City of Nedlands

AGENDA

Ordinary Council Meeting

Wednesday 28 October 2026

Notice of Meeting

An Ordinary Council Meeting of the City of Nedlands is to be held on Wednesday 28 October 2026 in the Council Chambers at 71 Stirling Highway, Nedlands commencing at 5:00 pm.

This meeting will be livestreamed Livestreaming Council & Committee Meetings » City of Nedlands

Paul Martin | Chief Executive Officer
Friday, 16 October 2026

Information

Council Meeting Agenda are run in accordance with the City of Nedlands Standing Orders 2016. If you have any questions in relation to the agenda, procedural matters, addressing the Council or attending these meetings please contact the Governance Officer on 9273 3500 or governance@nedlands.wa.gov.au

Public Question Time

Public question time at an Ordinary Council Meeting is available for members of the public to ask a question about any items in relation to the City of Nedlands or items on the agenda. Questions asked by members of the public are not to be accompanied by any statement reflecting adversely upon any Council Member, Committee Member or Employee.

Questions should be submitted via the online form available on the City's website: Public question time | City of Nedlands

Questions may be taken on notice to allow adequate time to prepare a response and all answers will be published in the minutes of the meeting.

Addresses by Members of the Public

Members of the public may make presentations or ask questions on items contained within the agenda. Presentations are limited to 3 minutes. Members of the public must complete the online registration form available on the City's website: Public Address Registration Form | City of Nedlands

The Presiding Member will determine the order of speakers to address the Council, and the number of speakers is to be limited to 2 in support and 2 against any item on an Ordinary Council Meeting Agenda. The Public address session will be restricted to 15 minutes unless the Council, by resolution decides otherwise.

Disclaimer

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

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1 DECLARATION OF OPENING

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2 PRESENT AND APOLOGIES AND LEAVE OF ABSENCE (PREVIOUSLY APPROVED)

This item will be dealt with at this point.

3 PUBLIC QUESTION TIME

This item will be dealt with at this point.

4 ADDRESSES BY MEMBERS OF THE PUBLIC

This item will be dealt with at this point.

5 REQUESTS FOR LEAVE OF ABSENCE

Any requests from Council Members for leave of absence will be dealt with at this point.

6 PETITIONS

Any petitions from members of the public will be dealt with at this point.

7 DISCLOSURES OF FINANCIAL INTEREST

Any disclosures of Financial Interest will be dealt with at this point.

8 DISCLOSURES OF INTERESTS AFFECTING IMPARTIALITY

Any disclosures of Interests Affecting Impartiality will be dealt with at this point.

9 DECLARATIONS BY MEMBERS THAT THEY HAVE NOT GIVEN DUE CONSIDERATION TO PAPERS

This item will be dealt with at this point.

10 CONFIRMATION OF MINUTES

10.1 Ordinary Council Meeting held Wednesday, 23 September 2026

Officer Recommendation

The Minutes of the Ordinary Council Meeting held Wednesday, 23 September 2026 be CONFIRMED subject to the following correction:

- **Page 144 - the wording "For the Period 28 April 2026 to 27 May 2026" shall be replaced with "For the Period 24 June 2026 to 27 July 2026"**

10.2 Special Council Meeting held Wednesday, 16 September 2026

Officer Recommendation

The Minutes of the Special Council Meeting held Wednesday, 16 September 2026 be CONFIRMED.

11 ANNOUNCEMENTS BY THE PRESIDING MEMBER WITHOUT DISCUSSION

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

12 MEMBERS ANNOUNCEMENTS WITHOUT DISCUSSION

Written announcements by Council Members to be tabled at this point.

13 MATTERS FOR WHICH THE MEETING MAY BE CLOSED

Nil

14 MINUTES OF COUNCIL COMMITTEES AND ADMINISTRATIVE LIAISON WORKING GROUPS

14.1 CEO Performance Review Committee held Wednesday, 14 October 2026

Officer Recommendation

That Council:

1. **RECEIVES the Unconfirmed Minutes of the CEO Performance Review Committee held Wednesday, 14 October 2026; and**

2. **ADOPTS the CEO Performance Review Committee Resolution to report number CPR01.10.26 as follows:**
    a. **APPOINTS Consultant A to provide the Chief Executive Officer Performance Review Committee independent consultancy services in accordance with the Request for Quotation process; and**
    b. **REQUESTS that the CEO holds an Elected Member forum to review the Chief Executive Officer Performance Review Policy within 3 months of the CEO Performance KPIs being agreed.**

15 DIVISIONAL REPORTS - CITY DEVELOPMENT AND REGULATORY SERVICES

15.1 City of Nedlands Laneway Recommendations Report - Endorsement for Consent to Advertise

Report Number	**DRS16.10.2026**
Applicant	City of Nedlands
Disclosure of Interest	Nil
Voting Requirements	Simple Majority
Authority/Discretion	Review
Contributing Officer	Luke Smith - Senior Strategic Planner
Responsible Officer	Emille van Heyningen - Manager Urban Planning & Development
Director	Bruce Thompson - Director City Development & Regulatory Services
Attachments	1. City of Nedlands Laneway Recommendations Report (Draft) [**15.1.1**]

Purpose

The purpose of this report is for Council to consider the outcomes and recommendations of the City's Laneway Auditing Project for consent to advertise.

The advertising process will provide Council with additional information, local knowledge and community sentiment to assist in its future consideration of the recommendations.

Officer Recommendation

That Council:

1. **ENDORSES the Recommendations Report for the City of Nedlands Laneway Auditing Project (Attachment 1) for the purpose of advertising in a manner and form consistent with Clause 87(3) of the Deemed Provisions of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*;**
2. **NOTES that the purpose of advertising is to obtain community feedback and local knowledge to assist Council in its future consideration of the recommendations;**
3. **REQUIRES that the advertising period for the proposed Laneway Auditing Recommendations Report will be for a minimum of 21 days as per *Local Planning Policy 7.3 - Consultation of Planning Proposals;* and**
4. **REQUESTS that the CEO presents feedback from the consultation period at a future meeting.**

Background

As part of a strategic approach, Officers have been considering the future of the City's laneways and have undertaken a Laneway Auditing Project to develop a long-term strategy for potential upgrades to all 43 laneways in the city.

This review is important as many laneways are in sub-optimal condition or are insufficient to accommodate modern use and development. While the project is not intended to serve as a coordinated works program, it will assist the Council in identifying long-term upgrade priorities, staging and funding options.

A similar project to strategically improve the City's laneway assets was undertaken in 2021, with the intent of establishing a local planning policy to guide laneway works. However, Council resolved in December 2021 to not proceed with the initiative.

The strategic need to consider upgrades to the City's laneways was again revisited in May 2025. A more holistic approach to laneway planning is proposed by considering each laneway on its merits, while establishing a mechanism within the local planning framework to guide works and prioritisation. As part of the process, Officers hav focused on early engagement with the community to create more awareness around the project. This report outlines the outcomes of the investigations undertaken to date. It is recommended that the outcomes of the project be advertised before Council considers the City's final approach to upgrading its laneway assets. This project has been revisited as ad-hoc improvements to the City's laneways continue. This coupled with the lack of a guiding strategy will continue this trend and may leave certain assets years away from receiving improvements.

Discussion

Following establishment of the project brief in mid-2025, the City appointed planning consultants Taylor Burrell Burnett (TBB) in October 2025 to assist officers with the project. The consultants supported the development of a laneway database by capturing site photographs, surface materials, general condition, dimensions and surrounding development patterns. This information was used to assess opportunities for future development to orientate towards laneways.

The findings include a prioritisation framework to guide future works scheduling. This framework prioritises those laneways that are subject to flooding complaints in the first instance, while also considering physical condition, traffic and access, drainage, servicing and safety. Each of the 84 laneway sections investigated was assigned a priority rating of low, medium, high or extreme and one of four works categories, i.e. 'Category 1 – *minor works*', 'Category 2 – *upgrades*', 'Category 3 – *upgrades and widening*', 'Category 4 - *widening only*'. To support this work, the City held several community information sessions to obtain input from residents in early 2026.

As part of this process, most established laneways in Dalkeith were assessed as low to medium priority, with minor upgrades being recommended. Several laneways in Nedlands and key laneways in Swanbourne are proposed for comprehensive upgrades and widening; while those in Mount Claremont are generally identified for upgrades to improve overall conditions. Laneways in newer estates are proposed to retain their current status, as these comply with the State Government's *Liveable Neighbourhoods*

standards for laneway reserves. For severely under-width laneways, provisions within the framework may be investigated to prevent future development fronting laneways or to facilitate one-way access. As all laneways currently provide some form of vehicle access, any closures are unlikely at this stage. It is noted that there are exceptions to these general patterns across all suburbs, which have been assessed and prioritised accordingly.

It is recommended that the laneway upgrades be delivered and funded through various sources. Category 1 (minor works) would be administered through future capital works programs, limiting City funding to the lowest level of improvement required. Categories 2 and 3, involving more comprehensive upgrades and widening, will require greater investment and are proposed to be funded through alternative mechanisms. The funding options require further investigation with a framework proposed at a future Council meeting once the recommendations have been advertised. Some funding sources such as potential special area rates, ad-hoc construction and/or opt-in contributions through development approvals will be investigated further. Initial consultation indicated that some residents may be willing to contribute towards works to particular laneways, which may reduce the financial contribution required from the City. Laneways requiring widening only (Category 4) would be progressively widened as development occurs, through conditions imposed on development or subdivision approvals.

Laneways less than 5m wide will require widening to enable two-way vehicle access. This could be achieved through amendments to Local Planning Scheme No. 3, a future Scheme amendment could identify affected laneways. Widening would generally occur through development approval conditions applied to adjoining properties where vehicle access is proposed.

If Council supports advertising the recommendations, Officers will undertake further community information sessions as part of its consultation. The consultation process will provide the community with an opportunity to comment on the proposed recommendations and identify any local issues or considerations relevant to individual laneways. Officers will also subsequently investigate appropriate mechanisms within the local planning framework to coordinate laneway upgrades, for Council's consideration. Dependent on Council’s endorsement of the recommendations post-advertising, an indicative work program will be prepared with a greater focus on implementation in line with Council’s decision.

Consultation

The purpose of advertising is to seek feedback from landowners, residents and other stakeholders regarding the findings and recommendations of the report. Submissions received through the consultation process will be reported back to Council and considered in determining whether, and in what form, the recommendations should be progressed, including any funding and implementation mechanisms.

It is proposed that the recommendations report be advertised for 21 days in accordance with the regulations and *Local Planning Policy 7.3 – Consultation of Planning Proposals.* Specifically, the report will be advertised using the following methods:

- Notice in a local newspaper;
- Notice on the City's notice board;
- Notice on the City's Your Voice engagement portal; and
- Notice on the City's social media channels.

Strategic Implications

This item is strategically aligned to the Council Plan 2023-33 vision and desired outcomes as follows:

Vision: Sustainable and responsible for a bright future

Place
6. Sustainable population growth with responsible urban planning.
8. A city that is easy to get around safely and sustainably.

Performance
11. Effective leadership and governance.

Financial Implications

The laneway upgrades will have significant long-term financial implications. The main implications for the City would be Category 1 works, which are proposed to be funded through future capital works programs. It is estimated that at current costs, this will total approximately $3M-$5M spread across multiple years, with the overall laneway works program estimated at $20M-$30M. The works that will be administered through future Capital Works Programs will be reflected in the Long-Term Financial Plan.

The scale of the potential investment identified through the audit means it is highly unlikely that all recommended works could be delivered within a short timeframe or funded solely by the City. Accordingly, the recommendations report **(Attachment 1)** intends to provide the basis for prioritisation and staging future laneway upgrades and inform future budgeting, capital works programming and long-term financial planning.

While laneway works may be prioritised below more pressing needs such as road maintenance and stormwater management, Council may consider that this remains an integral component of future capital works programs.

The estimated cost of identified works significantly exceeds the likely level of funding available within any single budget cycle and will therefore require a staged approach to delivery over many years.

It is not proposed that the City fund the remaining Category 2-4 works, but this would require the identification of suitable funding mechanisms. These may include specified area rates for properties backing onto laneways requiring works within Categories 2 or 3, or advice notes or conditions to establish opt-in contributions through development approvals. Category 4 laneways are those otherwise constructed to a high standard

but require widening. The intention is to address these through development approval conditions at no cost to the City.

Given the estimated cost of the broader laneway improvement program, alternative funding mechanisms will be an important consideration in improving the feasibility of future upgrades and reducing the financial burden on the City.

Council also needs to consider the fact that some residents may be willing to contribute to laneway upgrades outside the priority list, as this would incur no cost to the City.

If adopted, a financial and implementation framework for the long-term delivery of laneway upgrades would be developed for Council's consideration. This would provide a clear basis for future funding decisions and assist Council in directing available resources towards the highest-priority projects in a coordinated and financially sustainable manner.

Legislative and Policy Compliance

Implementation of the recommendations may require amendments to the planning framework and the application of planning controls to facilitate future laneway upgrades. In this regard, Officers will investigate appropriate mechanisms within the local planning framework to facilitate the proposed recommended works.

Decision Implications

Should Council endorse the Laneway Recommendations Report for advertising purposes, Officers will undertake community consultation and report the outcomes back to Council for further consideration.

The outcomes of consultation, including any relevant local issues, community feedback and recommended amendments to the report, will be presented to Council to assist in determining whether, and in what form, the recommendations should be progressed.

Should Council resolve not to endorse the recommendations report for advertising purposes, the project will not progress to community consultation and Council will not have the benefit of further community feedback, local knowledge and stakeholder input when considering the future of the City's laneway network. Future laneway works would continue to require individual assessment by Administration in the absence of a coordinated framework.

Risk Considerations

Risk Category	Risk Rating	Comment on Risk
Financial	Moderate	There are moderate financial risks related to the adoption of this recommendation report as the costs of upgrades to the laneways are significant and will need to be factored into future budgets.

Service Delivery	Moderate	In the absence of a strategic framework, future laneway upgrades may continue to be undertaken on an ad-hoc basis, resulting in inconsistent prioritisation and delivery.
Reputational	Moderate	There is a moderate reputational risk if community expectations regarding future laneway upgrades are not met due to financial or implementation constraints. There is also a risk of ongoing community dissatisfaction where poor laneway conditions remain unaddressed.

