



# **TOWN OF CLAREMONT**

## **ORDINARY COUNCIL MEETING**

### **MINUTES**

**TUESDAY 7 APRIL, 2015**

**Stephen Goode**

**CHIEF EXECUTIVE OFFICER**

**Date:**

## **DISCLAIMER**

Would all members of the public please note that they are cautioned against taking any action as a result of a Council decision tonight until such time as they have seen a copy of the Minutes or have been advised, in writing, by the Council's Administration with regard to any particular decision.

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**TOWN OF CLAREMONT**  
**ORDINARY COUNCIL MEETING**  
**7 APRIL, 2015**  
**MINUTES**

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**1 DECLARATION OF OPENING/ANNOUNCEMENT OF VISITORS**

His Worship the Mayor, Mr Jock Barker, welcomed members of the public, staff and Councillors and declared the meeting open at 7:00 PM.

**2 RECORD OF ATTENDANCE/APOLOGIES/LEAVE OF ABSENCE**

**ATTENDANCE**

**Mayor Barker**

<b>Cr Peter Browne</b>	<b>West Ward</b>
<b>Cr Jill Goetze</b>	<b>South Ward</b>
<b>Cr Paul Kelly</b>	<b>South Ward</b>
<b>Cr Alastair Tulloch</b>	<b>East Ward</b>
<b>Cr Bruce Haynes</b>	<b>East Ward</b>
<b>Cr Anita Lorenz</b>	<b>East Ward</b>

**Mr Stephen Goode (Chief Executive Officer)**

**Mr Les Crichton (Executive Manager Corporate and Governance)**

**Mr David Vinicombe (Executive Manager Planning and Development)**

**Mr Nick King (Manager Engineering Services)**

**Ms Katie Bovell (Governance Officer)**

**No members of the public**

**Two members of the press**

**APOLOGIES**

Cr Peter Edwards (Leave of Absence)

Cr Chris Mews (Leave of Absence)

Cr Karen Wood (Leave of Absence)

**3 DISCLOSURE OF INTERESTS**

**An interest was declared by Cr Tulloch, for Item No 15.1.3, Shine Community Care – Increase in Annual Contribution.**

*Nature of Interest: Impartiality.*

*Extent of Interest: By virtue of being Vice Chairman of Shine Community Care.*

**An interest was declared by Cr Lorenz, for Item No 15.1.3, Shine Community Care – Increase in Annual Contribution.**

*Nature of Interest: Impartiality.*

*Extent of Interest: By virtue of being Deputy to Cr Tulloch as Vice Chairman of Shine Community Care.*

**4 RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE**

NIL

**5 PUBLIC QUESTION TIME**

NIL

**6 PUBLIC STATEMENT TIME**

NIL

**7 APPLICATIONS FOR LEAVE OF ABSENCE**

**Moved Cr Kelly, seconded Cr Haynes**

**That Cr Browne be granted Leave of Absence for the Ordinary Meetings of Council held on 19 May 2015 and 2 June 2015.**

**CARRIED(44/15)  
(NO DISSENT)**

**8 PETITIONS/DEPUTATIONS/PRESENTATIONS**

NIL

**9 CONFIRMATION OF MINUTES OF PREVIOUS MEETINGS**

**Moved Cr Haynes, seconded Cr Goetze**

**That the minutes of the Ordinary Meeting of Council held on 17 March 2015 be confirmed.**

**CARRIED(45/15)  
(NO DISSENT)**

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

Item 17.1.1, Tender RFT 2014-06 Claremont Park Toilet.

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**11 BUSINESS NOT DEALT WITH FROM A PREVIOUS MEETING**

NIL

**12 REPORTS OF COMMITTEES**

NIL

## 13 REPORTS OF THE CEO

### 13.1 CHIEF EXECUTIVE OFFICER

#### 13.1.1 RESOURCE SHARING PROPOSAL

<b>File Ref:</b>	<b>GOR00078</b>
<b>Attachments:</b>	<a href="#">Proposed Regional Subsidiary</a>
<b>Responsible Officer:</b>	<b>Stephen Goode</b> <b>Chief Executive Officer</b>
<b>Author:</b>	<b>Stephen Goode</b> <b>Chief Executive Officer</b>
<b>Proposed Meeting Date:</b>	<b>07 April 2015</b>

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#### **Purpose**

For Council to consider the potential to actively pursue and achieve resource sharing with neighbouring councils, including investigation of entering into a Regional Subsidiary organisation.

#### **Background**

Since 2009 a great deal of time and resources has been focused in a reactionary way on the State Government's reform proposals. The Government has (at least for the time being) abandoned its attempt to restructure local government. This presents an opportunity to refocus, including seeking new ways of addressing resourcing issues which small local governments must deal with.

One opportunity may be the creation of a regional subsidiary. This will be dependent on the passage of the enabling legislation which is included in a Bill currently in the Parliament.

#### **Discussion**

Resourcing sharing already occurs between councils of the western suburbs.

Examples are:

- WESROC – with a predominant focus on environmental issues and projects (such as the regional trail network). WESROC falls under the definition of a *regional organisation of councils*. It operates without the burden of a governance model under the Local Government Act, giving it flexibility and the potential to undertake a wide range of services. Services have remained quite narrow based on only doing what most members need. The withdrawal of funding by Town of Mosman Park without notice demonstrated a key weakness of the ROC approach.
  - WMRC – is a *regional local government* with the main role being waste disposal. Members have not wanted to expand the role of WMRC to other opportunities such as waste collection or sustainability/environmental initiatives. The regional council has all the bureaucratic requirements of its member councils. It is an entirely autonomous council and is able to make decisions (within its establishment agreement) without reference to members even although the member councils are ultimately liable for the cost of such decisions
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(perhaps through increased waste disposal costs or in a worse case by a call on members to meet a deficit).

- Resource sharing agreements – usually one off arrangements to address a particular service. Examples include the Grove library (Cottesloe, Mosman Park and Peppermint Grove), Western Suburbs Library Service which is a cooperative to allow the member's individual library collections to share their collections through a common software platform (the Grove, Claremont, Nedlands and Subiaco), TAPSS which receives small core service grants from member councils and delivers services with Federal HACC funding (Claremont, Cottesloe, Mosman Park and Peppermint Grove).
- Ad-hoc resource sharing – involves one or more councils entering into an agreement for service delivery. For example City of Nedlands delivers a building control service for Claremont on a fee for service contract. Similarly Town of Cottesloe provides services to Shire of Peppermint Grove.

Those who promote local government restructuring inevitably point to duplication in the operation of small local governments. There are almost certainly opportunities to reduce duplication (and therefore costs) through resource sharing in 'back office services' such as ICT, payroll, rates, debtors and creditors, accounting and financial services, and records. Other areas proponents argue 'need to be fixed' are where rules change across boundaries. Notwithstanding the obvious flaw in that only by having one set of laws for the entire state would this actually be addressed, it is clear there are opportunities to improve the situation locally. Examples could be an examination of the town planning scheme requirements including how applications are processed, harmonisation of local laws including standardisation of fines, fees and charges) and policies or requirements for people who want to do business with the districts.

Without doubt there will be other activities that can be undertaken through resource sharing if there is a commitment to start the process and pursue it relentlessly.

Although there are some good examples of resource sharing happening in the western suburbs the potential has hardly been tapped. The existing models would be delivering a broader range of initiatives now if they were the answer. Since the WALGA SSS Report placed its faith in resource sharing as the answer to local government reform (as opposed to restructuring) there has been little achieved in the western suburbs. If the Government's threatened amalgamations could not galvanise councils to action then it seems unlikely the answer lies in established arrangements.

Proposed amendments to the *Local Government Act 1995* foreshadow the ability of two or more local governments to form a regional subsidiary for the purpose of providing a service or carrying on an activity. Such subsidiaries are to be body corporate with perpetual succession and a common seal. They are to have a governing body appointed in accordance with a charter and may include non-local government members. They contrast with similar shared service arrangements such as *regional organisations of councils* (which are voluntary) and regional local governments (which are subject to the full provisions of the Act). Regional subsidiaries thus allow for the retention of the existing, autonomous local governments with their current boundaries but create a shared administration overseen by a board.

By reference to the attachment (Proposed Regional Subsidiary Discussion Paper) council members will see the detail necessary to implement such an organisation. The discussion paper also includes an example Regional Subsidiary Charter from South Australia which is a good example because the WA legislation is based closely on SA where subsidiary organisations have been possible for many years. There is enormous potential for a subsidiary organisation but preparing to incorporate such an entity and to agree on and initiate shared services will require strong commitment from each council and the staff, as stated in the discussion paper it requires commitment from the CEO, political commitment (i.e. the council) and commitment from each council's management team.

