environmental Health

The City is routinely involved in many aspects of public health to ensure community safety in public facilities, including public pools, public buildings and via the ocean monitoring program.

Environmental health activities included responding to noise and other nuisance complaints on behalf of residents. Routine surveillance and audits of City food premises and temporary events (including the Mt Claremont Farmers Market) were also undertaken throughout 2017-18.

Health Services managed two significant asbestos site investigations and management projects throughout the year.

A successful mosquito trapping and identification program was planned and implemented, which included trapping, treatment and investigation of mosquito-borne disease notifications.

### Ranger Services

The City's Ranger Services enforce local parking laws, undertake bushfire risk mitigation, dog and cat control and licensing and is the after-hours emergency contact for the City.

A focus on the control of parking continued throughout the year with regular patrols, including schools and commercial areas, and public facilities such as Hollywood Hospital and University of WA precincts.

### Sustainability

#### Water conservation

The City is a Water Corporation-endorsed waterwise council, committed to improving water efficiency and contributing to improved water quality throughout the City's operations. The City's licence with the Department of Water and Environmental Regulation (DWER) allows the City to abstract 709,300 kilolitres of groundwater per annum. Water efficiency is achieved by undertaking regular reviews on water use and identifying tools and techniques to improve water conservation.

The City has embarked on developing enviro-scape master plans for parks and reserves, which consider the natural and built environment and water quality and conservation, along with accessibility, amenity and community use. Once plans are implemented, it is anticipated water and energy savings will be achieved through sustainable design and infrastructure upgrades.

#### Electricity consumption

The electricity consumption for 2017-18 was 4,287GJ (1,185,534kWh). This is an increase of 19GJ as compared to 2016-17.



WA Ranger Team of the Year



### WESROC Feral Animal Control Project

The City of Nedlands, on behalf of WESROC (Western Suburbs Regional Organisation of Councils), undertook feral animal control at Shenton Park Bushland, Hollywood Reserve, North Swanbourne Reserve, Swanbourne Beach and Beaton Park through the WESROC Feral Animal Control Project. This project was funded through the Natural Resource Management Office.

The control program resulted in two foxes and six cats captured within the City’s reserves. Five were domestic cats and one was feral.



### Western Central Local Emergency Management

City Rangers were involved in the Western Central Local Emergency Management Committee in 2017-18. The committee undertakes planning for emergencies and local government recovery with other western suburbs councils, as well as agencies such as the Red Cross, WA Police and Department of Fire and Emergency Services. The City also reviewed its Local Emergency Recovery Plan which outlines arrangements for effectively managing recovery at a local level, including accountability and responsibility.

### Key initiatives

- City of Nedlands Ranger Services were awarded WA Ranger Team of the Year – for the second time – in September 2017.
- Improvements were made to mobile application technology for issuing infringement notices.
- The Pets at the Park event attracted more than 600 people to Claremont Park on 18 March 2018. The day provided an opportunity to promote responsible dog ownership and for local residents to speak to Rangers.
- Ongoing management of two significant asbestos site investigation projects throughout the year.
- A successful mosquito trapping, identification treatment and investigation program.
- Continuing health surveillance activities, including the Mt Claremont Farmers Markets.
- Investigation and resolution of contentious and complex environmental noise issues.
- Consumed 682,015kL of groundwater for all parks – 27,285kL under the DWER abstraction allocation.
- Water quality management improved through new monthly monitoring and reporting of groundwater quality in six production bores. This was done by recording the static water level below the ground surface, total dissolvable salts in parts per million and acidity levels. The results were shared with UWA for further analysis.





David Cruickshank Reserve

**209** Food premises inspections

**64** Public building inspections

**3,030** Native Plant Subsidy Scheme plants sold



**51** Noise complaints/investigations



Groundwater savings

Scheme water consumption – rose by

**38** Dog attacks investigated



**3.84%**  
(27,285kL)

**4%**  
(1,058kL)

less than the City's allocation

compared to 2016–17

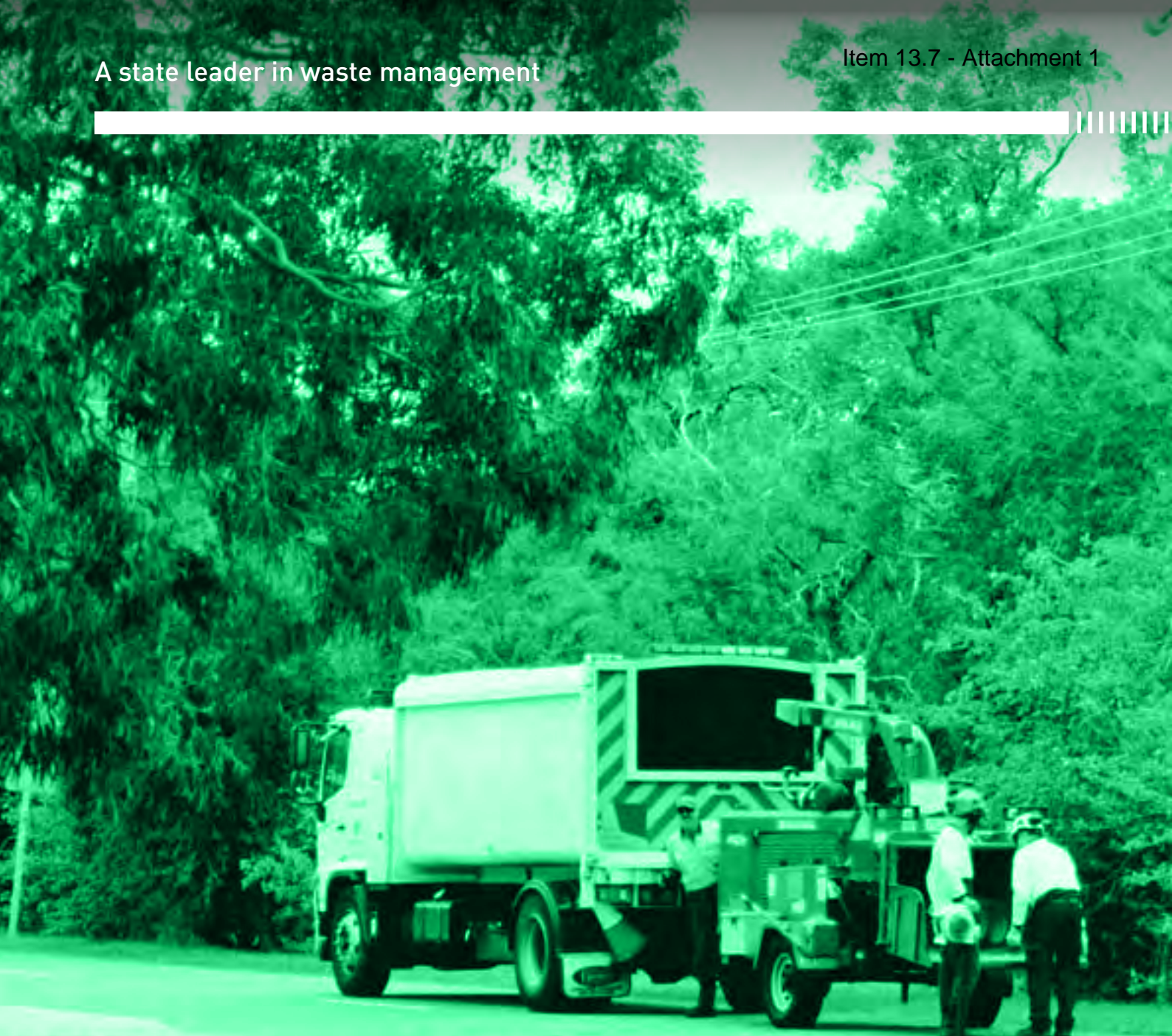
**4,532** Total parking infringements issued



Electricity consumption – increased by

**385** Total warnings issued for parking

**19GJ** (0.004%)  
compared to 2016–17



# Waste Services



## Key points



The City is a leading metropolitan local government using a three-bin system and verge collection with a diversion rate of

**53%**

More than

**80%**

of residents use standard bin service (120L rubbish bin). The remaining residents utilise the upgrade service (240L rubbish bin) or super service (two 240L rubbish bins).

**22%**

of residents use the complimentary second recycle bin.

**10**

upgrades of recycling stations in parks and reserves





Robyn Brown and Chaminda Mendis with Nedlands Primary School students Emma, Matilda and Riley



## Overview

The City plans to achieve the State Government's target of diverting 65 per cent of waste from landfill by 2020 through initiatives outlined in the Waste Minimisation Strategy and Action Plan 2017 to 2020, adopted by Council in 2017.

The City of Nedlands is one of the top performers among local governments in WA in achieving high diversion rates, low waste costs and strong customer satisfaction levels. In the past financial year, the City achieved an overall 53 per cent diversion rate from landfill – this means more than 50 per cent of the City's waste was either recycled, reused or recovered.

About 8,000 dwellings use the three-bin kerbside collection system for general, green and recycling collection services. In addition, 906 commercial waste services and 687 commercial recycling services are included in the City's kerbside collection system.

About 8,000 dwellings use the three-bin kerbside collection system for general, green and recycling collection services. In addition, 906 commercial waste services and 687 commercial recycling services are included in the City's kerbside collection system.

The City also provides two combined residential bulk verge collections each year consisting of hard waste, green waste, e-waste and mattresses.

More than 22 per cent of residents are using the complimentary second recycle bin option. However, this service will be reviewed in 2018-19 due to high contamination rates (24 per cent).

In 2017-18, the City collected 11,677 tonnes of waste, 3,404 tonnes of green waste and 2,795 tonnes of recyclable material from the kerbside collections and bulk waste streams. More than 53 per cent of combined waste was diverted from landfill to be recovered, reused or recycled. This was a slight drop in performance (one per cent) – however, this was predominantly due to lack of certainty in the recycling sector with overseas markets restricting the imports of recyclables. The City's contractors, SUEZ, advised only two per cent of recyclables collected from the City of Nedlands were affected.

In accordance with industry best practice – and to achieve the most cost-effective outcomes for ratepayers – the City continued to work with the community to encourage positive attitudes and behaviour towards minimising waste, maximising recycling and reducing the amount of waste going to landfill.



Hollywood Primary School students get into the spirit of Clean Up Australia Day

In its efforts to improve waste diversion and achieve the 65 per cent target by 2020, the City (with community support) will focus on:

- Exploring the practicality of co-mingling food scraps with green waste.
- Combinations of waste bins and collection processes.
- Recycling construction and demolition waste.
- Working with schools through education and information.
- Reducing the amount of illegal dumping.
- Researching new technologies that could produce energy from waste.
- Enhancing management of commercial waste.

### Graffiti and vandalism

The City maintains 48-hour graffiti removal from public spaces. The City's graffiti and vandalism contract ensures all graffiti is removed within 48 hours of being reported. The City also passes on the reports to the central police database. Historically, prompt removal has proven to be the most effective deterrent. This service is available free of charge in almost all cases and community satisfaction rating in this area remains high.

## Key initiatives

- Implemented a new verge collection and recycling contract. This realised a 91 per cent recovery from verge collections (5 per cent overall), compared to the previous best of 51 per cent (2.5 per cent overall).
- A school waste education program for all primary schools was put into practice.



**11,677** tonnes of domestic waste collected

**2,770** tonnes of recyclables diverted from landfill

**25** tonnes of e-waste and mattresses diverted from landfill

**3,404** tonnes of green waste diverted from landfill



---

# Built Environment





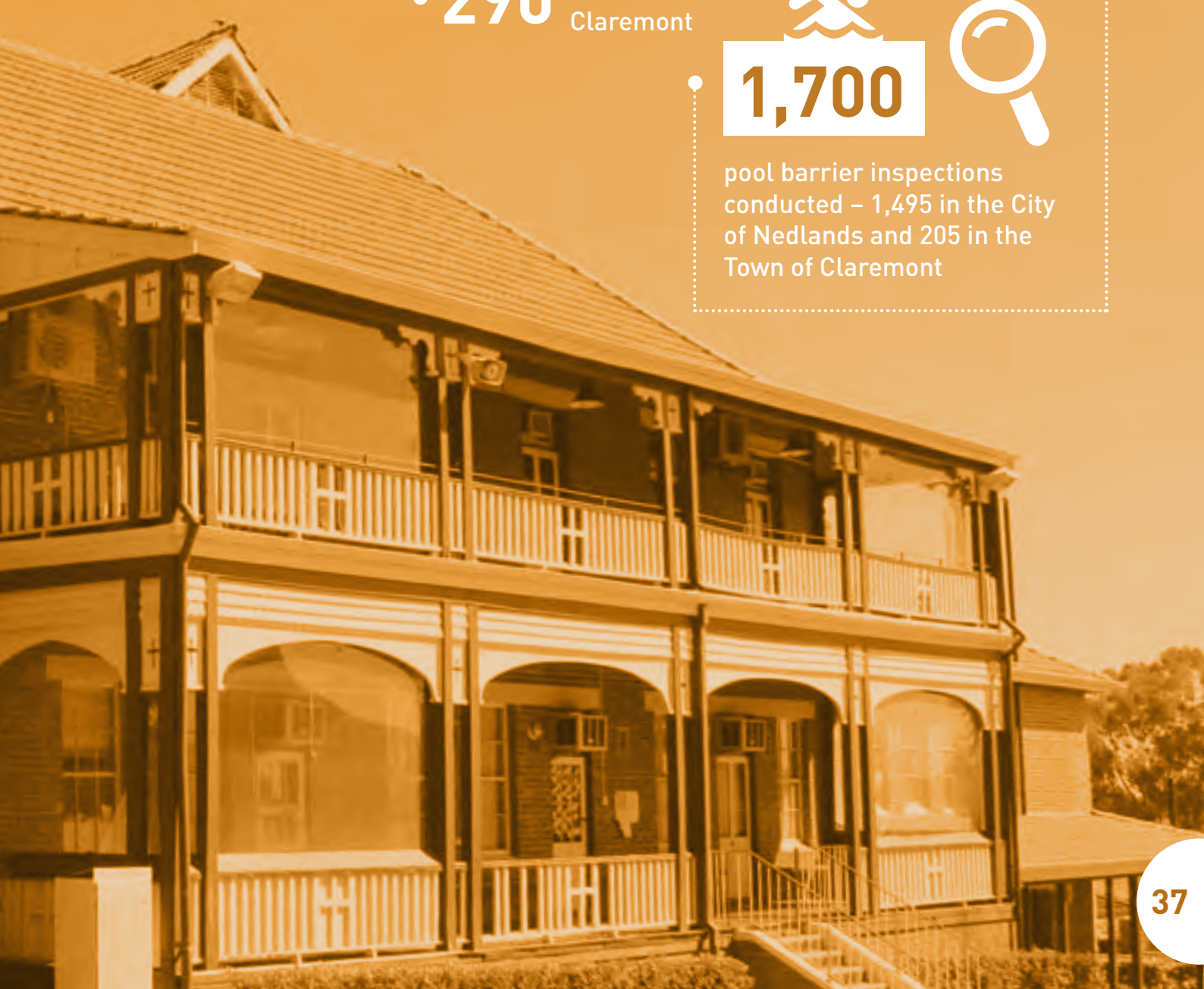
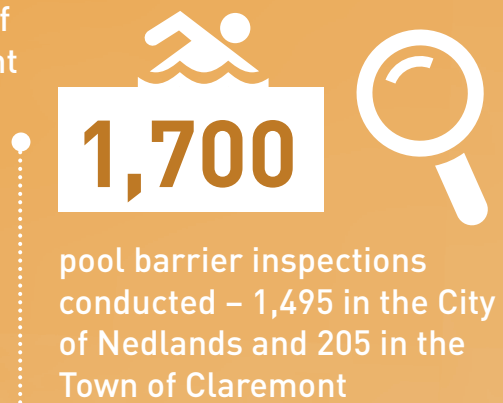
# Key points



• **514** in City of Nedlands

• **290** in Town of Claremont

- Private building certification initiated
- Traineeship program initiated for building surveyors
- Local Planning Strategy endorsed
- Community engagement completed on draft Local Planning Scheme No. 3



## Overview

The City formulates, administers and enforces rules and regulations for its built environment.

Responsibilities include land-use planning, development approvals and compliance, heritage and managing the leasing of City assets, as well as building and swimming pool control and compliance.

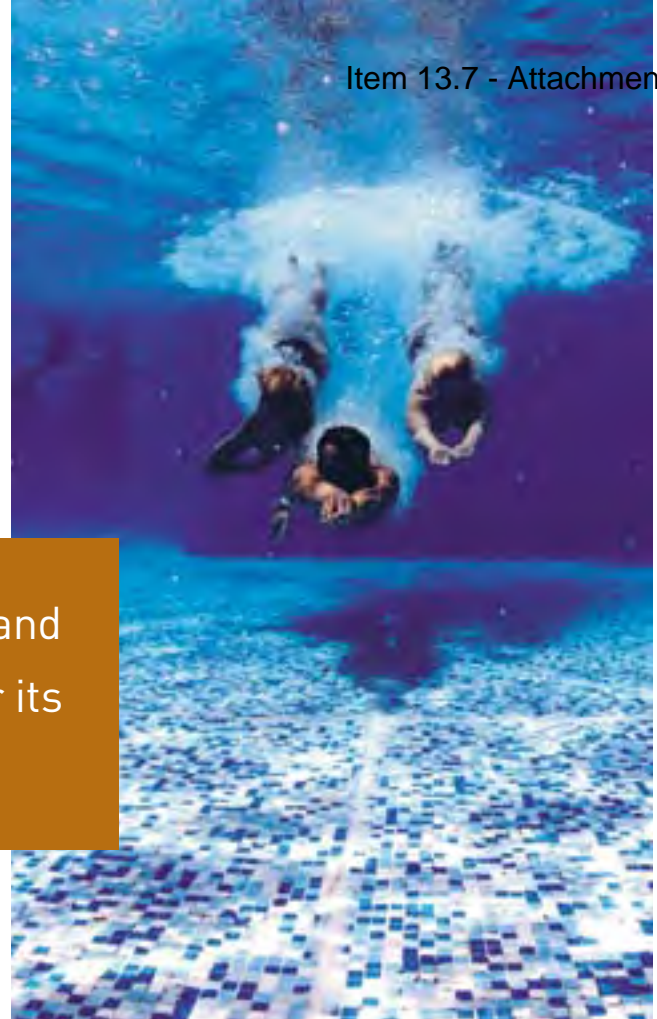
These activities ensure the City continues to develop and thrive in pursuit of its vision of being an environmentally-sensitive, beautiful and inclusive place. High-quality built environments are healthy, have character and charm, enhance community connections and protect amenity.

The City also offers contract services (building permit approvals, swimming pool inspections and building compliance) to other local governments to assist with their building functions.

### Strategic planning

A new Local Planning Strategy and draft Local Planning Scheme were the focus for the year. The draft Local Planning Strategy (a high-level comprehensive planning framework for the City) was given final endorsement by the Western Australian Planning Commission (WAPC) in September 2017. This was followed by permission from the WAPC in November 2017 to advertise draft Local Planning Scheme No. 3.

The City undertook extensive consultation on draft Local Planning Scheme No. 3 from December 2017 to March 2018, receiving more than 1,000 submissions. All issues raised were collated and the key ones were distilled from the submissions. The Council deliberated on recommended modifications to draft Local Planning Scheme No. 3, to address the issues raised, early in the 2018-19 financial year.



### Statutory planning

Processing development applications to ensure timeframes were met and the community was consulted in decision-making when necessary was the focus for the year. During the reporting period, 322 applications were determined by the City. Of those, 249 were determined under delegation, 33 were determined by Council and the remaining 29 were either cancelled or determined by the WAPC. Of the 249 determined under delegation by staff, all but two were within the required 60 or 90-day statutory timeframes.

In addition, the “deemed-to-comply” check service – where applicants can, early on in their development process, request the City to check their development plans for compliance with the Residential Design Codes – has continued to prove popular. There was a significant increase in the number of checks requested and this may, in part, be due to the quick processing times (consistently less than 10 days). This allows applicants to quickly and efficiently sort out any issues before committing to the development or building processes.

Development compliance also formed a significant part of statutory planning resources in 2017-18. Complaints were mostly generated by neighbours concerned with buildings being constructed or potential unauthorised uses carried out on neighbouring properties.





### Building and compliance

The City focused on processing building permits efficiently, undertaking building control compliance activities, inspecting swimming pools and managing the leasing of City assets.

An upgrade and implementation of a new swimming pool register computer system was undertaken to improve efficiency and processes.

A review and implementation of building compliance procedures was undertaken and completed during the year and a new building surveyor traineeship program has been initiated with final requirements to be completed in 2018-19.

The building department has extended its shared services and continues to offer contract services to other local governments to assist with building control functions such as building permit approvals, swimming pool inspections and building compliance.