Analysis and Conclusion

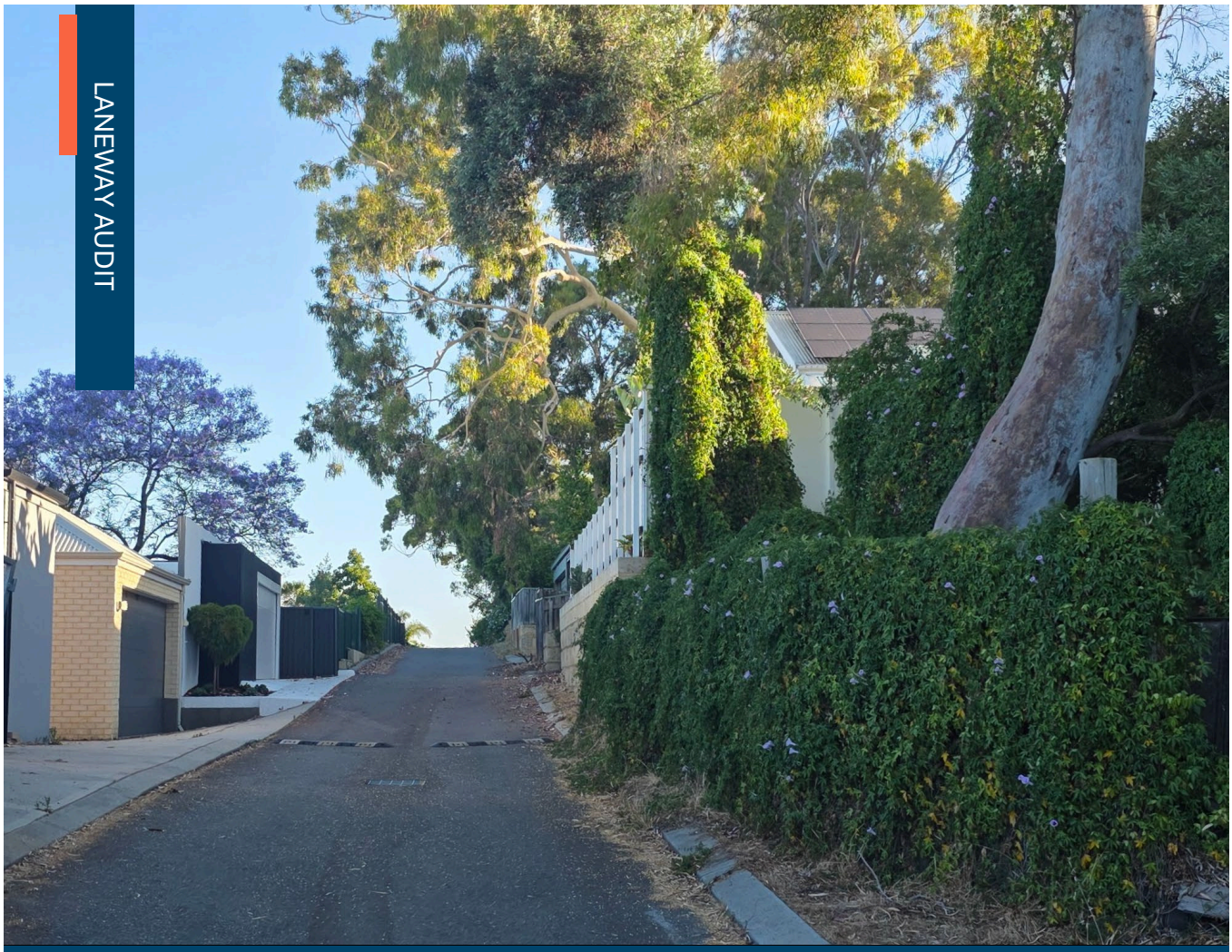
Consideration of the Laneway Recommendations Report presents an opportunity to establish a strategic framework for upgrading the City's laneway assets.

The report identifies a range of potential upgrade options, funding mechanisms and implementation pathways. It also highlights the significant cost associated with upgrading the City's laneway network and the need for future works to be prioritised, staged and delivered over time.

Further community consultation is required to obtain local knowledge and feedback on the proposed recommendations, priorities and funding approaches.

Advertising the report will provide an opportunity for landowners, residents and other stakeholders to identify any local issues or considerations that may not have been captured through the audit process. The outcomes of consultation can then be considered by Council in determining whether, and in what form, the recommendations should be progressed.

It is recommended that Council supports the officer recommendation to endorse the recommendations report for the purpose of advertising.



Audit & Recommendations Report

City of Nedlands Laneway Audit

Prepared for City of Nedlands
Prepared by TBB Planning
August 2026

TBB PLANNING

Document Information

Laneway Audit

Audit & Recommendations Report

City of Nedlands

Prepared by: TBB Planning

Office
Level 7, 160 St Georges Terrace
PERTH WA 6000

Postal
PO Box 7130 Cloisters Square
PERTH WA 6850

Phone [redacted]
Email

Acknowledgement of country

TBB Planning acknowledges the Whadjuk people of the Noongar nation as the Traditional Custodians of the land on which we live and work, and recognises their continuing connection to land, waters and culture.

We also acknowledge the custodianship of the many lands and waters across which we design, plan and engage, and pay our respects to Elders past and present, who hold the traditions and culture that continue to guide us in planning for communities now and into the future.

Doc ID: 25~079 RPT Laneway Audit & Recommendations 2.0 FINAL DRAFT

Revision	Status	Author	Approved by	Date Issued
1.0	Draft	[redacted]		17/06/2026
2.0	Final Draft			06/08/2026

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This document was prepared for the City of Nedlands for the purposes of a Laneway Audit and Recommendations Report, and may only be used in accordance with the executed agreement between TBB Planning and the Client.

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Executive Summary

TBB Planning was engaged by the City of Nedlands to undertake a comprehensive audit of the City's laneway network and develop a strategic framework to guide the future management, upgrading and funding of laneway infrastructure.

The audit included a detailed review of all laneways within the municipality, comprising desktop investigations, site inspections, planning analysis and land tenure investigations. The project builds on previous work undertaken by the City and provides an evidence-based foundation for future planning, infrastructure investment and asset management decisions.

Key Findings

The audit identified the following key findings:

- The City contains 43 existing laneways spanning approximately 13.7km, varying in width, condition, function. All except three laneways are dedicated public roads, owned by the State of Western Australia and under Management Order to the City of Nedlands.
- The majority of laneways continue to perform an important access and servicing function and should be retained.
- All audited laneways, except McHenry Lane, contain existing utility infrastructure and provide access to at least one adjoining property.
- Drainage and flooding issues represent the most common infrastructure deficiency across the network and are the primary driver of upgrade priorities.
- Laneway condition varies significantly, ranging from recently constructed laneways built to contemporary standards through to older gravel laneways with limited drainage infrastructure.
- Most laneways are approximately 5m wide or less, which is below the contemporary 6m standard recommended by Liveable Neighbourhoods.
- Progressive widening of selected laneways is recommended as redevelopment occurs, supplemented by targeted City investment where appropriate.
- One-way traffic operation has been identified as an appropriate alternative to widening in some constrained locations.
- Opportunities for residential density increases were identified in limited locations only, primarily within Mount Claremont.
- Existing planning mechanisms provide a basis for implementing widening and upgrade requirements, however amendments to Local Planning Scheme No. 3 are recommended to provide a clearer and more consistent implementation framework.

Recommended Actions

Key actions arising from the audit include:

- Prepare a Scheme Amendment to Local Planning Scheme No. 3 to strengthen and expand the City's existing laneway provisions.
- Introduce a schedule and associated mapping identifying laneways subject to widening and/or upgrade requirements.

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- Liaise with DPLH regarding incorporation of the audit recommendations into the future planning framework for the UWA QEII Improvement Plan Area, and establish an interim implementation mechanism for the Improvement Plan Area pending preparation of the future statutory planning framework.
- Progress identified one-way traffic conversions and associated traffic management measures.
- Resolve identified land tenure and ownership matters.
- Integrate upgrade priorities into the City's capital works and asset management programs.
- Progress priority drainage and infrastructure upgrades.
- Prepare and apply an appropriate statutory framework to support consistent widening, upgrading and contribution requirements through subdivision and development assessment processes.
- Periodically review and update the audit findings and implementation framework.

Implementation Priorities

Timeframe	Key Actions
Short Term	Statutory planning framework, DPLH liaison, interim UWA QEII mechanism, traffic management measures, tenure matters, capital works programming, detailed design, priority drainage and infrastructure upgrades
Medium Term	Ongoing application of widening and upgrade requirements through development assessment and approvals, progressive laneway widening and upgrading as redevelopment occurs
Ongoing	Review and address laneway encroachments; monitoring, review and maintenance of the audit database

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This report establishes a strategic framework and recommended priorities for the future management, upgrading and widening of the City's laneway network. It does not constitute a committed capital works program or require the City to undertake individual recommendations within a specified timeframe. The implementation of recommendations will be subject to future Council decisions, funding availability, annual budget processes, redevelopment activity, detailed design, statutory approvals and competing corporate priorities.

The audit sets out a long-term framework for the management and improvement of the City's laneway network. Implementation is intended to occur progressively through a combination of planning mechanisms, redevelopment activity, infrastructure investment and ongoing asset management, ensuring that future investment is targeted to locations where it delivers the greatest operational and community benefit.

1.0

Introduction

1.0 Introduction

TBB Planning has been engaged by the City of Nedlands to undertake a comprehensive audit of laneways (rights-of-way) across the municipality. The City contains an extensive and varied laneway network, particularly within established suburbs, with laneways ranging from fully constructed assets to unconstructed corridors lacking basic infrastructure such as drainage, pavement and lighting. These laneways play an important functional role in providing access and servicing, while also presenting longer-term opportunities to improve amenity and support appropriate redevelopment outcomes.

Recognising the strategic value of laneways as part of the City's local infrastructure network, the project has been initiated to provide a robust evidence base to inform future decision-making. The audit responds to the need for a consistent understanding of existing conditions, constraints and opportunities, and to establish a clear framework to guide investment, prioritisation and engagement with landowners, the community and relevant agencies.

1.1 Project Purpose

The purpose of the Laneway Audit is to establish comprehensive baseline data on the condition, use, tenure and infrastructure of all laneways within the City of Nedlands. The audit documents physical characteristics, surrounding land use and planning controls, current function and safety considerations, building on previous assessments to create a consolidated and up-to-date dataset that can support strategic and operational decision-making.

The audit is intended to inform future decision-making and long-term asset planning and should not be interpreted as committing the City to undertake individual upgrade works within a particular timeframe. The project develops an informed management framework to guide future investment, maintenance priorities and renewal of the laneway network. This includes identifying laneways for retention, upgrade, widening or ongoing maintenance, establishing priorities for works, and considering opportunities to enhance safety, access and amenity for the community. Where appropriate, the audit also explores the potential role of laneways in supporting redevelopment, improved servicing and housing diversity outcomes.

A further objective of the project is to explore equitable and sustainable funding mechanisms for laneway upgrades. This includes examining City-funded works, cost recovery and developer contribution approaches to ensure that future improvements can be delivered in a transparent and fair manner. Overall, the project supports the City's commitment to maintaining and improving local infrastructure while optimising the long-term use and value of its laneway network.

1.2 Project Objectives

The objectives of the Laneway Audit and Recommendations Report are to:

- establish a comprehensive and contemporary understanding of the City of Nedlands' laneway network, including physical condition, function, land tenure and surrounding planning context;
- identify the role and ongoing function of laneways in supporting residential access, servicing, movement, redevelopment opportunities and neighbourhood amenity;
- provide a consistent strategic framework to guide future decision-making regarding the retention, upgrading, widening and maintenance of laneways;
- identify laneways where upgrades or widening may be required to support existing or future development outcomes, improve functionality, or address safety and access issues;
- inform future planning and development assessment and approval processes and requirements relating to properties adjoining laneways, including subdivision, redevelopment and access arrangements;

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- support the coordinated and equitable delivery of future laneway improvements by identifying implementation pathways, indicative costs, funding mechanisms and prioritisation criteria;
- ensure future laneway upgrades are informed by contemporary engineering, servicing, drainage and safety considerations, while recognising the established character and constraints of surrounding neighbourhoods;
- provide an evidence-based foundation for any future changes to the local planning framework, infrastructure programs or other statutory mechanisms relating to the City's laneway network; and
- support long-term asset management and infrastructure planning by consolidating audit findings into a structured and ongoing reference framework for the City.

1.3 Study Area & Definitions

The audit relates to all laneways within the City of Nedlands municipality, as listed in **Table 1** below. This includes dedicated public laneways (or rights-of-way), private roads and private rights of way. Relevant definitions and their sources are provided in **Table 2**.

Maps depicting the location of the audited laneways are contained in **Appendix A**. Only laneways existing as at December 2025 have been audited, noting there are a number of new laneways being created in various locations across the City where new subdivision is occurring.

Table 1: Audited laneways and segment references

Laneway name	Segment reference number	Bounding Streets
DALKEITH		
Sandpiper	1a	West - Wavell Road; East - Throssell Street
	1b	West - Throssell Street; East - Sadlier Street
	1c	South - Sadlier Street; North - Carroll Street
	1d	South - Carroll Street; North - Waratah Avenue
Cormorant	2a	West - Wavell Road; East - Throssell Street
	2b	West - Throssell Street; East - Sadlier Street
	2c	South - Sadlier Street; North - Carroll Street
	2d	South - Carroll Street; North - Pardalote Lane
Bee Eater	3a	West - Wavell Road; East - Murray Street
	3b	South - Murray Street; North - Carroll Street
	3c	South - Carroll Street; North - Pardalote Lane
Sittella	4	South - Carroll Street; North - Pardalote Lane
Pardalote	5a	West - Wavell Road; East - Brockman Avenue
	5b	West - Brockman Avenue; East - Browne Avenue
	5c	West - Browne Avenue; East - Hobbs Avenue
Ringneck	6a	West - Wavell Road; East - Brockman Avenue
	6b	West - Brockman Avenue; East - Browne Avenue
	6c	West - Browne Avenue; East - Hobbs Avenue
	6d	South - Hobbs Avenue; North - Gallop Road

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Laneway name	Segment reference number	Bounding Streets
Stilt	7	South - Ringneck Lane; North - Gallop Road
Tern	8	South - Ringneck Lane; North - Gallop Road
Silvereye	9a	North - Philip Road; South - Waratah Avenue
	9b	North - Waratah Avenue; South - Leon Road
Gerygone	10a	West - Silvereye Lane; East - Robert Street
	10b	West - Robert Street; East - Shrike Lane
Shrike	11	North - Philip Road; South- Waratah Ave
Tree Martin	12a	West - Victoria Avenue; East - Robert Street
	12b	West - Robert Street; East - Alexander Place
Raven	13a	West - Stone Road; East - Sherwood Road
	13b	West - Sherwood Road; East - Hackett Road
Frogmouth	14a	West - Stone Road; East - Sherwood Road
	14b	West - Sherwood Road; East - Hackett Road
Lorikeet	15a	West - Stone Road; East - Sherwood Road
	15b	West - Sherwood Road; East - Hackett Road
NEDLANDS		
McHenry	16	North-west: The Avenue
Hibbertia	17a	East - Williams Road
	17b	West - Williams Road; East - Meriwa Street
	17c	West - Meriwa Street; East - Clifton Street
Laxum	18a	South - Hibbertia Lane; North - Gordon Street
	18b	South - Gordon Street; North - Park Road
	18c	South - Park Road; North - Karella Street
	18d	South - Karella Street; North - Hardy Road
Fraseriana	19a	South - Hibbertia Lane; North - Gordon Street
	19b	South - Gordon Street; North - Park Road
	19c	South - Park Road; North - Karella Street
	19d	South - Karella Street; North - Hardy Road
Drosera	20a	South - Park Road; North - Karella Street
	20b	South - Karella Street; North - Hardy Road
Hampden	21a	South - Park Road; North - Karella Street
	21b	South - Karella Street; North - Hardy Road
Micrantha	22a	West - Williams Road; East - Clifton Street
	22b	West - Clifton Street; East - Hampden Road
Mattner	23	West - Smyth Road; East - Lupin Hill Gr