Gaining and maintaining such commitment has been an issue for previous initiatives in the western suburbs. This report proposes that the greatest possibility of success in creating and implementing a regional subsidiary which can successfully deliver resource sharing will be if the membership is kept small (at least initially). It is a simple fact that more members means different priorities, different levels of commitment and more people to win over and get real commitment from. This is the reasoning behind proposing a regional subsidiary with membership of Shire of Peppermint Grove and the Town's of Claremont and Cottesloe.

None of the members are ready to start a regional subsidiary. If we tried to start now we would make most of the ten mistakes identified in the discussion paper. It is critical to future success that we take a measured approach to setting the groundwork before getting started. This might test the patience of those most keen to see resource sharing commenced in a meaningful way but it is the key to long term success.

While the steps are taken to prepare the way to establish a regional subsidiary organisation there remains the opportunity to look for opportunities that are not dependent on a new structure for their examination or implementation. Examples are reviewing the town planning scheme requirements (perhaps a particularly timely opportunity in the face of impending requirements to move to a model scheme from the State Government) and harmonisation of local laws including standardisation of fines, fees and charges).

### **Past Resolutions**

There are no directly relevant resolutions

### **Financial and Staff Implications**

There will be financial and staff implications. These are not addressed in this report simply because it is too early to give proper resource projections. It will be necessary to invest time and finances to create and implement a subsidiary organisation and begin service delivery through it. In the long term service delivery will not start if it not possible to demonstrate a sound business case (i.e. financial savings, improved standards, new opportunities otherwise not possible to implement alone, etc).

### **Policy and Statutory Implications**

The *Local Government Act 1995* permits councils to enter into arrangements with other local governments.

A pending Amendment Bill based on existing South Australian legislation is expected to provide the power and framework for creating a subsidiary organisation.

**Publicity**

Normal media initiatives.

**Urgency**

Council support is required to create the momentum for pursuing opportunities for resource sharing and cooperation.

**Voting Requirements**

Simple majority decision of Council required.

**Moved Cr Haynes, seconded Cr Lorenz**

**That Council**

- 1. Supports the investigation of opportunities for resource sharing and other cooperative initiatives with neighbouring local governments.**
- 2. Supports the concept of entering into a regional subsidiary organisation with Shire of Peppermint Grove and Town of Cottesloe.**
- 3. Requests a further report outlining progress and identifying resourcing requirements in time for consideration in the 2015 budget.**

**CARRIED(46/15)  
(NO DISSENT)**

## 13.2 PLANNING AND DEVELOPMENT

### 13.2.1 LOTS 1 - 2, 51 - 53, 89 - 90 AND 93 (356) STIRLING HIGHWAY, CLAREMONT - PROPOSED JUNIOR SCHOOL REDEVELOPMENT FOR METHODIST LADIES' COLLEGE

<b>File Ref:</b>	<b>A-3740/DA2014.00241</b>
<b>Attachments – Public</b>	<a href="#">Location and Submission Map</a> <a href="#">Photo</a>
<b>Attachments – Restricted</b>	<a href="#">Plans</a>
<b>Responsible Officer:</b>	<b>David Vinicombe</b> <b>Executive Manager Planning and Development</b>
<b>Author:</b>	<b>Julia Kingsbury</b> <b>Manager Planning</b>
<b>Proposed Meeting Date:</b>	<b>7 April 2015</b>
<b>Date Prepared:</b>	<b>25 March 2015</b>
<b>Due Date:</b>	<b>9 April 2015</b>
<b>Property Owner:</b>	<b>Methodist Ladies' College</b>
<b>Submitted By:</b>	<b>Methodist Ladies' College and CODA</b> <b>Architecture and Urban Design</b>
<b>Area of Lot:</b>	<b>64,750m<sup>2</sup></b>
<b>Zoning:</b>	<b>Education</b>
<b>Enabling Legislation:</b>	<b><i>Planning and Development Act 2005 (PDA)</i></b> <b><i>Town Planning Scheme No. 3 (TPS3)</i></b> <b><i>Residential Design Codes (RDC)</i></b>

#### Summary

- Application for planning approval received for the demolition of existing buildings on the site and the construction of a new Methodist Ladies' College (MLC) Junior School.
- Application is recommended for approval, subject to relevant conditions.

#### Purpose

For Council to consider the officer recommendation for approval and associated conditions relative to the proposed MLC Junior School development at 356 Stirling Highway, Claremont for the consideration of the Metro West Joint Development Assessment Panel (JDAP).

#### Background

The following table outlines key dates regarding this proposal:

<b>Date</b>	<b>Item/Outcome</b>
19 December 2014	Planning Application received by Council.
7 January 2015	Application undergoes internal DCU assessment.
11 February 2015	Advertising commenced.
25 February 2015	Advertising closed.
16 March 2015	Council briefing.
24 March 2015	Report prepared for Council.

## Past Resolutions

There are no past Council resolutions relevant to this application.

## Statutory Considerations

### Development Assessment Panel

From a legislative point of view, the application is required to be assessed by a Development Assessment Panel (DAP). Given the estimated cost of development (i.e. greater than \$7 million), the application under the *Planning and Development Act (Development Assessment Panels) Regulations 2011* (DAP Regulations) is listed as a "Mandatory DAP Application" and therefore must be considered and determined by a JDAP.

Where an application is to be determined by a DAP, the local government cannot issue Planning Approval. The Town is therefore required to forward the application to the DAP for their formal determination.

In preparing a report for the DAP, the Town is required to undertake a full assessment of the proposal, including advertising and consultation, as per TPS3 requirements.

## Heritage

'Burnside House' and the 'Centenary Building', located on the site are listed in the Town of Claremont Local Government Inventory and the TPS3 Register of Heritage Places. It is noted that neither building is affected by the proposed redevelopment.

As the 'Centenary Building' is classified by the National Trust the proposal was referred for comment. The National Trust advised that they have no objection to the proposed demolition, additions and renovations as they will have no impact on the Centenary Building and limited impact on the Barclay Building (not Classified).

The proposal was also referred to the State Heritage Office (SHO) as the 'Methodist Ladies' College Group' is listed as a site previously identified by the Heritage Council's Register Committee as a place warranting assessment for possible entry in the State Register of Heritage Places. Currently this assessment has been deferred. The SHO has advised that the proposed development will not impact on the 'Methodist Ladies' College Group' of buildings and the proposed works are noted.

## Consultation

The application was advertised in accordance with Local Planning Policy LG525.

17 neighbours were consulted and no submissions were received.

### Metropolitan Region Scheme Metropolitan Region Scheme (Main Roads Referral)

The site is located partially within a Metropolitan Region Scheme (MRS) reserve for 'Primary Regional Road' (PRR). Under the *Planning and Development Act 2005* (PDA) MRS Instrument of Delegation (Del 2011/02), the Council has delegated authority to approve development within or adjacent to the Stirling Highway MRS reservation subject to any decision being consistent with the comment and recommendation of Main Roads WA (MRWA).

The subject application has been referred to MRWA for comment. MRWA advised that they have no objection to the proposed additions and alterations subject to the construction of a footpath on Corry Lynn Road in front of the right angled parking.

If Council supports this application, it is recommended that any approval be conditioned to comply with the above requirement.

## **Discussion**

### Description

The application proposes the construction of a new Junior School at Methodist Ladies' College on the corner of Stirling Highway and Corry Lynn Road (adjacent Bray Road), Claremont. It is proposed to demolish the existing 'Bosisto Hall', the pre kindergarten buildings and existing additions to the 'Summerhayes' and 'Barclay House' buildings.

It is proposed to refurbish the remaining Junior School buildings including a two level addition to the east of the 'Summerhayes' building. It is proposed to construct a two level building to the south of the remaining buildings with a new central courtyard. Additional outdoor areas will be created and/or refurbished as part of the redevelopment. The application also includes the temporary construction of four single level, painted steel frame transportable buildings to be located on the grassed area in the north-west corner of the site whilst the construction of the proposed Junior School occurs. It is indicated that the temporary buildings should be removed by December 2017.

The proposal will result in an increase of building area across the site (both Junior and Senior School) of 83m<sup>2</sup> from 13,988m<sup>2</sup> to 14,071m<sup>2</sup>.

### Use

The site is located in the 'Educational' zone under TPS3. An 'Educational Establishment' is defined as *a school, college, university, technical institute, kindergarten, academy or other educational centre*. An Educational Establishment is a Permitted 'P' use in the Educational Zone. The proposal includes the construction of a new Junior School Precinct to replace the existing development which is a combination of additions to previous buildings, transportable and outdated facility building. It is considered that the proposal is consistent with the Scheme definition and compatible with the existing use of the site.