### Key initiatives

#### Building and compliance

- Instigated private certification
- Completed a compliance review
- Upgraded swimming pool register and processes
- Initiated traineeship program for building surveyors

#### Planning

- Endorsement of Local Planning Strategy
- Consultation on draft Local Planning Scheme No. 3

100%

of building applications processed within 10 or 25-day statutory timeframe

99%

of development applications processed within 60 or 90-day statutory timeframes

61

deemed-to-comply requests received



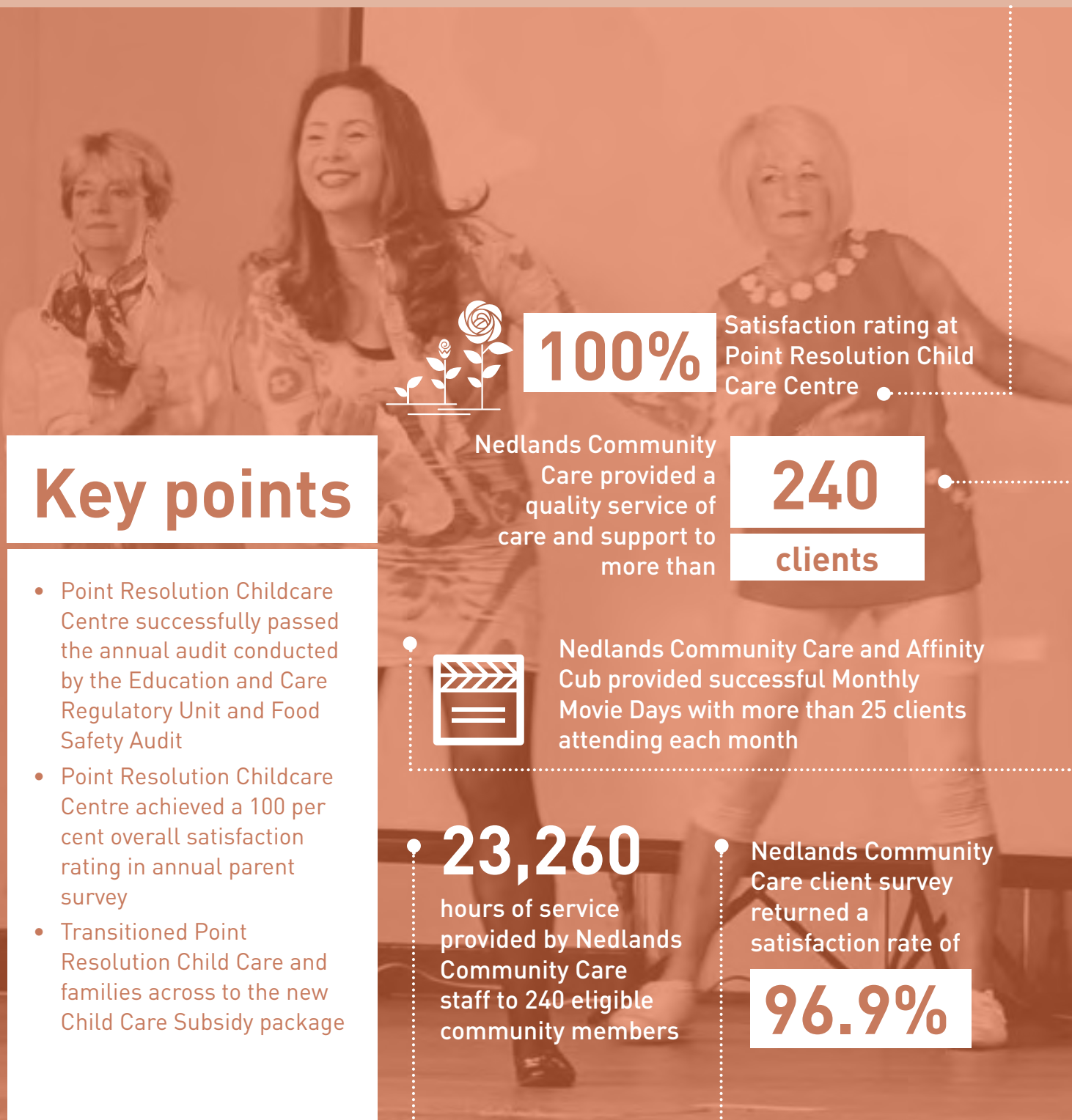
100%

of deemed-to-comply requests approved within 10 days





# Community Services



**100%**

Satisfaction rating at Point Resolution Child Care Centre

Nedlands Community Care provided a quality service of care and support to more than

**240**

**clients**

## Key points

- Point Resolution Childcare Centre successfully passed the annual audit conducted by the Education and Care Regulatory Unit and Food Safety Audit
- Point Resolution Childcare Centre achieved a 100 per cent overall satisfaction rating in annual parent survey
- Transitioned Point Resolution Child Care and families across to the new Child Care Subsidy package



Nedlands Community Care and Affinity Cub provided successful Monthly Movie Days with more than 25 clients attending each month

**23,260**

hours of service provided by Nedlands Community Care staff to 240 eligible community members

Nedlands Community Care client survey returned a satisfaction rate of

**96.9%**

I wish to draw attention to the services at Nedlands Library and what an asset Jade is – she works in a positive, thoughtful and very kind way. I would like to thank Jade for her kindness, expert advice and support in regard to my email difficulties and problems with my gmail account.

Jade showed great knowledge, advice, patience and support while my email address would not accept my password. Jade is knowledgeable in relation to computers and offers great support to people using the library.



**Fiona Clarke**

## Overview

### Aged care services – Nedlands Community Care (NCC)

Home and Community Care (HACC) services are provided by Nedlands Community Care (NCC), jointly funded by the WA Department of Health and City of Nedlands. NCC provides services to assist eligible residents to remain living in their own homes for as long as safely possible. Many elderly residents have limited contact with people outside their home. NCC provides the support and social interaction needed for their wellbeing.

Services provided include:

- In-home support for personal care, medication prompting, wellbeing checks, light domestic and laundry assistance, shopping and bill-paying support.
- Garden maintenance.
- Transport to medical appointments and local shopping centres, assisted by volunteers.
- The Waratah Club, which provides activities and meals as well as outings and events.
- Social support activities that include group bus outings around Perth, social get-together programs, a dinner club, book clubs, movie days and computer classes.

### Positive ageing program

The Affinity Club, the City's positive ageing program, is for over-55s and those not yet ready for NCC services. The Affinity Club promotes a can-do attitude to life. It was formed to offer health-enhancing activities that are stimulating and encourage community interactions at a nominal cost. Activities are open to all seniors and are held at NCC and Dalkeith Hall.

Weekly activities include:

Walking groups	Canasta
Table tennis	Latino Moves
Yoga for seniors	Chair pilates
Pilates for seniors	Cooking demonstrations
Zumba Gold	Musical Mondays
Line dancing	Computer Support Cafe
Mah-jong	

Monthly activities include outings to the local cinema, followed by a meal and attending educational talks with afternoon tea included. There have been seasonal outings to a Swan Valley winery, Heath Ledger Theatre and a mini-cruise on the Swan River. Community events included a high tea with 7th Heaven in October and the Biggest Morning Tea in May. Seniors are invited to try any activity at any time.

In the 2017 Customer Satisfaction Survey, Affinity Club members remarked on 'the friendly attitude of the members and staff'. One of the members appreciated "...the huge welcome which is always given when you walk in. For we folk who live alone, it is often the first welcome of the day – lovely".



### Point Resolution Child Care Centre (PRCC)

In 2017-18, the centre continued to operate at a level that maintained and continued its rating that exceeded National Quality Standards and National Regulations, obtained in the previous financial year. The centre upheld a reputation as a trusted provider of high quality care and education in a fun and stimulating environment for children aged up to six years. PRCC was responsible for more than 120 children each week.

The centre continues to ensure the care each child receives is an extension of the care they receive at home. The open-planned room creates an atmosphere for the children to socialise with their siblings and friends, which generates strong bonds and reinforces family connectedness and social development for the children.

With a focus on the Early Years Learning Framework, the program provides a range of experiences that help children grow socially, emotionally, physically and mentally, while being cared for and nurtured in a safe environment.

PRCC has also liaised with local primary schools to ensure the centre provides opportunities that allow children the best start to formal schooling. This also creates connections with the wider community.

A trial program of providing lunches to children was undertaken from April to June. Following the success of the trial, the program has now been approved to be implemented in the next financial year.



Betty Payton and Marion Wood

### Library services

The City has two libraries: Nedlands Library on Stirling Highway and Mt Claremont Library on Montgomery Avenue. Membership stands at 13,113 members – 84 per cent are residents.

The library collection includes a variety of books, magazines, talking books, DVDs, CDs, local history and electronic content (e-books, eAudiobooks and e-magazines). Over the past year, 17,084 eAudiobooks were downloaded and listened to by library members. This is an increase of 4,602 downloads compared to last year.

In June 2018, Mt Claremont Library was closed for re-carpeting. Library staff took this opportunity to create a welcoming sitting area and a new Young Adult Nook. A new front desk was also installed. This has created a fresh feel for the library.



Library bus



## Key initiatives

### Aged care services

- Preparing clients for the upcoming changes to aged care from 1 July 2018.
- Preparing for the transition of Home and Community Care funding from a State to Federal level from 1 July 2018.
- Achieved 100 per cent overall satisfaction rate in annual parent survey.
- Community members and families attended events including a Meet and Greet Picnic, Mother's Day, Father's Day and Grandparents Day.
- Hosted a range of events including storytime visits from the local library, mobile animal farms, a fire engine visit from the local fire department and nature play.
- Worked with the City's Parks staff and local Bunnings store to select and plant safe native flora and herbs in the centre's garden area.
- Held intergenerational activities with City of Nedlands seniors attending Nedlands Community Care.
- Engaged children in recycling processes with the assistance of the City's Waste Minimisation Coordinator.
- Fostered strong partnerships and supported families with agencies such as Ngala and Telethon Speech and Hearing.

### Positive ageing

- Four new classes were added: canasta, chair pilates, Latino Moves and Musical Mondays.
- Cooking demonstrations by club members and staff were introduced, increasing social contact among members.
- A new social event was added to the community calendar of events: high tea with music from the 50s and 60s. Vintage tea cups were donated by members, making the event even more special.
- The Biggest Morning Tea organised by the Affinity Club raised \$1,300. It was well-attended and was a great opportunity to showcase, as part of the morning's entertainment, line dancing and Zumba Gold class routines.

### Child care services

- PRCC successfully passed an audit conducted by the Education and Care Regulatory Unit.
- Implemented the revised National Quality Standards to the centre's program, documentation and policies.
- Transitioned the centre and families across to the new Child Care Subsidy package.
- Successfully passed the Food Safety Audit.
- Provided staff training and participation in forums for professional discussion, strengthening their capacity to deliver inspiring and engaging programs.

### Library services

- The libraries are now eSmart accredited. eSmart Libraries are a cyber safety framework designed to fully equip libraries, staff and library users with the skills they need for smart, safe and responsible use of digital technology.
- New eResource: Kanopy through the State Library of WA. Thousands of movies are available for streaming.
- New eResource: MyHeritage is a Nedlands subscription for genealogical resources.



96.9% satisfaction rating for Nedlands Community Care

100% overall satisfaction rating with Affinity Club activities

94.75% satisfaction rate for library events

An average of 413 people attending positive ageing activities

492

events provided at Nedlands and Mt Claremont Libraries with 5,423 people attending

8,447

new additions to the libraries in 2017-18

17,084

downloads of library eAudiobooks

96,942

visits to Nedlands and Mt Claremont Libraries

353,724

library transactions (includes loans, returns, reservations and renewals – an increase of 19,364 from last year)

# Community Development



satisfaction with the City achieved from hall users



satisfaction with the City achieved from community groups and organisations



sporting clubs used City reserves



people were welcomed as Australian citizens

## Key points

- Completion of phase one of the Jo Wheatley All Abilities Play Space
- More than 10,000 people attended the City's major events
- 157 externally-provided events were held on City reserves and approved by the City – up 101 from 2016-17
- Seven community grants valued at \$4,271 for local events and street parties
- Sixteen youth grants valued at a total of \$4,000

Tresillian Arts Centre provided



courses with a 94% satisfaction rating

A record



entries in the Emerge: Youth Art Awards



people attended four Summer Concerts in the Park and gave a 94 per cent satisfaction rating



The Rotary Clubs of Nedlands, West Perth and Subiaco have had a wonderful working partnership with the City of Nedlands, resulting in the magnificent Jo Wheatley All Abilities Play Space. This partnership has extended for more than seven years and has involved the Councillors, Executive, Community Development Team and Engineering Team. I have always said the Jo Wheatley All Abilities Play Space project is exactly what an excellent and productive community partnership should look like.

**Angus Buchanan,**  
Rotary (far right)



## Overview

Throughout 2017-18, the City continued to work in partnership with the local community. Celebrating and strengthening local relationships is a key role, undertaken by providing a wide range of events, grants, services and activities in the following areas:

- sport and recreation
- community events
- youth services
- volunteers
- community groups
- local businesses
- disability access and inclusion
- The Tresillian Arts Centre.

In recent years, a major focus has been the continued upgrading of community facilities because these hubs strengthen local connections and help to build a sense of local community.

### Jo Wheatley All Abilities Play Space

In 2017-18, the focus for improved community facilities was developing the Jo Wheatley All Abilities Play Space, a cutting-edge new play facility at Beaton Park, Dalkeith. The soft opening of phase one in June 2018 was the culmination of seven years of work by an extraordinary three-way partnership between community, business and government. The project is an example of what can be achieved when these three sectors work together on a shared vision.

Rotary initiated the project, bringing the idea to the City in August 2011 and offering to raise funds to construct the play space. Despite the global financial crisis at the time making fundraising much more difficult than



anticipated, Rotary was supported from the outset by some committed sponsors, including Vern and Jo Wheatley (after whom the facility is now named) and Lotterywest.

Community organisations such as Inclusion WA and COLAB also provided support with many contractors and consultants such as Wood and Grieve Engineers providing pro bono services. Additionally, many other community members, businesses and organisations supported the project to enable its successful construction.

The project will be completed with the construction of new toilet and change facilities in the 2018-19 financial year, following contributions from the Department of Communities and Disability Services.





Summer Concert in the Park



Emerge: Youth Art Awards

### Sport and recreation

The City works in close partnership with 30 local sporting clubs to offer a wide range of sporting options to the community. Bookings for facility use is coordinated to ensure clubs have prioritised access to the City's seven major sporting reserves. As well as access to reserves, clubs are supported in securing funding to upgrade their facilities to meet the needs of the clubs, community and sporting codes.

### Community events

More than 10,000 people attended the City's major community events, including:

- Four Summer Concerts in the Park (celebrating their 21st anniversary)
- One Nedlands Going Places Tour
- Anzac Day ceremony
- Remembrance Day ceremony
- Three citizenship ceremonies.

As well as the above events provided by the City, an increasing number of people organised their own events in the City's parks and reserves. These externally-provided events included community-based, corporate and private events, such as wedding ceremonies and birthday celebrations.

The City provided approval for 157 local events including large events such as the Cuban Club New Year's Day and The Bloody Long Walk. The City's approval process for these events aims to minimise impacts on the local community.

### Youth development

Since 2013, the annual Emerge: Youth Art Awards exhibition has showcased the art work of young local people. The August 2017 exhibition attracted a record 169 entries with attendees expressing an 86 per cent satisfaction level.

Sixteen young local people each received a \$250 grant from Council's Youth Grants Fund. The fund recognises and encourages initiatives that deliver a wide range of socially-positive activities that help contribute to the community. Examples include participating in the da Vinci Decathlon – National Round and the Special Olympics in Adelaide.

The City also provided a grant of \$12,000 to the Shenton Christian Council to assist with the cost of providing chaplaincy services at local schools.

Splashfest is an annual water-based event for children, young people and families held in March on Swanbourne Reserve. The community event involves many volunteers from the Nedlands Youth Advisory Council, as well as sporting clubs and community groups. Splashfest also showcases a range of performances from talented young musicians and dancers. The event attracted approximately 2,000 people.

The Nedlands Youth Advisory Council (YAC) is a team of young volunteers aged 12-21 who live, work, study or enjoy recreation in the City of Nedlands. The YAC continues to provide input to the youth program and helps to plan and coordinate City of Nedlands' youth events.

## Volunteer services

The City's Volunteer Services matches volunteers with opportunities that suit their interests and availability. The service:

- referred 149 volunteers to roles in community organisations
- engaged 167 volunteers in roles within services provided by the City.

Many of the 149 volunteers who were referred to community organisations went on to play a key role in them, contributing to a more resilient and inclusive community. Many community organisations depended on volunteers to deliver their services and meet community need.

The 167 volunteers who worked within programs and services gave their valued time to extend many of the services being delivered by the City. These included volunteering in:

- the City's libraries
- Nedlands Community Care
- providing community transport
- assisting with bushcare
- serving on many different committees and advisory groups.

Volunteers are important – their work allows the City to extend and enrich its services beyond those provided by staff. On average, each volunteer gives 8.8 hours per month, which is more than 17,000 volunteer hours per year. This represents more than \$500,000 in donated benefit to the City. Volunteers working within City-provided programs contribute a significant benefit to the community, both in terms of enriched services and financially.

## Local businesses

The City of Nedlands hosted a business sundowner to provide local business people, City staff and Councillors an opportunity to network. The event was well-supported by local business people and enjoyed by those who attended.



## Tresillian Arts Centre

The Tresillian Arts Centre continued to provide a wide range of recreational courses, children's school holiday activities, art exhibitions and art studios. Art courses continued to be in strong demand, as well as language and lifestyle courses. Tresillian provided 233 term-based courses for adults in 2017-18 and 32 school holiday courses for children.

Tresillian's reputation as an arts centre is well-established and sufficiently strong to attract City of Nedlands residents and people from other local government areas, including some who travel from the country. At the end of the financial year, Tresillian had 1,119 financial members (including family memberships). Of these, 382 (34 per cent) were City of Nedlands residents and 737 (66 per cent) were non-residents. City residents pay a lower annual membership fee than people from other local government areas.

Tresillian provided seven art studios to six individual artists and one arts organisation (the Printmakers Association of WA).

Tresillian's members were again highly satisfied with the services they received, reporting a satisfaction rating of 94 per cent across the financial year.



## Key initiatives

- Formal opening of the Jo Wheatley All Abilities Play Space in June 2018, after seven years of community consultation, fundraising and design.
- Attendance at the City's Summer Concerts increased to a record 8,500.
- The development of a new five-year Disability Access and Inclusion Plan for the City, aimed at ensuring equal access to all City facilities and events for all community members.

---

# Statutory Requirements





**Council  
(3)** ●.....

Number of meetings held

**N/A**

Elected members not required to attend

## Elected Member Attendance

Elected Member attendance – 1 July 2017 to 30 June 2018

Elected Member	Council (11)	Special Council (1)	Committee [11]	Audit and Risk Committee (5)	Sustainable Nedlands Committee [2]	Arts Committee [4]	CEO Performance Review Committee [2]	CEO Recruitment and Selection Committee [4]
Mayor RMC Hipkins	11	1	10	5	2	4	2	4
Cr IS Argyle	11	1	11	5	N/A	N/A	0	N/A
Cr WRB Hassell	9	1	9	N/A	N/A	3	1	4
Cr GAR Hay	10	1	10	0	N/A	N/A	N/A	N/A
Cr BG Hodsdon	10	0	10	4	N/A	0	N/A	N/A
Cr NBJ Horley	10	1	8	N/A	N/A	N/A	1	N/A
Cr TP James	11	0	8	N/A	N/A	4	1	N/A
Cr LJ McManus	11	1	9	4	N/A	N/A	2	4
Cr NW Shaw	9	1	10	N/A	1	N/A	N/A	3
Cr KA Smyth	11	1	10	N/A	N/A	3	N/A	N/A
Cr JD Wetherall	10	1	10	N/A	N/A	1	1	4
Cr R Binks Term ended October 2017	3	N/A	3	N/A	1	N/A	N/A	N/A
Cr CM de Lacy Elected October 2017	8	1	7	N/A	N/A	N/A	1	N/A
Cr AW Mangano Elected October 2017	8	1	7	1	N/A	N/A	N/A	N/A

## Employee remuneration

In accordance with s.19(b) of the Local Government (Administration) Regulations 1996, the number of City employees entitled to an annual salary of \$100,000 or more are:

Salary range	Number of employees
\$100 000 to \$109 999	4
\$110 000 to \$119 999	0
\$120 000 to \$129 999	4
\$130 000 to \$139 999	7
\$140 000 to \$149 999	0
\$150 000 to \$159 999	0
\$160 000 to \$169 999	0
\$170 000 to \$179 999	1
\$180 000 plus	3

## Record-keeping statement

The City of Nedlands is committed to the reliable and systematic management of government records, in accordance with legislative requirements and best practice standards.

**Record-keeping plan:** The City's current record-keeping plan, RKP2018005, was submitted to the State Records Office in March 2018 and subsequently approved on 23 March 2018. In accordance with the State Records Act 2000, the plan is to be reviewed within the next five years and submitted to the State Records Office by 23 March 2023.

**Information management systems:** The City is continuing a review of its business processes and the various systems used to capture business intelligence across the organisation. The City continues to upgrade its on-premise SharePoint environment to SharePoint Online, along with other Microsoft Office 365 applications to improve business efficiencies.

**Training and awareness:** Record-keeping inductions are held for all new employees on commencement. This includes their record-keeping responsibilities and desktop training using SharePoint.

## Freedom of information

The *Freedom of Information Act 1992* gives the public a right to apply for access to documents held by the City of Nedlands. The City aims to make information available whenever possible, outside the freedom of information process.

The City received nine valid freedom of information applications in 2017-18. All nine were finalised.