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Laneway name	Segment reference number	Bounding Streets
Blumann	24	West - Smyth Road; East - Lupin Hill Gr
SHENTON PARK		
Sadka	25a	West - Dawes View; East - Sadka Lane
	25b	North - Orton Road; South - Dawes Park
Coalesce	26	West - Guttmann App; North - Orton Road; South - Muecke Way
Goatcher	27	North - Seymour Avenue; South - Thorburn Way
FLOREAT		
Gracilis	28	West - Draper Street; East - Grasby St
MOUNT CLAREMONT		
Burnettia	29a	West - Banksia Drive; East - Burnettia Lane
	29b	North - Caladenia Parade
Jarrah	30	North - Pimelea Crescent; East - Banksia Drive
Dorset	31	West - Charles Lane
Charles	32a	North of Hamilton Park
	32b	Abutting Hamilton Park
Barrow	33	West - Abbey Gardens
Boundary	34	East - Rochdale Road
Agonis	35a	South - Cleland Street; North - Asquith Street
	35b	South - Asquith Street; North - Beecham Road
Rudis	36a	West - Adderley Street; North - Asquith Street
	36b	South - Asquith Street; North - Haldane Street
Clematis	37a	South - Kennedia Lane; North - Asquith Street
	37b	South - Asquith Street; North - Haldane Street
Olearia	38a	South - Kennedia Lane; North - Asquith Street
	38b	South - Asquith Street; North - Haldane Street
Acacia	39a	South - Kennedia Lane; North - Asquith Street
	39b	South - Asquith Street; North - Haldane Street
Kennedia	40a	West - Mayfair Street; East - Rochdale Road
	40b	West - Rochdale Road; East - Strickland Street
	40c	West - Strickland Street; East - Adderley Street
SWANBOURNE		
Acerosa	41	West - Kirkwood Road; East - Walpole Street
Maritima	42	West - Kirkwood Road; East - Walpole Street
Lomandra	43a	West - Kirkwood Road; East - Walpole Street
	43b	West - Pine Close; East - Kirkwood Road

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Table 2: Relevant definitions

Road Type	Definition	Relevance to Laneway Audit
Laneway	Means a narrow local street type without a verge located along the rear and/or side property boundary, typically used in more dense residential areas when smaller lot layouts justify rear garaging, and where alternative vehicle access is needed for lots fronting busy streets or parks.	All street types which meet this definition are included in the audit.
Right-of-way	A strip of land such as a laneway, available either for use by the general public, or a restricted section of the community, and may be created by subdivision, specific transfer, or continued use over a period of years. They may be: • Private, where the land is created in a plan of subdivision and available to landowners that are legally entitled; or • Public, where the land has been vested in the Crown.	Laneways which meet this definition are included in the audit.
Private Road	Means alley, court, lane, road, street, thoroughfare or yard on alienated land which is shown on a Plan or Diagram of Survey deposited with the Registrar of Titles and which: a) is not dedicated, whether under a written law or at common law, to use as such by the public; b) forms a common access to the land, or premises, separately occupied; or c) is accessible from an alley, court, lane, road, street, thoroughfare, yard or public place that is dedicated, whether under a written law or at common law, to use as such by the public.	Laneways which meet this definition are included in the audit.
Private right-of-way	Means the balance of title from a subdivision held in private ownership over which adjacent owners have an implied right of access under Section 167A of the *Transfer of Land Act 1893*. Implied rights are the legal rights of access and use that benefit properties created on the same subdivision plan as a private right-of-way or laneway, and generally allow the owners and occupiers of those lots to use the laneway for vehicular and pedestrian access, even where the laneway remains in private ownership.	Laneways which meet this definition are included in the audit.
Public road	Means a public thoroughfare for vehicles (as defined in the *Road Traffic (Administration) Act 2008* section 4) or pedestrians, and includes structures or other things appurtenant to the road that are within its limits, and a thoroughfare is not prevented from being a road only because it is not open at each end.	Laneways which meet this definition are included in the audit. In majority of cases, the laneways/rights-of-way in the City of Nedlands are dedicated as public roads.

1.4 Background

The City of Nedlands contains an extensive network of laneways and rights-of-way, particularly within the suburbs of Dalkeith, Nedlands, Swanbourne and Mount Claremont. These laneways were historically established to provide rear access and servicing to residential lots and, in some locations, present opportunities to support infill development, improved access, and enhanced neighbourhood amenity. Over time, however, many of the City's laneways have remained unconstructed or only partially developed, with varying standards of surface treatment, drainage, lighting and width. As a result, their condition, function and capacity to support contemporary development outcomes has become increasingly inconsistent across the municipality.

The City has previously undertaken an audit of its laneways, capturing baseline information such as physical dimensions, construction type, drainage and condition. This earlier work highlighted the fragmented nature of the laneway network and the absence of a clearly articulated minimum standard or strategic framework to guide future investment, upgrading or redevelopment. In response, the City has continued to explore mechanisms to better understand the role of laneways in supporting access, servicing and potential housing outcomes, while balancing infrastructure constraints, funding considerations and community expectations.

Previous strategic and policy work has also sought to address the planning implications of increased residential density adjoining laneways. Following the gazettal of Local Planning Scheme No. 3 in April 2019, a number of properties abutting laneways became capable of higher-intensity development. In this context, the City prepared the Draft Local Planning Policy – Existing Laneway Requirements to provide greater certainty for landowners and to support the potential widening and upgrading of laneways where development or subdivision occurred. The draft policy was presented to Council in August 2020 and subsequently advertised for public comment from January to April 2021, including community information sessions and an online survey.

The Draft Local Planning Policy generated limited community support and attracted a high proportion of objections. Key issues raised included concerns regarding the legal basis for requiring land to be ceded without compensation, the lack of a demonstrated 'need' and 'nexus' in accordance with State planning policy, potential loss of trees and neighbourhood character, and the risk of ad-hoc or piecemeal laneway upgrades. Independent legal advice and further assessment identified that the draft policy lacked a robust strategic and evidentiary foundation to support its implementation within the City's planning framework. As a result, in December 2021 Council resolved not to proceed with the draft policy and not to pursue the ceding and widening of existing laneways as a formal policy position at that time.

In 2025, TBB Planning was engaged by the City to progress the City of Nedlands Laneway Audit, seeking to build upon earlier audits and establish a comprehensive, up-to-date evidence base. The project involves a detailed assessment of laneway condition, land tenure, surrounding land use, planning controls and redevelopment potential, as well as the development of prioritisation, costings and funding options for future upgrades. The audit is intended to inform long-term decision-making, including whether individual laneways should be retained, upgraded, maintained in their current condition, or closed, and to support the preparation of future planning guidance and implementation tools.

The current Laneway Audit builds on the City's earlier work and responds directly to the identified gaps in strategic justification, prioritisation and implementation planning. By establishing a comprehensive and contemporary understanding of the City's laneway network, the audit is intended to provide a clearer basis for future planning policy, infrastructure investment and funding mechanisms, informed by technical analysis, statutory considerations and community engagement.

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2.0

Expanded Laneway Audit

2.0 Expanded Laneway Audit

2.1 Methodology

The laneway audit was undertaken using a combination of desktop analysis, field investigations, and planning review processes to develop a comprehensive understanding of the City of Nedlands' laneway network. The methodology adopted for the audit is outlined below.

1. Data Collection

Initial information was gathered through a detailed desktop review of available mapping, cadastral, and planning data sources. Key platforms utilised included Landgate, City of Nedlands Intramaps, MNG Access, Google Street View, and PlanWA. These sources were used to identify laneway locations, dimensions, ownership arrangements, access patterns, adjoining land uses, and historical subdivision and development information. Previous studies, investigations, and internal records prepared by or for the City of Nedlands were also reviewed to inform the audit process and avoid duplication of existing work.

The desktop review confirmed that all laneways included within the audit are publicly accessible and generally provide through-access to the surrounding road network, either for vehicles, pedestrians, or service access purposes.

2. Field Verification

On-site inspections of the laneway network were undertaken during December 2025, with follow-up inspections completed in January 2026 where additional clarification or updated observations were required. The purpose of the field inspections was to verify the accuracy of desktop data, confirm existing conditions, and identify issues not readily apparent from mapping or aerial imagery.

The inspections included assessment of pavement condition, access arrangements, drainage, lighting, vegetation, waste storage, informal usage patterns, and any encroachments into the laneway reserve. Current photographic documentation was captured throughout the inspection process to provide a visual record of conditions at the time of the audit.

Whilst some evidence of private property, waste materials, or miscellaneous items being stored within laneways was observed, these instances were generally isolated and not considered widespread or resulting in substantial encroachments that materially restricted public access or functionality.

3. Database Compilation

Findings from the desktop review and field inspections were consolidated into a detailed audit database. The database was structured to enable consistent recording and analysis of physical, cadastral, and access-related information for each laneway segment. Information compiled included dimensions, tenure, access function, physical condition, infrastructure characteristics and other relevant observations.

The database has been designed to support both the preparation of this audit and the City's ongoing asset management, strategic planning, and prioritisation of future laneway upgrade works.

4. Planning Review

A review of the applicable planning framework was undertaken for properties adjoining the laneway network. This included examination of zoning, density coding, subdivision and development requirements, access provisions, recent planning and subdivision approvals, and relevant planning policies and guidance documents. Particular consideration was given to the role of laneways in facilitating vehicle access, servicing, and future infill development outcomes.

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The review also considered the extent to which existing planning controls and previous planning approvals support or constrain future laneway upgrades, widening requirements, access improvements, and associated infrastructure delivery.

2.2 Audit Findings

The comprehensive Audit Database is contained in **Appendix B**, with **Table 3** below providing an overview of the findings from the laneway audit, together with sample photographic evidence of the surveyed laneways.

Refer to the Laneway Location Maps in **Appendix A** for the laneway locations and reference numbers, and associated LPS3 Zoning Maps contained in **Appendix C**.

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Table 3: Summary of Laneway Audit findings

Location	Width	Pavement Treatment & Condition	Services & Drainage	Function & Access	Lighting & Amenity	Existing Zoning & Redevelopment Potential of Abutting Properties
DALKEITH						
Dalkeith East **(Laneways 1-8)**	5.0m	Predominantly gravel, with some sections upgraded to asphalt seal. Typically poor condition, with some upgraded sections in good/excellent condition.	Sewer present in all. Drainage variable, with several segments showing limited or no obvious formal drainage infrastructure.	Access to adjoining residential properties is predominantly from the primary street frontage, however laneways generally provide secondary rear access.	No lighting present. Vegetation/trees encroaching most laneways. Some leaf litter/overgrown grass present but generally well-maintained with minimal refuse/debris/ other materials.	Entirely Residential R10 with low subdivision potential based on existing density coding, lot sizes and the quality of existing development.
	Sample Photographs					
	 Sandpiper Lane		 Cormorant Lane		 Stilt Lane	

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Location	Width	Pavement Treatment & Condition	Services & Drainage	Function & Access	Lighting & Amenity	Existing Zoning & Redevelopment Potential of Abutting Properties
Dalkeith West **(Laneways 9-15)**	3.7-6.4m	Mix of gravel and asphalt seal. Typically poor condition, with some upgraded sections of asphalt seal in good/excellent condition.	Sewer present in all. Majority of laneways without any observed drainage infrastructure.	Access to adjoining residential properties is predominantly from the primary street frontage, however laneways generally provide secondary rear access. Vehicular access constrained in narrower laneways.	No lighting present. Vegetation/trees encroaching all laneways. Some leaf litter/overgrown grass present but generally well-maintained with minimal refuse/debris/ other materials.	Predominantly Residential R10 with limited subdivision potential based on existing density coding, lot sizes and the quality of existing development. Residential R40 in select locations along Waratah Avenue and Alexander Place with subdivision potential. Some recent subdivision/development in these locations, however lot sizes are more akin to R20 (i.e. new lots in excess of 450m^2). Local Centre R60 site cnr Waratah Ave/Robert St. Existing approval for 4-storey commercial development with access from Gerygone Lane (includes requirement for widening/sealing/drainage).
	Sample Photographs					
	 Silvereye Lane			 Tree Martin Lane		 Frogmouth Lane

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Location	Width	Pavement Treatment & Condition	Services & Drainage	Function & Access	Lighting & Amenity	Existing Zoning & Redevelopment Potential of Abutting Properties
NEDLANDS						
McHenry **(Laneway 16)**	Varies 6.0-13.6m	Asphalt seal. Excellent condition.	Contains drainage infrastructure. No other services present.	Strata Lot 8 on Survey Strata Plan 50826 – privately owned, forming part of strata plan. Provides the primary street frontage for the abutting strata lots (front door & garage access).	No lighting present. Landscaping and tree planting to laneway. Resident/visitor car parking at eastern end of laneway. Maintained to a high standard/amenity.	Residential R60. Site abutting strata zoned Mixed Use R-AC3. Private laneway (forms part of Strata) – any changes or additional access resulting from redevelopment of adjoining properties would require negotiation between the relevant landowners.
	Sample Photographs					
	 McHenry Lane					

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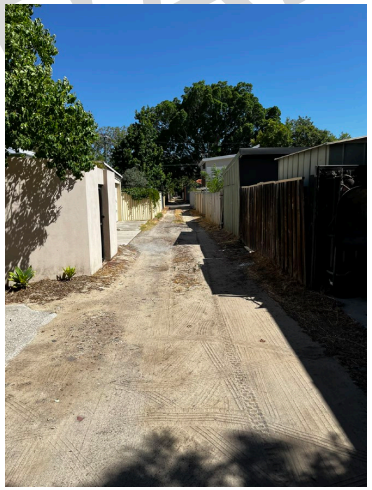
Location	Width	Pavement Treatment & Condition	Services & Drainage	Function & Access	Lighting & Amenity	Existing Zoning & Redevelopment Potential of Abutting Properties
Nedlands North/Hampden Road **(Laneways 17-22)**	3.7-5.85m	Predominantly gravel, with some sections upgraded to asphalt seal. Typically poor condition, with some upgraded sections in good condition.	Sewer present in all. Majority contain drainage infrastructure, with a limited number of segments containing no obvious formal drainage infrastructure.	Access to adjoining residential properties is predominantly from the primary street frontage, however laneways generally provide secondary rear access. Laneways more heavily utilised adjoining commercial properties along Hampden Road and Stirling Highway. Narrower 3.7m wide laneways constrain vehicular access to one-way (although access is not signed/controlled).	No lighting present. Vegetation/trees encroaching in most laneways. Scattered materials/debris/litter in some laneways.	Located within UWA QEII (Specialised) Activity Centre Improvement Plan Area – future Improvement Scheme will guide subdivision/development of the area. Notwithstanding, existing zoning/density under LPS3 provides for significant subdivision/development potential with densities ranging from R40 to R-AC3. Existing development approvals along Hampden and Hibbertia Lanes provide for ceded land or future widening to occur along these laneways.
	Sample Photographs					
	 Hibbertia Lane		 Laxum Lane		 Fraseriana Lane	

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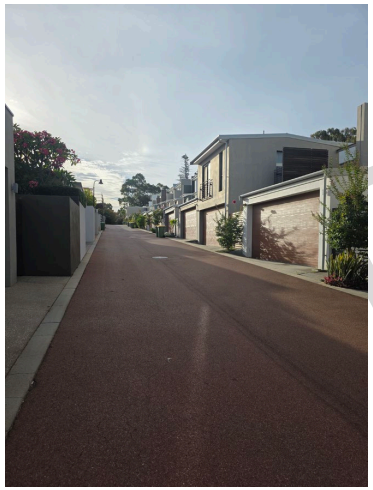
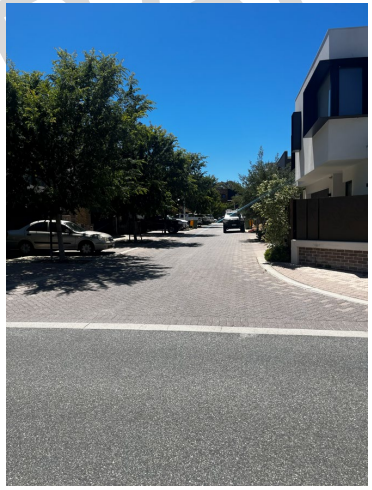
Location	Width	Pavement Treatment & Condition	Services & Drainage	Function & Access	Lighting & Amenity	Existing Zoning & Redevelopment Potential of Abutting Properties
Monash (Smyth Road) **(Laneways 23-24)**	6.0m	Asphalt seal in excellent condition.	Contains drainage, power and sewer infrastructure.	Laneways provide sole vehicular access to adjoining dwelling garages. Pedestrian access to dwellings also provided.	Street lighting present. Landscaping occurs within property boundaries with minimal encroachment. Maintained to a high standard/amenity.	Residential R30 & R50. Residential subdivision created circa-2005. Given relatively recent construction, redevelopment is unlikely to occur in the short-medium term. Notwithstanding, the current standard of laneways is suitable to provide access to future subdivision/development.
	Sample Photographs					
	 Mattner Lane			 Blumann Lane		