Division VI of TPS3 states the following objectives of the Educational zone:

- (a) *the maintenance of the park-like appearance of the school grounds visible to the public;*
- (b) *the preservation of all buildings referred to in Clause 78.*

As discussed in the Heritage section of this report, the proposed works do not adversely impact the existing heritage listed buildings on the site. It is also proposed to enhance the existing open space areas surrounding the new and existing buildings of the Junior School. The proposal's compliance with the landscaping requirements of the TPS3 is discussed further in this report.

The proposed temporary classroom use of the grassed area in the north-west corner of the site is considered incidental to the development. Any approval should be conditioned to require the removal of the temporary buildings and the grassed area reinstated within three months of the completion and occupation of the proposed Junior School.

#### Compliance

The development complies with TPS3 and Council Policy requirements. Details in regards to the proposal's compliance are provided below.

#### Landscaping

The proposed development complies with the landscaping requirements of TPS3 which requires 50% of the site to be landscaped. The development proposes 37,030m<sup>2</sup> or 57% of open space. Landscaping, as defined under TPS3 includes the planting of lawns, garden beds, shrubs or trees, any rockery, ornamental pond or paving but does not include areas used or designed for use for parking or access. The open space calculation for the proposal excludes all at grade parking and access areas and therefore be considered suitable for the calculation of landscaping. Any approval should be conditioned to require the submission of a detailed landscaping plan for any new areas of landscaping and open space.

#### Setbacks and Building Height

The proposed development complies with the setback requirements of the Scheme, which reference R0-Code setbacks. The proposed setback of the new building (D-H) complies with the required 6m average setback and is consistent with the existing buildings to be retained fronting Corry Lynn Road. It is noted that no new development is proposed adjacent to the residential properties that adjoin the site along Brae Road.

The proposal generally complies with the 9m height with the exception of portions of the perforated aluminium screen that provides a decorative facade treatment as well as external sun shading for the buildings. The screen exceeds the 9m height limit by up to 1.97m along portions of the eastern and southern facades at the very south east corner of the of the proposed D-H building. The screen also exceeds the 9m height limit in the north east corner of the proposed D-H building by 0.1m. In accordance with cl.40(10) of TPS the height of an Educational Building may increase to 12m where it is not considered to adversely impact on the amenity of the Educational Zone. In this instance the proposed variation to the 9m height limit is considered minor. The south east corner of the proposed D-H building is located internally to the site and will not adversely impact on the Corry Lynn Road or Stirling Highway streetscapes. As the additional height is generally resulted due to the levels of the site it is not considered to adversely impact on the amenity of the zone and immediately locality and can be supported.

#### Parking

Under TPS3, one car parking bay is required for each full time employee plus additional spaces for students as determined by the Council. The application does not propose any changes to the existing car parking provision on site. There are

currently 260 car parking bays, four ACROD bays and three bus bays on site accessed via the existing vehicle entry/exit point on Stirling Highway.

A review of Council's development approvals issued for the school since 2005 does not identify any restrictions being placed on the student or staff numbers. It is noted that the 'My School' website states that enrolments at the school in 2014 was 1085. In this instance, the 'My School' information represents a "snap shot" representation of student numbers (and other enrolment matters) but has no statutory base.

The school has advised that its current enrolment is 1,172 students, which is 88 students below its current maximum enrolment capacity of 1,260 students. This is due to lower than normal enrolments in a couple of the Junior and Senior School cohorts. The current capacity of the school's 63 classes is based on its Preferred Education Model (PEM) of 20 students per class. The Junior School currently has a current enrolment of 410 students, however its current maximum capacity given the existing classrooms and PEM could accommodate 460 students. The proposal will result in two additional classes in the Junior School which could increase the current maximum capacity by 40 students to 500 students. Under the PEM, the resultant 65 classes could accommodate 1,300 students, however the school has advised that due to historic and envisaged enrolments, the proposal is unlikely to ever reach this maximum capacity and whilst not wishing to limit enrolments to 1,280 students (20 students above the existing maximum capacity), it is likely that this is a realistic outcome.

Taking into account TPS3 parking requirements, it is considered that the existing parking and drop off/pick up facilities will accommodate the existing and minor increase in student population. In order to provide for some certainty on enrolments and staff numbers, it is proposed that student numbers be capped at 1,300 under any approval granted for this application. A similar condition was applied to Christ Church Grammar School (R-Block additions) in June 2012. This condition capped student enrolments to 1,600 but provided for additional capacity with Council approval. In this instance, should suitable measures identified in the following Traffic section of this report be proven to reduce the volume of traffic associated with student drop off/pick up, then Council may consider raising the student population upon application.

In addition to the above student number calculations, staff numbers are proposed to be increased by four to a maximum of 194 at any one time. Notwithstanding the minor increase in staff parking, no additional parking bays are considered necessary as the 260 on site bays clearly accommodates the demand. As traffic movement relating to staff generally varies from that relating to students, it is not considered necessary to limit staff numbers.

### Traffic

The applicant has submitted a Parking Assessment Report, prepared by Shawmac dated 2010 and a Traffic Assessment Report prepared by Millar and Associates dated 2012 in support of the proposal. Engineering have reviewed these reports and considered them still relevant as there have not been any significant changes in the existing circumstances on the site or the immediate locality to warrant updated reports.

The Shawmac report reviews the traffic movements around and inside the school during peak morning and afternoon periods. In regards to Corry Lynn Road the report concludes:

*There are 20 street parking bays and an embayed 'kiss and ride' parking facility provided in Corry Lynn Road. MLC has a staggered start and finish times for its Kindy to Year 7 (now 6) group to assist with traffic flow and parking in Corry Lynn Road.*

*Corry Lynn Road is a Local Access Road as defined under the Western Australian Planning Commission's Liveable Neighbourhood Guidelines. While the road services the school it has a predominate function to provide access to residential properties abutting the road, and amenity take precedence over traffic function.*

*Observations of the peak pm collection period revealed a traffic environment that is typical of schools in the Perth metropolitan area. The first of the primary school student group are available for collection as 2.30pm. At 2.15pm it was observed that eight of the 20 bays available in Corry Lynn Road for parking were already occupied. These bays could be occupied by resident's visitors, parents assisting at the school or part time teachers who are not allocated a bay within the school grounds.*

*The occupation of almost half the available parking spaces prior to the commencement of the collection period can compromise the effectiveness of the collection process.*

*While there was some congestion in Corry Lynn Road the collection strategy put in place by MLC was considered to be effective and the best that could be achieved within the constraints of the space available to them.*

*The following issues were observed during the PM collection period:*

- Vehicles for a short period of time were queued around into Stirling Highway. There is nothing that can be done to reduce queue lengths.*
- Reversing manoeuvres out of the medium term parking bays can interrupt the flow of traffic.*
- Children were observed passing behind motor vehicles that were reversing out of right angle bays. The school may consider the provision of footpaths on their property to provide pedestrian access to the front of these bays.*

*The report makes the following recommendations:*

- That where possible, existing long term parkers using facilities in Corry Lynn Road and the Hadley Hall parking area be directed to park in the new parking facility in front of the new sports hall.*
  - That consideration be given to the construction of a pedestrian pathway so that students and parents accessing vehicles parked in the right angled parking bays at the rear of the reversing vehicles.*
  - That Hadley Hall parking be adjusted as per Option 2 to maximise the use of kiss and ride facilities and provide better guidance to pedestrians and separation of pedestrians and vehicles.*
-

- *That the main entrance road be modified to provide greater capacity and improved sight vision as detailed in Option 2 of Section 7 of this report.*

In regards to points one and three above, the Hadley Hall Car Park has been reconfigured in terms of its parking layout and pedestrian access in a similar configuration to 'Option 2' has been provided. This, in conjunction with the new parking provided in the Health and Sports Centre car park has assisted in alleviating pick up and drop off parking pressures and provided alternative long term parking at the school.

The Millar and Associates traffic assessment specifically reviews traffic safety on Corry Lynn Road.

The study references the Shawmac Study of 2010 which was undertaken to review the traffic movements around and inside the school and to make recommendations on the existing parking and pick up and collection facilities. The study found the traffic on Corry Lynn Road to be operating as effectively as possible given the constraints of the road length. It was recommended that long term parkers are directed to the car park in front of the sports hall and that consideration be given to a new footpath in front of the right angle parking bays near Stirling Highway to avoid walking behind reversing vehicles.