The City of Nedlands information statement is available on the City's website at [nedlands.wa.gov.au/access-information](http://nedlands.wa.gov.au/access-information).

# Access and Inclusion

## Disability Access and Inclusion Plan

The City of Nedlands' Disability Access and Inclusion Plan 2013-14 to 2017-18 is a key strategic document, outlining the City's approach to working towards a more accessible and inclusive community.

The City is required by legislation to:

- maintain a Disability Access and Inclusion Plan (DAIP)
- address seven specific outcome areas within the plan
- report to the Department of Communities – Disability Services annually on progress against actions within the plan.

While it is a statutory requirement for the City to maintain and implement a DAIP, direct community benefits also result from the City's commitment to access and inclusion.

The table below indicates the outcome areas where strategies/initiatives were planned, as well as the strategies/initiatives completed for the financial year.

Outcome areas	Number of strategies/ initiatives planned	Number of strategies/ initiatives completed (includes ongoing strategies)
Services and events	14	14
Buildings and other facilities	8	6*
Information	2	1**
Services	2	2
Complaints	0	0
Consultation	3	3
Employment	1	1

Of the total number of strategies to be implemented, three were not completed:

- \* Building and other facilities: the strategies upgrading the fitness equipment and softfall on Melvista Oval and upgrading the playground in Hamilton Park have been re-prioritised as a result of the budgeting and asset management processes. Both projects are listed for completion in the 2019-20 and 2020-21 financial years respectively.
- \*\* Information: providing an awareness program/annual training for managers and staff on accessible information was not completed, as the Access Working Group will be assisting with testing the website for accessibility during the 2018-19 financial year.

The City progressed the start of a new DAIP for 2018-19 to 2023-24, to be completed in the next financial year.

## Access Working Group

Members of the City's Access Working Group gave voluntary advice on matters related to disability access and inclusion, such as providing input as the City worked to develop its DAIP for 2018-19 to 2023-24.



# Official conduct of Elected Members – complaints register

Section 5.103 of the *Local Government Act 1995* requires that every local government prepare a Code of Conduct to be observed by Elected Members.

## Local Government (Rules of Conduct) Regulations 2007

The City's processes also support managing complaints in relation to the Local Government (Rules of Conduct) Regulations 2007, which deal with:

- Disclosure of confidential information.
- Improper use of the position of Councillor to gain a personal advantage or cause detriment to the local government or others.
- The misuse of local government resources.
- Unauthorised involvement in administration matters.
- Improperly directing, influencing or making offensive or objectionable statements about a local government employee.
- Disclosure of 'impartiality' interests.
- Notifiable and prohibited gifts.

Section 5.121 of the *Local Government Act 1995* requires a local government to maintain a register of complaints that result in an action under s. 5.110(6)(b) or (c) of the same act.

Under section 5.53(2), the annual report is required to disclose the number of complaints received each year.

Two complaints were received and reported to the Local Government Standards Panel in 2017-18. Outcomes are yet to be determined.

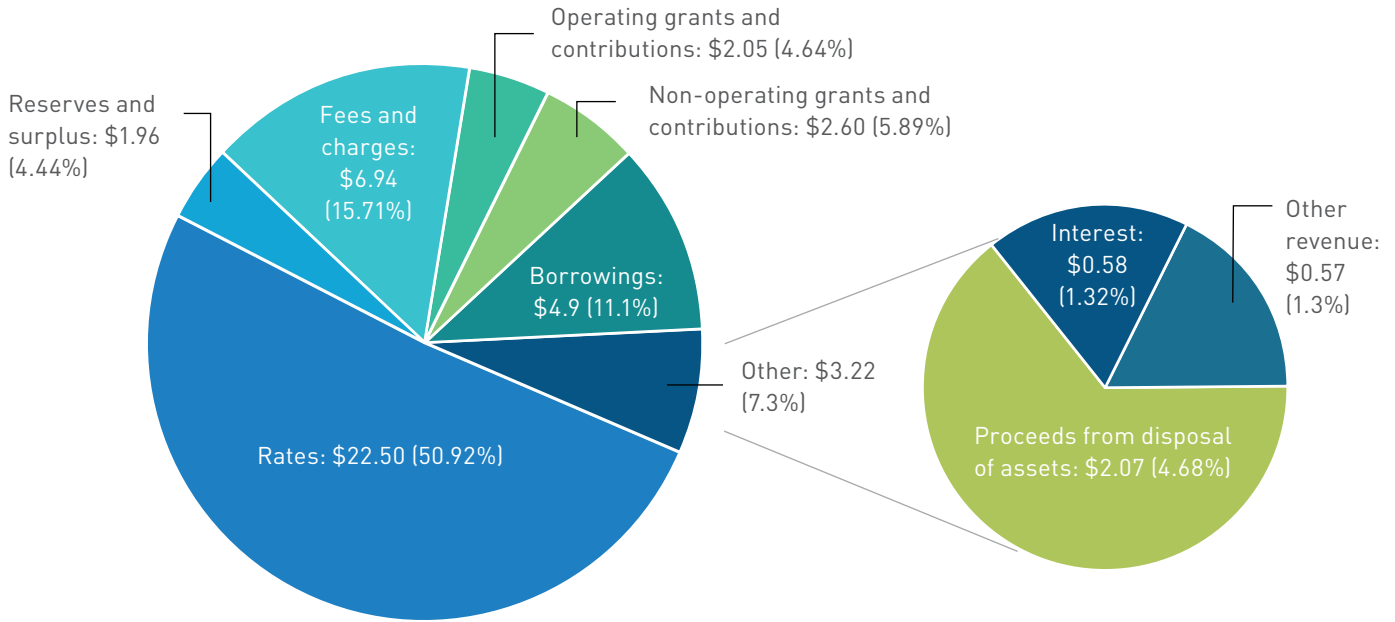




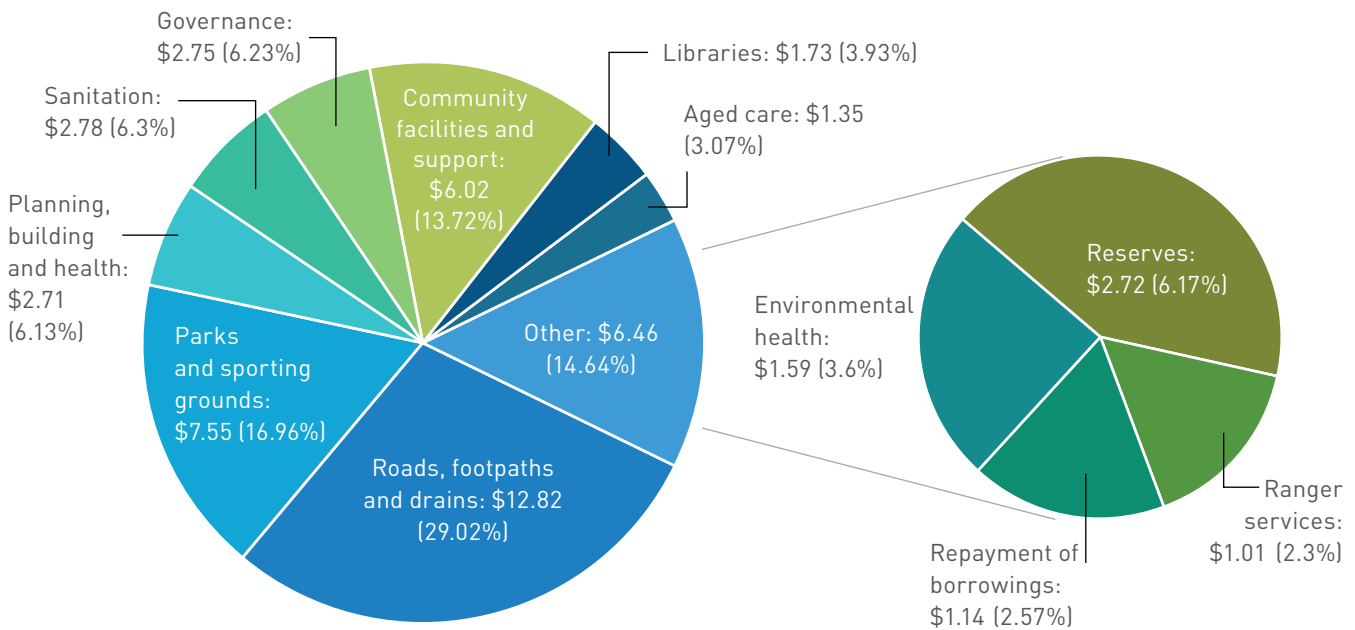


# Financial Highlights 2017–2018

## Revenue Source (\$m) – Total \$44.17



## Service Expenditure (\$m) – Total \$44.17





### How each \$100 is spent





71 Stirling Highway Nedlands WA 6009

PO Box 9 Nedlands WA 6909

**T** 9273 3500

**TTY** 9273 3646

**E** [council@nedlands.wa.gov.au](mailto:council@nedlands.wa.gov.au)

**www.nedlands.wa.gov.au**

This document is available in alternative  
formats upon request.

Printed on 100 per cent recycled paper.





# Financial Report

---



**CITY OF NEDLANDS**  
**FINANCIAL REPORT**  
**FOR THE YEAR ENDED 30TH JUNE 2018**

**TABLE OF CONTENTS**

Statement by Chief Executive Officer	2
Statement of Comprehensive Income by Nature or Type	3
Statement of Comprehensive Income by Program	4
Statement of Financial Position	5
Statement of Changes in Equity	6
Statement of Cash Flows	7
Rate Setting Statement	8
Notes to and forming part of the Financial Report	9 - 50
Independent Auditor's Report	51 - 53

**COMMUNITY VISION**

Our City will be an environmentally-sensitive beautiful and inclusive place.

Principal place of business:  
71 Stirling Highway  
Nedlands WA 6009

**CITY OF NEDLANDS  
FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**LOCAL GOVERNMENT ACT 1995  
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996**

**STATEMENT BY CHIEF EXECUTIVE OFFICER**

The attached financial report of the City of Nedlands being the annual financial report and supporting notes and other information for the financial year ended 30th June 2018 are in my opinion properly drawn up to present fairly the financial position of the City of Nedlands at 30th June 2018 and the results of the operations for the financial year then ended in accordance with the Local Government Act 1995 and the regulations under that Act and, to the extent that they are not inconsistent with the Act, the Australian Accounting Standards.

Signed as authorisation of issue on the 5th of November 2018.

A handwritten signature in blue ink, appearing to read 'Greg Trevaskis', written over a horizontal line.

Greg Trevaskis  
Chief Executive Officer

**STATEMENT OF COMPREHENSIVE INCOME  
BY NATURE OR TYPE  
FOR THE YEAR ENDED 30TH JUNE 2018**

	NOTE	2018 Actual \$	2018 Budget \$	2017 Actual \$
<b>Revenue</b>				
Rates	26(a)	22,492,209	22,436,728	22,045,424
Operating grants, subsidies and contributions	2(a)	2,049,363	1,636,670	2,448,794
Fees and charges	2(a)	6,937,496	6,804,780	7,059,374
Interest earnings	2(a)	583,828	557,100	608,657
Other revenue		572,726	317,300	513,975
		<u>32,635,622</u>	<u>31,752,578</u>	<u>32,676,224</u>
<b>Expenses</b>				
Employee costs		(12,896,982)	(13,141,386)	(13,204,036)
Materials and contracts		(14,380,196)	(15,710,025)	(9,374,476)
Utility charges		(936,522)	(797,100)	(884,569)
Depreciation on non-current assets	10(b)	(5,988,203)	(7,251,700)	(7,029,311)
Interest expenses	2(b)	(275,890)	(289,005)	(284,824)
Insurance expenses		(304,537)	(299,100)	(357,782)
Other expenditure		(755,181)	(961,300)	(893,347)
		<u>(35,537,511)</u>	<u>(38,449,616)</u>	<u>(32,028,345)</u>
		(2,901,889)	(6,697,038)	647,879
Non-operating grants, subsidies and contributions	2(a)	2,609,259	4,594,960	2,204,087
Profit on asset disposals	10(a)	495,645	30,100	37,662
(Loss) on asset disposals	10(a)	(40,325)	(29,900)	(113,700)
Provision for impairment of other financial assets	7	(11,942)	0	0
(Loss) on revaluation of Infrastructure - Parks, Gardens and Reserves	9(b)	(1,232,307)	0	0
<b>Net result</b>		<u>(1,081,559)</u>	<u>(2,101,878)</u>	<u>2,775,928</u>
<b>Other comprehensive income</b>				
<i>Items that will not be reclassified subsequently to profit or loss</i>				
Changes on revaluation of non-current assets	11	(54,450,333)	0	284,069,059
<b>Total other comprehensive income</b>		<u>(54,450,333)</u>	<u>0</u>	<u>284,069,059</u>
<b>Total comprehensive income</b>		<u>(55,531,892)</u>	<u>(2,101,878)</u>	<u>286,844,987</u>

This statement is to be read in conjunction with the accompanying notes.



**STATEMENT OF COMPREHENSIVE INCOME  
BY PROGRAM  
FOR THE YEAR ENDED 30TH JUNE 2018**

	NOTE	2018 Actual	2018 Budget	2017 Actual
		\$	\$	\$
<b>Revenue</b>				
	2(a)			
Governance		378,143	221,000	351,658
General purpose funding		23,931,487	23,500,298	23,887,159
Law, order, public safety		508,334	483,000	495,277
Health		90,478	73,500	120,374
Education and welfare		1,784,314	1,762,700	1,783,902
Community amenities		3,644,722	3,755,600	3,790,379
Recreation and culture		975,496	725,700	809,780
Transport		167,912	132,900	197,580
Economic services		1,007,763	1,017,780	1,160,557
Other property and services		146,973	80,100	79,559
		<b>32,635,622</b>	<b>31,752,578</b>	<b>32,676,225</b>
<b>Expenses</b>				
	2(a)			
Governance		(2,230,140)	(2,875,570)	(3,036,395)
General purpose funding		(384,077)	(353,657)	(369,171)
Law, order, public safety		(1,019,920)	(1,034,832)	(949,178)
Health		(692,569)	(767,375)	(680,146)
Education and welfare		(2,330,690)	(2,561,724)	(2,370,736)
Community amenities		(4,339,304)	(4,780,262)	(4,647,897)
Recreation and culture		(8,455,732)	(8,716,907)	(8,084,114)
Transport		(6,110,814)	(5,422,300)	(5,352,694)
Economic services		(4,911,487)	(6,209,914)	(5,891,945)
Other property and services		(4,786,889)	(5,438,071)	(361,247)
		<b>(35,261,622)</b>	<b>(38,160,612)</b>	<b>(31,743,523)</b>
<b>Finance Costs</b>				
	2(a)			
General purpose funding		(269,440)	(282,554)	(274,227)
Community amenities		(6,450)	(6,450)	(10,597)
		<b>(275,890)</b>	<b>(289,004)</b>	<b>(284,824)</b>
		<b>(2,901,890)</b>	<b>(6,697,038)</b>	<b>647,878</b>
Non-operating grants, subsidies and contributions	2(a)	2,609,259	4,594,960	2,204,087
Profit on disposal of assets	10(a)	495,645	30,100	37,662
(Loss) on disposal of assets	10(a)	(40,325)	(29,900)	(113,700)
Provision for impairment of other financial assets	7	(11,942)	0	0
(Loss) on revaluation of Infrastructure - Parks, Gardens and Reserves	9(b)	(1,232,307)	0	0
		<b>1,820,331</b>	<b>4,595,160</b>	<b>2,128,049</b>
		<b>(1,081,559)</b>	<b>(2,101,878)</b>	<b>2,775,928</b>
<b>Net result</b>				
<b>Other comprehensive income</b>				
<i>Items that will not be reclassified subsequently to profit or loss</i>				
Changes on revaluation of non-current assets	11	(54,450,333)	0	284,069,059
<b>Total other comprehensive income</b>		<b>(54,450,333)</b>	<b>0</b>	<b>284,069,059</b>
<b>Total comprehensive income</b>		<b>(55,531,892)</b>	<b>(2,101,878)</b>	<b>286,844,987</b>

This statement is to be read in conjunction with the accompanying notes.

**STATEMENT OF FINANCIAL POSITION  
AS AT 30TH JUNE 2018**

	NOTE	2018	2017
		\$	\$
<b>CURRENT ASSETS</b>			
Cash and cash equivalents	3	11,135,046	11,020,622
Trade and other receivables	5	1,199,152	1,350,282
Inventories	6	31,936	14,232
<b>TOTAL CURRENT ASSETS</b>		<b>12,366,134</b>	<b>12,385,136</b>
<b>NON-CURRENT ASSETS</b>			
Other receivables	5	540,167	531,134
Other financial assets	7	123,734	135,676
Property, plant and equipment	8	345,708,041	347,422,769
Infrastructure	9	82,571,683	133,376,277
<b>TOTAL NON-CURRENT ASSETS</b>		<b>428,943,625</b>	<b>481,465,856</b>
<b>TOTAL ASSETS</b>		<b>441,309,759</b>	<b>493,850,992</b>
<b>CURRENT LIABILITIES</b>			
Trade and other payables	12	2,086,520	2,734,254
Short term borrowings	13	1,652,524	0
Current portion of long term borrowings	14(a)	1,597,168	983,843
Provisions	15	2,027,291	2,152,832
<b>TOTAL CURRENT LIABILITIES</b>		<b>7,363,503</b>	<b>5,870,929</b>
<b>NON-CURRENT LIABILITIES</b>			
Long term borrowings	14(a)	6,748,982	5,264,174
Provisions	15	337,618	324,341
<b>TOTAL NON-CURRENT LIABILITIES</b>		<b>7,086,600</b>	<b>5,588,515</b>
<b>TOTAL LIABILITIES</b>		<b>14,450,103</b>	<b>11,459,444</b>
<b>NET ASSETS</b>		<b>426,859,656</b>	<b>482,391,548</b>
<b>EQUITY</b>			
Retained surplus		67,275,653	69,877,933
Reserves - cash backed	4	6,037,350	4,516,629
Revaluation surplus	11	353,546,653	407,996,986
<b>TOTAL EQUITY</b>		<b>426,859,656</b>	<b>482,391,548</b>

This statement is to be read in conjunction with the accompanying notes.

**STATEMENT OF CHANGES IN EQUITY  
FOR THE YEAR ENDED 30TH JUNE 2018**

	NOTE	RETAINED SURPLUS	RESERVES CASH BACKED	REVALUATION SURPLUS	TOTAL EQUITY
		\$	\$	\$	\$
<b>Balance as at 1 July 2016</b>		<b>67,624,740</b>	<b>3,993,894</b>	<b>123,927,927</b>	<b>195,546,561</b>
Comprehensive income					
Net result		2,775,928	0	0	2,775,928
Changes on revaluation of assets	11	0	0	284,069,059	284,069,059
Total comprehensive income		2,775,928	0	284,069,059	286,844,987
Transfers from/(to) reserves		(522,735)	522,735	0	0
<b>Balance as at 30 June 2017</b>		<b>69,877,933</b>	<b>4,516,629</b>	<b>407,996,986</b>	<b>482,391,548</b>
Comprehensive income					
Net result		(1,081,559)	0	0	(1,081,559)
Changes on revaluation of assets	11	0	0	(54,450,333)	(54,450,333)
Total comprehensive income		(1,081,559)	0	(54,450,333)	(55,531,892)
Transfers from/(to) reserves		(1,520,721)	1,520,721	0	0
<b>Balance as at 30 June 2018</b>		<b>67,275,653</b>	<b>6,037,350</b>	<b>353,546,653</b>	<b>426,859,656</b>

This statement is to be read in conjunction with the accompanying notes.



**STATEMENT OF CASH FLOWS  
FOR THE YEAR ENDED 30TH JUNE 2018**

	NOTE	2018 Actual \$	2018 Budget \$	2017 Actual \$
<b>CASH FLOWS FROM OPERATING ACTIVITIES</b>				
<b>Receipts</b>				
Rates		22,520,373	22,636,728	21,777,719
Operating grants, subsidies and contributions		2,128,475	1,653,670	2,502,364
Fees and charges		6,937,497	6,804,780	7,059,374
Interest earnings		583,828	557,100	608,657
Goods and services tax		2,037,872	0	2,073,419
Other revenue		572,725	317,300	513,975
		34,780,770	31,969,578	34,535,508
<b>Payments</b>				
Employee costs		(12,792,287)	(13,141,386)	(12,987,387)
Materials and contracts		(15,270,655)	(15,710,025)	(8,946,772)
Utility charges		(936,522)	(797,100)	(884,569)
Interest expenses		(267,831)	(289,005)	(290,521)
Insurance expenses		(304,537)	(299,100)	(357,782)
Goods and services tax		(2,019,017)	(311,755)	(2,055,089)
Other expenditure		(767,123)	(961,300)	(893,347)
		(32,357,972)	(31,509,671)	(26,415,467)
<b>Net cash provided by (used in) operating activities</b>	16	2,422,798	459,907	8,120,041
<b>CASH FLOWS FROM INVESTING ACTIVITIES</b>				
Payments for purchase of property, plant & equipment		(1,551,646)	(2,280,760)	(3,225,979)
Payments for construction of infrastructure		(9,212,125)	(13,497,940)	(8,944,870)
Non-operating grants, subsidies and contributions		2,609,259	4,594,960	2,204,087
Proceeds from sale of fixed assets		2,067,571	607,000	592,067
<b>Net cash provided by (used in) investment activities</b>		(6,074,999)	(10,576,740)	(9,374,695)
<b>CASH FLOWS FROM FINANCING ACTIVITIES</b>				
Repayment of long term borrowings		(1,135,626)	(983,843)	(939,810)
Proceeds from self supporting loans		15,966	12,821	9,290
Proceeds from short term borrowings		1,652,524	0	0
Proceeds from new long term borrowings		3,233,761	7,200,000	0
<b>Net cash provided by (used in) financing activities</b>		3,766,625	6,228,978	(930,520)
<b>Net increase (decrease) in cash held</b>		114,424	(3,887,855)	(2,185,174)
Cash at beginning of year		11,020,622	11,653,893	13,205,796
<b>Cash and cash equivalents at the end of the year</b>	16	11,135,046	7,766,038	11,020,622

This statement is to be read in conjunction with the accompanying notes.