Location	Width	Pavement Treatment & Condition	Services & Drainage	Function & Access	Lighting & Amenity	Existing Zoning & Redevelopment Potential of Abutting Properties
SHENTON PARK						
Montario Quarter **(Laneways 25-27)**	6.0-14.6m	Brick paved and asphalt seal. Excellent condition.	Power, sewer and water infrastructure present in all. Drainage infrastructure observed in all except east-west portion of Sadka Lane.	Coalesce & Sadka Lanes provide sole point of vehicular access to rear of adjoining residential properties. Goatcher Vista provides pedestrian access to adjoining sites.	Street lighting present in all. Landscaping and tree planting to all laneways. Formal public parking in portion of Sadka Lane. Formal and informal parking along length of Goatcher Vista.	Residential R60 abutting Coalesce & Sadka Lanes. Residential R160 and Mixed Use R160 abutting Goatcher Vista. Redevelopment ongoing within the precinct.
	Sample Photographs					
	 Coalesce Lane		 Sadka Lane		 Goatcher Vista	

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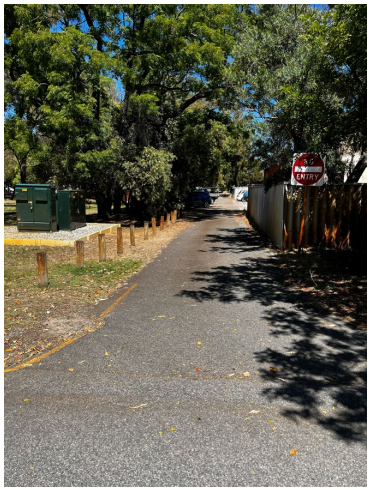
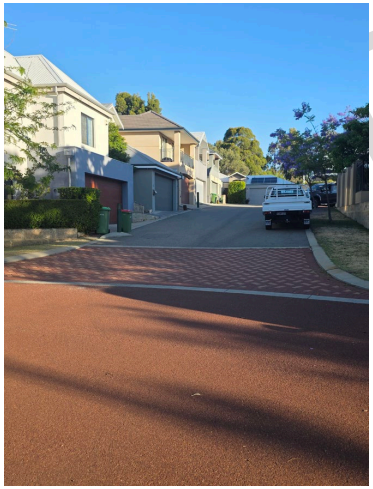
Location	Width	Pavement Treatment & Condition	Services & Drainage	Function & Access	Lighting & Amenity	Existing Zoning & Redevelopment Potential of Abutting Properties
FLOREAT						
Gracilis **(Laneway 28)**	5.0m	Asphalt seal in good condition.	Sewer infrastructure only.	Provides access to back-of-house/rear parking of commercial properties. Primary/customer entrance to properties is from Kirwan Street. Marked/signed parking bays provided within laneway.	No lighting present. Large trees along Lawler Park boundary overhanging laneway. Maintained to a reasonable standard.	Local Centre R60. Opportunity for aging commercial buildings to be redeveloped. Laneway is owed by a Federal Government agency and would benefit from transfer of ownership to the Crown under the City's management.
	Sample Photographs					
	 Gracilis Lane (view east from Draper Street)			 Gracilis Lane (view west from Grasby Street)		

Location	Width	Pavement Treatment & Condition	Services & Drainage	Function & Access	Lighting & Amenity	Existing Zoning & Redevelopment Potential of Abutting Properties
MOUNT CLAREMONT						
Mount Claremont East **(Laneway 29-33)**	6.0-11.0m	Brick paved and asphalt seal. Good/excellent condition.	Contains drainage, power and water infrastructure. Sewer infrastructure located in all except portion of Charles Lane.	All laneways heavily relied on for vehicular and pedestrian access to adjoining properties (with lots both backing onto and fronting the laneways).	Street lighting present in all except portion of Charles Lane. Landscaping typically occurs within property boundaries with minimal encroachment. Some segments contain landscaped verges. Maintained to a high standard/amenity.	Residential, with densities ranging from R12.5-R60. St Peter's Square subdivision (Burnettia & Jarrah Lanes) created in early 2000's. Lots adjoining Dorset Cove and Barrow Court created circa-2011. Given relatively recent construction, redevelopment is unlikely to occur in the short-medium term. Notwithstanding, the current standard of laneways is suitable to provide access to future subdivision/development.
	Sample Photographs					
	 Burnettia Lane		 Charles Lane		 Barrow Lane	

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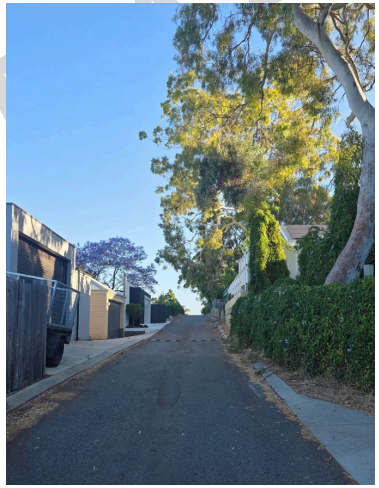
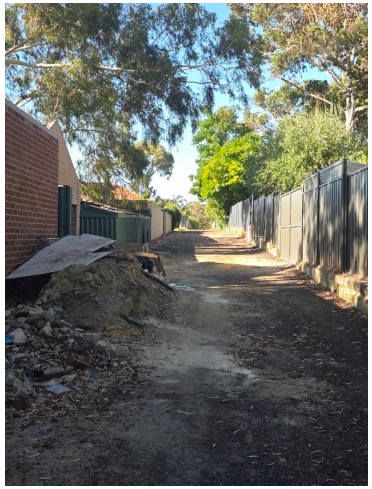
Location	Width	Pavement Treatment & Condition	Services & Drainage	Function & Access	Lighting & Amenity	Existing Zoning & Redevelopment Potential of Abutting Properties
Mount Claremont West **(Laneways 34-40)**	Majority 5.0m Some ad-hoc widening to 5.5-6.0m	Mixed surface treatments and conditions with some sections comprising degraded gravel/sand, and other sections having been recently upgraded to asphalt seal in good/excellent condition.	Sewer present in all. Majority contain drainage infrastructure, with a limited number of segments containing no obvious formal drainage infrastructure.	Usage varies, with some properties relying on laneway for primary/sole vehicular access, particularly where subdivision has occurred. Unsubdivided properties typically only utilise laneway as a secondary access point.	No lighting present. Vegetation/trees encroaching in most laneways. Some leaf litter/overgrown grass present but generally well-maintained with minimal refuse/debris/ other materials.	Predominantly Residential R20 (R12.5 along Landon Way and R25 along Alfred Road) with moderate subdivision potential based on existing density coding, lot sizes and the quality/age of existing development. Local Centre R60 sites on Asquith Street between Rochdale Road/Strickland Street with redevelopment potential.
	Sample Photographs					
	 Agonis Lane		 Acacia Lane		 Rudis Lane	

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Location	Width	Pavement Treatment & Condition	Services & Drainage	Function & Access	Lighting & Amenity	Existing Zoning & Redevelopment Potential of Abutting Properties
SWANBOURNE						
Swanbourne **(Laneways 41-43)**	3.0-3.1m	Mix of gravel and asphalt seal. Typically poor condition, with some upgraded sections of asphalt seal in good condition.	Drainage and sewer infrastructure present in all laneways.	Access to adjoining residential properties is predominantly from the primary street frontage, however laneways generally provide secondary rear access. Narrow width of laneways restricts vehicular access to one-way (although access is not signed/controlled).	No lighting present. Vegetation/trees encroaching in most laneways.	Predominantly Residential R35 with limited subdivision potential based on existing density coding, lot sizes and the quality of existing development. Subdivision of some larger lots has occurred along North Street. Local Centre R60 sites at the corners of North Street/Walpole Street and North Street/Kirkwood Road with redevelopment potential.
	Sample Photographs					
	 Acerosa Lane		 Maritima Lane		 Lomandra Lane	

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Services and Utilities within Laneways

The City's laneway network accommodates a range of existing services and utilities, including drainage infrastructure, sewer, water, power and telecommunications infrastructure. With the exception of McHenry Lane, which forms part of a private strata arrangement, all laneways within the City contain some form of servicing infrastructure which continues to support adjoining development and the broader surrounding area.

The presence of these services has important implications for the future management, upgrading and potential closure of laneways in exceptional circumstances. In many instances, laneways provide critical access corridors for service authorities to undertake maintenance, upgrades, inspections and emergency works associated with underground infrastructure. As a result, the closure of laneways may not be feasible, or may require the creation of easements and ongoing access rights in favour of relevant service authorities.

Existing services and utilities also influence the design and delivery of future laneway upgrades. Construction works may require the adjustment, protection or relocation of service infrastructure, including service pits, inspection points, drainage structures and utility alignments. In some locations, existing service depths or alignments may constrain the extent of pavement reconstruction, drainage improvements or widening that can be reasonably achieved without substantial additional cost.

Accordingly, the existence of servicing infrastructure within the laneway network is an important consideration in the future planning and management of laneways, particularly in relation to upgrade works, ongoing maintenance access and the feasibility of potential closures, where appropriate.

2.3 Land Tenure

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The vast majority of laneways within the municipality are dedicated public roads, owned by the State of Western Australia and under Management Order to the City of Nedlands. Laneways which are dedicated as public roads, form part of the City's public road network and may therefore be maintained and upgraded by the City using municipal funds. In these instances, the City assumes responsibility for the ongoing management of the laneway in a similar manner to other public roads and transport infrastructure assets, subject to the City's asset management priorities, available funding and adopted service standards.

The City's responsibilities in relation to public laneways may include pavement maintenance and reconstruction, drainage infrastructure, vegetation management within the road reserve, signage, line marking, lighting and general access management. Public laneways may also be upgraded over time to support redevelopment, improve safety and accessibility, address drainage issues, or achieve a more consistent standard of infrastructure across the laneway network.

Unlike privately-owned laneways, where maintenance responsibilities can be fragmented or uncertain, laneways dedicated as public roads provide a clearer governance and management framework, enabling the City to undertake works directly and to integrate the laneways into broader infrastructure planning and capital works programs.

Table 4 below describes the laneways which are not currently dedicated as public roads, with copies of the relevant Certificates of Title and Diagrams provided in **Appendix D**.

Table 4: Details of freehold laneways

Laneway name & reference number	Title Details	Land Tenure	Registered Proprietor	Limitations, Interests, Encumbrances & Notifications	Implications
17a Hibbertia Lane (east of Williams Road)	Lot 66 on Plan 43138 Vol/Folio: 2757/391	State-vested s.20A Right of Way	**State of Western Australia**	Vested by the Registrar under Section 20A of the *Town Planning and Development Act 1928* for the purpose of Right of Way.	This portion of Hibbertia Lane is not a dedicated road and the care, control and management is not vested in the City. This can create uncertainty about who is responsible for maintenance and infrastructure upgrades.

28 Gracilis Lane	Lot 500 on Plan 6210 Vol/Folio: 1128/783	Freehold land	**Director of War Service Homes** (now Defence Service Homes)	Historical Certificate of Title. Refers to Lot 500 as a R.O.W.	Whilst the registered proprietor is a Commonwealth government entity, this laneway is owned like ordinary private land. This has implications in terms of maintenance, redevelopment of adjoining land, and uncertainty around long-term access.
36a Rudis Lane (east of Adderley Street)	Lot 66 on Diagram 52857 Vol/Folio: 1564/871	Freehold land	**City of Nedlands**	Historical Certificate of Title. Refers to Lot 66 as a R.O.W.	The land functions operationally as a public laneway but legally is not a "road" under relevant legislation. The City has unfettered control and management of the laneway.

There are important benefits to a laneway being formally dedicated as Crown land/public road rather than being retained as freehold land, even if the land is owned by the local government. This includes:

a. **Strongest public access rights** – A dedicated road reserve creates very clear legal public rights for passage, access, movement and service access. There is little ambiguity about whether the public may use it. By contrast, a freehold laneway can sometimes raise questions about whether access is limited, whether it primarily benefits adjoining owners, or whether Council could restrict use.

b. **Strong statutory framework** – Road reserves are heavily supported by legislation, including *Local Government Act 1995*, *Land Administration Act 1997*, Main Roads/traffic legislation and utilities legislation. This provides established powers, enforcement mechanisms, utility access rights, traffic control powers and easier regulation. A freehold laneway may sit outside some of these standard road frameworks.

c. **Easier utility coordination** – Utilities strongly prefer road reserve tenure because statutory access powers are clearer, service corridors are standardised and maintenance rights are better established. Dedication as a public road simplifies administration for services such as sewer, water, power, NBN and drainage.

d. **Greater long-term protection** – A public road reserve is generally more secure from sale, closure, privatisation or redevelopment. Closing a road usually requires a formal statutory process. By contrast, a freehold laneway can theoretically be sold, amalgamated, or repurposed more easily.

e. **Better integration into transport/public realm planning** – Dedicated roads are easier to classify in transport hierarchies, include in pedestrian/cycling networks, manage as public realm and upgrade using transport funding streams. This becomes increasingly important if laneways evolve into active transport corridors, shared streets or civic/public spaces.

An outline of the land transfer process for each of the identified laneways is provided in **Section 4.2** of this report.

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3.0

Planning & Legislative Context

3.0 Planning & Legislative Context

The following sections provide an overview of the relevant planning and legislative frameworks applicable to the laneway audit and recommendations. This includes the strategic, statutory and policy context informing the future management, upgrading, widening and potential closure of laneways within the City, as well as the legislative mechanisms relevant to land tenure, public road dedication, private rights-of-way and infrastructure contributions.