Observations from an inspection of the traffic operation identified the following:

*Short periods of traffic congestion are experienced at all schools and it is very difficult to avoid any queues and delays. Overall, the parking and pick up/drop off facility at MLC operated well. The level of congestion was slightly less in the afternoon than the morning due to the staggered finish times.*

*There was a high proportion of boys from Christchurch Grammar School being dropped off and picked up on Corry Lynn Road and Brae Road. It was estimated that about 80% of the children being dropped off between 7.45 and 8.10am were boys.*

*Considerably fewer students from the senior years were dropped off and picked up by their parents than from the junior years.*

*The following safety issues were noted:*

- *Parents and children walked behind the right angled parked cars and risked being hit by reversing vehicles.*
- *Children walked along the grass verge on Brae Road and across the roundabout to enter the school.*
- *Vehicles stopped in the road, in the roundabout and in driveways to pick up and drop off children and interfered with vehicle and pedestrian movements.*

The report makes the following recommendations:

- *Consider staggering the start times if there is a requirement to reduce the traffic congestion in the morning. However, any changes would have to be undertaken in conjunction with Christchurch Grammar School who make up a large proportion of the children who are dropped off on Corry Lynn Road.*

- *Construct a new footpath in front of the right angled parked vehicles to reduce the risk of children and parents being struck by reversing vehicles.*
- *Widen the path beside the drop off/pick up facility to provide seating and a shelter to improve the operation of the facility and the comfort of the children waiting to be picked up.*
- *Liaise with Shawmac who have been commissioned by the Town of Claremont to investigate traffic issues on Corry Lynn Road and connecting local roads to provide the best outcome for the residents and for the school.*

The applicant has advised the Town that the following has been implemented in response to the recommendations:

- Start and finish times have been staggered.
- Staff are required to collect students from parents' cars in the morning, and supervise the collection of students after school to reduce the need for parent to park and walk to and from the classrooms.
- The provision of a dedicated bus from the Booragoon (Garden City) to MLC and Christchurch Grammar School (CCGS) operating at a significant cost to MLC which transports 30 and 40 MLC and CCCS students each morning.
- The issue of a monthly newsletter to inform parents of public transport facilities and benefits of cycling and walking.
- The provision of additional bicycle parking racks for staff and students.
- A college wide policy that no student is permitted to drive to school.

In addition to the initiatives already implemented by the School the Town has been advised that the following has also been investigated:

- MLC and CCGS are reviewing the benefits of introducing a bus shuttle service to help reduce the number of cars driving to both schools.
- Discussions with Main Roads WA to investigate further opportunities to reduce congestion and alter the main Stirling Highway entry and exit point.

It is considered that the measures being implemented by MLC have assisted in alleviating the morning and afternoon traffic congestion related to the Junior School.

It is noted that since the above traffic reports have been produced, footpath facilities in Cliff Way have been constructed and the Town is investigating the provision of satellite parking embayments for drop off and pick up facilities in Richardson Avenue in order to assist in the reduction of traffic movements from the south into Cliff Way, Brae Road and Corry Lynn Road. In addition, the Town is also considering options of altering traffic movement in Corry Lynn Road and Brae Road to reduce through movement into the adjacent residential streets. These matters are to be considered as separate reports under this Council Agenda, and whilst related to traffic movements concerning the school they are separate considerations relative to traffic movement generally in the locality and should not be a determining factor in the consideration of this application. The Town has also in recent times promoted an integrated bus service for all private schools in Claremont and has in the past attempted to gain cooperation from adjacent local authorities to include additional

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private schools in a circular bus service. The applicant has provided a commitment to cooperate and contribute to this service if the Town is able to negotiate the commencement of these services.

Options for a pick-up and drop-off lane running across the front of the school between the existing entry on Stirling Highway to Corry Lynn Road have been discussed with the school and their traffic engineer (Shawmac) has advised that:

*A preliminary review of the potential benefits and cost in terms of feasibility, traffic movement and safety was undertaken based on reference to aerial photographs of the site and the following comments apply.*

- *While the location of the lane is not accurately defined, it is expected that the lane would need to be located in such a position that would inevitably result in the oval area being adversely impacted upon.*
- *The construction of an intersection between the drop off - pick up lane and the access road to MLC would occur in close proximity to the existing intersection between the MLC access road and Stirling Highway and result in an unacceptable and potentially hazardous increase in potential conflict points.*
- *There is a significant level difference between the oval and Corry Lynn Road which currently transitions via a steeply battered slope. The connection between the drop off - pick up lane and Corry Lynn Road would involve significant earthworks and similar to the eastern end, result in an intersection in close proximity to the existing intersection between Corry Lynn Street and Stirling Highway.*
- *Whilst not confirmed, it is expected that the construction of a drop off – pick up lane would impact on services including a transformer.*
- *The proposal is considered to have little beneficial impact as it appears that the current parking and pick-up and drop-off lane adequately provides for all vehicles within the school grounds.*
- *Exit from Corry Lynn Road onto Stirling Highway can only occur in a western direction which may result in traffic wishing to travel east filtering through adjacent residential streets.*

*Overall it is considered that there is little if any benefit in provision of a drop off – pick up lane as being considered.*

In regards to the construction of a footpath in front of the existing right angled bays along Corry Lynn Road to enable pedestrians to walk in front and not behind reversing vehicles, it is advised that there is sufficient space to modify the parking area and construct a footpath to improve access for pedestrians without impacting of the safety of reversing vehicles in regards to sightlines along Corry Lynn Road. It is also noted that MRWA support the proposed development subject to the construction of this footpath. The applicant has advised the Town that they are investigating widening the footpath as a measure of their traffic and safety initiatives. Any approval should be conditioned to require the construction of a footpath at the cost of the owner/developer to the Town's specifications and satisfaction prior to the occupation of the Junior School. Should Council wish to not request the JDAP to apply this as a condition of approval, and JDAP was inclined to agree with this approach, it would be acting out of the delegation requirements from the WAPC and accordingly, JDAP would be required to refer the application to the WAPC for determination.

It is noted that recent approvals for other private schools in the Town have been conditioned to require the provision of a Traffic Management and Transport Plan (TMTP). The initiatives already undertaken by the school together with the above satisfy this requirement and accordingly, no further TMTP is required.

### Building Design

The proposal has been designed to respond to the position and significance of Barclay House as the original primary school and kindergarten building on the site. Significant intrusive additions are proposed to be demolished and the building to the east will open up onto a new courtyard area central to the new Junior School. It is proposed to integrate the existing buildings to be retained (with the exception of Barclay House) with an external white perforated aluminium decorative screens in addition to providing sun shading to the buildings.

It is proposed to use durable, low maintenance materials in finishes and colours that are appropriate for the civic qualities of the Junior School. Any approval should be conditioned to require the final submission of materials, colours and finishes to the satisfaction of the Town of Claremont.

### Officer Recommendation to JDAP

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

Recommend that the Western Joint Development Assessment Panel approve the proposed MLC Junior School Redevelopment subject to the following conditions and advice notes:

1. In all other respects, development is to occur in accordance with the drawings submitted with the application for planning approval (Planning Application 2014.00241), as amended by these conditions.
  2. This approval is valid only if the development is commenced within 24 months of the date of approval.
  3. Student enrolments not exceeding the School's stated cap of 1,300 students based on 65 classes and the Preferred Education Model of 20 students per class for the Claremont campus without the prior approval of the Town of Claremont.
  4. The temporary buildings located in the north-west corner of the site to be removed and the grassed area reinstated within three months of the completion and occupation of the proposed Junior School to the satisfaction of the Town of Claremont.
  5. Detailed landscaping and reticulation plan for any proposed areas of landscaping and open space to be submitted as part of the application for Building Permit and approved by the Town of Claremont.
  6. Prior to the occupation of the proposed development a pedestrian footpath is to be installed along Corry Lynn Road in front of the right angled car parking bays connecting to the existing Stirling Highway footpath, at the cost of the owner/developer to the specifications of the Town of Claremont.
  7. Details of the design, materials, colours and finishes to be submitted as part of the application for Building Permit and approved by the Town of Claremont.
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8. All stormwater is to be contained on site to the satisfaction of the Town of Claremont. Details are to be submitted with an application for a building permit.
9. Details of the proposed location of all service equipment, air conditioner unit enclosures and storage areas including details of the proposed screening of all services from view of the street is to be submitted as part of the application for Building Permit and approved by the Town of Claremont.
10. A Site, Construction and Traffic Management Plan for tradespersons and delivery vehicles including access to the temporary Junior School buildings is to be submitted and approved as part of the application for Building Permit by the Town of Claremont and implemented for the duration of construction.
11. Potentially affected street trees adjacent to the property are to be fenced off for the duration of construction works within a 2.4m x 2.4m area constructed from temporary fence panels. No materials are to be stored within these areas and trees are to be protected to the satisfaction of the Town of Claremont.

Advice Notes:

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

Based on the above, it is recommended that approval be granted subject to the conditions in the officer's recommendation.

**Voting Requirements**

Simple majority decision of Council required.