**RATE SETTING STATEMENT  
FOR THE YEAR ENDED 30TH JUNE 2018**

NOTE	2018 Actual	2018 Budget	2017 Actual
	\$	\$	\$
<b>OPERATING ACTIVITIES</b>			
<b>Net current assets at start of financial year - surplus/(deficit)</b>			
	2,965,451	3,823,821	6,100,933
	2,965,451	3,823,821	6,100,933
<b>Revenue from operating activities (excluding rates)</b>			
Governance	831,052	221,000	351,658
General purpose funding	1,439,278	1,063,570	1,841,735
Law, order, public safety	508,334	483,000	495,277
Health	90,478	73,500	120,374
Education and welfare	1,788,496	1,762,700	1,783,902
Community amenities	3,647,290	3,755,600	3,790,379
Recreation and culture	979,132	725,700	809,780
Transport	167,912	132,900	197,580
Economic services	1,012,672	1,017,780	1,160,557
Other property and services	174,418	110,200	117,221
	10,639,062	9,345,950	10,668,463
<b>Expenditure from operating activities</b>			
Governance	(2,242,082)	(2,875,570)	(3,036,395)
General purpose funding	(653,517)	(636,211)	(643,398)
Law, order, public safety	(1,019,920)	(1,034,832)	(949,178)
Health	(692,569)	(767,375)	(680,146)
Education and welfare	(2,330,690)	(2,561,724)	(2,370,736)
Community amenities	(4,345,754)	(4,786,712)	(4,658,494)
Recreation and culture	(8,456,005)	(8,717,307)	(8,100,264)
Transport	(6,120,431)	(5,422,300)	(5,352,694)
Economic services	(4,911,487)	(6,209,914)	(5,891,945)
Other property and services	(6,049,631)	(5,467,571)	(458,797)
	(36,822,086)	(38,479,517)	(32,142,047)
<b>Operating activities excluded</b>			
(Profit) on disposal of assets	10(a) (495,645)	(30,100)	(37,662)
Loss on disposal of assets	10(a) 40,325	29,900	113,700
Loss on revaluation of fixed assets	9(b) 1,232,307	0	0
Provision for impairment of other financial asset	7 11,942	0	0
Movement in deferred pensioner rates (non-current)	(22,252)	0	(54,895)
Movement in employee benefit provisions (non-current)	13,277	15,000	70,174
Depreciation and amortisation on assets	10(b) 5,988,203	7,251,700	7,029,311
<b>Amount attributable to operating activities</b>	(16,449,416)	(18,043,246)	(8,252,022)
<b>INVESTING ACTIVITIES</b>			
Non-operating grants, subsidies and contributions	2,609,259	4,594,960	2,204,087
Proceeds from disposal of assets	10(a) 2,067,571	607,000	592,067
Purchase of property, plant and equipment	8(b) (1,551,646)	(2,280,760)	(3,225,979)
Purchase and construction of infrastructure	9(b) (9,212,125)	(13,497,940)	(8,944,870)
<b>Amount attributable to investing activities</b>	(6,086,941)	(10,576,740)	(9,374,695)
<b>FINANCING ACTIVITIES</b>			
Repayment of long term borrowings	14(a) (1,135,626)	(983,843)	(939,810)
Proceeds from new long term borrowings	14(b) 3,233,761	7,200,000	0
Proceeds from self supporting loans	15,966	12,821	9,290
Proceeds from short term borrowings	13 1,652,524	0	0
Transfers to reserves (restricted assets)	4 (2,725,085)	(2,092,298)	(522,735)
Transfers from reserves (restricted assets)	4 1,204,364	1,782,300	0
<b>Amount attributable to financing activities</b>	2,245,904	5,918,980	(1,453,255)
<b>Surplus(deficiency) before general rates</b>	(20,290,453)	(22,701,006)	(19,079,973)
<b>Total amount raised from general rates</b>	26 22,492,209	22,436,727	22,045,424
<b>Net current assets at June 30 c/fwd - surplus/(deficit)</b>	27 <b>2,201,756</b>	<b>(264,279)</b>	<b>2,965,451</b>

This statement is to be read in conjunction with the accompanying notes.

**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**1. BASIS OF PREPARATION**

The financial report comprises general purpose financial statements which have been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities), Australian Accounting Interpretations, other authoritative pronouncements of the Australian Accounting Standards Board, the Local Government Act 1995 and accompanying regulations. Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise.

Except for cash flow and rate setting information, the report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

**CRITICAL ACCOUNTING ESTIMATES**

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

**CRITICAL ACCOUNTING ESTIMATES (Continued)**

The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

**THE LOCAL GOVERNMENT REPORTING ENTITY**

All funds through which the City of Nedlands controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between funds) have been eliminated.

All monies held in the Trust Fund are excluded from the financial statements. A separate statement of those monies appears at Note 29 to these financial statements.

**2. REVENUE AND EXPENSES**

**(a) Revenue**

**Fees and Charges**

Governance  
General purpose funding  
Law, order, public safety  
Health  
Education and welfare  
Community amenities  
Recreation and culture  
Transport  
Economic services  
Other property and services

	<b>2018 Actual</b>	<b>2017 Actual</b>
	\$	\$
	82,027	177,880
	121,899	5,156
	480,414	75,248
	89,783	116,821
	689,123	709,813
	3,647,287	3,790,180
	904,152	725,344
	69,676	477,157
	756,962	931,117
	96,173	50,658
	<b>6,937,496</b>	<b>7,059,374</b>

There were no changes during the year to the amount of the fees or charges detailed in the original budget.



**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**2. REVENUE AND EXPENSES (Continued)**

**(a) Revenue (Continued)**

**Grant Revenue**

Grants, subsidies and contributions are included as operating revenues in the Statement of Comprehensive Income:

	2018	2017
	\$	\$
<b>Operating grants, subsidies and contributions</b>		
Governance	3,816	4,865
General purpose funding	444,027	700,197
Law, order, public safety	27,420	27,631
Education and welfare	1,091,390	1,073,221
Community amenities	218	0
Recreation and culture	51,391	51,811
Transport	386,910	545,849
Economic services	44,191	45,220
	<b>2,049,363</b>	<b>2,448,794</b>
<b>Non-operating grants, subsidies and contributions</b>		
Recreation and culture	1,546,613	677,326
Transport	1,062,646	1,526,761
	<b>2,609,259</b>	<b>2,204,087</b>
<b>Total grants, subsidies and contributions</b>	<b>4,658,622</b>	<b>4,652,881</b>

**SIGNIFICANT ACCOUNTING POLICIES**

**Grants, Donations and Other Contributions**

Grants, donations and other contributions are recognised as revenues when the local government obtains control over the assets comprising the contributions.

Where contributions recognised as revenues during the reporting period were obtained on the condition that they be expended in a particular manner or used over

**Grants, Donations and Other Contributions (Continued)**  
a particular period, and those conditions were undischarged as at the reporting date, the nature of and amounts pertaining to those undischarged conditions are disclosed in Note 25. That note also discloses the amount of contributions recognised as revenues in a previous reporting period which were obtained in respect of the local government's operations.

**Interest earnings**

- Loans receivable - clubs/institutions  
- Reserve funds  
- Other funds  
Other interest revenue (refer note 26(e))

	2018 Actual	2018 Budget	2017 Actual
	\$	\$	\$
- Loans receivable - clubs/institutions	4,424	4,424	3,852
- Reserve funds	104,928	87,100	103,049
- Other funds	276,504	295,576	309,477
Other interest revenue (refer note 26(e))	197,972	170,000	192,279
	<b>583,828</b>	<b>557,100</b>	<b>608,657</b>

**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**2. REVENUE AND EXPENSES (Continued)**

**(b) Expenses**

**Auditors remuneration**

- Audit of the Annual Financial Report
- Audit of Projects

	2018	2017
	\$	\$
	19,500	23,140
	2,850	2,272
	<u>22,350</u>	<u>25,412</u>

**Interest expenses (finance costs)**

- Long term borrowings (refer Note 14(a) )
- Short term borrowing

	268,479	284,824
	7,411	0
	<u>275,890</u>	<u>284,824</u>

**Rental charges**

- Operating leases

	87,106	87,162
--	--------	--------

**3. CASH AND CASH EQUIVALENTS**

- Unrestricted
- Restricted

NOTE	2018	2017
	\$	\$
	5,013,276	6,318,193
	6,121,770	4,702,429
	<u>11,135,046</u>	<u>11,020,622</u>

The following restrictions have been imposed by regulations or other externally imposed requirements:

Reserves cash backed - Plant Replacement Reserve	4	0	150,197
Reserves cash backed - City Development Reserve	4	456,580	544,970
Reserves cash backed - North Street Reserve	4	765,463	747,733
Reserves cash backed - Welfare Reserve	4	479,887	485,554
Reserves cash backed - Service Reserve	4	202,591	1,107,960
Reserves cash backed - Insurance Reserve	4	62,547	61,266
Reserves cash backed - Waste Management Reserve	4	842,547	580,547
Reserves cash backed - Building Replacement Reserve	4	689,119	527,136
Reserves cash backed - Swanbourne Development Reserve	4	129,140	126,241
Reserves cash backed - Public Art Reserve	4	126,894	85,011
Reserves cash backed - Business System Reserve	4	102,229	100,013
Reserves cash backed - All Abilities Play Space	4	94,900	0
Reserves cash backed - Underground Power Projects	4	485,450	0
Reserves cash backed - Major Projects	4	1,600,000	0
Unspent grants	25	84,423	185,801
		<u>6,121,770</u>	<u>4,702,429</u>

**SIGNIFICANT ACCOUNTING POLICIES**

**Cash and cash equivalents**

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments that are readily convertible to known amounts of cash and which are subject to an insignificant risk

**Cash and cash equivalents (Continued)**

of changes in value and bank overdrafts. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of financial position.

**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**SIGNIFICANT ACCOUNTING POLICIES**

**Classification and subsequent measurement**

(i) Financial assets at fair value through profit and loss  
Financial assets are classified at "fair value through profit or loss" when they are held for trading for the purpose of short-term profit taking. Such assets are subsequently measured at fair value with changes in carrying amount being included in profit or loss. Assets in this category are classified as current assets.

(ii) Held-to-maturity investments

Held-to-maturity investments are non-derivative financial assets with fixed maturities and fixed or determinable payments that the City has the positive intention and ability to hold to maturity. They are subsequently measured at amortised cost. Gains or losses are recognised in profit or loss.

Held-to-maturity investments are included in current assets, where they are expected to mature within 12 months after the end of the reporting period. All other investments are classified as non-current.

(iii) Available-for-sale financial assets

Available-for-sale financial assets are non-derivative financial assets that are either not suitable to be classified into other categories of financial assets due to their nature, or they are designated as such by management. They comprise investments in the equity of other entities where there is neither a fixed maturity nor fixed or determinable payments.

They are subsequently measured at fair value with changes in such fair value (i.e. gains or losses) recognised in other comprehensive income (except for impairment losses). When the financial asset is derecognised, the cumulative gain or loss pertaining to that asset previously recognised in other comprehensive income is reclassified into profit or loss.

**Impairment**

A financial asset is deemed to be impaired if, and only if, there is objective evidence of impairment as a result of one or more events (a "loss event") having occurred, which will have an impact on the estimated future cash flows of the financial asset(s).

Available-for-sale financial assets are included in current assets, where they are expected to be sold within 12 months after the end of the reporting period. All other available-for-sale financial assets are classified as non-current.

In the case of available-for-sale financial assets, a significant or prolonged decline in the market value of the instrument is considered a loss event. Impairment losses are recognised in profit or loss immediately. Also, any cumulative decline in fair value previously recognised in other comprehensive income is reclassified to profit or loss at this point.

In the case of financial assets carried at amortised cost, loss events may include: indications that the debtors or a group of debtors are experiencing significant financial difficulty, default or delinquency in interest or principal payments; indications that they will enter bankruptcy or other financial reorganisation; and changes in arrears or economic conditions that correlate with defaults.

**SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**Impairment (Continued)**

For financial assets carried at amortised cost (including loans and receivables), a separate allowance account is used to reduce the carrying amount of financial assets impaired by credit losses. After having taken all possible measures of recovery, if management establishes that the carrying amount cannot be recovered by any means, at that point the written-off amounts are charged to the allowance account or the carrying amount of impaired financial assets is reduced directly if no impairment amount was previously recognised in the allowance account.

**Initial recognition and measurement**

Financial assets and financial liabilities are recognised when the City becomes a party to the contractual provisions to the instrument. For financial assets, this is equivalent to the date that the City commits itself to either the purchase or sale of the asset (i.e. trade date accounting is adopted).

Financial instruments are initially measured at fair value plus transaction costs, except where the instrument is classified 'at fair value through profit or loss', in which case transaction costs are expensed to profit or loss immediately.

**Classification and subsequent measurement**

Financial instruments are subsequently measured at fair value, amortised cost using the effective interest rate method, or at cost.

Amortised cost is calculated as:

- (a) the amount in which the financial asset or financial liability is measured at initial recognition;
- (b) less principal repayments and any reduction for impairment; and
- (c) plus or minus the cumulative amortisation of the difference, (if any), between the amount initially recognised and the maturity amount calculated using the effective interest rate method.

The effective interest method is used to allocate interest income or interest expense over the relevant period and is equivalent to the rate that discounts estimated future cash payments or receipts (including fees, transaction costs and other premiums or discounts) through the expected life (or when this cannot be reliably predicted, the contractual term) of the financial instrument to the net carrying amount of the financial asset or financial liability. Revisions to expected future net cash flows will necessitate an adjustment to the carrying value with a consequential recognition of an income or expense in profit or loss.

**Derecognition**

Financial assets are derecognised where the contractual rights to receipt of cash flows expire or the asset is transferred to another party whereby the City no longer has any significant continual involvement in the risks and benefits associated with the asset.



NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018

4. RESERVES - CASH BACKED

	2018 Actual Opening Balance	2018 Actual Transfer to	2018 Actual Transfer (from)	2018 Actual	2018 Budget Opening Balance	2018 Budget Transfer to	2018 Budget Transfer (from)	2018 Budget Closing Balance	2017 Actual Opening Balance	2017 Actual Transfer to	2017 Actual Transfer (from)	2017 Actual Closing Balance
Reserves cash backed - Plant Replacement Reserve	150,197	3,140	(153,337)	0	150,043	1,300	(151,300)	43	146,543	3,654	0	150,197
Reserves cash backed - City Development Reserve	544,970	11,610	(100,000)	456,580	539,786	11,000	(300,000)	250,786	447,156	97,814	0	544,970
Reserves cash backed - North Street Reserve	747,733	17,730	0	765,463	746,348	1,500	(140,000)	607,848	728,048	19,685	0	747,733
Reserves cash backed - Welfare Reserve	485,554	15,361	(21,028)	479,887	486,139	11,000	(21,000)	476,139	469,039	16,515	0	485,554
Reserves cash backed - Service Reserve	1,107,960	24,631	(930,000)	202,591	1,106,515	27,700	(930,000)	204,215	1,078,565	29,395	0	1,107,960
Reserves cash backed - Insurance Reserve	61,266	1,281	0	62,547	61,270	1,500	0	62,770	59,720	1,546	0	61,266
Reserves cash backed - Waste Management Reserve	580,547	262,000	0	842,547	578,820	114,000	0	692,820	469,850	110,697	0	580,547
Reserves cash backed - Building Replacement Reserve	527,136	161,983	0	689,119	549,826	79,500	(240,000)	389,326	471,826	55,310	0	527,136
Reserves cash backed - Swanbourne Development Reserve	126,241	2,899	0	129,140	126,147	3,200	0	129,347	123,147	3,094	0	126,241
Reserves cash backed - Public Art Reserve	85,011	41,883	0	126,894	85,000	42,100	0	127,100	0	85,011	0	85,011
Reserves cash backed - Business System Reserve	100,013	2,216	0	102,229	100,000	6,300	0	106,300	0	100,013	0	100,013
Reserves cash backed - All Abilities Play Space	0	94,900	0	94,900	0	94,900	0	94,900	0	0	0	0
Reserves cash backed - Underground Power Projects	0	485,450	0	485,450	0	1,698,298	0	1,698,298	0	0	0	0
Reserves cash backed - Major Projects	0	1,600,000	0	1,600,000	0	0	0	0	0	0	0	0
	4,516,629	2,725,085	(1,204,364)	6,037,350	4,529,894	2,092,298	(1,782,300)	4,839,892	3,993,894	522,735	0	4,516,629

All of the reserve accounts are supported by money held in financial institutions and match the amount shown as restricted cash in Note 3 to this financial report.

In accordance with council resolutions in relation to each reserve account, the purpose for which the reserves are set aside and their anticipated date of use are as follows:

Name of Reserve	Purpose of the reserve
Reserves cash backed - Plant Replacement Reserve	To fund replacement of plant and equipment so that the cost is spread over to a number of years.
Reserves cash backed - City Development Reserve	To fund improvement and purchase of property, plant and equipment.
Reserves cash backed - North Street Reserve	To fund operational and capital costs of community and recreational facilities at Mt Claremont and Swanbourne, and infrastructure generally.
Reserves cash backed - Welfare Reserve	To fund the operational and capital costs to welfare services.
Reserves cash backed - Service Reserve	To fund purchase of property, purchase of land and for parking areas, expense of streets depots, town planning schemes, valuation and legal cost, items of works of an urgent nature such as drainage.
Reserves cash backed - Insurance Reserve	To fund any excess that may arise from having a performance based workers compensation premium.
Reserves cash backed - Waste Management Reserve	To fund replacement of rubbish bin stock so that the cost is spread over number of years.
Reserves cash backed - Building Replacement Reserve	To fund the upgrade and/or replacement of council buildings.
Reserves cash backed - Swanbourne Development Reserve	To fund capital works in the Swanbourne area associated with the Swanbourne Masterplan. Set-up in with proceeds of the insurance claim arising from the fire of council property in Swanbourne
Reserves cash backed - Public Art Reserve	To fund works of art in the City of Nedlands.
Reserves cash backed - Business System Reserve	To fund council's business system.
Reserves cash backed - All Abilities Play Space	To fund the annual operating and maintenance cost of the All abilities Play Space
Reserves cash backed - Underground Power Projects	To fund Underground Power projects
Reserves cash backed - Major Projects	To fund capital works from proceeds from sale of major assets

**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**5. TRADE AND OTHER RECEIVABLES**

**Current**

Rates outstanding	
Sundry debtors	
GST receivable	
Self-supporting Loan Debtors	
Prepayments	
Provision for impairment in Receivables	

	2018	2017
	\$	\$
	351,530	401,946
	396,582	403,328
	256,674	275,529
	13,219	15,966
	186,333	254,683
	(5,186)	(1,170)
	<u>1,199,152</u>	<u>1,350,282</u>
	447,722	425,470
	92,445	105,664
	<u>540,167</u>	<u>531,134</u>

**Non-current**

Rates outstanding - pensioners	
Self-supporting Loan Debtors	

Information with respect to the impairment or otherwise of the totals of rates outstanding and sundry debtors is as follows:

**Rates outstanding**

Includes:	
Past due and not impaired	
Impaired	

**Sundry debtors**

Includes:	
Past due and not impaired	
Impaired	

	2018	2017
	\$	\$
	351,530	401,946
	0	0
	244,101	245,510
	5,186	1,170

**SIGNIFICANT ACCOUNTING POLICIES**

**Trade and other receivables**

Trade and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business.

Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets.

Collectability of trade and other receivables is reviewed on an ongoing basis. Debts that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.

**Classification and subsequent measurement**

Loans and receivables are non-derivative financial assets with fixed or determinable payments that are not quoted in an active market and are subsequently measured at amortised cost. Gains or losses are recognised in profit or loss.

Loans and receivables are included in current assets where they are expected to mature within 12 months after the end of the reporting period.

**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**6. INVENTORIES**

**Current**

Fuel & Oil

	2018	2017
	\$	\$
Fuel & Oil	31,936	14,232

**SIGNIFICANT ACCOUNTING POLICIES**

**General**

Inventories are measured at the lower of cost and net realisable value.

Net realisable value is the estimated selling price in the ordinary course of business less the estimated costs of completion and the estimated costs necessary to make the sale.