3.1 Strategic Planning Framework

Table 5: Strategic Planning Framework Overview

Document	Overview/Purpose	Relevant Considerations
Perth & Peel @ 3.5million and Central Sub-regional Planning Framework (2018)	The Perth and Peel @ 3.5million land use planning and infrastructure frameworks aim to accommodate 3.5 million people by 2050. The Central Sub-regional Planning Framework sets out a long-term strategic land use and infrastructure framework to guide growth and urban consolidation in the Central sub-region of Perth to 2050, as part of the broader Perth and Peel @ 3.5million strategy. Its purpose is to coordinate land use, transport, employment and infrastructure planning to support a more compact, connected and liveable city, identify where higher-density development and employment should be concentrated (such as activity centres, corridors and station precincts), and provide strategic direction to inform State and local planning decisions without altering statutory zoning on its own.	• The framework identifies urban corridors in the Central sub-region alongside high-frequency public transit corridors that should be the focus for investigating increased residential densities, with potential for mixed land uses where appropriate. Within the City of Nedlands, this includes Stirling Highway, Hampden Road, Broadway and Aberdare Road. • The framework includes an example cross-section illustrating a potential interface from corridors to adjacent neighbourhood areas, incorporating laneway parking behind and under buildings along corridors. This outcome ensures that intensifying development does not adversely impact upon the efficient operation of the local and regional transport network.
City of Nedlands Local Planning Strategy (2017)	The City of Nedlands Local Planning Strategy establishes the long-term strategic framework for land use and development in the City to 2030 and beyond. It translates the community's *Our Vision 2030* into planning principles, intentions and strategies, provides the policy basis for the City's Local Planning Scheme No. 3, and aligns local planning with State and regional planning frameworks. Overall, it guides where growth and change should occur, how neighbourhood character and amenity are to be protected, and how land use, transport, infrastructure and urban design decisions are to be coordinated over time At its meeting on 24 June 2025, Council resolved to prepare a new Local Planning Strategy. This work is currently underway.	• The Traffic and Transport strategies explicitly refer to providing direction for the future of laneways throughout the City and maximising their positive contribution to neighbourhoods. • Within the Stirling Highway precinct, the Strategy calls to investigate opportunities to provide rear laneway access as part of redevelopment, supporting access, servicing and improved streetscape outcomes along this corridor. • The findings and recommendations of the Laneway Audit are intended to feed into the new Local Planning Strategy, particularly with respect to any recommended changes to zoning and/or density of properties adjoining laneways.
Nedlands Stirling Highway Activity Corridor Strategy (2024)	The Nedlands Stirling Highway Activity Corridor (NSHAC) Strategy provides a strategic planning framework to guide future redevelopment along Stirling Highway, setting out the desired scale,	• Vehicle access to Stirling Highway is to be progressively removed and rationalised through the creation of a connected laneway network

Document	Overview/Purpose	Relevant Considerations
	character and form of development in response to local context, community expectations and State planning policy. It aims to manage growth by coordinating land use, built form, public realm and movement networks, encouraging well-designed higher-density development while protecting residential amenity, enhancing walkability, and creating a defined neighbourhood centre supported by appropriate transitions to surrounding residential.	servicing development from the rear or side rather than directly from the highway. • New large-scale developments without secondary street access are required to provide a 6m setback at the rear boundary, burdened with public access rights in perpetuity, to facilitate future laneways. • Development should be designed to take vehicle access from laneways once connected, reducing crossovers, improving pedestrian safety and allowing greater landscaping along Stirling Highway. • A future laneway network is mapped and identified as critical infrastructure to support intensified development, shared access, and improved public realm outcomes along the corridor.

3.2 State Planning Framework

Table 6: State Planning Framework Overview

Document	Overview/Purpose	Relevant Considerations
State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0) (2019)	SPP 7.0 establishes a consistent, performance-based framework for achieving high-quality design outcomes across Western Australia. Its purpose is to embed good design into planning and development decision-making at all levels by setting clear objectives, principles and processes that improve the functional, environmental, social and aesthetic performance of the built environment, while supporting robust and consistent design review and assessment practices across the State.	• **Legibility:** supports fine-grain, well-connected movement networks and pedestrian-priority routes, which can include laneways as secondary or intimate connections within the urban fabric. • **Amenity:** requires external spaces to be comfortable, safe and functional, implying that laneways used for access, movement or activation should provide good amenity and can assist in mitigating impacts such as noise, overshadowing and safety concerns. • **Safety:** emphasises passive surveillance, lighting and clear definition of public and private spaces, all of which are directly applicable to the design and upgrading of laneways. • **Context and character:** supports laneways contributing positively to local character and sense of place, particularly in established or higher-density areas where laneways form part of the historic or fine-grain urban pattern.
State Planning Policy 3.6 – Infrastructure Contributions (SPP 3.6) (2021)	SPP 3.6 and its accompanying guidelines establish the policy framework and practical guidance for how infrastructure contributions may be levied and administered in Western Australia. Together, they set out the principles, statutory mechanisms and processes for equitably sharing the cost of infrastructure required to support new development and urban intensification, particularly through standard subdivision conditions, Development Contribution Plans (DCPs) and, in limited cases, developer agreements. The documents aim to ensure infrastructure is delivered in a timely, transparent and accountable manner, with costs apportioned	• **Eligibility as development infrastructure:** Laneway upgrades or widening may be fundable where they qualify as development infrastructure required to facilitate orderly development or redevelopment, particularly in infill or activity centre contexts where increased intensity generates additional access, servicing or traffic demand. • **Development Contribution Plans (DCPs):** Where laneway works are shared-cost infrastructure benefiting multiple landowners, they may be included in a DCP, provided a clear need and nexus with new development is demonstrated and costs are apportioned equitably.

Document	Overview/Purpose	Relevant Considerations
	according to need, nexus and beneficiary pays principles, while recognising that infrastructure contributions are only one component of broader funding strategies.	• **Upgrades to existing infrastructure:** Contributions may be sought for upgrades or increased capacity of existing infrastructure (such as widening a laneway) where it can be shown that new development creates additional demand, noting that only the proportion attributable to new development can be recovered. • **Infill and urban renewal contexts:** The guidelines recognise that in established areas, infrastructure contributions may only recover a portion of upgrade costs, with remaining funding typically sourced from local government rates, State or Federal grants, or other mechanisms. • **Capital Expenditure Plans (CEP):** Any laneway upgrade included in a DCP must be identified in a CEP, with clear cost estimates, timing, delivery responsibility and identified funding sources beyond contributions where required. • **Exclusions and limitations:** Routine local works normally delivered via subdivision conditions (e.g. on-site access works) should not be double-counted in a DCP, and contributions cannot be used for ongoing maintenance of laneways, only capital works.
Residential Design Codes (Vol. 1 & Vol. 2) (2024)	The Residential Design Codes (R-Codes) provide planning and design provisions for residential development across Western Australia. Volume 1 applies to all single house and grouped dwelling development, and multiple dwellings (including dwelling components of mixed use developments) in areas coded R60 and below. Volume 2 applies to multiple dwellings (including dwelling components of mixed use developments) in areas coded R80 and above.	• Both volumes clearly elevate laneways from "service spaces" to essential elements of the access network, supporting subdivision efficiency, streetscape quality and urban amenity. • Volume 1 focuses on access hierarchy and subdivision functionality, while Volume 2 places greater weight on design quality, activation and public-realm outcomes along laneways. • Volume 1 deemed-to-comply provisions require access to on-site car parking spaces be provided from a right-of-way (laneway) where available, highlighting their importance in reducing the impact of access points on the streetscape. • Unless recommended otherwise through this audit, it is envisaged that, where possible and in accordance with the R-Codes, access to properties will be taken from laneways, particularly where recommended for upgrade works and/or widening.

3.3 Local Planning Framework

Table 7: Local Planning Framework Overview

Document	Overview/Purpose	Relevant Considerations
City of Nedlands Local Planning Scheme No. 3 (2019)	The City of Nedlands Local Planning Scheme No. 3 (LPS3) was originally gazetted on 16 April 2019 and has been subject to a number of amendments. It applies to the entirety of the City of Nedlands local government area, excluding the Shenton Park Improvement Scheme Area (detailed below). LPS3 establishes the City's planning objectives for the area	• Clause 32 (Table 6) of LPS3 sets out additional site and development requirements that apply to land in the Scheme area. Clause 32.3 applies the following requirements to all zoned land: *Ceding of rights-of-way and laneway widening.* *(1) The owner of land affected by a right-of-way or laneway identified by the scheme,*

Document	Overview/Purpose	Relevant Considerations
	by setting aside land for public purposes, zoning land for defined uses, and guiding development through planning instruments such as structure plans and local development plans. It also outlines procedures for assessing development applications, managing infrastructure contributions, administering and enforcing the Scheme, and addressing matters required under Schedule 7 of the *Planning and Development Act 2005*.	*structure plan, local development plan, activity centre plan or local planning policy is to, at the time of developing or subdividing the land:* *a. cede to the local government free of cost that part of the land affected by the right-of-way or laneway; and* *b. construct the relevant section of the right-of-way or laneway to the satisfaction of the local government.* *(2) The intention expressed in sub-clause (1) may be reinforced by a condition of subdivision or development approval.* • Clause 32.3 requires a statutory mechanism such as a structure plan, local development plan, activity centre plan or local planning policy to identify the laneway as requiring widening. No such mechanisms currently exist to enable the City to impose a laneway ceding condition as part of a subdivision or development application process. • The recommendations of the Laneway Audit will assist the City in developing an appropriate mechanism to ensure the consistent and equitable imposition of laneway widening and upgrade requirements through the subdivision/development process or other means. • Amendment 13 to LPS3 was introduced in February 2026, inserting new clauses which (among other matters), includes setback provisions to create rear rights-of-way in order to reduce direct vehicle access to Stirling Highway. This is accompanied by a new Schedule 4 – Stirling Highway Activity Centre Access Network showing the intended locations of future laneways.
Improvement Scheme No. 1: Shenton Park Hospital Redevelopment (2017)	The Shenton Park Hospital Redevelopment Improvement Scheme No. 1 was gazetted on 17 January 2017 and is now the operative planning scheme for the former hospital site. The local planning schemes (City of Nedlands and City of Subiaco) and the Metropolitan Region Scheme now cease to apply for the area of the Improvement Scheme site. The site is approximately 16 hectares in size and is bounded by Selby Street to the east and Lemnos Street to the south. The Improvement Scheme text sets out the planning framework for the redevelopment site, including the zones and use of land, general development requirements, requirement, applications and procedure for dealing with for development applications, bushfire risk management and enforcement and administration.	• Whilst the Improvement Scheme is relatively high-level in its planning guidance, a number of associated documents have been prepared under the Improvement Scheme which provide further detail and guidance for the site's redevelopment. • The Shenton Park Hospital Redevelopment Structure Plan guides and facilitates the subdivision and development of the site, with the associated Master Plans depicting a series of laneways servicing a number of development sites, including the now constructed Coalesce Lane, Sadka Lane and Goatcher Vista which form part of the Laneway Audit.
Nedlands Reserve – Precinct Structure Plan (2025)	The Nedlands Reserve Precinct Structure Plan (PSP) provides the statutory and design framework to coordinate the future zoning, subdivision and	• The PSP explicitly includes laneways as a component of the precinct's road hierarchy, alongside various access streets.

Document	Overview/Purpose	Relevant Considerations
	development of the Nedlands Reserve site, being the land generally bound by Monash Avenue to the north, Williams Road to the east, Karella Street to the south and Smyth Road to the west. Its purpose is to guide the delivery of a well-connected, higher-density mixed-use precinct by establishing a coherent street and movement network, land use distribution, built form controls and public realm outcomes that balance urban consolidation with local character, amenity and sustainability considerations.	• Development sites fronting perimeter streets are required to prioritise rear *access*, with laneways used to minimise crossovers, improve safety and protect streetscape quality. • Laneways are intended to accommodate vehicle access, servicing and parking access in a manner that is visually and physically unobtrusive to the primary public realm. • Laneways form part of the fine-grain, grid-based movement network that enhances local permeability, legibility and walkability within the precinct. • The precinct is currently under construction, and associated laneways do not form part of the Laneway Audit, but will be subject to ongoing maintenance by the City once ceded as public roads.
Mount Claremont Master Plan (2025)	The Mount Claremont Master Plan provides a strategic framework to guide the long-term planning, land use, movement, public realm and development outcomes for the Mount Claremont centre/precinct. Its purpose is to coordinate future change in a planned and cohesive manner by setting a shared vision, identifying preferred development patterns, improving connectivity and amenity, and informing subsequent statutory planning, detailed design and infrastructure investment decisions, rather than directly rezoning land or approving development.	• The Master Plan movement and urban design principles support fine-grain access, rear servicing or secondary access where appropriate, enhancing pedestrian movement, safety and activation away from primary streets, and integrating vehicle access and servicing so it does not dominate key public streets. • The Master Plan supports rear access and service separation, particularly within activity centre or mixed use areas, however implementation of such matters is intended to be through more detailed planning (such as structure plans, subdivision design and development applications).
Council Policy – Laneways (2017)	Council's Laneways Policy sets out the City's intention to maintain laneways to a minimum standard to provide a safe environment for pedestrians, a trafficable surface for motorists and drained to contain a one in five-year storm event, noting the minimum design standard will be a 3m wide unbound pavement constructed to design grade. Upgrades to the minimum standard will be conducted as budgets become available.	• The minimum standards set out in Council's policy will continue to be applied to laneways which are identified through the audit as recommended for minor improvement works or prioritised for pedestrian/bicycle usage.
Local Planning Policy 1.1: Residential Development (LPP 1.1)	LPP 1.1 provides detailed local guidance and supplementary requirements to support the consistent application of the City's LPS3 and the R-Codes (Volume 1) for single houses, grouped dwellings and lower-density multiple dwellings. Its purpose is to ensure residential development responds appropriately to local context and character, protects residential amenity, and delivers high-quality built form, landscaping, access and servicing outcomes through both deemed-to-comply provisions and design principle assessments	• LPP 1.1 specifically deals with Development Abutting a Laneway, requiring finished floor levels of dwellings and garages be designed to mitigate potential stormwater drainage impacts, and consideration of potential laneway widening where reduced lot boundary setbacks are proposed. • Where a lot abuts a laneway, vehicle access is generally expected to be taken from the laneway; however, access from a street may be considered where the laneway is too narrow, unsealed, poorly drained, or where access would require removal of mature trees. • Fencing to laneways is capped at 1.8 m in height and must respond to sightlines and passive surveillance, ensuring laneways remain safe and functional as part of the public realm.

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Document	Overview/Purpose	Relevant Considerations
Local Planning Policy 4.2: Dalkeith Road to Stanley Street Laneway and Built Form Requirements (LPP 4.2)	LPP 4.2 establishes the statutory and design framework for the delivery of a new east–west public laneway through land south of Stirling Highway between Dalkeith Road and Stanley Street. Its purpose is to secure land cession and construction of the laneway as part of subdivision and redevelopment, facilitate rear access and servicing in lieu of Stirling Highway access, and ensure high-quality urban design, landscape and amenity outcomes that support the future Nedlands Town Centre while protecting adjoining residential areas.	• A public laneway is required to be provided through the affected lots in the location shown on the policy figures. • Land for the laneway must be ceded free of cost to the Crown, and the laneway must be constructed, drained and completed to the City's satisfaction prior to subdivision title creation or occupation of development • The laneway must be 10m wide, including a 3m infrastructure, landscaping and servicing strip to accommodate shared paths, services, lighting, acoustic treatment and landscaping. • Vehicle access to affected sites is to be taken preferentially from the laneway, with new vehicle access from Stirling Highway expressly prohibited unless otherwise agreed by the City. • The laneway is intended to relieve traffic pressures on Stirling Highway and provide an alternative rear access route and local east–west connection to the future Nedlands Town Centre. • Approved plans for the respective sites subject to LPP 4.2 include provision for the rear laneway as required.
Local Planning Policy 5.1: Hollywood Design Guidelines (LPP 5.1)	LPP 5.1 establishes detailed design and development standards for residential development within the Hollywood estate in Nedlands. Its purpose is to deliver a high-quality, cohesive and contemporary residential neighbourhood by guiding built form, site planning, access, services and streetscape outcomes, ensuring development responds appropriately to local context, protects amenity, supports passive surveillance and integrates consistently with the estate's approved structure and subdivision layout.	• Mattner and Blumann Lanes are situated within the Hollywood estate, with LPP 5.1 requiring vehicular access to the adjoining lots to be taken only from the rear laneway. • Various design standards apply to garage doors, rear elevations and fencing to enhance the amenity of these laneways.
Local Planning Policy 5.3: St Peters Square Design Guidelines (LPP 5.3)	LPP 5.3 provides detailed development and design guidance for residential development within the St Peters Square subdivision to ensure built form, site planning and streetscape outcomes are consistent with the original subdivision intent. Its purpose is to maintain residential amenity, achieve a cohesive and attractive neighbourhood character, and manage access, setbacks, built form and public realm interfaces in a way that supports high-quality, context-responsive housing outcomes.	• Burnettia and Jarrah Lanes are situated within the St Peters Square subdivision, with LPP 5.3 requiring vehicular access to be taken from rear laneways where provided. • The policy includes specific requirements for the lighting of rear service lanes, including compliance with AS/NZS 1158.3.1:2020 (PR3 category) and CPTED principles to support safety, visibility and amenity. • It includes various design standards to ensure dwellings appropriately address and interface with laneways.
Local Planning Policy 5.14: Precincts (LPP 5.14)	LPP 5.14 establishes a precinct-based planning framework to guide subdivision and development within the Broadway, Hampden-Hollywood, Nedlands Stirling Highway Activity Corridor (NSHAC) – Residential, and Waratah Precincts. Its purpose is to define the desired future character of each precinct and to introduce tailored built-form, setback and access controls that respond to local context, promote high-quality design outcomes, manage transitions between different densities, and	• **Vehicle access hierarchy:** Across all precincts, vehicle access is to be taken from the *lowest available street in the hierarchy*, with priority given to a right-of-way, communal street or rear laneway ahead of secondary or primary streets. • **Explicit laneway interfaces:** In the Hampden-Hollywood Precinct, new development is required to *address streets and laneways* to promote passive surveillance, with rear (laneway) setbacks accommodating deep soil areas and tree retention.