**Officer Recommendation**

THAT Council:

1. Support the officer recommendation to the Metro West Joint Development Assessment Panel for the proposed Methodist Ladies' College Junior School Development at Lots 1 - 2, 51 - 53, 89 - 90 and 93 (356) Stirling Highway, Claremont.
2. Authorise the Executive Manager Planning and Development to forward a report on the application to the Metro West Joint Development Assessment Panel.

**ALTERNATIVE MOTION**

**Moved Cr Haynes, seconded Cr Lorenz**

**THAT Council:**

1. **Request of the Executive Manager Planning and Development to modify part 1 of the officer report to the Metro West Joint Development Assessment Panel so that the intent of the proposed condition 3 regarding student enrolment limitations is clarified so as to indicate that the limitations are required to satisfy parking requirements of Town Planning Scheme No 3.**
2. **In all other respects support the officer recommendation to the Metro West Joint Development Assessment Panel for the proposed Methodist Ladies' College Junior School Development at Lots 1 - 2, 51 - 53, 89 - 90 and 93 (356) Stirling Highway, Claremont.**
3. **Authorise the Executive Manager Planning and Development to forward a report on the application to the Metro West Joint Development Assessment Panel.**

Reason: To clarify that the student restrictions in condition 3 relate to satisfaction of the parking provisions of TPS3.

**CARRIED(47/15)  
(NO DISSENT)**

### 13.2.2 PROPOSED MODIFICATIONS TO DETAILED AREA PLANS FOR LOTS 508, 509, 510 AND 512 AND COUNCIL POLICY LV128 – NEP DESIGN GUIDELINES

<b>File Ref:</b>	<b>LND/00091</b>
<b>Attachments:</b>	<a href="#"><u>Extracts from the existing Claremont NEP Design Guidelines and Development Area Plans for the North East Precinct and Associated Draft Modifications</u></a>
<b>Author:</b>	<b>David Vinicombe Executive Manager Planning and Development</b>
<b>Proposed Meeting Date:</b>	<b>7 April 2015</b>

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#### **Purpose**

The intent of this report is for Council adopt minor variations to the Planning Policy LV128 North East Precinct Design Guidelines and Detailed Area Plans (DAPs) of the North East Precinct (NEP) Structure Plan for public consultation.

#### **Summary**

- LandCorp has prepared Design Guidelines (DGs) for the NEP together with Detailed Area Plans (DAPs) which detail development requirements within NEP Structure Plan (SP).
  - Council adopted the Design Guidelines (DGs) for the NEP as Council Policy together with Detailed Area Plans (DAPs) as variations to the SP on 9 December 2014.
  - The proposed changes for the DAPs include:
    - Lots 508 and 509 involve widening out the Public Open Space (POS) link adjacent the oval edge by removal of two sections of 2-3 storey buildings and increasing the area of POS in the link from 526m<sup>2</sup> to 773m<sup>2</sup> (247m<sup>2</sup> increase).
    - Conversion of 168m<sup>2</sup> POS on Lot 512 to a Plaza with a minimum area of 150m<sup>2</sup> (previously not part of the lot) and width and depth dimension of 10m, and inclusion of a requirement for the “developer to liaise with the Public Transport Authority on proposed location of for station underpass.”
    - Realignment of Davies Road frontage and truncation with Shenton Road on Lot 509.
    - Increasing the commercial allocation on Lot 510 (Claremont Football Club site) and provision of ‘line of sight/landscaped embankment’ commensurate with planning approval issued for the site.
  - Minor consequential changes are also proposed to the DGs.
  - The changes are considered minor and to positively impact on the NEP development, but require adoption for public consultation prior to final consideration.
-

- Revised subdivision applications reflecting the above modifications have been lodged with the Western Australian Planning Commission (WAPC). Once the changes to the DAPs and DGs have been endorsed by Council, the Town may respond to the subdivision proposals consistent with Council's Delegation DA22 requirements.

## Background

The following table outlines key dates regarding this proposal:

Date	Item/Outcome
18 December 2012	Council adopts changes to the NEP SP, proposed DGs and DAPs subject to minor modifications pending further discussions between LandCorp and the Town's CEO.
9 December 2014	Adoption of the DG's including minor amendments to the DAP and DG's.
February and March 2015	Applications for Subdivision including proposed amendments to the DAPS for Lots 508 to 510 and 512 received.
26 March 2015	Report prepared for Council.

## Past Resolutions and Decisions

Council resolved on 9 December 2014 as follows:

*That Council resolve to:*

1. *Note the minor clarification to the Detailed Area Plan for Lots 528-530 and 532-543 relative to reference to Lot 560 in the Open Space section of the Detailed Area Plan.*
2. *Adopt the proposed modifications to the Design Guidelines, pursuant to clause 82 of Town Planning Scheme No. 3, as follows:*
  - *Development Controls section of cl.4.7 be amended to include:*  
*LandCorp will be provided with 25% (or 0.25% of total construction cost) of the abovementioned contribution, which will be retained within a consolidated fund and utilised to deliver precinct-wide public art. The remaining 75% (or 0.75% of total construction cost) will remain as the public art contribution for implementation by the Developer.*
  - *Development Controls section of cl.5.5.1 be modified to include:*  
*Waste storage and collection for single dwelling lots shall be in accordance with the Town's standard requirements for single residential developments.*
3. *Adopt the Claremont North East Precinct Design Guidelines as Planning Policy LV128 North East Precinct Design Guidelines pursuant to clause 82 of Town Planning Scheme No. 3.*

*CARRIED (200/14)  
(NO DISSENT)*

Council also supported relevant subdivision proposals for the Claremont NEP SP area on 20 December 2011 (Southern Portion of Oval and Shenton Road) and 26 April 2012 (Lot 1) subject to a number of conditions and the WAPC granted conditional approval for these applications on 22 February 2012, 6 June 2012 and 9 July 2012.

## Details

The Town has been requested by the WAPC to comment on revised subdivision proposals for the NEP SP area which require modifications to both the DAPs and minor resultant changes to the DGs. Once the modifications to the DAPs and DG are endorsed by Council, Delegation DA22 will allow the Town to respond to the WAPC on the specifics of the subdivision proposals.

Proposed modifications to the DAPs include the following:

Lot 508 and 509 - Removal of the development site "nibs" to northern corners of these lots (previously shown as 2-3 storeys) to provide for an increase in the size and opening of the POS link between the lots onto the oval edge POS.

Lot 509 - Minor area adjustment based on detailed design of Shenton Road/Davies Road intersection.

Lot 512 - Removal of POS, replaced with similar sized Plaza space requirements to be integrated in the development site together with inclusion of note for the developer to 'liaise with Public Transport Authority on location of future station underpass.

Lot 510 - Based on the changes to CFC's development and commercial lot extent, together with the protection of sight lines from the stadium to the oval, this DAP has been updated.

Resultant changes would apply to text, plans and figures contained in the DGs relative to the POS provision. These changes include:

- Removal of the "3 – Transit Plaza" text relative to the Urban Design – 4.2 Interface to the Public Domain requirements on page 4 (inclusive of modifications to the plan to remove "3", modify "2" relative to the shape of "Shenton Walk" and renumber the remaining POS areas.
- Change to Fig 2 on page 7 to remove POS from the Transit Plaza area and modify the shape of "Shenton Walk".
- Change the shape of "Shenton Walk" on the plan contained on page 21 - Built Form 5.2.3 Oval's Edge Interface Zone requirements.
- Modify the shape and landscaping detail of "Shenton Walk" on the Landscape Concept Masterplan contained in the Landscaped Design requirements on page 38 – together with associated changes to the location of the transplanted Canary Island Date Palm trees – from original proposed site at the front of "Graylands Plaza" to the rear of "Shenton Walk".

## Compliance

The DGs are adopted as Council Policy in accordance with cl.82 of TPS3. Cl.82(2) of TPS3 provides for a minimum 21 day consultation period to apply to modifications to Council Policy following adoption of the draft modifications.

The DAPs are adopted as variations to the SP in accordance with cl.75P(8). The Town may vary a DAP in accordance with procedures outlined in cl.75P onwards. This involves a notice in a local newspaper advertising the proposals for a period of not less than 21 days.

### **Consultation**

Formal consultation is required before the proposed modifications to the DG's (Council Policy) and DAPs can be finalised.

### **Discussion**

The proposal is for Council to consider support for the proposed modifications to the DAPs and adoption for advertising of the associated Policy changes relative to the DGs.

No objections are raised to the proposed modifications to the DAPs and DGs.

The proposed modifications to the POS will result in a net increase of 79m<sup>2</sup> POS (247m<sup>2</sup> increase at "Shenton Walk" minus 168m<sup>2</sup> at "Transit Plaza") resulting in an effective gain of 229m<sup>2</sup> (with the reduced Transit Plaza still being contained within Lot 512). The shape of the POS in "Shenton Walk" will open up the existing POS connection to the POS around the oval and the vista to the relocated Canary Island Date Palm trees (previously approved by the Chief Executive Officer for relocation from the corner of Davies and Shenton Roads).