**7. OTHER FINANCIAL ASSETS**

**Non-current**

Interest in Local Government House Trust  
Provision for impairment

	2018	2017
	\$	\$
Interest in Local Government House Trust	135,676	135,676
Provision for impairment	(11,942)	0
	<u>123,734</u>	<u>135,676</u>

This represents the equity the City of Nedlands has in the Local Government House Trust as a consequence of a contribution towards the cost of purchasing Local Government House. The total contribution by all Councils towards the cost of the WALGA building was \$582,000 of which the City of Nedlands contributed \$8,000. There are 620 units in the Local Government House Trust, 8 of which are held by the City of Nedlands.



**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**8 (a). PROPERTY, PLANT AND EQUIPMENT**

	<b>2018</b>	<b>2017</b>
	<b>\$</b>	<b>\$</b>
Land and buildings		
Land - freehold land at:		
- Independent valuation 2017	137,993,000	139,147,000
Land - vested in and under the control of Council at:		
- Independent valuation 2017	167,231,000	167,231,000
<b>Total land</b>	<b>305,224,000</b>	<b>306,378,000</b>
Buildings - non-specialised at:		
- Independent valuation 2017	1,330,000	1,330,000
- Additions after valuation - cost	0	0
Less: accumulated depreciation	(47,696)	0
	1,282,304	1,330,000
Buildings - specialised at:		
- Independent valuation 2017	51,995,080	51,995,080
- Additions after valuation - cost	520,001	0
Less: accumulated depreciation	(16,879,542)	(16,100,460)
	35,635,539	35,894,620
<b>Total buildings</b>	<b>36,917,843</b>	<b>37,224,620</b>
<b>Total land and buildings</b>	<b>342,141,843</b>	<b>343,602,620</b>
Furniture and equipment at:		
- Management valuation 2016	5,186,217	5,186,217
- Additions after valuation - cost	215,386	144,142
Less: accumulated depreciation	(4,745,715)	(4,555,762)
	655,888	774,597
Plant and equipment at:		
- Management valuation 2016	7,570,025	7,570,025
- Additions after valuation - cost	316,310	195,243
Less: accumulated depreciation	(4,976,025)	(4,719,716)
	2,910,310	3,045,552
<b>Total property, plant and equipment</b>	<b>345,708,041</b>	<b>347,422,769</b>

NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018

8. PROPERTY, PLANT AND EQUIPMENT (Continued)

(b) Movements in Carrying Amounts

Movement in the carrying amounts of each class of property, plant and equipment between the beginning and the end of the current financial year.

	Land - freehold land	Land - vested in and under the control of Council	Total land	Buildings - non-specialised	Buildings - specialised	Total buildings	Total land and buildings	Furniture and equipment	Plant and equipment	Total property, plant and equipment
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>Balance at 1 July 2016</b>	35,664,000	97,000	35,761,000	783,220	24,654,317	25,437,537	61,198,537	905,711	3,147,140	65,251,388
Additions	0	0	0	0	1,668,102	1,668,102	1,668,102	164,912	1,392,965	3,225,979
(Disposals)	0	0	0	0	0	0	0	0	(668,104)	(668,104)
Revaluation increments/ (decrements) transferred to revaluation surplus	103,483,000	167,134,000	270,617,000	619,345	12,832,714	13,452,059	284,069,059	0	0	284,069,059
Depreciation (expense)	0	0	0	(72,565)	(2,201,578)	(2,274,143)	(2,274,143)	(296,026)	(826,449)	(3,396,618)
Transfers	0	0	0	0	(1,058,935)	(1,058,935)	(1,058,935)	0	0	(1,058,935)
<b>Carrying amount at 30 June 2017</b>	139,147,000	167,231,000	306,378,000	1,330,000	35,894,620	37,224,620	343,602,620	774,597	3,045,552	347,422,769
Additions	0	0	0	0	520,001	520,001	520,001	130,296	901,349	1,551,646
(Disposals)	(1,154,000)	0	(1,154,000)	0	0	0	(1,154,000)	(14,617)	(443,633)	(1,612,250)
Depreciation (expense)	0	0	0	(47,696)	(779,082)	(826,778)	(826,778)	(234,388)	(592,958)	(1,654,124)
<b>Carrying amount at 30 June 2018</b>	137,993,000	167,231,000	305,224,000	1,282,304	35,635,539	36,917,843	342,141,843	655,888	2,910,310	345,708,041

NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018

**8. PROPERTY, PLANT AND EQUIPMENT (Continued)**

(c) Fair Value Measurements

<b>Asset Class</b>	<b>Fair Value Hierarchy</b>	<b>Valuation Technique</b>	<b>Date of Last Valuation</b>	<b>Inputs Used</b>
<b>Land and buildings</b>				
Land - freehold land	Level 2	Market Approach	Jun 2017	Sales evidence of similar assets
Land - freehold (unique)	Level 3	Cost Approach	Jun 2017	Estimates of replacement cost, residual value, useful life, pattern of consumption and asset condition and relationship to the assessed level of remaining service potential of the depreciable amount.
Land - vested in and under the control of Council	Level 2	Cost Approach	Jun 2017	Estimates of replacement cost, residual value, useful life, pattern of consumption and asset condition and relationship to the assessed level of remaining service potential of the depreciable amount.
Buildings - non-specialised	Level 2	Market Approach	Jun 2017	Sales evidence of similar assets
Buildings - specialised	Level 3	Cost Approach	Jun 2017	Estimates of replacement cost, residual value, useful life, pattern of consumption and asset condition and relationship to the assessed level of remaining service potential of the depreciable amount.
<b>Furniture and equipment</b>	Level 2	Market Approach	Jun 2016	Make, size, year of manufacture and condition
<b>Plant and equipment</b>	Level 2	Market Approach	June 2016	Make, size, year of manufacture and condition

Level 3 inputs are based on assumptions with regards to future values and patterns of consumption utilising current information. If the basis of these assumptions were varied, they have the potential to result in a significantly higher or lower fair value measurement.

During the period there were no changes in the valuation techniques used by the local government to determine the fair value of property, plant and equipment using either level 2 or level 3 inputs.



**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**9 (a). INFRASTRUCTURE**

	<b>2018</b>	<b>2017</b>
	<b>\$</b>	<b>\$</b>
Infrastructure - Roads		
- Independent valuation 2018	77,639,315	0
- Independent valuation 2015	0	111,413,794
- Additions after valuation - cost	0	11,381,505
Less: accumulated depreciation	<u>(33,969,540)</u>	<u>(42,908,040)</u>
	43,669,775	79,887,259
Infrastructure - Drainage		
- Independent valuation 2018	27,404,144	0
- Independent valuation 2015	0	31,275,978
- Additions after valuation - cost	0	439,206
Less: accumulated depreciation	<u>(13,946,627)</u>	<u>(7,915,707)</u>
	13,457,517	23,799,477
Infrastructure - Footpath		
- Independent valuation 2018	19,435,555	0
- Independent valuation 2015	0	20,788,917
- Additions after valuation - cost	0	557,999
Less: accumulated depreciation	<u>(8,227,649)</u>	<u>(4,581,656)</u>
	11,207,906	16,765,260
Infrastructure - Parks, Gardens and Reserves		
- Independent valuation 2018	18,483,191	0
- Management valuation 2015	0	14,561,359
- Additions after valuation - cost	0	2,950,966
Less: accumulated depreciation	<u>(6,441,524)</u>	<u>(5,784,941)</u>
	12,041,667	11,727,384
Infrastructure - Street Furniture		
- Independent valuation 2018	3,374,189	0
- Management valuation 2015	0	1,752,857
- Additions after valuation - cost	0	70,147
Less: accumulated depreciation	<u>(1,179,371)</u>	<u>(626,107)</u>
	2,194,818	1,196,897
<b>Total infrastructure</b>	<u><b>82,571,683</b></u>	<u><b>133,376,277</b></u>

NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018

9. INFRASTRUCTURE (Continued)

(b) Movements in Carrying Amounts

Movement in the carrying amounts of each class of infrastructure between the beginning and the end of the current financial year.

	Infrastructure - Roads	Infrastructure - Drainage	Infrastructure - Footpath	Infrastructure - Parks, Gardens & Reserves	Infrastructure - Street Furniture	Total Infrastructure
	\$	\$	\$	\$	\$	\$
Balance at 1 July 2016	74,344,084	23,989,238	16,710,652	10,767,380	1,193,809	127,005,163
Additions	6,884,662	111,949	261,449	1,647,624	39,186	8,944,870
Depreciation (Expense)	(2,382,073)	(301,710)	(206,841)	(705,971)	(36,098)	(3,632,693)
Transfers	1,040,586	0	0	18,351	0	1,058,937
Carrying amount at 30 June 2017	79,887,259	23,799,477	16,765,260	11,727,384	1,196,897	133,376,277
Additions	3,290,581	152,484	2,113,179	3,393,884	261,997	9,212,125
Increments/(Decrements) Transferred to revaluation Surplus	(36,568,880)	(10,193,661)	(7,463,016)	(1,020,300)	795,524	(54,450,333)
Impairment (Losses) through profit or loss	0	0	0	(1,232,307)	0	(1,232,307)
Depreciation (Expense)	(2,939,185)	(300,783)	(207,517)	(826,994)	(59,600)	(4,334,079)
Carrying amount at 30 June 2018	43,669,775	13,457,517	11,207,906	12,041,667	2,194,818	82,571,683

NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018

9. INFRASTRUCTURE (Continued)

(c) Fair Value Measurements

Asset Class	Fair Value Hierarchy	Valuation Technique	Date of Last Valuation	Inputs Used
Infrastructure - Roads	Level 3	Cost Approach	June 2018	Estimates of replacement cost, residual value, useful life, pattern of consumption and asset condition and relationship to the assessed level of remaining service potential of the depreciable amount.
Infrastructure - Drainage	Level 3	Cost Approach	June 2018	Estimates of replacement cost, residual value, useful life, pattern of consumption and asset condition and relationship to the assessed level of remaining service potential of the depreciable amount.
Infrastructure - Footpath	Level 3	Cost Approach	June 2018	Estimates of replacement cost, residual value, useful life, pattern of consumption and asset condition and relationship to the assessed level of remaining service potential of the depreciable amount.
Infrastructure - Parks, Gardens & Reserves	Level 3	Cost Approach	June 2018	Estimates of replacement cost, residual value, useful life, pattern of consumption and asset condition and relationship to the assessed level of remaining service potential of the depreciable amount.
Infrastructure - Street Furniture	Level 3	Cost Approach	June 2018	Estimates of replacement cost, residual value, useful life, pattern of consumption and asset condition and relationship to the assessed level of remaining service potential of the depreciable amount.

Level 3 inputs are based on assumptions with regards to future values and patterns of consumption utilising current information. If the basis of these assumptions were varied, they have the potential to result in a significantly higher or lower fair value measurement.

During the period there were no changes in the valuation techniques used to determine the fair value of infrastructure using level 3 inputs.



**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**10. FIXED ASSETS**

**SIGNIFICANT ACCOUNTING POLICIES**

**Fixed assets**

Each class of fixed assets within either property, plant and equipment or infrastructure, is carried at cost or fair value as indicated less, where applicable, any accumulated depreciation and impairment losses.

**Initial recognition and measurement between mandatory revaluation dates**

All assets are initially recognised at cost and subsequently revalued in accordance with the mandatory measurement framework.

In relation to this initial measurement, cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the City includes the cost of all materials used in construction, direct labour on the project and an appropriate proportion of variable and fixed overheads.

Individual assets acquired between initial recognition and the next revaluation of the asset class in accordance with the mandatory measurement framework, are recognised at cost and disclosed as being at fair value as management believes cost approximates fair value. They are subject to subsequent revaluation at the next anniversary date in accordance with the mandatory measurement framework.

**Revaluation**

The fair value of fixed assets is determined at least every three years in accordance with the regulatory framework. At the end of each period the valuation is reviewed and where appropriate the fair value is updated to reflect current market conditions. This process is considered to be in accordance with *Local Government (Financial Management) Regulation 17A (2)* which requires property, plant and equipment to be shown at fair value.

Increases in the carrying amount arising on revaluation of assets are credited to a revaluation surplus in equity. Decreases that offset previous increases of the same asset are recognised against revaluation surplus directly in equity. All other decreases are recognised in profit or loss.

**Land under control**

In accordance with Local Government (Financial Management) Regulation 16(a)(ii), the City was required to include as an asset (by 30 June 2013), Crown Land operated by the local government as a golf course, showground, racecourse or other sporting or recreational facility of State or Regional significance.

Upon initial recognition, these assets were recorded at cost in accordance with AASB 116. They were then classified as Land and revalued along with other land in accordance with the other policies detailed in this Note.

**Land under roads**

In Western Australia, all land under roads is Crown Land, the responsibility for managing which, is vested in the local government.

Effective as at 1 July 2008, Council elected not to recognise any value for land under roads acquired on or before 30 June 2008. This accords with the treatment available in Australian Accounting Standard AASB 1051 Land Under Roads and the fact Local Government (Financial Management) Regulation 16(a)(i) prohibits local governments from recognising such land as an asset.

In respect of land under roads acquired on or after 1 July 2008, as detailed above, Local Government (Financial Management) Regulation 16(a)(i) prohibits local governments from recognising such land as an asset.

Whilst such treatment is inconsistent with the requirements of AASB 1051, Local Government (Financial Management) Regulation 4(2) provides, in the event of such an inconsistency, the Local Government (Financial Management) Regulations prevail.

Consequently, any land under roads acquired on or after 1 July 2008 is not included as an asset of the City.

**Capitalisation Threshold**

Expenditure on items of equipment under \$2,000 is not capitalised, but are placed on an 'Attractive Items' list, if required, for reference and maintenance.

NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018

10. FIXED ASSETS (Continued)

(a) Disposals of Assets

The following assets were disposed off during the year.

	Actual Net Book Value	Actual Sale Proceeds	Actual Profit	Actual Loss	Budget Net Book Value	Budget Sale Proceeds	Budget Profit	Budget Loss
	\$	\$	\$	\$	\$	\$	\$	\$
<b>Governance</b>								
Land - freehold	1,154,000	1,600,000	446,000	0	0	0	0	0
Plant and equipment	16,545	23,455	6,909	0	16,500	18,200	1,700	0
<b>Education and welfare</b>								
Plant and equipment	16,727	20,909	4,182	0	15,500	17,300	1,800	0
<b>Community amenities</b>								
Plant and equipment	18,073	20,636	2,564	0	0	0	0	0
<b>Recreation and culture</b>								
Plant and equipment	15,455	19,091	3,636	0	241,200	243,600	2,800	(400)
Plant and equipment	7,727	7,455	0	(273)	0	0	0	0
<b>Transport</b>								
Furniture and equipment	14,617	5,000	0	(9,617)	0	0	0	0
<b>Economic services</b>								
Plant and equipment	16,909	21,818	4,909	0	18,100	18,200	100	0
<b>Other property and services</b>								
Plant and equipment	216,097	185,662	0	(30,435)	315,500	309,700	23,700	(29,500)
Plant and equipment	136,100	163,545	27,445	0	0	0	0	0
	1,612,250	2,067,571	495,645	(40,325)	606,800	607,000	30,100	(29,900)

(b) Depreciation

	2018	2017
	\$	\$
Buildings - non-specialised	(47,696)	(72,565)
Buildings - specialised	(779,082)	(2,201,578)
Furniture and equipment	(234,388)	(296,026)
Plant and equipment	(592,958)	(826,449)
Infrastructure - Roads	(2,939,185)	(2,382,073)
Infrastructure - Drainage	(300,783)	(301,710)
Infrastructure - Footpath	(207,517)	(206,841)
Infrastructure - Parks, Parks Reticulation	(826,994)	(705,971)
Infrastructure - Street Furniture	(59,600)	(36,098)
	(5,988,203)	(7,029,311)

**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**10. FIXED ASSETS (Continued)**

**(b) Depreciation (Continued)**

**SIGNIFICANT ACCOUNTING POLICIES**

**Depreciation**

The depreciable amount of all fixed assets including buildings but excluding freehold land, are depreciated on a straight-line basis over the individual asset's useful life from the time the asset is held ready for use. Leasehold improvements are depreciated over the shorter of either the unexpired period of the lease or the estimated useful life of the improvements.

When an item of property, plant and equipment is revalued, any accumulated depreciation at the date of the revaluation is treated in one of the following ways:

- a) Restated proportionately with the change in the gross carrying amount of the asset so that the carrying amount of the asset after revaluation equals its revalued amount; or
- b) Eliminated against the gross carrying amount of the asset and the net amount restated to the revalued amount of the asset.

The assets residual values and useful lives are reviewed, and adjusted if appropriate, at the end of each reporting period.

An asset's carrying amount is written down immediately to its recoverable amount if the asset's carrying amount is greater than its estimated recoverable amount.

Gains and losses on disposals are determined by comparing proceeds with the carrying amount. These gains and losses are included in the statement of comprehensive income in the period in which they arise.

**Depreciation rates**

Major depreciation periods used for each class of depreciable asset are:

Buildings	
- Structure	3 to 47 yrs
- Fit-outs	1 to 9 yrs
- Mechanical	2 to 14 yrs
- Roof Cladding	3 to 47 yrs
Furniture and equipment	4 to 10 yrs
Plant and equipment	5 to 15 yrs
Roads	
- Pavement	20 to 210 yrs
- Sub Grade	Not depreciated
- Top Surface	35 to 50 yrs
Footpaths	25 to 50 yrs
Stormwater	
- Pipes	60 to 80 yrs
- Pits	60 to 80 yrs
- Plant	30 to 80 yrs
Transport	
- Bus Shelters	30 yrs
- Roundabouts	20 to 80 yrs
- Street Lights	10 to 50 yrs
Parks	10 to 100 yrs
Parks Reticulation	25 to 50 yrs



NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018

11. REVALUATION SURPLUS

	2018			2018			2017			
	Opening Balance	Revaluation Increment	Revaluation (Decrement)	Revaluation Movement on Revaluation	Closing Balance	Opening Balance	Revaluation Increment	Revaluation (Decrement)	Revaluation Movement on Revaluation	Closing Balance
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Revaluation surplus - Land - freehold land	121,100,418	0	0	0	121,100,418	17,617,418	103,483,000	0	103,483,000	121,100,418
Revaluation surplus - Land - vested in and under the control of Council	167,231,000	0	0	0	167,231,000	97,000	167,134,000	0	167,134,000	167,231,000
Revaluation surplus - Buildings - non-specialised	140,384	0	0	0	140,384	(478,961)	619,345	0	619,345	140,384
Revaluation surplus - Buildings - specialised	23,004,320	0	0	0	23,004,320	10,171,606	12,832,714	0	12,832,714	23,004,320
Revaluation surplus - Plant and equipment	732,800	0	0	0	732,800	732,800	0	0	0	732,800
Revaluation surplus - Infrastructure - Roads	64,710,548	0	(36,568,880)	(36,568,880)	28,141,668	64,710,548	0	0	0	64,710,548
Revaluation surplus - Infrastructure - Drainage	18,595,307	0	(10,193,661)	(10,193,661)	8,401,646	18,595,307	0	0	0	18,595,307
Revaluation surplus - Infrastructure - Footpath	11,461,909	0	(7,463,016)	(7,463,016)	3,998,893	11,461,909	0	0	0	11,461,909
Revaluation surplus - Infrastructure - Parks, Parks Reticulation	1,020,300	0	(1,020,300)	(1,020,300)	0	1,020,300	0	0	0	1,020,300
Revaluation surplus - Infrastructure - Street Furniture	0	795,524	0	795,524	795,524	0	0	0	0	0
	407,996,986	795,524	(55,245,857)	(54,450,333)	353,546,653	123,927,927	284,069,059	0	284,069,059	407,996,986

Movements on revaluation of fixed assets are not able to be reliably attributed to a program as the assets were revalued by class as provided for by AASB 116 Aus 40.1.

**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**12. TRADE AND OTHER PAYABLES**

**Current**

Sundry creditors
Accrued interest on long term borrowings
Accrued salaries and wages
ESL Payable

2018	2017
\$	\$
1,766,802	2,563,110
42,872	34,813
276,846	59,887
0	76,444
2,086,520	2,734,254

**SIGNIFICANT ACCOUNTING POLICIES**

**Trade and other payables**

Trade and other payables represent liabilities for goods and services provided to the City prior to the end of the financial year that are unpaid and arise when the City becomes obliged to make future payments in respect of the purchase of these goods and services. The amounts are unsecured, are recognised as a current liability and are normally paid within 30 days of recognition.