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Document	Overview/Purpose	Relevant Considerations
	supplement or vary the R-Codes where necessary to achieve place-specific outcomes.	• **Rear access for amenity:** In the Waratah Precinct, vehicle access is to be taken from *rear laneways wherever possible* to enhance pedestrian-friendly streetscapes, particularly along Alexander Road and Waratah Avenue. • **Mandatory laneway provision (Waratah Avenue):** The policy identifies a *new Waratah Avenue laneway*, requiring laneways to be provided where illustrated, with a standard width of 7 m and specific construction, drainage, lighting and landscaping requirements. As this is a future laneway, it is not considered as part of this audit. • **Laneway delivery and cost:** Required laneways must be constructed and drained at the proponent's cost prior to subdivision title creation or occupation, unless alternative arrangements are agreed with the City. • **Built-form flexibility adjoining laneways:** Reduced or nil setbacks to identified laneways may be supported (up to the third storey) where articulation is provided to manage bulk and scale impacts on rear properties. • **Public realm role of laneways:** Laneways are treated as part of the public access and servicing network, with requirements for lighting, landscaping strips, finished levels and ongoing maintenance arrangements to ensure functionality and amenity over time.

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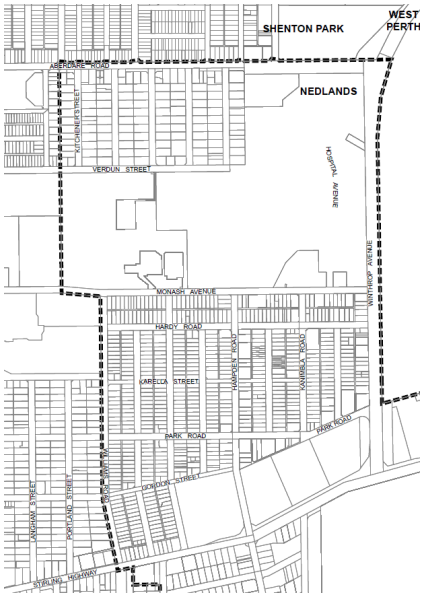
3.4 Other Planning Considerations

Table 8: Overview of Other Planning Considerations

Document	Overview/Purpose	Relevant Considerations
Improvement Plan No. 63 – UWA QEII (Specialised) Activity Centre	Improvement Plan No. 63 came into effect in June 2024, identifying the University of Western Australia (UWA), the Queen Elizabeth II Medical Centre (QEII) and immediate surrounds as a Specialised Activity Centre, being a health and knowledge precinct founded on the co-location of the institutions, and the subsequent clustering of affiliated health, education and research-based land uses. Land within the Improvement Plan area falls within the municipalities of the Cities of Perth, Nedlands and Subiaco. Due to the significance of this Centre, the State Government has determined that this planning would benefit from a whole-of-Government, cross-agency approach, centralised through an Improvement Plan and Scheme.	• The planning framework for the Improvement Plan area is yet to be released, and will apply to portions of Nedlands. It will consolidate multiple local planning frameworks into a single framework, and shall prevail over the applicable local planning scheme. • The planning framework is anticipated to promote the delivery of a vibrant, contemporary, adaptable, highly sustainable, low-carbon, health and medical life sciences and knowledge precinct. • The future Improvement Scheme and associated planning framework will prevail over the City's local planning framework within the Improvement Plan area. Once operative, the WAPC is expected to have primary responsibility for planning decision-making within the area, with the City potentially acting in an advisory or referral capacity. • The findings and recommendations of this Laneway Audit may be provided to DPLH and the WAPC to inform the preparation of the future planning framework. However, the WAPC will determine whether, and to what extent, the recommended laneway widening, upgrading,

Document	Overview/Purpose	Relevant Considerations
	 Improvement Plan No. 63 – UWA QEII (Specialised) Activity Centre (extract – Nedlands North)	access and contribution requirements are incorporated into that framework. • The City may also advocate for appropriate conditions to be imposed on subdivision and development proposals affecting laneways. However, where the WAPC is the responsible decision-maker, it will not be bound by the City's recommendations and may determine that a requested condition is not warranted or adequately supported by the applicable planning framework. • Pending the future Improvement Scheme coming into effect, the City should liaise with DPLH and the WAPC regarding the most appropriate interim approach for considering laneway widening and upgrading requirements within the Improvement Plan area. Any interim mechanism would need to operate within the City's prevailing statutory powers and would not fetter the discretion of the WAPC in determining subdivision applications. •
Liveable Neighbourhoods (2009)	Liveable Neighbourhoods is an operational policy of the WAPC that guides the design and assessment of structure plans and subdivision for new urban (predominantly residential) areas, including greenfield and large infill sites. It establishes a performance-based framework for creating walkable, connected, sustainable neighbourhoods through integrated land use, movement networks, public realm and servicing design, with detailed standards for street types, lot orientation and infrastructure provision.	• Liveable Neighbourhoods treats laneways as an intentional design tool to support compact lot layouts, protect primary street amenity, enable rear garaging and servicing, improve surveillance (including studio-over-garage typologies), and facilitate more efficient street reserves through coordinated infrastructure placement. • **Defined street type:** Laneways are defined as a narrow local street type located along the rear and/or side property boundary, typically used in denser residential areas to justify rear garaging or where alternative access is needed for lots fronting busy streets or parks. • **Role and function:** Provide rear or side access to lots, principally for garages. Can accommodate rubbish collection and some services. Often include studio units above garages to enhance surveillance and activation. • **Pavement width:** Minimum width of 6m recommended, based on the minimum space required to manoeuvre a car into or out of a garage, carport or parking space at right angles to the laneway. Capacity for limited narrowing (e.g. at entries) where justified. • **Design characteristics:** Target operating speed of approximately 15 km/hr; typically two-way, normally no parking, with central-invert drainage. • **Street hierarchy recognition:** Laneways are formally recognised as one of four local street types (alongside neighbourhood connectors, access streets and small town centre streets). • **Reduced reserves and flexibility:** Lesser reserve and pavement widths may be applied

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Document	Overview/Purpose	Relevant Considerations
		over limited lengths, including at laneway entrances, where performance outcomes can be demonstrated. • **Utility servicing in rear laneways:** Utility services may be located in rear laneways to enable reduced street widths elsewhere. Provision of metered services in rear laneways must not compromise safety and surveillance; indented easements are discouraged unless security is addressed. Utilities planning should be coordinated early in subdivision design to integrate servicing with laneway layouts.
Development Control Policy 2.6 – Residential Road Planning (DC Policy 2.6) (1998)	DC Policy 2.6 establishes the WAPC's requirements and guidance for the planning and design of roads within residential neighbourhoods. Its purpose is to integrate road design with neighbourhood structure to achieve safe, low-speed, amenity-focused environments, while accommodating vehicles, pedestrians, cyclists and public transport within a clear road hierarchy (local distributors and access roads).	• DC 2.6 treats rear laneways as a deliberate neighbourhood design tool to protect the amenity and safety of primary streets; support higher-yield subdivision outcomes; reduce crossover conflict on busier roads and reinforce low-speed, pedestrian-friendly neighbourhood environments. • **Recognised road type:** Rear laneways are a formal component of the residential road hierarchy (an access road subtype). • **Primary function:** Provide rear vehicular access to lots to avoid driveway crossovers on main streets; prevent garage-dominated primary elevations and improve streetscape quality and pedestrian safety. The are particularly appropriate on narrow lots, along busier local distributors (3,000–5,000 vehicles per day), and as a frontage management technique to protect distributor road function. • **Traffic and speed:** Max ~100 vehicles per day with operating speed ≤ 20 km/h. • **Dimensions:** Minimum 6m carriageway; reserve may be reduced to 6 m total. Verges can be minimal or nil (e.g. bollard protection). • **Pedestrian treatment:** Footpaths generally not required — intended as low-speed shared environments. • **Subdivision benefit:** Improves design flexibility, lot yield and long-term redevelopment potential.
Planning Bulletin 33/2017 – Rights of Way or Laneways in Established Areas (PB 33/2017)	PB 33/2017 sets out the WAPC's policy, practice and procedures for residential and commercial development and subdivision (including strata and survey-strata) adjoining existing rights-of-way (laneways) in established areas. It provides guidance on legal status, access rights, upgrading, widening, dedication and appropriate design standards to ensure coordinated, safe and orderly redevelopment outcomes.	• **Right to use a private right-of-way:** Owners of lots created on the same original plan as the right-of-way generally have an implied easement of access under s.167A of the *Transfer of Land Act 1893*. Applicants relying on sole vehicular access via a private right-of-way must demonstrate legal right of use (e.g. Certificate of Title and original plan). Where lots were not created on the same plan, rights may be uncertain and require investigation (e.g. common law or prescription). Dedication as a public road resolves legal ambiguity and grants public and utility access rights. • **Redevelopment adjacent to rights-of-way:** Use of rights-of-way can facilitate infill development and narrow lot subdivision, often preferable to battleaxe layouts. Rear laneway access supports improved streetscape presentation, passive surveillance, and reduced crossover impacts on primary streets. Where sole vehicular access is via a right-of-way and there is no street frontage,

Document	Overview/Purpose	Relevant Considerations

		a pedestrian access leg (generally 1.5m wide) to the public street is normally required for services and visitors. Unmade private rights-of-way can create management issues where redevelopment increases usage.
		• **Upgrading of rights-of-way:** In areas undergoing intensification, rights-of-way should be sealed, drained and made trafficable. Proponents with sole vehicular access may be required to upgrade the abutting section, and ensure trafficable connection to the nearest public street. Financial contributions may be required, consistent with infrastructure contribution principles. A coordinated, block-wide upgrading plan is encouraged where redevelopment is widespread. Dedication or acquisition by local government is desirable where use intensifies.
		• **Design standards for rights-of-way:**
		  ○ **Width:** Preferred minimum width: 6m (Liveable Neighbourhoods benchmark). Existing 5m widths may be acceptable in limited circumstances (e.g. garage access only). <5m generally not supported where sole frontage/access is proposed. Progressive widening to 6m may be required through subdivision conditions.
		  ○ **Traffic and speed:** Indicative maximum: ~300 vehicles per day. Target operating speed: 15 km/h.
		  ○ **Length:** Rights-of-way longer than 140m used as sole access are generally discouraged unless special treatment is applied.
		  ○ **Safety & layout:** Truncations (e.g. 2m x 2m) recommended at intersections or bends to improve sightlines. 1m garage setback and visibility splays recommended for 5m widths.
		  ○ **Lighting & surveillance:** Lighting required where pedestrian use is reasonably expected. Building design should enable passive surveillance.
		• **Implementation of improvements to rights-of-way:** Local government may seek dedication as a public road under the *Land Administration Act 1997*. Dedication clarifies legal access, enables public utilities and formalises management responsibility. Land may be required to be ceded free of cost to achieve widening to 6m where development gains access. Sections 152 or 168 of the *Planning and Development Act 2005* may be used to secure widening. Local governments are encouraged to adopt policies tailored to local conditions.

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3.5 Legislative Context

Table 9: Overview of Legislative Context

Document	Overview/Purpose	Relevant Considerations
Land Administration Act 1997	The *Land Administration Act 1997* establishes the legal framework for the creation, management, dedication, closure and acquisition of roads and other interests in land, and defines key land tenure concepts relevant to both Crown and alienated land. It is Western Australia's primary Crown land legislation dealing with the creation and closure of roads. The Act is administered by the Minister for Lands, assisted by the Department of Planning, Lands and Heritage (DPLH).	• **Crown Land Management:** Provides the legal framework for the administration, sale, leasing, and reservation of Crown land. • **Compulsory Acquisition:** Authorises the State, local governments, and statutory authorities to compulsorily acquire land for public works or other public purposes. • **Tenure Reform & Administration:** Governs pastoral leases, Aboriginal reserves, and the conversion of Crown land to freehold. • **Ministerial Powers:** Empowers the Minister for Lands to grant licenses, manage reserves, and oversee land transactions. • **Road Management:** Covers the dedication, closure, and management of roads. • **Advisory Body:** Allows for the appointment of panels to adjudicate competing land applications. • **Relevance to laneways:** The Act provides the statutory framework to define what constitutes a private right-of-way; dedicate a private right-of-way as a public road; vest road land in the Crown; close roads where required; and compulsorily acquire land for road purposes. It therefore underpins the legal mechanisms for converting, managing, widening, closing or formalising rights-of-way within local government areas in Western Australia.
Transfer of Land Act 1893 (TLA)	The *Transfer of Land Act 1893 (WA)* establishes Western Australia's Torrens title system for the registration of land and interests in land. It provides the legal framework for bringing land under the Act, issuing certificates of title, registering transfers, easements and other interests, and confirming the indefeasibility of registered title (subject to limited exceptions)	• **Rights-of-way created on subdivision (s.167A):** A right-of-way shown and marked on a deposited subdivision plan is deemed to be an easement appurtenant to the land abutting it. It is not a public way or thoroughfare, unless expressly stated otherwise. Most historic "private rights-of-way" in established areas operate as private easements benefiting adjoining lots. • **Creation of rights of carriage-way (Ninth Schedule):** The Act provides standard wording for the creation of rights of carriage-way in transfers and leases. These confer a full right to "go, pass and repass" over the delineated road or way, with or without vehicles. Rights-of-way may be created expressly via transfer instruments using statutory short forms. • **Registration and recording of easements:** Certificates of title may record that land is subject to or entitled to a right-of-way or other easement. A certificate stating entitlement to an easement is conclusive evidence of that right. Rights-of-way are legally secured through registration and noted on title, reinforcing certainty and indefeasibility. • **Effect of registration:** Upon registration, the named proprietor holds land subject only to registered encumbrances, including easements such as rights-of-way. Instruments affecting land (including easements) take priority

Document	Overview/Purpose	Relevant Considerations
		according to the time of registration, not execution. A registered right-of-way has priority and binds successors in title.