The other changes to the DAPs are minor and reflective of normal design detail modifications, particularly in regards to Lot 510 for the CFC stadium and commercial lot development site.

The changes to the DGs are consequential and have no significant impacts on the development proposals.

### **Conclusion**

It is proposed that Council adopt the proposed modifications to the DGs for the purposes of advertising and that the DG and DAP modifications be advertised in the local paper for a period of 21 days.

### **Voting Requirements**

Simple majority decision of Council required.

### **Moved Cr Haynes, seconded Cr Tulloch**

**That Council resolve, pursuant to clause 82 of Town Planning Scheme No. 3 adopt the proposed modifications to Council Policy LV128 NEP Design Guidelines for the purpose of public consultation and advertise the modifications to the Design Guidelines and Detailed Area Plans for Lots 508, 509, 510 and 512 for a period of 21 days.**

### **MOTION TO DEFER**

**Moved Cr Lorenz,**

**That the item be deferred back to Administration pending an Elected Member information session regarding the matter.**

The motion lapsed for want of a seconder.

**THE PRIMARY MOTION WAS PUT**

**Moved Cr Haynes, seconded Cr Tulloch**

**That Council resolve, pursuant to clause 82 of Town Planning Scheme No. 3 adopt the proposed modifications to Council Policy LV128 NEP Design Guidelines for the purpose of public consultation and advertise the modifications to the Design Guidelines and Detailed Area Plans for Lots 508, 509, 510 and 512 for a period of 21 days.**

**CARRIED(48/15)**

For the Motion: Mayor Barker and Crs Browne, Goetze, Haynes, Kelly and Tulloch.  
Against the Motion: Cr Lorenz.

### 13.3 CORPORATE AND GOVERNANCE

#### 13.3.1 MONTHLY STATEMENT OF FINANCIAL ACTIVITY FOR THE PERIOD ENDING 28 FEBRUARY 2015

<b>File Ref:</b>	<b>FIM/0062-02</b>
<b>Attachments:</b>	<a href="#">Statement of Financial Activity for period ending 28 February 2015</a> <a href="#">Infrastructure Assets – 2014-15 Schedule of Works</a>
<b>Responsible Officer:</b>	<b>Les Crichton</b> <b>Executive Manager Corporate and Governance</b>
<b>Author:</b>	<b>Hitesh Hans</b> <b>Finance Manager</b>
<b>Proposed Meeting Date:</b>	<b>07 April 2015</b>

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#### **Purpose**

For Council to note the Statement of Financial Activity for the month ending 28 February 2015.

#### **Background**

The Monthly Financial Report is presented in accordance with the *Local Government Act 1995* and *Local Government (Financial Management) Regulations 1996*.

#### **Discussion**

The Financial Statements to 28 February 2015 represents eight months of operation within the 2014-15 financial year. Reporting is provided against the revised 2014-15 budget following completion of the mid-year budget review and adopted by Council on 17 February 2015.

#### Operating revenue - \$194,432 above budget

- Fees & Charges - \$100,742 above budget due to increased fines and penalties revenue (\$15K) and aquatic centre admission and hire fees (\$123K). However Leased Premises (dept 1105) is under the budget by 44K due to timing of the leasing income.
- Interest Earning - \$65,189 above budget due to timing and higher interest income derived by better cash management and increased cash holdings.
- Reimbursement - \$37,262 due to reimbursement legal expenses on debt recovery and utility expenses of leased premises.

#### Operating expenditure - \$784,098 below budget

- Materials and Contracts - \$633,541 due to timing differences across all business units with the more significant variances within;
    - Infrastructure - \$169K (roads, drainage, street tree, verge maintenance, plant operations and administration services)
-

- Special projects - \$37K (wayfinding signage,SMH)
- Environmental Health and Ranger Services - \$49K
- Administration & Governance - \$63K (Local govt reform, Office expenses, materials and contracts, building maint.)
- Planning and Building services - \$87K
- Waste Management - \$105K
- Employee Costs - \$131,035 under budget due to timing across training, recruitment, OSH (\$28K), insurance (\$16K) and staff vacancies.
- Other Expenditure - \$41,595 due to timing on contribution to Claremont Lawn Tennis Club court upgrade (\$15K), overheads over allocated (10K) and various other departments.

#### Capital expenditure – \$205,689 under budget

As detailed within the capital works schedules, the capital expenditure comprises;

- \$36,217 over budget in infrastructure works. Attachment 2 provides further detail on the projects and variance explanation.
- \$164,297 under budget on land, building, plant and equipment capital expenditure due to timing. Note 10 of Attachment 1 provides a breakdown of these items.
- \$86,947 under budget on transfers to reserves due to timing of interest income on reserve investment.

#### Capital income - \$326,112 under budget

- (\$40,000) is a timing variance relating to proceeds from sale of asset.
- (\$282,120) of variance is as a result of transfer from reserve not processed.

#### Summary

The closing surplus of \$6,605,707 is comparing favourably against the budgeted surplus of \$5,705,423. While the total variance is large (\$900,284), it is comprised primarily of timing differences which will be addressed as projects and programs are completed during the second half of the year. No further adjustments to those recognised during the mid-year review have been identified.

#### **Past Resolutions**

Ordinary Council Meeting 17 March 2015, Resolution 37/15:

*That Council note the Financial Statement of Activity for the period 1 July 2014 to 31 January 2015.*

#### **Financial and Staff Implications**

Resource requirements are in accordance with existing budgetary allocation.

#### **Policy and Statutory Implications**

*Local Government Act 1995.*

*Local Government (Financial Management) Regulations 1996.*

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**Publicity**

N/A

**Strategic Community Plan****Governance and Leadership**

*We are an open and accountable local government that encourages community involvement and strives to keep its community well informed.*

- Provide and maintain a high standard of governance, accountability, management and strategic planning.
- Maintain long term financial stability and growth.

**Urgency**

N/A

**Voting Requirements**

Simple majority decision of Council required.

**Moved Cr Kelly, seconded Cr Haynes**

**That Council notes the Financial Statement of Activity for the period 1 July 2014 to 28 February 2015.**

**CARRIED(49/15)  
(NO DISSENT)**

## 13.4 INFRASTRUCTURE

### 13.4.1 SCHOOL DROP OFF PICK UP AREA IN RICHARDSON AVENUE

<b>File Ref:</b>	<b>RDS/00236</b>
<b>Attachments:</b>	<a href="#">Parking and LATM Report</a>
<b>Responsible Officer:</b>	<b>Saba Kirupanather</b> <b>Executive Manager Infrastructure</b>
<b>Author:</b>	<b>Marty Symmons</b> <b>Engineering Technical Officer</b>
<b>Proposed Meeting Date:</b>	<b>07 April 2015</b>

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#### **Purpose**

Report recommends Richardson Avenue be used as school drop off areas now that construction of the new section of footpath linking Richardson Avenue to Methodist Ladies College (MLC) has been completed on Cliff Way and Brae Road.

#### **Background**

##### Existing conditions:

- Stirling Highway and Richardson Avenue intersection is currently partially closed with one way access onto Richardson Avenue from Stirling Highway west-bound traffic only.
- An existing single lane slow point exists outside house number 8 Richardson Avenue.
- Richardson Avenue has thirty eight mature trees within this section; the majority of which are either London Plane or Queensland Box, the remainder of most verge area is either sandy-grass or grass.
- Existing posted speed limit on Richardson Avenue is 50km/h. Existing posted speed limit on Stirling Highway is 60km/h.
- Anecdotal evidence suggests that to avoid using Stirling Highway many students are being driven to MLC using local access roads via suburbs from the south-west such as Peppermint Grove, Mosman Park and beyond, to be dropped off in Corry Lynn Road.

#### **Discussion**

The attached Local Area Traffic Management (LATM) Report has been prepared to provide guidance on provision of a safer environment for school children being dropped off and picked up. The report assesses specifically the suitability of sites identified on Osborne Parade and Richardson Avenue.

Traffic count data received from counts conducted in Richardson Avenue between Stirling Highway and Cliff Way, Prospect Street and Wilson Street, and Wilson Street and Osborne Parade show that vehicles travelling on Richardson Avenue are typically travelling under the 50km/h speed limit. No poor driving behaviour is apparent within the data collected. 85<sup>th</sup> percentile speeds of circa 50km/h are present midblock between Prospect Street and Wilson Street as would be expected.

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Constraints on Osborne Parade including existing lane widths, vegetation and street lighting around cul-de-sac head, and existing footpath make any modifications to accommodate parking embayments unrealistic. The likely estimated cost of these modifications would be high with the resultant outcome of only three angled parking bays being installed.