**13. SHORT-TERM BORROWINGS**

Short Term Loan

2018	2017
\$	\$
1,652,524	0

**Particulars/Purpose**

Underground Power Project

NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018

14. INFORMATION ON BORROWINGS

(a) Repayments - Borrowings

Particulars	Principal 1 July 2017 \$	New Loans \$	Principal Repayments		Principal 30 June 2018		Interest Repayments	
			Actual	Budget	Actual	Budget	Actual	Budget
<b>General purpose funding</b>								
Road Infrastructures # 179	866,735	0	102,699	102,699	764,036	764,036	49,261	50,054
Buildings & Infrastructures # 181	942,568	0	215,328	215,328	727,240	727,240	49,401	50,992
Buildings & Infrastructures # 182	1,116,817	0	228,419	228,419	888,398	888,398	47,730	48,194
Buildings & Infrastructures # 183	1,339,090	0	151,612	151,612	1,187,478	1,187,478	34,991	35,655
Buildings & Infrastructures # 184	1,169,167	0	122,067	122,067	1,047,100	1,047,100	34,295	35,059
Buildings & Infrastructures # 185	553,340	0	57,771	57,771	495,569	495,569	16,231	16,593
Underground Power Project # 187 Infrastructures	0 0	3,233,761 0	151,784 0	0 0	3,081,977 0	6,200,000 1,000,000	27,976 0	37,084 5,433
<b>Community amenities</b>								
Loan 178 - Waste Bins	141,813	0	93,125	93,125	48,688	48,688	5,128	6,450
	6,129,530	3,233,761	1,122,805	971,021	8,240,486	12,358,509	265,014	285,514
<b>Self Supporting Loans</b>								
<b>General purpose funding</b>								
Buildings & Infrastructures # 186	118,485	0	12,821	12,821	105,664	105,664	3,465	3,491
	118,485	0	12,821	12,821	105,664	105,664	3,465	3,491
	6,248,015	3,233,761	1,135,626	983,842	8,346,150	12,464,173	268,479	289,005

Self supporting loan financed by payments from third parties.  
Waste Bins # 178 is financed by community amenities revenue.  
All other loan repayments were financed by general purpose revenue.

**Borrowings**

	2018	2017
Current	\$ 1,597,168	\$ 983,843
Non-current	6,748,982	5,264,174
	<u>8,346,150</u>	<u>6,248,017</u>



NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018

14. INFORMATION ON BORROWINGS (Continued)

(b) New Borrowings - 2017/18

Particulars/Purpose	Amount Borrowed		Institution	Loan Type	Term Years	Total Interest & Charges	Amount (Used)		Balance Unspent
	Actual	Budget					Actual	Budget	
Underground Power Project # 187	\$ 3,233,761	\$ 6,200,000	WATC	Debenture	10	\$ 228,767	\$ 2,847,476	\$ 4,650,000	\$ 386,285
							2.64%		

(c) Unspent Borrowings

Particulars	Date Borrowed	Balance 1 July 17	Borrowed During Year	Expended During Year	Balance 30 June 18	2018	2017
Underground Power Project # 187	6/03/2018	\$ 0	\$ 3,233,761	\$ (2,847,476)	\$ 386,285		

(d) Undrawn Borrowing Facilities  
Credit Standby Arrangements

Bank overdraft limit	500,000
Bank overdraft at balance date	0
Credit card limit	130,000
Credit card balance at balance date	(19,987)
<b>Total amount of credit unused</b>	<b>610,013</b>

Loan facilities

Short Term Loan	1,652,524	0
Loan facilities - current	1,597,168	983,843
Loan facilities - non-current	6,748,982	5,264,174
<b>Total facilities in use at balance date</b>	<b>9,998,674</b>	<b>6,248,017</b>

Unused loan facilities at balance date

	950,552	NIL
--	---------	-----

SIGNIFICANT ACCOUNTING POLICIES

Financial liabilities

Financial liabilities are recognised at fair value when the City becomes a party to the contractual provisions to the instrument.

Non-derivative financial liabilities (excluding financial guarantees) are subsequently measured at amortised cost. Gains or losses are recognised in profit or loss.

Financial liabilities are derecognised where the related obligations are discharged, cancelled or expired. The difference between the carrying amount of the financial liability extinguished or transferred to another party and the fair value of the consideration paid, including the transfer of non-cash assets or liabilities assumed, is recognised in profit or loss.

Borrowing costs

Borrowing costs are recognised as an expense when incurred except where they are directly attributable to the acquisition, construction or production of a qualifying asset. Where this is the case, they are capitalised as part of the cost of the particular asset until such time as the asset is substantially ready for its intended use or sale.

**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**15. PROVISIONS**

	Provision for Annual Leave	Provision for Long Service Leave	Provision for Employment On-costs	Total
	\$	\$	\$	\$
<b>Opening balance at 1 July 2017</b>				
Current provisions	949,707	994,835	208,290	2,152,832
Non-current provisions	0	286,942	37,399	324,341
	<u>949,707</u>	<u>1,281,777</u>	<u>245,689</u>	<u>2,477,173</u>
Additional provision	1,012,075	91,975	126,965	1,231,015
Amounts used	(1,013,859)	(190,875)	(138,545)	(1,343,279)
<b>Balance at 30 June 2018</b>	<u>947,923</u>	<u>1,182,877</u>	<u>234,109</u>	<u>2,364,909</u>
<b>Comprises</b>				
Current	947,923	884,027	195,341	2,027,291
Non-current	0	298,850	38,768	337,618
	<u>947,923</u>	<u>1,182,877</u>	<u>234,109</u>	<u>2,364,909</u>

**Annual Leave Liabilities**

Classified as current as there is no unconditional right to defer settlement for at least 12 months after the end of the reporting period.

Assessments indicate that actual settlement of the liabilities is expected to occur as follows:

	2018	2017
	\$	\$
With 12 months of the end of the reporting period	782,414	949,707
More than 12 months after the end of the reporting period	165,509	0
	<u>947,923</u>	<u>949,707</u>

**Long Service Leave Liabilities**

Unconditional long service leave provisions are classified as current liabilities as the City does not have an unconditional right to defer settlement of the liability for at least 12 months after the end of the reporting period.

Pre-conditional and conditional long service leave provisions are classified as non-current liabilities because the City has an unconditional right to defer settlement of the liability until the employee has completed the requisite years of service.

Assessments indicate that actual settlement of the liabilities is expected to occur as follows:

	2018	2017
	\$	\$
With 12 months of the end of the reporting period	598,453	825,631
More than 12 months after the end of the reporting period	584,424	456,146
	<u>1,182,877</u>	<u>1,281,777</u>

**Employment On-Cost Provision**

The settlement of annual leave and long service leave liabilities give rise to the payment of employment on-costs including workers' compensation insurance. The provision is the present value of expected future payments.

Employment on-costs, including workers' compensation insurance, are not employee benefits and are recognised separately as liabilities and expenses when the employment to which they relate has occurred. Employment on-costs are included as part of 'Employee Costs' in the Statement of Comprehensive Income. The related liability is included in 'Employment On-Costs' provision.

	2018	2017
	\$	\$
Carrying amount at start of period	245,689	206,396
Additional/(reversal of) provisions recognised	(11,580)	39,293
	<u>234,109</u>	<u>245,689</u>

**15. PROVISIONS (continued)****SIGNIFICANT ACCOUNTING POLICIES****Employee benefits****Short-term employee benefits**

Provision is made for the City's obligations for short-term employee benefits. Short-term employee benefits are benefits (other than termination benefits) that are expected to be settled wholly before 12 months after the end of the annual reporting period in which the employees render the related service, including wages, salaries and sick leave. Short-term employee benefits are measured at the (undiscounted) amounts expected to be paid when the obligation is settled.

The City's obligations for short-term employee benefits such as wages, salaries and sick leave are recognised as a part of current trade and other payables in the statement of financial position. The City's obligations for employees' annual leave and long service leave entitlements are recognised as provisions in the statement of financial position.

**Other long-term employee benefits**

Provision is made for employees' long service leave and annual leave entitlements not expected to be settled wholly within 12 months after the end of the annual reporting period in which the employees render the related service. Other long-term employee benefits are measured at the present value of the expected future payments to be made to employees. Expected future payments incorporate anticipated future wage and salary levels, durations of service and employee departures and are discounted at rates determined by reference to market yields at the end of the reporting period on government bonds that have maturity dates that approximate the terms of the obligations. Any remeasurements for changes in assumptions of

**Other long-term employee benefits (Continued)**

obligations for other long-term employee benefits are recognised in profit or loss in the periods in which the changes occur.

The City's obligations for long-term employee benefits are presented as non-current provisions in its statement of financial position, except where the City does not have an unconditional right to defer settlement for at least 12 months after the end of the reporting period, in which case the obligations are presented as current provisions.

**Provisions**

Provisions are recognised when the City has a present legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured.

Provisions are measured using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

**Employment On-cost Provision**

The settlement of annual leave and long service liabilities give rise to the payment of employment on-cost. The provision is the present value of expected future payments.

Employment on-costs are not employee benefits and are recognised separately as liabilities and expenses when the employment to which they relate has occurred. Employment on-costs are included as part of 'Employee Costs' in the Statement of Comprehensive Income. The related liability is included in 'Employment On-costs' provision.

**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**16. NOTES TO THE STATEMENT OF CASH FLOWS**

**Reconciliation of Cash**

For the purposes of the Statement of Cash Flows, cash includes cash and cash equivalents, net of outstanding bank overdrafts. Cash at the end of the reporting period is reconciled to the related items in the Statement of Financial Position as follows:

	<b>2018 Actual</b>	<b>2018 Budget</b>	<b>2017 Actual</b>
	\$	\$	\$
Cash and cash equivalents	11,135,046	7,766,038	11,020,622
<b>Reconciliation of Net Cash Provided By Operating Activities to Net Result</b>			
Net result	(1,081,559)	(2,101,878)	2,775,928
Non-cash flows in Net result:			
Depreciation	5,988,203	7,251,700	7,029,311
(Profit)/loss on sale of asset	(455,321)	0	76,037
Loss on revaluation of fixed assets	1,232,307	(200)	0
Changes in assets and liabilities:			
(Increase)/decrease in receivables	126,130	(151,120)	(195,803)
(Increase)/decrease in inventories	(17,705)	0	10,442
Increase/(decrease) in payables	(647,734)	41,365	671,404
Increase/(decrease) in provisions	(112,264)	15,000	(43,191)
Grants contributions for the development of assets	(2,609,259)	(4,594,960)	(2,204,087)
Net cash from operating activities	<u>2,422,798</u>	<u>459,907</u>	<u>8,120,041</u>

**17. TOTAL ASSETS CLASSIFIED BY FUNCTION AND ACTIVITY**

	<b>2018</b>	<b>2017</b>
	\$	\$
Governance	309,383,585	310,704,355
Education and welfare	7,882,953	7,955,354
Community amenities	2,114,867	2,153,665
Recreation and culture	34,017,223	22,179,394
Transport	70,530,016	133,376,277
Other property and services	17,381,115	17,481,947
	<u>441,309,759</u>	<u>493,850,992</u>



**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

## 18. CONTINGENT LIABILITIES

The City of Nedlands is not aware of any legal claims against the City which would require disclosure as contingent liabilities.

## 19. CAPITAL AND LEASING COMMITMENTS

### (a) Capital Expenditure Commitments

Contracted for:

- capital expenditure projects
- plant & equipment purchases

Payable:

- not later than one year

	2018	2017
	\$	\$
	716,312	2,382,090
	6,105	0
	722,417	2,382,090

### (b) Operating Lease Commitments

Non-cancellable operating leases contracted for but

Payable:

- not later than one year
- later than one year but not later than five years
- later than five years

	702	27,688
	0	160
	0	0
	702	27,848

## SIGNIFICANT ACCOUNTING POLICIES

### Leases

Leases of fixed assets where substantially all the risks and benefits incidental to the ownership of the asset, but not legal ownership, are transferred to the City, are classified as finance leases.

Finance leases are capitalised recording an asset and a liability at the lower amounts equal to the fair value of the leased property or the present value of the minimum lease payments, including any guaranteed residual values. Lease payments are allocated between the reduction of the lease liability and the lease interest expense for the period.

### Leases (Continued)

Leased assets are depreciated on a straight line basis over the shorter of their estimated useful lives or the lease term.

Lease payments for operating leases, where substantially all the risks and benefits remain with the lessor, are charged as expenses in the periods in which they are incurred.

Lease incentives under operating leases are recognised as a liability and amortised on a straight line basis over the life of the lease term.

## 20. JOINT VENTURE ARRANGEMENTS

The City of Nedlands has no interest in any Joint Ventures.

## 21. INVESTMENT IN ASSOCIATES

The City of Nedlands has no interest in any Associated Entities.

**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

## 22. RELATED PARTY TRANSACTIONS

### Elected Members Remuneration

The following fees, expenses and allowances were paid to council members, Mayor and deputy Mayor.

	<b>2018 Actual</b>	<b>2018 Budget</b>	<b>2017 Actual</b>
	\$	\$	\$
Meeting Fees	300,117	306,800	293,705
Mayor's allowance	62,725	62,700	62,727
Deputy Mayor's allowance	15,682	15,600	15,682
Telecommunications allowance	43,566	45,500	43,166
	<b>422,090</b>	<b>430,600</b>	<b>415,280</b>

### Key Management Personnel (KMP) Compensation Disclosure

The total of remuneration paid to KMP of the City during the year are as follows:

	<b>2018</b>	<b>2017</b>
	\$	\$
Short-term employee benefits	2,511,611	2,262,018
Post-employment benefits	264,813	246,002
Other long-term benefits	55,948	53,899
Termination benefits	0	0
	<b>2,832,372</b>	<b>2,561,919</b>

#### *Short-term employee benefits*

These amounts include all salary, paid leave, fringe benefits and cash bonuses awarded to KMP except for details in respect to fees and benefits paid to elected members which may be found above.

#### *Post-employment benefits*

These amounts are the current-year's estimated cost of providing for the City's superannuation contributions made during the year.

#### *Other long-term benefits*

These amounts represent long service benefits accruing during the year.

#### *Termination benefits*

These amounts represent termination benefits paid to KMP (Note: may or may not be applicable in any given year).

### Transactions with related parties

Transactions between related parties, and the City are on normal commercial terms and conditions no more favourable than those available to other parties unless otherwise stated.

No outstanding balances or provisions for doubtful debts or guaranties exist in relation to related parties at year end.

**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**22. RELATED PARTY TRANSACTIONS (continued)**

**Transactions with related parties (continued)**

No transactions occurred with related parties as indicated below;

	<b>2018</b>	<b>2017</b>
	<b>\$</b>	<b>\$</b>
Sale of goods and services	0	0
Purchase of goods and services	0	0
Amount outstanding from related parties:		
Trade and other receivables	0	0
Loans to associated entities	0	0
Loans to key management personnel	0	0
Amounts payable to related parties:		
Trade and other payables	0	0
Loans from associated entities	0	0

**The City's main related parties are as follows:**

*i. Key management personnel*

Any person(s) having authority and responsibilities for planning, directing and controlling the activities of the entity, directly or indirectly, including any elected member, are considered key management personnel.

*ii. Entities subject to significant influence by the City*

An entity that has the power to participate in the financial and operating policy decisions of an entity, but does not have control over those policies, is an entity which holds significant influence. Significant influence may be gained by share ownership, statute or agreement.

**23. MAJOR LAND TRANSACTIONS**

The City of Nedlands did not participate in any major land transactions during the 2017/18 financial year.

**24. TRADING UNDERTAKINGS AND MAJOR TRADING UNDERTAKINGS**

The City of Nedlands did not participate in any trading undertaking or major trading undertakings during the 2017/8 financial year.

NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018

25. CONDITIONS OVER GRANTS/CONTRIBUTIONS

Grant/Contribution	Opening Balance <sup>(1)</sup> 1/07/16	Received <sup>(2)</sup> 2016/17	Expended <sup>(3)</sup> 2016/17	Closing Balance <sup>(1)</sup> 30/06/17	Received <sup>(2)</sup> 2017/18	Expended <sup>(3)</sup> 2017/18	Closing Balance 30/06/18
	\$	\$	\$	\$	\$	\$	\$
<b>Recreation and culture</b>							
DSR-Kidsports Program	836	6,000	(3,035)	3,801	0	(3,801)	0
Roads to Recovery Grants	0	182,000	0	182,000	141,419	(255,228)	68,191
HACC transition funding	0	0	0	0	25,500	(9,268)	16,232
<b>Total</b>	<b>836</b>	<b>188,000</b>	<b>(3,035)</b>	<b>185,801</b>	<b>166,919</b>	<b>(268,297)</b>	<b>84,423</b>

Notes:

- (1) - Grants/contributions recognised as revenue in a previous reporting period which were not expended at the close of the previous reporting period.
- (2) - New grants/contributions which were recognised as revenues during the reporting period and which had not yet been fully expended in the manner specified by the contributor.
- (3) - Grants/contributions which had been recognised as revenues in a previous reporting period or received in the current reporting period and which were expended in the current reporting period in the manner specified by the contributor.



NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018

26. RATING INFORMATION

(a) Rates

RATE TYPE	Rate in \$	Number of Properties	Value \$	Rate Revenue \$	Interim Rates \$	Back Rates \$	Total Revenue \$	Budget Rate Revenue \$	Budget Interim Rate \$	Budget Back Rate \$	Budget Total Revenue \$
<b>Differential general rate / general rate</b>											
<b>Gross rental valuations</b>											
Residential	0.05410	6,750	301,033,360	16,285,903	138,241	17,082	16,441,226	16,226,831	28,627	0	16,255,458
Residential Vacant	0.07681	142	7,873,580	604,770	(98,050)	6,607	513,327	607,200	0	0	607,200
Non Residential	0.06717	392	46,874,750	3,148,577	(40,228)	8,168	3,116,518	3,113,010	8,000	0	3,121,010
<b>Sub-Total</b>		<b>7,284</b>	<b>355,781,690</b>	<b>20,039,250</b>	<b>(37)</b>	<b>31,858</b>	<b>20,071,071</b>	<b>19,947,041</b>	<b>36,627</b>	<b>0</b>	<b>19,983,668</b>
<b>Minimum payment</b>	<b>\$</b>										
<b>Gross rental valuations</b>											
Residential	1.401	1,517	32,639,180	2,125,317	(10,452)	(4,073)	2,110,793	2,126,718	0	0	2,126,718
Residential Vacant	1.847	50	945,810	92,350	2,793	0	95,143	90,503	0	0	90,503
Non Residential	1.857	127	2,266,605	235,839	(17,954)	(2,682)	215,203	235,839	0	0	235,839
<b>Sub-Total</b>		<b>1,694</b>	<b>35,851,595</b>	<b>2,453,506</b>	<b>(25,613)</b>	<b>(6,755)</b>	<b>2,421,139</b>	<b>2,453,060</b>	<b>0</b>	<b>0</b>	<b>2,453,060</b>
Discounts/concessions (refer note 26(d))		8,978	391,633,285	22,492,756	(25,650)	25,103	22,492,209	22,400,101	36,627	0	22,436,728
<b>Total amount raised from general rate</b>							<b>0</b>				<b>0</b>
Specified Area Rate (refer note 26(b))							22,492,209				22,436,728
<b>Totals</b>							<b>0</b>				<b>0</b>
							22,492,209				22,436,728

**SIGNIFICANT ACCOUNTING POLICIES**

Rates

Control over assets acquired from rates is obtained at the commencement of the rating period or, where earlier, upon receipt of the rates.

**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**26. RATING INFORMATION (Continued)**

**(b) Specified Area Rate**

No specified area rates were imposed by the City of Nedlands during the year ended 2018.

**(c) Service Charges**

No service charges were imposed by the City of Nedlands during the year ended 2018.

**(d) Discounts, Incentives, Concessions, & Write-offs**

**Rates Discounts**

The City of Nedlands offered no discounts or incentives for the early payment of rates or any other debts to Council during the 2017/18 financial year.

**Waivers or Write-offs**

The City of Nedlands does not offer any standard waivers or write off of rates and charges or any other debts of ratepayers unless specifically approved by the Council.

**Waivers or Concessions**

The City of Nedlands offers those residents who hold a current valid seniors or pensioners concession card, a concession in respect of the following services:

- (i) Rates and Charges
- (ii) ESL
- (iii) Dogs and Cats Registration

**(e) Interest Charges & Instalments**

<b>Instalment Options</b>	<b>Date Due</b>	<b>Instalment Plan Admin Charge</b>	<b>Instalment Plan Interest Rate</b>	<b>Unpaid Rates Interest Rate</b>
		<b>\$</b>	<b>%</b>	<b>%</b>
<b>Option One</b>				
Single full payment	21-Aug-17			11.00%
<b>Option Two</b>				
First instalment	21-Aug-17		5.50%	11.00%
Second instalment	23-Oct-17	16.00	5.50%	11.00%
Third instalment	15-Jan-18	16.00	5.50%	11.00%
Fourth instalment	19-Mar-18	16.00	5.50%	11.00%

	<b>2018 Actual</b>	<b>2018 Budget</b>
	<b>\$</b>	<b>\$</b>
Interest on unpaid rates	76,811	65,000
Interest on instalment plan	102,654	105,000
ESL interest income	8,082	0
Deferred Rates interest	10,424	0
	<b>197,972</b>	<b>170,000</b>

**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**27. NET CURRENT ASSETS**

Composition of net current assets

	<b>2018</b> <b>(30 June 2018</b> <b>Carried</b> <b>Forward)</b>	<b>2018</b> <b>(1 July 2017</b> <b>Brought</b> <b>Forward)</b>	<b>2017</b> <b>(30 June 2017</b> <b>Carried</b> <b>Forward)</b>
	\$	\$	\$
<b>Surplus 1 July 17 brought forward</b>	2,201,756	2,965,451	2,965,451
<b>CURRENT ASSETS</b>			
Cash and cash equivalents			
Unrestricted	5,013,276	6,318,193	6,318,193
Restricted	6,121,770	4,702,429	4,702,429
Receivables			
Rates outstanding	351,530	401,946	401,946
Sundry debtors	396,582	403,328	403,328
GST receivable	256,674	275,529	275,529
Self-supporting Loan Debtors	13,219	15,966	15,966
Prepayments	186,333	254,683	254,683
Provision for impairment in Receivables	(5,186)	(1,170)	(1,170)
Inventories			
Fuel & Oil	31,937	14,232	14,232
<b>LESS: CURRENT LIABILITIES</b>			
Trade and other payables			
Sundry creditors	(1,766,802)	(2,563,110)	(2,563,110)
Accrued interest on long term borrowings	(42,872)	(34,813)	(34,813)
Accrued salaries and wages	(276,846)	(59,887)	(59,887)
ESL Payable	0	(76,444)	(76,444)
Short term loan	(1,652,524)	0	0
Current portion of long term borrowings	(1,597,168)	(983,843)	(983,843)
Provisions			
Provision for annual leave	(1,056,935)	(1,058,923)	(1,058,923)
Provision for long service leave	(970,358)	(1,093,909)	(1,093,909)
<b>Unadjusted net current assets</b>	5,002,630	6,514,203	6,514,203
<b>Adjustments</b>			
Less: Reserves - restricted cash	(6,037,347)	(4,516,629)	(4,516,629)
Less: Self-supporting Loan Debtors	(13,219)	(15,966)	(15,966)
Add: Short term borrowings	1,652,524	0	0
Add: Current portion of long term borrowings	1,597,168	983,843	983,843
<b>Adjusted net current assets - surplus</b>	2,201,756	2,965,451	2,965,451

**Difference**

There was no difference between the surplus/(deficit) 1 July 2017 brought forward position used in the 2018 audited financial report and the surplus/(deficit) carried forward position as disclosed in the 2017 audited financial report.