Local Government Act 1995	The *Local Government Act 1995* establishes the legal framework for the constitution, functions and financial management of local governments in Western Australia. It sets out powers relating to governance, administration, roads and thoroughfares, acquisition and disposal of land, and provides the mechanisms by which local governments raise revenue (rates, specified area rates, service charges and borrowings) to fund infrastructure and services	• **Control of thoroughfares and roads:** Local governments have powers relating to thoroughfares, including closing certain thoroughfares to vehicles; partial closure for repairs or maintenance; maintaining public access and notifying affected owners. These powers extend to roads and public laneways vested in or managed by the local government.
		• A local government's ability to expend public funds on private land is limited. In the context of privately-owned laneways or rights-of-way, this generally means that a local government cannot routinely construct, upgrade or maintain infrastructure on land that is not under its care, control and management. Schedule 3.2 of the Act does, however, provide some limited circumstances where works on private land may be undertaken.
		• **Acquisition of land:** The Act provides for acquisition of land (e.g. for road or public purposes), supporting potential widening or formalisation of rights-of-way.
		• **Funding:** The Act enables a local government to fund laneway or right-of-way upgrades and maintenance through:
		  ○ Consolidated municipal revenue (general rates);
		  ○ Targeted precinct-based funding (specified area rates);
		  ○ Service-based charges for defined works;
		  ○ Borrowings for capital upgrades; and
		  ○ Statutory recovery mechanisms to secure payment.

Planning and Development Act 2005	The *Planning and Development Act 2005* establishes the statutory framework for land use planning and development control in Western Australia. It provides for the preparation of planning schemes and policies, regulates subdivision and development approval, vests roads and reserves through subdivision, and grants powers to acquire, dedicate or reserve land for public purposes, including roads.	• **Subdivision and road creation:** Land may be ceded free of cost for roads as a condition of subdivision approval. Roads and public reserves shown on approved subdivision plans are automatically vested in the Crown. The WAPC may impose conditions requiring construction of roads; widening of existing roads; provision of access ways. The Act provides the mechanism to formalise or widen laneways through subdivision approval. • **Road widening and truncations:** The WAPC may require land to be given up for road widening; truncations; creation of new roads connecting to existing networks. These provisions support progressive widening of narrow rights-of-way as redevelopment occurs. • **Development approval powers:** Development approval may be subject to conditions relating to access, infrastructure provision and road works. Local governments can require upgrading or construction works to laneways as part of development approval. • **Development Contribution Plans:** Part 11 of the Act enables preparation of Development Contribution Plans (DCPs) to fund infrastructure

Document	Overview/Purpose	Relevant Considerations
		required to support development. Contributions may fund infrastructure such as roads where a clear nexus exists. Laneway upgrades may be funded through a DCP mechanism. • **Acquisition and reservation of land:** Provides powers for the reservation of land for public purposes in planning schemes. Enables compulsory acquisition of land required for public works, including roads. Supports formalisation, widening or realignment of rights-of-way where necessary.

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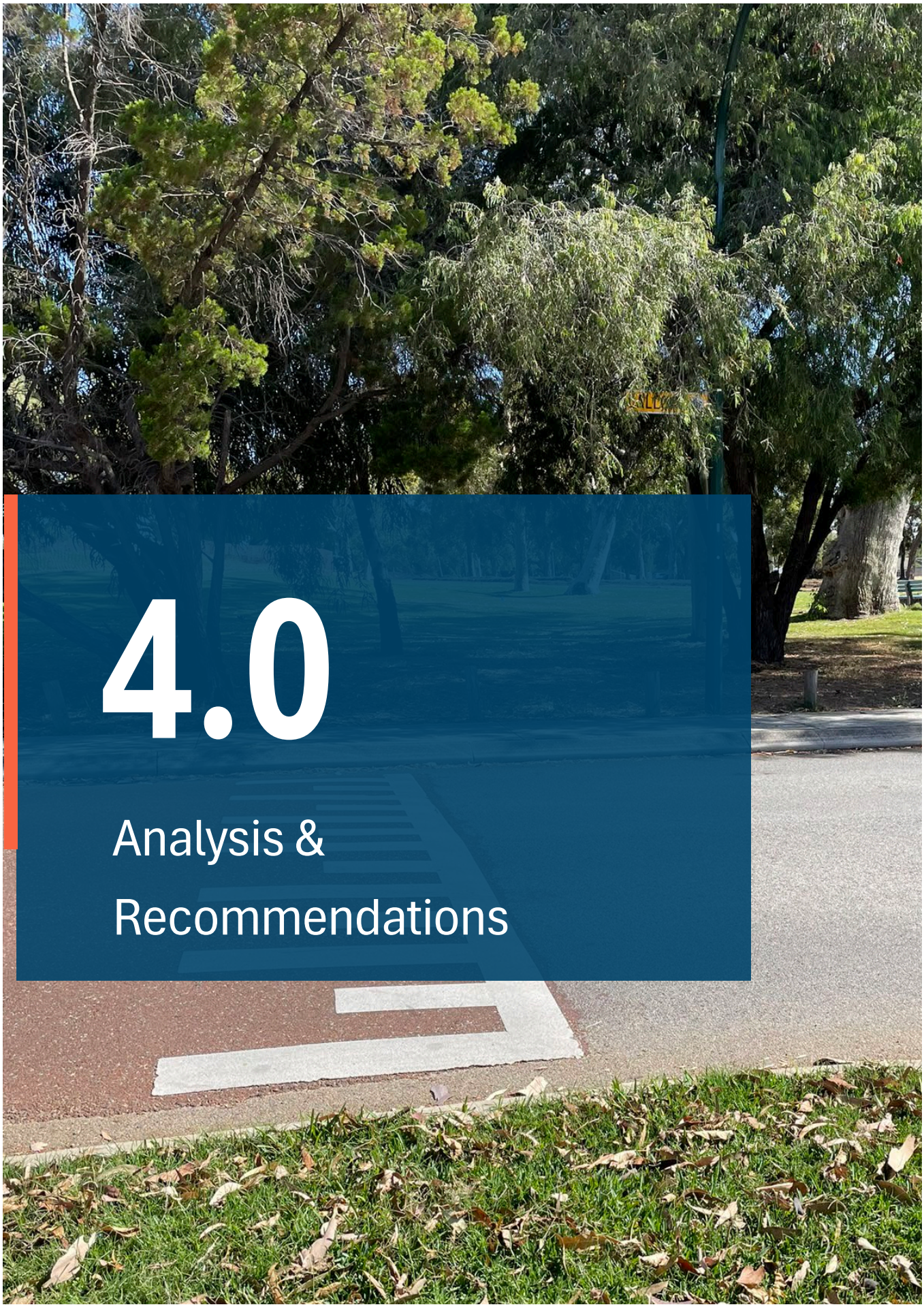

4.0

Analysis & Recommendations

4.0 Analysis & Recommendations

4.1 Laneway Upgrades & Priorities

The following **Table 10**, together with the Laneway Recommendations and Priorities Maps contained in **Appendix E**, outline the recommended upgrade works and priority ranking for each laneway within the City, informed by the findings of the audit, site inspections and review of existing planning and access arrangements. The recommendations have been developed having regard to the current function and condition of each laneway, including its role in providing vehicular access, servicing, pedestrian connectivity and overall contribution to the local movement network. Priority ratings have been assigned to assist the City in identifying those laneways requiring more immediate attention due to factors such as pavement condition, drainage issues, accessibility constraints, safety concerns, servicing requirements or redevelopment pressure.

As a general principle, it is intended that all existing laneways remain open, recognising that they currently provide vehicular access to at least one, and in most cases multiple, adjoining properties. All of the City's laneways also contain existing services/utilities, which would require relocation or protection for access and maintenance should closure occur. Retention of the laneway network also maintains flexibility for future access, servicing and redevelopment opportunities. Notwithstanding this, the City may, in exceptional circumstances, consider requests for closure of individual laneways where it can be clearly demonstrated that the laneway is surplus to ongoing access, servicing and utility requirements, following detailed technical assessment and consultation with affected landowners and service authorities.

The process for closure of a laneway/right-of-way is prescribed under the *Land Administration Act 1997* and typically requires a formal petition from affected landowners, supported by a substantial majority of adjoining owners, together with a proposed plan for the redistribution of the land. The City would generally only consider supporting closure where the laneway is considered "obsolete" in that it no longer provides essential access or servicing functions. Any closure process would also be subject to detailed investigation, statutory approvals and associated administrative procedures.

The priority rankings outlined in **Table 10** are primarily based on an assessment undertaken by the City of Nedlands Technical Services department to determine the maintenance requirements for each segment of the City's laneway network. The priorities relate to the works/improvements only (as widening will occur as adjoining properties are subdivided/redeveloped). The priority rankings are broadly described as follows:

- **Low** – Limited flooding issues identified and no known history of complaints.
- **Medium** – Localised flooding issues identified with some history of complaints.
- **High** – Recurring flooding issues with a demonstrated history of complaints and operational impacts.
- **Extreme** – Significant flooding issues requiring priority drainage intervention.

Whilst the priorities are based on maintenance requirements resulting from flooding issues, upgrade works may be undertaken by landowners ahead of the City's scheduled works as subdivision/development occurs adjoining the laneway.

Table 10: Laneway recommendations & priorities

Recommendation	Description of Works	General Criteria for Classification	Applicable Laneways	Priority
Retain status quo	• No major changes, upgrades or widening required, but lighting and/or other enhancements may be desirable. • Routine maintenance works only. No priority rating	Laneways which currently achieve appropriate design standards, including (at a minimum): • Typically, at least 6m wide (or minimum 5m width where no primary vehicle access and	16 McHenry Lane 23 Mattner Lane 24 Blumann Lane 25 Sadka Lane	N/A – ongoing/routine maintenance works only.

Recommendation	Description of Works	General Criteria for Classification	Applicable Laneways	Priority
	assigned to these works as they will occur through the City's Capital Works Program (with the exception of McHenry Lane which is not under the City's responsibility and will continue to be maintained by the strata body corporate).	subdivision/redevelopment of adjoining properties is unlikely in the short-medium term); • Adequate truncations/sightlines; • Adequately paved/sealed and in good (or better) condition; • Adequately drained; and • Suitable to provide rubbish collection access.	26 Coalesce Lane 27 Goatcher Vista 29 Burnettia Lane 30 Jarrah Lane 31 Dorset Lane 32 Charles Lane 33 Barrow Lane 38a Olearia Lane 39a Acacia Lane	
Category 1: Minor improvement works	• No widening required. • Laneways to be upgraded to meet Council's minimum standard to provide a safe environment for pedestrians, a trafficable surface for motorists and drained to contain a 1-in-5-year storm event. • The laneway may be retained to provide for secondary vehicular access, but upgraded to better accommodate bicycles and pedestrians. • Where a laneway provides limited vehicular function and primarily serves pedestrian or cyclist movements, the City may investigate whether modified traffic arrangements, including partial or full closure to through traffic, are appropriate. Any such proposal should be supported by detailed traffic engineering assessment and consultation with affected landowners and service authorities, having regard to the ongoing access, servicing, drainage and utility functions of the laneway. • Opportunities to enhance pedestrian/bicycle usage along asphalted sections of laneways may be explored, subject to consultation with adjoining residents, including: ○ Playable surface paint (e.g. hopscotch,	• The laneway is used typically as a secondary access point and is not regularly used by adjoining properties. • The adjoining properties do not have substantial subdivision and/or redevelopment potential under the existing zoning/density (and no major changes are recommended as part of the Local Planning Strategy Review). • Laneways are of an adequate width (min. 5m) to accommodate two-way vehicular access. • Where laneways are less than 5m wide they are recommended for one-way access, appropriate signage to caution the narrow width of laneways, and/or pedestrian/bicycle access is prioritised. • There are no major issues or concerns with the laneway raised by surrounding residents. Issues relating to drainage/flooding are to be resolved through the recommended improvement works.	1 Sandpiper Lane	1a-1d Low
			2 Cormorant Lane	2a-2c Low 2d Medium
			3 Bee Eater Lane	3a High 3b-3c Low
			4 Sittella Lane	High
			5 Pardalote Lane	5a-5b Low 5c High
			6 Ringneck Lane	6a-6b Medium 6c Low 6d High
			7 Stilt Lane	Medium
			8 Tern Lane	Low
			9 Silvereye Lane	9a-9b High
			10a Gerygone Lane	10a Extreme
			12 Tree Martin Lane	12a High 12b Low
			13 Raven Lane	13a High 13b Extreme

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Recommendation	Description of Works	General Criteria for Classification	Applicable Laneways	Priority
	games), road murals, decorative panels, stencils or signage. ○ Improvements to fences and kerb lines, including community murals or artworks, weatherproof little libraries or art boxes, vertical gardens or green walls, low-maintenance plants, decorative lighting. ○ Improvements to private setback areas, including seats, planters, trees, bike racks.		14 Frogmouth Lane	14a-14b Low
			15 Lorikeet Lane	15a-15b High
			34 Boundary Lane*	Medium
			41 Acerosa Lane	High
			42 Maritima Lane	Medium
			43 Lomandra Lane (excluding portions adjoining Local Centre sites)	43a High 43b Medium
Category 2: Upgrade works	• Upgrade works recommended to achieve appropriate design standards, including: ○ Sealed pavement ○ Kerbing (flush or semi-mountable) ○ Stormwater draining to centrally located drainage pits (where feasible) ○ Adjustment and/or resetting of existing service pits and inspection points as required during construction ○ Lighting (where laneways provide the main access to dwellings – subject to Council requirements) • Where laneways do not achieve a min. 6m width (i.e. 5m wide laneways), garages and carports shall be set back at least 1m from the property boundary to achieve the required manoeuvring space for a vehicle to reverse into or out of the parking space.	• Laneways which are more commonly used by adjoining properties for access or will be relied upon as properties are subdivided and/or redeveloped. • The adjoining properties have subdivision and/or redevelopment potential under the existing zoning/density (or recommended changes as part of the Local Planning Strategy Review). • Laneways which are of an adequate width (min. 5m) but require upgrades to achieve appropriate design standards.	10b Gerygone Lane (excluding portion adjoining Local Centre site)	10b Medium
			11 Shrike Lane (portion north of Gerygone Lane)	Low
			28 Gracilis Lane	Low
			35 Agonis Lane	35a-35b High
			36 Rudis Lane	36a-36b High
			37 Clematis Lane	37a-37b High
			38b Olearia Lane	38b High
			39b Acacia Lane	39b High
Category 3: Upgrade works and widening	• Vehicular access to new lots and/or development is to be taken from the laneway and not the primary street.	• Laneways which are more commonly used by adjoining properties for access or will be relied upon as properties	10b Gerygone Lane (portion adjoining Local Centre site)	10b Medium