Richardson Avenue east-side verge between Cliff Way and Wilson Street would yield the greatest increase in parking in the area for the least expenditure. There is sufficiently large spacing between mature trees to allow for up to sixteen parking bays.

Up to nine parallel parking bays could be provided. Kerb modifications would be required for the section of road being utilised. Additionally the existing verge surface material would require modifying to a trafficable surface, either by reconstructing to a sealed surface or with the addition of unsealed compacted granular pavement fill.

Up to sixteen 90° angled parking bays could be provided. Kerb modifications would be required for the section of road being utilised. Additionally the existing verge surface material would require modifying to a trafficable surface, either by reconstructing to a sealed surface or with the addition of unsealed compacted granular pavement fill.

Angled parking (90°) is preferred as parallel parking bays would result in vehicles performing frequent U-turns, or travelling in a loop around Prospect Street, Renown Avenue and Wilson Street, to enable parking in the correct direction on Richardson Avenue. Both of these are undesirable outcomes.

In conclusion it is recommended that Council utilise the space to maximize the number of bays ensuring that they are designed to current Australian Standards for quick turnover usage. It is recommended that 90° angled parking bays be installed on the east side of Richardson Avenue between Wilson Street and Cliff Way.

All mature verge trees can be retained and protected during construction to maintain the amenity of the street and to provide shade for the proposed parking bays.

Existing kerb on the east side of Richardson Avenue should be replaced to increase the length of the new parking bays, and to facilitate more rapid access and egress to them. The existing kerb line when replaced should be realigned by up to 1m towards the existing road centreline to provide longer bay lengths and to narrow the existing road width of Richardson Avenue.

Speed humps should be introduced on Richardson Avenue at either end of the section of angled parking bays to promote slower speeds through this section. This will provide a safer turning area for vehicles entering and exiting the bays.

New edge line marking or new kerb should also be installed on the east side of Richardson Avenue between Cliff Way and the existing single lane slow point to correctly align vehicles travelling south through the slow point to the new centreline alignment.

Four methods of construction have been provided within the report and to achieve the most benefit for cost solution. Concept Design Option 4 is considered the preferred option.

Consultation should be undertaken with MLC and CCGS to promote the usage of the new parking area to the parents currently driving through Richardson Avenue to drop students off on Corry Lynn Road.

The Town could request the schools to initiate/ promote “Walk a Little Way” program which will improve health of the students and reduce traffic congestion near the schools.

### **Past Resolutions**

N/A

### **Financial and Staff Implications**

Cost estimate for the recommended option 4 is \$48,000, for Council to consider for inclusion in the 2015-16 draft budget.

### **Policy and Statutory Implications**

Australian Standards for on street parking

### **Publicity**

Will require public consultation with residents living on Richardson Avenue between Cliff Way & Wilson Street.

### **Strategic Community Plan**

#### **Liveability**

*We are an accessible community, with well maintained and managed assets, and our heritage preserved for the enjoyment of the community.*

- *Maintain and upgrade infrastructure for seamless day to day usage.*
- *Provide a responsible and well managed urban environment, with sustainable development outcomes*

### **Urgency**

N/A

### **Voting Requirements**

Simple majority decision of Council required.

**Officer Recommendation**

That Council

1. Endorse, for consultation with residents in Richardson Avenue between Cliff Way and Wilson Street and Methodist Ladies College, option 4 (attached) of the draft concept plan for the installation of 90° angled parking bays in the verge area on the east side of Richardson Avenue between Wilson Street and Cliff Way:
  - With the reduction of carriageway width of Richardson Avenue to accommodate adequate length of car bays
  - With speed humps on both ends of the proposed parking area as the preferred school drop off/ pick up area
2. Include the works for consideration in the 2015-16 Budget.

**ALTERNATIVE MOTION**

**Moved Cr Goetze, seconded Cr Lorenz**

**That Council**

1. **Endorse, for consultation with residents in Richardson Avenue between Cliff Way and Wilson Street and Methodist Ladies College and Christ Church Grammar School, all options (see attachment) of the draft concept plan for the installation of 90° angled parking bays in the verge area on the east side of Richardson Avenue between Wilson Street and Cliff Way:**
  - **With the reduction of carriageway width of Richardson Avenue to accommodate adequate length of car bays**
  - **With speed humps on both ends of the proposed parking area as the preferred school drop off/pick up area**
2. **Include the works for consideration in the 2015-16 Budget.**

Reasons:

Option 1 includes -

1. Sealing the car parking bays which is important for the maintenance of a high use area and also for maintaining the amenity and appearance of the area.
2. Wheel stops which are important for the safety of students using the footpath
3. Minimal impact on tree roots

Including CCGS in the consultation is important because -

4. Lots of boys are dropped off in Corry Lynne Rd as well as girls from MLC and we want the boy's parents to use the drop off and pick up zone as well.
5. We want CCGS to be aware of this proposal and to be on board with it so that they will promote its use through the school.

**CARRIED(50/15)  
(NO DISSENT)**

**13.4.2 TRAFFIC MANAGEMENT IN CLIFF WAY AND BRAE ROAD**

<b>File Ref:</b>	<b>RDS/00181</b>
<b>Attachments:</b>	<a href="#">Council resolution proposed treatment</a> <a href="#">Locality Plan</a> <a href="#">LATM Concept</a>
<b>Responsible Officer:</b>	<b>Saba Kirupanather</b> <b>Executive Manager Infrastructure</b>
<b>Author:</b>	<b>Saba Kirupanather</b> <b>Executive Manager Infrastructure</b>
<b>Proposed Meeting Date:</b>	<b>07 April 2015</b>

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**Purpose**

Report recommends closure of Brae Road to westerly traffic at Corry Lynn Road intersection (roundabout) as alternative to previously endorsed construction of nib at intersection of Brae Road and Cliff Way.

**Background**

Council agreed to restrict traffic entering Cliff Way from Brae Road by installing a nib in Brae Road in the north east corner of Brae Road and Cliff Way (Attachment 1). Cliff Way is a very narrow street and the two way traffic during school peak times create traffic congestion and safety issues for school children on foot.

The concept was discussed with Main Roads WA and they have rejected the concept for safety reasons.

**Discussion**

To achieve the same outcome of discouraging traffic from using Cliff Way in their return journey, an alternative option is to close Brae Road to westerly traffic at Corry Lynn Road intersection (Attachment 2).

This still allows the residents in Brae Road to travel in both directions. At the same time the parents driving to Corry Lynn Road via Cliff Way, Cliff Road and Brae Road will not be able to return via Brae Road. The traffic will be diverted via Corry Lynn Road and Stirling Highway to proceed back to their destinations. This will make Brae Road and Cliff Way less congested and will improve the pedestrian safety in the local precinct with narrow streets, mainly for the school children.

This proposal may cause some traffic congestion at the Corry Lynn Road/ Brae Road roundabout and may increase the queue length in Brae Road in the easterly direction. This congestion could be reduced if the students get dropped off and picked up in Richardson Ave and they walk via the new path in Cliff Way and Brae Road. A separate report relating to proposal to install a drop off/ pick up area in Richardson Avenue is included in this agenda. The Brae Road traffic management treatment should be implemented after construction of the proposed Richardson Avenue drop off area, if approved.

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It is recommended Council receive a further report following completion of consultation on the proposed alternative Brae Road treatment.

### **Past Resolutions**

Ordinary Council Meeting 18 March 2014, Resolution 38/14,

*That Council include for consideration in the 2014-15 Budget;*

- 1. Construction of a temporary “nib” for a 6 month trial period at the north east corner of the junction of Cliff Way and Brae Road to be followed by community consultation;*
- 2. A “Give Way sign” with appropriate road markings on the traffic lane on Brae Road heading west; and*
- 3. Construction is to commence after the footpath has been completed.*

### **Financial and Staff Implications**

Resource requirements are in accordance with existing budgetary allocation.

### **Policy and Statutory Implications**

Main Roads WA design guidelines.

### **Publicity**

If approved, consultation with the local residents in Cliff Way, Brae Road, Corry Lynn Road and Cliff Road and the two local schools will take place before the Council makes the final decision regarding the proposed concept.

### **Strategic Community Plan**

#### **Liveability**

*We are an accessible community, with well maintained and managed assets, and our heritage preserved for the enjoyment of the community.*

- Clean, usable, attractive, accessible streetscapes and public open spaces.
- Maintain and upgrade infrastructure for seamless day to day usage.
- Provide a responsible and well managed urban environment, with sustainable development outcomes.

#### **Governance and Leadership**

*We are an open and accountable local government that encourages community involvement and strives to keep its community well informed.*

- Provide and maintain a high standard of governance, accountability, management and strategic planning.
- Focus on improved customer service, communication and consultation.
- Provide responsive and responsible leadership.