**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**28. FINANCIAL RISK MANAGEMENT**

The City's activities expose it to a variety of financial risks including price risk, credit risk, liquidity risk and interest rate risk. The City's overall risk management focuses on the unpredictability of financial markets and seeks to minimise potential adverse effects on the financial performance of the City.

The City does not engage in transactions expressed in foreign currencies and is therefore not subject to foreign currency risk.

Financial risk management is carried out by the finance area under policies approved by the Council.

The City held the following financial instruments at balance date:

	Carrying Value		Fair Value	
	2018	2017	2018	2017
	\$	\$	\$	\$
<b>Financial assets</b>				
Cash and cash equivalents	11,135,046	11,020,622	11,135,046	11,020,622
Receivables	1,739,319	1,881,416	1,739,319	1,881,416
	<u>12,874,365</u>	<u>12,902,038</u>	<u>12,874,365</u>	<u>12,902,038</u>
<b>Financial liabilities</b>				
Payables	2,086,520	2,734,254	2,086,520	2,734,254
Short term borrowings	1,652,524	0	1,660,439	0
Long term borrowings	8,346,150	6,248,017	8,565,544	6,666,310
	<u>12,085,194</u>	<u>8,982,271</u>	<u>12,312,503</u>	<u>9,400,564</u>

Fair value is determined as follows:

Cash and cash equivalents, receivables, payables - estimated to the carrying value which approximates net market value.

Borrowings, held to maturity investments, estimated future cash flows discounted by the current market interest rates applicable to assets and liabilities with similar risk profiles.



**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**28. FINANCIAL RISK MANAGEMENT (Continued)**

**(a) Cash and Cash Equivalents**

**Financial assets at fair value through profit and loss**

**Available-for-sale financial assets**

**Held-to-maturity investments**

The City's objective is to maximise its return on cash whilst maintaining an adequate level of liquidity and preserving capital. The finance area manages the cash portfolio. Council has an Investment Policy and the Policy is subject to review by Council. An Investment Report is provided to Council on a monthly basis setting out the make-up and performance of the portfolio.

The major risk associated with investments is price risk - the risk that the capital value of investments may fluctuate due to changes in market prices, whether these changes are caused by factors specific to individual financial instruments of their issuers or factors affecting similar instruments traded in a market.

Cash is subject to interest rate risk - the risk that movements in interest rates could affect returns.

Another risk associated with cash is credit risk – the risk that a contracting entity will not complete its obligations under a financial instrument resulting in a financial loss to the City.

The City manages these risks by diversifying its portfolio and only investing in investments authorised by Local Government (Financial Management) Regulation 19C.

	<b>2018</b>	<b>2017</b>
Impact of a 1% <sup>(1)</sup> movement in interest rates on cash	<b>\$</b>	<b>\$</b>
- Equity	111,350	110,206
- Statement of Comprehensive Income	111,350	110,206

*Notes:*

<sup>(1)</sup> Sensitivity percentages based on management's expectation of future possible interest rate movements.

**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**28. FINANCIAL RISK MANAGEMENT (Continued)**

**(b) Receivables**

The City's major receivables comprise rates and annual charges and user charges and fees. The major risk associated with these receivables is credit risk – the risk that the debts may not be repaid. The City manages this risk by monitoring outstanding debt and employing debt recovery policies. It also encourages ratepayers to pay rates by the due date through incentives.

Credit risk on rates and annual charges is minimised by the ability of the City to recover these debts as a secured charge over the land, that is, the land can be sold to recover the debt. The City is also able to charge interest on overdue rates and annual charges at higher than market rates, which further encourages payment.

The level of outstanding receivables is reported to Council monthly and benchmarks are set and monitored for acceptable collection performance.

The City makes suitable provision for doubtful receivables as required and carries out credit checks on most non-rate debtors.

There are no material receivables that have been subject to a re-negotiation of repayment terms.

The profile of the City's credit risk at balance date was:

	<b>2018</b>	<b>2017</b>
	%	%
Percentage of rates and annual charges		
- Current	55	51
- Overdue	45	49
Percentage of other receivables		
- Current	36	47
- Overdue	64	53

NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018

28. FINANCIAL RISK MANAGEMENT (Continued)

(c) Payables and borrowings

Payables and borrowings are both subject to liquidity risk – that is the risk that insufficient funds may be on hand to meet payment obligations as and when they fall due. The City manages this risk by monitoring its cash flow requirements and liquidity levels and maintaining an adequate cash buffer. Payment terms can be extended and overdraft facilities drawn upon if required.

The contractual undiscounted cash flows of the City's Payables and Borrowings are set out in the Liquidity Sensitivity Table below:

	Due within 1 year	Due between 1 & 5 years	Due after 5 years	Total contractual cash flows	Carrying values
	\$	\$	\$	\$	\$
<b>2018</b>					
Payables	2,086,520	0	0	2,086,520	2,086,520
Short term borrowings	1,652,524	0	0	1,652,524	1,652,524
Long term borrowings	1,873,048	6,172,356	1,142,715	9,188,119	8,346,150
	<u>5,612,092</u>	<u>6,172,356</u>	<u>1,142,715</u>	<u>12,927,163</u>	<u>12,085,194</u>
<b>2017</b>					
Payables	2,734,524	0	0	2,734,524	2,734,254
Long term borrowings	1,230,330	4,168,181	1,730,537	7,129,048	6,248,016
	<u>3,964,854</u>	<u>4,168,181</u>	<u>1,730,537</u>	<u>9,863,572</u>	<u>8,982,270</u>

Borrowings are also subject to interest rate risk - the risk that movements in interest rates could adversely affect funding costs. The City manages this risk by borrowing long term and fixing the interest rate to the situation considered the most advantageous at the time of negotiation.

The following tables set out the carrying amount, by maturity, of the financial instruments exposed to interest rate risk:

Year ended 30 June 2018	<1 year	>1<2 years	>2<3 years	>3<4 years	>4<5 years	>5 years	Total	Weighted Average Effective Interest Rate
	\$	\$	\$	\$	\$	\$	\$	
<b>Borrowings</b>								
<b>Fixed rate</b>								
Short term borrowings	1,652,524	0	0	0	0	0	1,652,524	
Long term borrowings	48,688	0	727,240	888,399	3,081,977	3,599,846	8,346,150	8.60%
Weighted average Effective interest rate	1.11%		9.86%	8.98%	6.73%	13.39%		
<b>Year ended 30 June 2017</b>								
<b>Borrowings</b>								
<b>Fixed rate</b>								
Long term borrowings	0	0	141,813	942,568	1,116,817	4,046,818	6,248,016	14.10%
Weighted average Effective interest rate			5.32%	13.02%	11.46%	15.39%		

**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**29. TRUST FUNDS**

Funds held at balance date over which the City has no control and which are not included in the financial statements are as follows:

	<b>1 July 2017</b>	<b>Amounts Received</b>	<b>Amounts Paid</b>	<b>30 June 2018</b>
	<b>\$</b>	<b>\$</b>	<b>\$</b>	<b>\$</b>
Footpath Bonds	1,159,933	463,641	(461,773)	1,161,801
Hall & Key Bond	47,155	6,066	(3,346)	49,875
Tresillian Bond & Miscellaneous	7,395	300	(903)	6,792
Retention for Non Compliance	40,979	1,601	0	42,580
Construction Training Bond	66,244	211,157	(204,124)	73,277
Building Construction Bond	222,139	161,614	(165,442)	218,311
Unclaimed Money	49,596	1,188	0	50,784
Tresillian Artist Sales	1,465	3,339	(4,055)	749
Crossover Bond	6,000	30,219	0	36,219
Miscellaneous	19,200	59,306	(14,099)	64,407
DAP Application Levy	0	7,639	0	7,639
Adelma	100,000	0	0	100,000
Supplier Retention	0	9,465	0	9,465
Staff Funds	1,273	6,703	(7,858)	118
	<b>1,721,379</b>	<b>962,237</b>	<b>(861,600)</b>	<b>1,822,016</b>



**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**30. NEW ACCOUNTING STANDARDS AND INTERPRETATIONS FOR APPLICATION IN FUTURE PERIODS**

The AASB has issued a number of new and amended Accounting Standards and Interpretations that have mandatory application dates for future reporting periods, some of which are relevant to the City.

Management's assessment of the new and amended pronouncements that are relevant to the City, applicable to future reporting periods and which have not yet been adopted are set out as follows:

<b>Title</b>	<b>Issued / Compiled</b>	<b>Applicable (1)</b>	<b>Impact</b>
(i) AASB 9 Financial Instruments (incorporating AASB 2014-7 and AASB 2014-8)	December 2014	1 January 2018	Nil – The objective of this Standard is to improve and simplify the approach for classification and measurement of financial assets compared with the requirements of AASB 139. Given the nature of the financial assets of the City, it is not anticipated the Standard will have any material effect.
(ii) AASB 15 Revenue from Contracts with Customers	December 2014	1 January 2019	This Standard establishes principles for entities to apply to report useful information to users of financial statements about the nature, amount, timing and uncertainty of revenue and cash flows arising from a contract with a customer.  The effect of this Standard will depend on the nature of future transactions the City has with those third parties it has dealings with. It may or may not be significant.
(iii) AASB 16 Leases	February 2016	1 January 2019	Under AASB 16 there is no longer a distinction between finance and operating leases. Lessees will now bring to account a right-to-use asset and lease liability into the statement of financial position for all leases. Effectively this means the vast majority of operating leases as defined by the current AASB 117 Leases which currently do not impact the statement of financial position will be required to be capitalised on the statement of financial position when AASB 16 is adopted.

Currently, operating lease payments are expensed as incurred. This will cease and will be replaced by both depreciation and interest charges. Based on the current number of operating leases held by the City, the impact is not expected to be significant.

Notes:

(1) Applicable to reporting periods commencing on or after the given date.

NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018

30. NEW ACCOUNTING STANDARDS AND INTERPRETATIONS FOR APPLICATION IN FUTURE PERIODS (Continued)

Title	Issued / Compiled	Applicable (1)	Impact
(iv) AASB 1058 Income of Not-for-Profit Entities (incorporating AASB 2016-7 and AASB 2016-8)	December 2016	1 January 2019	These standards are likely to have a significant impact on the income recognition for NFP's. Key areas for consideration are: <ul style="list-style-type: none"> <li>- Assets received below fair value;</li> <li>- Transfers received to acquire or construct non-financial assets;</li> <li>- Grants received;</li> <li>- Prepaid rates;</li> <li>- Leases entered into at below market rates; and</li> <li>- Volunteer services.</li> </ul>

Whilst it is not possible to quantify the financial impact (or if it is material) of these key areas until the details of future transactions are known, they will all have application to the City's operations.

Notes:

(1) Applicable to reporting periods commencing on or after the given date.

**Adoption of New and Revised Accounting Standards**

During the current year, the City adopted all of the new and revised Australian Accounting Standards and Interpretations which were compiled, became mandatory and which were applicable to its operations.

Whilst many reflected consequential changes associate with the amendment of existing standards, the only new standard with material application is as follows:

(i) AASB 2016-4 Amendments to Australian Accounting Standards - Recoverable Amount of Non-Cash-Generating Specialised Assets of Not-for-Profit Entities	1 January 2017
(ii) AASB 2016-7 Amendments to Accounting Standards - Deferral of AASB 15 for Not-for-Profit Entities	1 January 2017

### 31. SIGNIFICANT ACCOUNTING POLICIES

#### a) Goods and services tax (GST)

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO).

Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position.

Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

#### b) Current and non-current classification

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. The asset or liability is classified as current if it is expected to be settled within the next 12 months, being the City's operational cycle. In the case of liabilities where the City does not have the unconditional right to defer settlement beyond 12 months, such as vested long service leave, the liability is classified as current even if not expected to be settled within the next 12 months. Inventories held for trading are classified as current even if not expected to be realised in the next 12 months except for land held for sale where it is held as non-current based on the City's intentions to release for sale.

#### c) Rounding off figures

All figures shown in this annual financial report, other than a rate in the dollar, are rounded to the nearest dollar. Amounts are presented in Australian Dollars.

#### d) Comparative figures

Where required, comparative figures have been adjusted to conform with changes in presentation for the current financial year.

When the City applies an accounting policy retrospectively, makes a retrospective restatement or reclassifies items in its financial statement, an additional (third) statement of financial position as at the beginning of the preceding period in addition to the minimum comparative financial statements is presented.

#### e) Budget comparative figures

Unless otherwise stated, the budget comparative figures shown in this annual financial report relate to the adopted budget estimate for the relevant item of disclosure.

#### f) Superannuation

The City contributes to a number of Superannuation Funds on behalf of employees. All funds to which the City contributes are defined contribution plans.

#### g) Fair value of assets and liabilities

Fair value is the price that the City would receive to sell the asset or would have to pay to transfer a liability, in an orderly (i.e. unforced) transaction between independent, knowledgeable and willing market participants at the measurement date.

As fair value is a market-based measure, the closest equivalent observable market pricing information is used to determine fair value. Adjustments to market values may be made having regard to the characteristics of the specific asset or liability. The fair values of assets that are not traded in an active market are determined using one or more valuation techniques. These valuation techniques maximise, to the extent possible, the use of observable market data.

To the extent possible, market information is extracted from either the principal market for the asset or liability (i.e. the market with the greatest volume and level of activity for the asset or liability) or, in the absence of such a market, the most advantageous market available to the entity at the end of the reporting period (i.e. the market that maximises the receipts from the sale of the asset after taking into account transaction costs and transport costs).

For non-financial assets, the fair value measurement also takes into account a market participant's ability to use the asset in its highest and best use or to sell it to another market participant that would use the asset in its highest and best use.

### 31. SIGNIFICANT ACCOUNTING POLICIES (continued)

#### h) Fair value hierarchy

AASB 13 requires the disclosure of fair value information by level of the fair value hierarchy, which categorises fair value measurement into one of three possible levels based on the lowest level that an input that is significant to the measurement can be categorised into as follows:

##### Level 1

Measurements based on quoted prices (unadjusted) in active markets for identical assets or liabilities that the entity can access at the measurement date.

##### Level 2

Measurements based on inputs other than quoted prices included in Level 1 that are observable for the asset or liability, either directly or indirectly.

##### Level 3

Measurements based on unobservable inputs for the asset or liability.

The fair values of assets and liabilities that are not traded in an active market are determined using one or more valuation techniques. These valuation techniques maximise, to the extent possible, the use of observable market data. If all significant inputs required to measure fair value are observable, the asset or liability is included in Level 2. If one or more significant inputs are not based on observable market data, the asset or liability is included in Level 3.

#### Valuation techniques

The City selects a valuation technique that is appropriate in the circumstances and for which sufficient data is available to measure fair value. The availability of sufficient and relevant data primarily depends on the specific characteristics of the asset or liability being measured. The valuation techniques selected by the City are consistent with one or more of the following valuation approaches:

##### Market approach

Valuation techniques that use prices and other relevant information generated by market transactions for identical or similar assets or liabilities.

##### Income approach

Valuation techniques that convert estimated future cash flows or income and expenses into a single discounted present value.

#### Cost approach

Valuation techniques that reflect the current replacement cost of an asset at its current service capacity.

Each valuation technique requires inputs that reflect the assumptions that buyers and sellers would use when pricing the asset or liability, including assumptions about risks. When selecting a valuation technique, the City gives priority to those techniques that maximise the use of observable inputs and minimise the use of unobservable inputs. Inputs that are developed using market data (such as publicly available information on actual transactions) and reflect the assumptions that buyers and sellers would generally use when pricing the asset or liability are considered observable, whereas inputs for which market data is not available and therefore are developed using the best information available about such assumptions are considered unobservable.

#### i) Impairment of assets

In accordance with Australian Accounting Standards the City's cash generating non-specialised assets, other than inventories, are assessed at each reporting date to determine whether there is any indication they may be impaired.

Where such an indication exists, an impairment test is carried out on the asset by comparing the recoverable amount of the asset, being the higher of the asset's fair value less costs to sell and value in use, to the asset's carrying amount.

Any excess of the asset's carrying amount over its recoverable amount is recognised immediately in profit or loss, unless the asset is carried at a revalued amount in accordance with another Standard (e.g. AASB 116) whereby any impairment loss of a revalued asset is treated as a revaluation decrease in accordance with that other Standard.

For non-cash generating specialised assets such as roads, drains, public buildings and the like, no annual assessment is required. Rather AASB 116.31 applies and revaluations need only be made with sufficient regulatory to ensure the carrying value does not differ materially from that which would be determined using fair value at the ends of the reporting period.



**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**32. ACTIVITIES/PROGRAMS**

The City of Nedlands operations as disclosed in these financial statements encompass the following service orientated activities/programs.

<b>PROGRAM NAME</b>	<b>OBJECTIVE</b>	<b>ACTIVITIES</b>
<b>GOVERNANCE</b>	To provide a decision making process for the efficient allocation of scarce resources.	Includes the activities of members of council and the administrative support available to the council for the provision of governance of the district. Other costs relate to the task of assisting elected members and ratepayers on matters which do not concern specific council services.
<b>GENERAL PURPOSE FUNDING</b>	To collect revenue to allow for the provision of services.	Rates, general purpose government grants and interest revenue.
<b>LAW, ORDER, PUBLIC SAFETY</b>	To provide services to help ensure a safer and environmentally conscious community.	Supervision and enforcement of various local laws relating to fire prevention, animal control and other aspects of public safety including emergency services.
<b>HEALTH</b>	To provide an operational framework for environmental and community health.	Inspection of food outlets and their control, provision of meat inspection services, noise control and waste disposal compliance.
<b>EDUCATION AND WELFARE</b>	To provide services to disadvantaged persons, the elderly, children and youth.	Maintenance of child minding centre, playgroup centre, senior citizen centre and aged care centre. Provision and maintenance of home and community care programs and vouth services.
<b>HOUSING</b>	To provide and maintain elderly residents housing.	Provision and maintenance of elderly residents housing.
<b>COMMUNITY AMENITIES</b>	To provide services required by the community.	Rubbish collection services, operation of rubbish disposal sites, litter control, construction and maintenance of urban storm water drains, protection of the environment and administration of town planning schemes, cemetery and public conveniences.
<b>RECREATION AND CULTURE</b>	To establish and effectively manage infrastructure and resource which will help the social wellbeing of the community.	Maintenance of public halls, civic centres, aquatic centre, beaches, recreation centres and various sporting facilities. Provision and maintenance of parks, gardens and playgrounds. Operation of library, museum and other cultural facilities.
<b>TRANSPORT</b>	To provide safe, effective and efficient transport services to the community.	Construction and maintenance of roads, streets, footpaths, depots, cycle ways, parking facilities and traffic control. Cleaning of streets and maintenance of street trees, street lighting
<b>ECONOMIC</b>	To help promote the shire and its economic wellbeing.	Tourism and area promotion including the maintenance and operation of a caravan park. Provision of rural services including weed control, vermin control and standpipes. Building Control.
<b>OTHER PROPERTY AND SERVICES</b>	To monitor and control City of Nedlands's overheads operating accounts.	Private works operation, plant repair and operation costs and engineering operation costs.