**Urgency**

To commence community consultation.

**Voting Requirements**

Simple majority decision of Council required.

**Moved Cr Tulloch, seconded Cr Goetze****That Council**

1. Approves, for consultation with the community in the local precinct (Brae Road, Corry Lynn Road, Cliff Way, Cliff Road) and Methodist Ladies College and Christ Church Grammar School, the draft concept plan to close Brae Road to westerly traffic entering from Corry Lynn Road;
2. Receives a further report following completion of consultation.

**CARRIED(51/15)  
(NO DISSENT)**

**14 ANNOUNCEMENTS BY THE PRESIDING PERSON**

On behalf of Council Mayor Barker expressed condolences to the Mulder family for their recent loss in the passing of Jean Mulder, a past Councillor of the Town of Claremont.

Cr Haynes announced the release of rehabilitated turtle at Lake Claremont.

**15 ELECTED MEMBERS' MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN****15.1.1 VICTORIA AVENUE CYCLEPATH****Author: Cr Bruce Haynes****Proposed Meeting Date: 07 April 2015**

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**PRIMARY MOTION**

That Council approves a dedicated cycleway on both sides of Victoria Avenue.

Reason

Extending the cycleway from CYC to CCGS will have limited benefit without providing a dedicated cycleway through Nedlands and Claremont. It is imperative that Claremont and Nedlands have consistent systems to avoid confusion at the unmarked border. My informal census indicated that about 3 times the number of cyclists now use the Victoria Avenue route compared to the railway cycleway. I believe that a dedicated cycleway was intended when the road surface was altered (1990s?). Resident parking on local distributor roads (e.g. Shenton Road) is no longer viable whether or not there is a dedicated cycleway.

Urgency

One recent accident between a cyclist and a parked car is more than enough. Even avoiding a parked car on a cycleway puts the cyclist at risk from following traffic.

**CEO comment**

This will require preparation of a report outlining how this might be achieved and at what cost. Cycle counts are being undertaken in Victoria Avenue and the analysed data will be available by mid April 2015. This data will provide information regarding the number of cyclists using the cycle lane in Victoria Avenue at different times of the day.

The Town is waiting for Main Roads WA funding approval for the resurfacing works in Victoria Avenue between Freshwater Parade and Warwick Street. This will be known in May/ June 2015.

**ALTERNATIVE MOTION****Moved Cr Haynes, seconded Cr Lorenz****That Council investigate, in consultation with the City of Nedlands, possibility of providing a continuing dedicated cycleway on both sides of Victoria Avenue.****CARRIED(52/15)  
(NO DISSENT)**

**15.1.2 BARNFIELD ROAD/GUGERI STREET- TRAFFIC DIRECTION**

**Author:** Cr Bruce Haynes

**Proposed Meeting Date:** 07 April 2015

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*Item 15.1.2 was withdrawn by Cr Haynes.*

*An impartiality interest was declared by Cr Tulloch for Item No 15.1.3, by virtue of being Vice Chairman of Shine Community Care.*

*An impartiality interest was declared by Cr Lorenz for Item No 15.1.3, by virtue of being Deputy to Cr Tulloch as Vice Chairman of Shine Community Care.*

### **15.1.3 SHINE COMMUNITY CARE – INCREASE IN ANNUAL CONTRIBUTION**

**Author: Cr Alastair Tulloch**

**Proposed Meeting Date: 07 April 2015**

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#### **MOTION**

**Moved Cr Tulloch, seconded Cr Lorenz**

**That Council include for consideration in the 2015-16 Budget, a \$25,000 increase to the annual contribution to SHINE Community Care. This contribution would be subject to other Council's increasing their funding by a similar proportion.**

**CARRIED(53/15)  
(NO DISSENT)**

#### Reason

Greatly increased demand by the elderly in Claremont for the services offered by SHINE Community Services.

#### **CEO Comment**

SHINE offers wide range of services for seniors and adults with disabilities with in the Western suburbs. They offer services such as gardening and home maintenance, shopping transport and assistance for a low cost (\$8), transport to medical appointments, domestic care, respite and social support. They run a lot of centre based activities such as lunches, technology sessions, art classes, cards etc as well as day trips for a small cost.

Their role is growing and changing, as the reported numbers in mental health issues related to isolation and depression also increase. It has grown to include activities that build social connection, and they organise monthly calendars with something on every day.

As the number of programs increase to support the relative number of increased users, SHINE needs to increase its number of staff. The request for increased funds from the Town is to predominantly support this increase in resources.

The table below identifies the number of current users and what local government they are from. It also shows the percentage of funding each local government provides which is currently based on population. While the report is not able to identify the total cost of services (each service has different costs) provided to each local government area, the table shows that as a percentage, the Town's contribution is marginally lower than the number of residents using the services.

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SHINE is largely voluntary based, receives funding from the State Government, and from the four participating local governments. The increase requested is significant (34%) in relation to the current annual contribution of \$73,000. In addition it does not represent a one-off payment rather an ongoing increased contribution beyond the 2015-16 financial year. It may be argued however that for the Town to directly provide these services, the cost would exceed the proposed contribution.

<b>SHINE Community Services</b>	<b>Current User Spread</b>	<b>Current User Spread</b>	<b>Funding Allocation (Based on ABN Census Data)</b>
Town of Claremont	189	43%	37%
Town of Cottesloe	100	23%	28%
Town of Mosman Park	132	30%	29%
Shire of Peppermint Grove	18	4%	6%
<b>TOTAL</b>	<b>439</b>	<b>100%</b>	<b>100%</b>

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

NIL

**17 CONFIDENTIAL MATTERS FOR WHICH THE MEETING MAY BE CLOSED TO THE PUBLIC****MOTION TO CLOSE DOORS**

**Moved Cr Haynes, seconded Cr Browne**

**That in accordance with Section 5.23 (2) of the Local Government Act 1995 the meeting is closed to members of the public with the following aspects of the Act being applicable to this matter:**

(c) A contract entered into, or which may be entered into, by the local government and which relates to a matter to be discussed at the meeting.

**CARRIED(54/15)  
(NO DISSENT)**

*Mayor Barker adjourned the meeting at 8:13 PM.*

*Mayor Barker reconvened the meeting at 8:13 PM.*

**Mayor Barker**

<b>Cr Peter Browne</b>	<b>West Ward</b>
<b>Cr Karen Wood</b>	<b>West Ward</b>
<b>Cr Jill Goetze</b>	<b>South Ward</b>
<b>Cr Paul Kelly</b>	<b>South Ward</b>
<b>Cr Alastair Tulloch</b>	<b>East Ward</b>
<b>Cr Bruce Haynes</b>	<b>East Ward</b>
<b>Cr Anita Lorenz</b>	<b>East Ward</b>

**Mr Stephen Goode (Chief Executive Officer)**

**Mr Les Crichton (Executive Manager Corporate and Governance)**

**Mr David Vinicombe (Executive Manager Planning and Development)**

**Mr Nick King (Manager Engineering Services)**

**Ms Katie Bovell (Governance Officer)**

**17.1 INFRASTRUCTURE****17.1.1 TENDER RFT 2014-06 CLAREMONT PARK TOILET**

**File Ref:** PRK/00118  
**Responsible Officer:** Saba Kirupanather  
Executive Manager Infrastructure  
**Author:** Saba Kirupanather  
Executive Manager Infrastructure  
**Proposed Meeting Date:** 07 April 2015

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**Purpose**

For the Council to consider the tender for the supply and installation of a new toilet block in Claremont Park, Claremont (RFT 2014-06).

**Moved Cr Lorenz, seconded Cr Tulloch**

**That Council approves the lump sum price provided by ZD Constructions of \$151,875.00 to design, supply and install a new toilet block in Claremont Park.**

**CARRIED(55/15)**

For the Motion: Mayor Barker and Crs Browne, Goetze, Haynes and Lorenz.  
Against the Motion: Crs Kelly and Tulloch.

**MOTION TO PROCEED WITH OPEN DOORS****Moved Cr Haynes, seconded Cr Kelly**

**That the meeting proceed with open doors.**

**CARRIED(56/15)  
(NO DISSENT)**

*The meeting proceeded with doors open at 8:36 PM.*

**THE MAYOR READ ALOUD THE RESOLUTION MADE BEHIND CLOSED DOORS.**

**18 FUTURE MEETINGS OF COUNCIL**

Ordinary Council Meeting 21 April 2015.

**19 DECLARATION OF CLOSURE OF MEETING**

There being no further business, the presiding member declared the meeting closed at 8:37 PM.

Confirmed this ... .. day of ... .. 2016.

**PRESIDING MEMBER**