**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**33. FINANCIAL RATIOS**

	2018	2017	2016
Current ratio	0.85	1.31	2.00
Asset sustainability ratio	1.45	1.65	1.29
Debt service cover ratio	1.83	6.44	5.94
Operating surplus ratio	(0.12)	0.02	(0.03)
Own source revenue coverage ratio	0.84	0.94	0.92
Asset consumption ratio	0.57	0.67	0.59
Asset renewal funding ratio	0.86	0.88	0.86

The above ratios are calculated as follows:

Current ratio	$\frac{\text{current assets minus restricted assets}}{\text{current liabilities minus liabilities associated with restricted assets}}$
Asset sustainability ratio	$\frac{\text{capital renewal and replacement expenditure}}{\text{depreciation expenses}}$
Debt service cover ratio	$\frac{\text{annual operating surplus before interest and depreciation}}{\text{principal and interest}}$
Operating surplus ratio	$\frac{\text{operating revenue minus operating expenses}}{\text{own source operating revenue}}$
Own source revenue coverage ratio	$\frac{\text{own source operating revenue}}{\text{operating expenses}}$
Asset consumption ratio	$\frac{\text{depreciated replacement costs of assets}}{\text{current replacement cost of depreciable assets}}$
Asset renewal funding ratio	$\frac{\text{NPV of planning capital renewal over 10 years}}{\text{NPV of required capital expenditure over 10 years}}$

**Notes:**

The current ratio, debt service cover ratio and operating surplus ratio disclosed above were distorted by the early receipt of Financial Assistance Grants and short term borrowings to fund the owners' portion of the Underground Power Project included in current liabilities.

In addition, the debt service cover ratio, operating surplus ratio and own source revenue coverage ratio disclosed above were distorted by the spend on the underground power project which commenced during the year and impairment loss of infrastructure assets through profit or loss.

	2017/18	2016/17	2015/16
	\$	\$	\$
Amount of Financial Assistance Grant received during the year relating to the subsequent year. Short term borrowings for the owners' portion of the Underground Power Project included in current liabilities	395,032	396,470	0
Amount of Financial Assistance Grant received in prior year relating to current year.	1,652,524	0	0
Underground power project commenced in 2017/18	396,470	0	394,492
Impairment loss of infrastructure assets through profit or loss	4,500,000	0	0
	1,232,307	0	0

**NOTES TO AND FORMING PART OF THE FINANCIAL REPORT  
FOR THE YEAR ENDED 30TH JUNE 2018**

**33. FINANCIAL RATIOS (continued)**

If the events detailed aforesaid did not occur, the impacted ratios in the 2018, 2017 and 2016 columns above would be as follows:

	2018	2017	2016
Current ratio	1.02	1.27	N/A
Debt service cover ratio	5.89	6.12	6.30
Operating surplus ratio	0.07	0.01	(0.02)
Own source revenue coverage ratio	1.00	N/A	N/A

**34. EVENTS AFTER THE REPORTING PERIOD**

There have been no significant events after the reporting period that are required to be reported in the 2017/18 Annual Financial Report



Certified Practising Accountants

PARTNERS  
 Anthony Macri FCPA  
 Dominic Macri CPA  
 Cornille De Felice CPA

## INDEPENDENT AUDITOR'S REPORT TO: RATEPAYERS OF CITY OF NEDLANDS

### Report on the Financial Report

#### **Opinion**

We have audited the financial report of **City of Nedlands** (the Council), which comprises the Statement of Financial Position as at 30 June 2018, the Statement of Comprehensive Income by Nature or Type, Statement of Comprehensive Income by Program, Statement of Changes in Equity and Statement of Cash Flows and Rate Setting Statement for the year then ended, and a summary of significant accounting policies and other explanatory information and Statement by Chief Executive Officer.

In our opinion, the annual financial report of the **City of Nedlands** is:

- (i) based on proper accounts and records ; and
- (ii) fairly represents, in all material respects, the results of the operations of the Council for the year ended 30 June 2018 and its financial position at the end of that period in accordance with the *Local Government Act 1995* (the Act) and, to the extent that they are not consistent with the Act, Australian Accounting Standards.

#### **Basis for Opinion**

We conducted our audit in accordance with Australian Auditing Standards. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audit of the Financial Report* section of our report. We are independent of the Council in accordance with the auditor independence and ethical requirements of the Accounting Professional and Ethical Standards Board's APES 110: *Code of Ethics for Professional Accountants* (the Code) that are relevant to our audit of the financial report in Australia. We have also fulfilled our other ethical responsibilities in accordance with the Code.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

#### **Emphasis of Matter – Basis of Accounting**

We draw attention to Note 1 to the financial report, which describes the basis of accounting. The financial report has been prepared for the purpose of fulfilling the Council's financial reporting responsibilities under the Act. Regulation 16 of the Local Government (Financial Management) Regulations 1996 (Regulations), does not allow a local government to recognise some categories of land, including land under roads, as assets in the annual financial report. Our opinion is not modified in respect of this matter.





## **INDEPENDENT AUDITOR'S REPORT (Cont'd)**

### **Responsibilities of the Chief Executive Officer and Council for the Financial Report**

The Chief Executive Officer (CEO) of the Council is responsible for the preparation and fair presentation of the annual financial report in accordance with the requirements of the Act, the Regulations and, to the extent that they are not inconsistent with the Act, Australian Accounting Standards. The CEO is also responsible for such internal control as the CEO determines is necessary to enable the preparation of a financial report that is free from material misstatement, whether due to fraud or error.

In preparing the financial report, the CEO is responsible for assessing the Council's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the State government has made decisions affecting the continued existence of the Council.

The Council is responsible for overseeing the Council's financial reporting process.

### **Auditor's Responsibilities for the Audit of the Financial Report**

Our objectives are to obtain reasonable assurance about whether the financial report as a whole is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with the Australian Auditing Standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of this financial report.

As part of an audit in accordance with the Australian Auditing Standards, we exercise professional judgement and maintain professional scepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial report, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Council's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the management.
- Evaluate the overall presentation, structure and content of the financial report, including the disclosures, and whether the financial report represents the underlying transactions and events in a manner that achieves fair presentation.

We communicate with the management regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.



## INDEPENDENT AUDITOR'S REPORT (Cont'd)

### Report on Other Legal and Regulatory Requirements


In accordance with the *Local Government (Audit) Regulations 1996*, we also report that:

- (a) In our opinion, there are no matters that indicate significant adverse trends in the financial position or financial management practices of the Council.
- (b) In our opinion, the asset consumption ratio and the asset renewal funding ratio included in the annual financial report were supported by verifiable information and reasonable assumptions:
- (c) All required information and explanations were obtained by us.
- (d) All audit procedures were satisfactorily completed.

### Matters Relating to the Electronic Publication of the Audited Financial Report

This auditor's report relates to the financial report of the **City of Nedlands** for the year ended 30 June 2018 included on the Council's website. Management is responsible for the integrity of the Council's website. The auditor's report refers only to the subject matter described above. It does not provide an opinion on any other information which may have been hyperlinked to/from these statements. If users of the financial report are concerned with the inherent risks arising from publication on a website, they are advised to refer to the hard copy of the audited financial report to confirm the information contained in this website version of the financial report.

  
 \_\_\_\_\_  
**MACRI PARTNERS**  
**CERTIFIED PRACTISING ACCOUNTANTS**  
**SUITE 2, 137 BURSWOOD ROAD**  
**BURSWOOD WA 6100**

  
 \_\_\_\_\_  
**A MACRI**  
**PARTNER**

**PERTH**  
**DATED THIS 5<sup>TH</sup> DAY OF NOVEMBER 2018.**





71 Stirling Highway Nedlands WA 6009

PO Box 9 Nedlands WA 6909

**T** 9273 3500

**TTY** 9273 3646

**E** [council@nedlands.wa.gov.au](mailto:council@nedlands.wa.gov.au)

**www.nedlands.wa.gov.au**

This document is available in alternative formats upon request.

Printed on 100 per cent recycled paper.

## **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.

### **14.1 Mayor Hipkins – Local Planning Strategy**

At the Council meeting on 27 November 2018 Mayor gave notice of his intention to move the following at this meeting.

**That:**

- 1. Council review its Local Planning Strategy**
- 2. Matters to be included in the review:**
  - **Areas suitable for higher density – re-examine development potential along the railway corridor and elsewhere; confirm location of higher densities;**
  - **Number of additional residential units to be accommodated – establish basis of 4,400 units; provide staging for timed distribution of higher densities;**
  - **Gaps in information –include information on bikeways, heritage, the arts, water, energy and bushfire management;**
  - **Residential Design Codes – assess applicability of proposed apartment codes to the City; apart from the 9m front setback requirement, what, if any, other variations could be considered as appropriate;**
  - **Integration of long-term planning - align the Strategy Map and the City’s Strategic Community Plan;**
  - **Green Paper on planning administration – explore possible evolution of planning controls, implications of consolidation of planning instruments and potential options;**
  - **Character areas - define precinct-based neighbourhoods on land use, topography and subdivision pattern, particularly**



**where there are opportunities to promote significant development nodes:**

- **Town Centre – commercial, civic, cultural (Woolworths, Aldi)**
  - **Riverfront – recreation (Sunset, Tawarri, JWAAPS)**
  - **Montario Quarter – mixed residential development (Landcorp)**
  - **Nedlands/Hollywood Village – aged care (Regis)**
  - **WWTP Innovation Hub – technology park (Watercorp);**
- **Lessons from submissions on LPS3 – options for overcoming major concerns, including density transitions between adjoining lots;**
  - **Adjoining areas – brief discussion of land use/zoning along the boundaries of the City and an appropriate response (match or contrast);**
  - **City vision – discuss the city we could be, illustrating future options.**

#### Justification

The City's Local Planning Strategy was prepared in 2015, adopted by Council after advertising in August 2016 and approved by the Western Australian Planning Commission (WAPC) in September 2017.

It has now been over three years since the Strategy was prepared. In the intervening period there has been a change in State Government, bringing a new emphasis on developing crown land assets, particularly around railway stations (Metronet). Significant administrative changes affecting town planning have also been signalled – the Green Paper foreshadowing legislative consolidation, a new Heritage Act and revised residential apartment codes.

The advertising of the City's Local Planning Scheme (LPS) has highlighted where the Strategy could be improved to better address current issues.

Council resolved not to support a proposed revised LPS in July 2018, mainly because proposed residential densities were significantly higher than those in the adopted Strategy. The Scheme is now with the WAPC for finalisation.

At some stage in the not too distant future the WAPC will advise the City of a revised LPS3. When that time comes, the City must have a frame of reference for its response. Going back to the Strategy that was adopted by Council in August 2016 is not an option. Things have moved on – lessons have been learned from receipt of submissions on LPS3. The City should take advantage of the delay in finalising LPS3 to take the opportunity to review its Local Planning Strategy. As the Chairman of the WAPC advised

when he met with the Council, a Planning Strategy can be reviewed at any time. This does not mean a new Strategy is now proposed or would have to be advertised but simply an internal review should be undertaken as a prudent safeguard measure.

A review of the Strategy is not a major task, as our Director has said, 80 per cent of it is facts and figures that won't change. The emphasis of the review should be to draw conclusions from the information collected, identify opportunities and constraints and more clearly present future options.

It is anticipated a review of the Local Planning Strategy will confirm the general thrust of the document approved by Council in August 2016 but with incremental improvements that will put the City in a better position to respond to the WAPC when it releases its version of LPS3.

#### Administration Comment

The motion is not supported for the following reasons:

Since the endorsement of the Local Planning Strategy (Strategy) by the Western Australian Planning Commission (WAPC) in September 2017, the City of Nedlands has not experienced any significant changes in terms of population, housing, economy, employment, retail or commerce. Although State Government have signalled future planning reform through the release of the 'Green Paper', there have been no significant changes to State Planning Legislation since the Strategy's endorsement. It is therefore considered there is insufficient justification to merit an amendment to the Strategy at this time.

The justification provided for the motion predominantly relates to Local Planning Scheme 3 (LPS 3) and the influence of an amended Strategy in the determination process. Following Council's resolution on LPS 3 in July, the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations) require that the WAPC, within 120 days of receiving Councils resolution and related documentation, consider the documents and make a recommendation to the Minister. The Minister will then make a determination and, if approved, LPS 3 will become operational on the date it is published in the Government Gazette.

Officers from the Department of Planning, Lands and Heritage (DPLH) have indicated WAPC are likely to consider LPS 3 in December to meet the timeframe prescribed in the Regulations. Due to these timeframes, Officers do not anticipate an ability to prepare an amendment to the Strategy and it being endorsed prior to the Minister issuing a determination on LPS 3.

Furthermore, it is considered the matters raised in the motion can be appropriately addressed without an amendment to the Strategy as set out below.

The motion proposes a review of the Strategy to address a number of matters. These matters are not considered to create cause for the review of the Strategy.

- a) No. of additional residential units to be accommodated – establish basis of 4,400 units; provide staging for timed distribution of higher densities

Perth and Peel@3.5million (Perth and Peel), the State Government's metropolitan planning strategy, sets out infill targets for Local Government Areas. A minimum target of 4320 additional dwellings has been set for the City of Nedlands to be achieved by 2050.

Given the timeframes of the Regulations as advised above, Officers believe an amendment to the Strategy to re-examine the staging of increased density is unlikely to be endorsed (if supported by WAPC) prior to Minister considering of LPS 3.

- b) Residential Design Codes – additional requirements

Part 7.3.1 of the R-codes provides for the creation of Local Planning Policy to amend and/or replace certain deemed-to-comply provisions set out in Part 5 and/or Part 6 of the R-codes. The Local Government may with approval of the WAPC amend other provisions where it can be demonstrated the amendment is warranted due to a specific need in the locality. This Local Planning Policy can be commenced at any time.

- c) Additional information - bikeways, heritage, the arts, water, energy and bushfire management

- The cycle network is already included in the Strategy, but specific Bikeway locations are not identified in the Local Planning Strategy. An amendment to the Strategy could identify bike paths for further investigation, however this process can be undertaken outside of a Strategy amendment. An Integrated Transport Plan and subsequent Bike Plan for the City would address this issue.
- The City has an endorsed Heritage List and Municipal Inventory. The Regulations provides for the Local Government to designate heritage areas to conserve and enhance the cultural significance of an area through special planning controls. This is done through a Local Planning Policy which can be commenced at any time.
- The Department of Planning, Lands and Heritage and Department of Fire and Emergency Services administer Bushfire Management legislation. Bushfire prone areas are designated by the Fire and Emergency Services (FES) Commissioner and identified on the Map of Bush Fire Prone Areas. State Planning Policy 3.7, the Guidelines for Planning in Bushfire Prone Areas, and Schedule 2 (Deemed Provisions) of the Planning and Development (Local Planning Schemes) Amendment Regulations 2015 directs how land use should address bushfire risk management in Western Australia. As the Deemed Provisions form part of every Local

Planning Scheme, no further information should be included in the Local Planning Scheme. It is considered the content currently provided in the endorsed Strategy in relation to Bushfire Management is appropriate to outline the relevant legislation.

d) Align map with City's Strategic Community Plan

The Strategy can be amended to contain elements of the map included in the Strategic Community Plan which are consistent with relevant State Planning Policy.

e) Re-examine railway corridor

The endorsed Strategy has examined the capacity of additional density being accommodated within walkable catchments of the train stations within the City of Nedlands and identifies these catchments on the Strategy map. The Strategy states around Loch Street and Karrakatta Stations, the residential lots are zoned R20-R40, many of which were developed in the early 2000s, and now provide limited opportunity for increased residential density.

A review could be undertaken to re-examine the potential for increased density in these locations to cater for additional growth of the City. Given the areas identified for increased density in draft LPS 3 it is recommended this is investigated as part of future review of LPS 3.

f) Green Paper on planning administration

The green paper released for public comment in May 2018 proposed potential areas for planning reform. The Green Paper is an independent discussion paper and does not represent Government policy. Once State Government has a formal position on future planning reform the City can respond accordingly.

g) Establish Precincts

A precinct planning approach is possible for the 'Town Centre' through the development of Local Development Plans upon gazettal of LPS 3.

h) Investigate responses to LPS 3 submissions

Concerns raised in submissions during advertising of LPS 3 should be addressed through statutory planning mechanisms in LPS 3 and subsequent Local Planning Policy. Should the Minister approve LPS 3 without the necessary statutory controls in place, the City has the ability to initiate Scheme Amendments to address identified planning issues.



i) City Vision

The endorsed Strategy contains a vision for the City which was informed by Our Vision 2030 and the subsequent Nedlands 2023 Strategic Community Plan. Should a Strategy amendment be progressed, a revised vision can be formulated.

## 14.2 Councillor Wetherall – Residential Property

On the 1 November 2018 Councillor Wetherall gave notice of his intention to move the following at this meeting.

**That Council requests the CEO:**

- 1. to investigate and report to Council of the potential value to the City of Nedlands of acquiring the residential property identified in the confidential attachment, for the purposes of creating an outdoor community facility if combined with adjacent City of Nedlands controlled land in this location; and**
- 2. depending upon the conclusions of the abovementioned report, the CEO requests Council to authorise negotiations with the current proprietor(s) of said property to secure a first right of refusal to acquire the property should it be offered for sale over the following 10 years from the date of the option agreement.**

Justification

The subject property is adjacent to CON owned property and of sufficient area to allow an enhanced outdoor facility for provision of community services. Further details are provided in the confidential attachment.

Administration Comment

1. The purchase of the residential property identified in the confidential attachment has not been considered nor evaluated previously. Administration will (if Council approves) investigate the value and cost of the proposed acquisition and include the analysis in the review and update of the Long-Term Plan scheduled for a briefing in February 2019. Consideration will also be given to zoning amendments if required; and
2. Noted and dependent upon 1 above. However, it is important to recognise that any negotiations to secure an option do not imply future value of the property, we understand that this is not the intent of the Notice of Motion and all communications with owners need to be open and transparent on this matter

### 14.3 Councillor Wetherall – Captain Stirling Hub Committee

On the 1 November 2018 Councillor Wetherall gave notice of his intention to move the following at this meeting.

#### **Council:**

1. **directs the CEO to:**
  - a) **disband forthwith the Captain Stirling Local Hub Steering Committee (CSLHSC); and**
  - b) **write to community members of the CSLHSC to thank them for their contributions, and advise that Council, with the assistance of Administration, will resume responsibility for all planning matters relating to the Neighbourhood Centre/Town Centre in Melvista Ward (including rezoning contingent upon the Woolworths development application for the Captain Stirling site).**
2. **agrees to the formation of an informal Captain Stirling Hub Consultation Committee:**
  - a) **to facilitate information exchange between Council and residents and ratepayers interested in the Woolworths and Aldi development applications and Councillors; and**
  - b) **to be chaired by the Mayor, and comprise Melvista Ward Councillors, together with two to four Melvista Ward ratepayers by invitation including the chair of NedSavers; and**
  - c) **the Committee:**
    - i. **shall not give instructions to City of Nedlands Staff;**
    - ii. **shall distribute Minutes of its meetings to Councillors and the CEO; and**
    - iii. **shall when some action is considered necessary or appropriate report by way of recommendation to the Council.**

#### Justification

The CSLHSC was created at the Council Meeting of the 26/5/15 as an informal Committee of Council providing communication with local residents affected by the proposed redevelopment by Woolworths of the Captain Stirling Hotel site (plus adjacent land). The 'NedSavers' community group was expected to participate. The justification for the CSLHSC was given as *"It is important to establish from the outset a Steering Committee containing community members, to maintain the confidence of residents."* At the time of

its formation, Administration recommended against the formation of the CSLHSC.

The “Terms of Reference” were not presented to councillors at the Council Meeting of the 26/5/15, nor approved by Council subsequently.

Neither agendas nor minutes for CSLHSC meetings are circulated to councillors, and there is very little awareness of the ongoing activities of this Committee.

The membership of the Committee was changed without reference to Council.

It was never intended by Council that the CSLHSC would take on planning activities or act independently of Administration on planning matters. However, since 2017 it has seriously transgressed its authority. Consequently, I see no alternative other than to disband the CSLHSC. Part 1 of this NOM achieves this outcome.

Part 2 of this NOM provides for an informal means of community consultation with ratepayers affected by the proposed developments on the Captain Stirling Woolworths/Aldi sites, should Council believe it is desirable to continue this provision.

Further brief information is provided in the confidential attachment.

#### Administration Comment

It is important that Council considers and agrees the “big picture” outcomes it wishes to see for the sites now referred to as the “Town Centre” south of Stirling Highway between Dalkeith Road and Stanley Street. Council has already signalled its intentions, at a general level, through the Local Planning Strategy and this will be further detailed in LPS3 once adopted. To this end, a workshop will be held with Council on 20 November 2018 to discuss and debate ideas within the context of the likely zoning that will be applied to the site once LPS3 is confirmed.

Alongside the LPS3 process, planning for possible development controls at this site has been investigated by Administration in the form of a draft Local Development Plan (LDP). LDP’s are also proposed for other similar sites on Stirling Highway and Hampton Road and Broadway.

As Council clarifies its thinking around the outcomes it wants to see on the Town Centre site (always bearing in mind it is private land and Council’s influence needs to take this into account) the draft LDP will be shaped by Administration to ensure it is consistent with this vision.

Ultimately it is the Council, as an elected body, who need to determine the content of any LDP applying to the Town Centre sites through the formal Council processes.



**15. Elected members notices of motion given at the meeting for consideration at the following ordinary meeting on 18 December 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 18 December 2018 to be tabled at this point in accordance with Clause 3.9(2) of Council's Local Law Relating to Standing Orders.

**16. Urgent Business Approved By the Presiding Member or By Decision**

Any urgent business to be considered at this point.

**17. Confidential Items**

Any confidential items to be considered at this point.

**17.1 Recruitment and Selection of Chief Executive Officer 2018**

Confidential Report circulated separately to Councillors.

**Declaration of Closure**

There being no further business, the Presiding Member will declare the meeting closed.