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Recommendation	Description of Works	General Criteria for Classification	Applicable Laneways	Priority
	• Upgrade works recommended to achieve appropriate design standards (as per Category 2). • Laneways are to be widened to achieve a min. 6m width, with typically equal widening required from either side of the laneway. This will occur as adjoining properties are subdivided or developed, with the approval requiring land to be ceded free of cost to widen the laneway, or requiring development to be appropriately setback from the laneway and the setback area being protected by a public access easement. • Upgrade works and widening will enable waste collection from the laneway.	are subdivided and/or redeveloped. • The adjoining properties have subdivision and/or redevelopment potential under the existing zoning/density (or recommended changes as part of the Local Planning Strategy Review). • Laneways which require upgrades to achieve appropriate design standards. • Laneways which are of an insufficient width and require widening to accommodate increased usage as subdivision/development occurs. • The current (and likely future) pattern of subdivision orients rear lots/dwellings towards the laneway, with the laneway providing the main pedestrian access to dwellings.	17 Hibbertia Lane	17a-17c Low
			18 Laxum Lane	18a-18b High 18c-18d Medium
			19b-d Fraseriana Lane	19b High 19c Medium 19d Low
			20b Drosera Lane	20b Medium
			21 Hampden Lane	21a-21b Low
			22 Micrantha Lane	22a Medium 22b High
			40a-b Kennedia Lane	40a Low 40b High
			43 Lomandra Lane (portions adjoining Local Centre sites)**	43a High 43b Medium
Category 4: Widening	• Vehicular access to new lots and/or development is to be taken from the laneway and not the primary street. • Laneways are to be widened to achieve a min. 6m width, with typically equal widening required from either side of the laneway. This will occur as adjoining properties are subdivided or developed, with the approval requiring land to be ceded free of cost to widen the laneway, or requiring development to be appropriately setback from the laneway and the setback area being protected by a public access easement. • Existing laneway generally retained. Widening to occur progressively as adjoining land redevelops, with only the widened portion constructed to match the existing laneway standard. • Widening enables waste collection from the laneway.	• Laneways which are more commonly used by adjoining properties for access or will be relied upon as properties are subdivided and/or redeveloped. • The adjoining properties have subdivision and/or redevelopment potential under the existing zoning/density (or recommended changes as part of the Local Planning Strategy Review). • Laneways where upgrade works have been recently undertaken and are of an appropriate design standard. • Laneways which are of an insufficient width and require widening to accommodate increased usage as subdivision/development occurs. • The current (and likely future) pattern of subdivision orients rear lots/dwellings towards the laneway, with the laneway providing the main pedestrian access to dwellings.	19a Fraseriana Lane	19a Low
			20a Drosera	20a Low
			40c Kennedia Lane	40c Low

Notes:

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** Boundary Lane has been assigned a Medium priority in recognition of its poor existing construction standard, its use by properties within both the City of Nedlands and the Town of Cambridge, and the potential to coordinate future investigations, funding and upgrade works between the two local governments.*
*** Upgrade and widening requirements are intended to apply where redevelopment of an adjoining Local Centre site results in a more intensive development outcome that relies on Lomandra Lane for access to rear parking, servicing or waste collection. The requirements are not intended to be triggered by the continuation of the existing uses or minor development that does not materially increase reliance on the laneway.*

UWA QEII Specialised Activity Centre

All of the laneways within Nedlands North are located within the UWA–QEII Activity Centre Improvement Plan area. The future Improvement Scheme and associated planning framework will ultimately prevail over the City's LPS3 within this area, with the WAPC expected to assume primary planning decision-making responsibility.

The City should provide the findings, upgrade categories, widening requirements and supporting technical information from this audit to DPLH and the WAPC for consideration in preparing the future statutory planning framework. The City should advocate for the framework to include appropriate provisions addressing laneway access, widening, upgrading, infrastructure contributions and the coordinated delivery of works.

Notwithstanding the evidence and recommendations provided by this audit, the WAPC will determine whether these matters are incorporated into the future planning framework and will retain discretion in determining subdivision and development applications. The City's recommendations, including requests for non-standard subdivision or development conditions, may therefore not be accepted in every instance.

Where works are required to address existing drainage, flooding, safety or asset-management issues (to those segments identified as Extreme, High or Medium priority), the City may continue to undertake works within laneways under its care and control, subject to available funding and its capital works priorities. This may include works to the minimum standard identified under Category 1, or a higher standard where justified.

Given the uncertain timing of the future Improvement Scheme, the City should liaise with DPLH to determine whether any interim statutory or administrative mechanism is appropriate to support the consistent consideration of laneway widening and upgrading as development occurs. Any interim mechanism should operate within the City's prevailing statutory powers and recognise that the WAPC retains ultimate discretion in relation to subdivision applications.

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4.1.1 Upgrade Works

Typical Laneway Cross-Sections have been prepared by CENTRELINE CAD to establish a standardised approach for laneway upgrades across the project area, contained in **Appendix F**. The drawings are intended to provide a consistent framework for City review and acceptance, rather than detailed design for each individual site condition. The standard cross-sections include typical arrangements for both 5m and 6m wide laneways and incorporate indicative service corridors, drainage infrastructure and development setbacks.

The proposed upgrade works are based on a centreline drainage arrangement with reinforced flush kerbing on both sides of the laneway. Two typical upgrade scenarios have been identified for both the 5m and 6m laneway configurations, reflecting varying site and drainage conditions. The cross-sections generally provide for a centrally graded pavement with runoff directed toward the centreline drainage system. Utility service alignments are identified within the laneway reserve to accommodate existing and future underground infrastructure.

For 5m wide laneways, a 1m setback from the pavement edge is recommended adjacent to property boundaries to accommodate relocated NBN infrastructure and other non-trafficable utility assets. This setback recognises that telecommunications pits are generally not designed to withstand wheel loading and should therefore be located outside trafficked pavement areas. The 6m laneway arrangement similarly provides greater separation between the trafficked pavement and underground utility infrastructure.

The concept layouts also acknowledge the increasing drainage demands associated with urban infill and residential densification. As impervious areas increase through backyard development and lot intensification, reduced infiltration capacity is expected to place greater pressure on local drainage systems, particularly in areas characterised by Class S soils and limestone subsurface conditions. In these circumstances, detailed design may require provision for overflow discharge connections to the City's stormwater drainage network where onsite infiltration capacity is insufficient. This has potential

implications for construction complexity and upgrade costs and should be considered as part of the City's broader cost recovery framework.

The concept plans assume that existing underground services have been installed in accordance with the relevant Utility Code of Practice. Future detailed design stages should confirm service locations, installation requirements and any non-standard site constraints prior to construction. Additional guidance may also be required for construction methodology, inspection requirements and site-specific responses to varying geological conditions.

To support project costing, standardised rates have been developed on a lineal metre basis for the typical 5m and 6m laneway configurations. This approach enables high-level cost estimation to be applied consistently across the broader upgrade program while allowing refinement during detailed design where site-specific conditions warrant further investigation. A Construction Cost Rate Schedule prepared by CENTRELINE CAD is provided in **Appendix G**, to inform future upgrade cost estimates for the laneways identified as requiring Upgrade Works (Category 2 and 3).

4.1.2 Widening Requirements

The WAPC's Liveable Neighbourhoods Operational Policy identifies a laneway width of 6m as the preferred standard for rear access rights-of-way and laneways serving residential development. This position is reinforced by PB 33/2017, which notes that 6m wide rights-of-way are generally desirable to safely accommodate two-way vehicular movement, service vehicle access, pedestrian activity, drainage infrastructure and utility servicing within a shared low-speed environment.

A 6m wide laneway typically comprises a centrally aligned trafficable pavement with sufficient edge clearance to adjoining fences, walls and garages to enable safe vehicle manoeuvring and passing opportunities. The additional width assists with waste collection, emergency access, visibility at property access points, and the integration of utilities and drainage infrastructure. In established urban areas, the preferred 6m width also provides greater flexibility to accommodate contemporary development outcomes, including increased residential densities and rear-loaded dwellings.

A typical cross-section for a 6m wide laneway generally includes:

- approximately 5.0–5.5 metres of sealed pavement;
- edge clearances adjacent to fences, walls or structures;
- adequate space for drainage infrastructure and utility servicing; and
- a shared low-speed environment for vehicles, cyclists and pedestrians.

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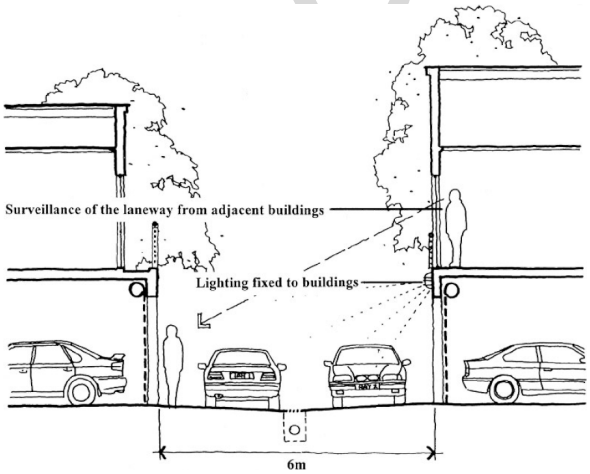

Figure 1: Typical cross-section of a 6m laneway (Source: WAPC Planning Bulletin 33/2017 Rights-of-way or laneways in established areas)

Notwithstanding the preferred 6m standard, the WAPC recognises that many existing rights-of-way in established urban areas are narrower and cannot reasonably be widened retrospectively due to existing subdivision patterns, building locations, land

ownership constraints and servicing arrangements. PB 33/2017 therefore provides flexibility for the retention of existing 5m wide rights-of-way where certain criteria are satisfied.

In particular, PB 33/2017 notes that widening may not be required where the laneway primarily provides vehicular access to garages and is not relied upon as the principal pedestrian access to adjoining dwellings or commercial premises. This generally applies where properties retain direct pedestrian access to a public street via a separate frontage or pedestrian access leg, ensuring that residents, visitors, emergency services, postal services and waste collection can continue to access properties independently of the laneway.

This is considered an appropriate approach for the majority of laneways in Mount Claremont, where there is an established pattern of pedestrian access legs connecting dwellings to the street network. The inconsistent historical application of laneway widening requirements throughout the suburb has also made it difficult to retrospectively impose widening requirements on properties that have already been subdivided or developed.

PB 33/2017 further notes that where a 5m wide right-of-way is retained, garages positioned at right angles to the laneway should generally be setback a minimum of 1m from the property boundary to provide adequate manoeuvring space for vehicles reversing into or out of garages. Where garages are setback behind the boundary, it is also recommended that a 45-degree visibility splay on either side of the garage entrance remain clear of obstructions to improve sightlines and facilitate vehicle turning movements. Alternative design responses may also be acceptable, including wider garages that allow turning movements to commence within the garage, or garages oriented at angles less than 90 degrees to the laneway, thereby reducing the turning path required.

Where site-specific constraints prevent the widening of a residential right-of-way, PB 33/2017 identifies several alternative design solutions that may be considered acceptable. These include:

- one-way vehicular traffic movements within rights-of-way narrower than 5m (as recommended for narrow laneways in Dalkeith and Swanbourne);
- narrow one-lane sections combined with wider passing areas at appropriate intervals;
- shared surface treatments and low-speed traffic environments;
- reduced vehicle access demand through site design;
- the provision of on-site parking bays immediately adjacent and parallel to the laneway (but not within the right-of-way itself); and
- retention of existing widths where adjoining development patterns and operational requirements can be satisfactorily accommodated.

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These alternative approaches enable existing laneways to continue functioning while acknowledging the physical and ownership constraints commonly associated with established urban areas. Any such arrangement should be carefully assessed in relation to the operation and safety of the surrounding street network and would require endorsement by the City prior to subdivision or development approval being granted.

As outlined in **Table 10** above, it is recommended that laneways be widened where they are currently of insufficient width and are expected to accommodate increased usage as subdivision and redevelopment occurs. Given the established nature of many laneways, widening is likely to occur incrementally over an extended period as adjoining properties are subdivided or redeveloped.

The most direct mechanism for achieving widening is through subdivision conditions requiring the ceding of land adjoining the laneway into public ownership. Under this approach, additional land is progressively transferred into the laneway road reserve as development occurs, enabling the ultimate desired width to be achieved over time. This approach is generally most appropriate where long-term widening is considered essential to support increased vehicle movements, servicing requirements or broader network functionality.

Alternatively, widening may be facilitated through development approval or subdivision conditions requiring buildings and structures to be setback from the laneway boundary by the required widening distance. In these circumstances, the setback area may be protected through an easement or other legal mechanism securing ongoing public access and preserving the land for future widening purposes. This approach may be appropriate where immediate transfer of land is impractical due to

servicing constraints, tenure arrangements or the staged nature of redevelopment, while still ensuring that the future widening corridor remains unobstructed.

In some instances, a restrictive covenant or similar legal instrument may also be appropriate to prevent buildings, structures or other obstructions from being constructed within the identified widening area. This can provide an additional mechanism to preserve the future widening corridor until such time as formal widening or transfer arrangements are implemented.

The most appropriate mechanism for achieving widening should be considered on a case-by-case basis having regard to the function of the laneway, surrounding development patterns, land tenure arrangements, servicing requirements, safety considerations, and the practicality of achieving incremental widening outcomes over time.

Table 11 below provides a detailed breakdown of the minimum anticipated widening requirements for the properties adjoining the laneways identified as Category 3 and 4. A detailed Land Take and Ownership Schedule is provided in **Appendix H**. As a general rule, the following formula is used to determine the amount of land from adjoining properties required for widening of laneways, to achieve a balanced and equitable outcome:

Required Widening Area (m^2) = [(6.0 m – Existing Laneway Width) ÷ 2] × Length of Lot Boundary Adjoining Laneway

This assumes widening is shared equally between properties on both sides of the laneway.

In cases where widening is recommended along portions of a laneway adjoining Local Centre zoned land, the widening is generally intended to be accommodated exclusively by those properties that will ultimately rely on the laneway for vehicular access and on-site car parking.

In some locations, the distribution of widening has also been weighted more heavily to one side of the laneway to reflect historical subdivision and development approvals, previous road widening ceding arrangements, or established widening patterns already implemented along the laneway. Accordingly, the recommended widening requirements in **Table 11** have been determined having regard to both the ultimate desired laneway width and the practicalities of achieving a consistent and coordinated widening outcome over time.

Where lots are located at the corner of the laneway and intersecting street, it is anticipated that adequate truncations be provided in addition to the widening requirements outlined below.

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Table 11: Laneway widening requirements

Laneway	Suburb	Current Width	Desired Width	Minimum Anticipated Widening Requirements
10b Gerygone Lane (portion adjoining Local Centre site)	Dalkeith	5m	6m	• Lot 337 (133) Waratah Avenue – 1.0m widening • Lot 1 (131) Waratah Avenue – 1.0m widening • Lot 2 (129) Waratah Avenue – 1.0m widening *(Note: existing DA approval [DAP/23/02513] sets development back min. 1.2m from the laneway at the ground level)*
17 Hibbertia Lane	Nedlands	3.66m-5.7m	6m	Segment 17a (currently 5.05m wide): • Lot 11 (47-49) Stirling Highway – 0.5m widening • Lot 10 (45) Stirling Highway – 0.5m widening • Lot 141 (79) Williams Road – 0.45m

Laneway	Suburb	Current Width	Desired Width	Minimum Anticipated Widening Requirements
				Segment 17b (currently 3.66m-5.86m wide): • Lot 585 (43) Stirling Highway – 2.0m widening • Lot 586 (41) Stirling Highway – 2.0m widening • Lot 587 (39) Stirling Highway – 2.0m widening • Lot 588 (37) Stirling Highway – 2.0m widening ➔ *Consistent with previous 2.0m widening to adjoining Lots 589 & 590 (35) Stirling Highway* • Lot 21 (110) Williams Road – 0.2m widening ➔ *Consistent with previous 0.2m widening to adjoining Lot 591 (97) Meriwa Street* *(Note: existing approval for 37-43 Stirling Highway [SD/002/24 – currently under construction] provides 2.8m wide passing spaces to Hibbertia Lane)*
				Segment 17c (currently 3.66m wide): • Lot 1 (33) Stirling Highway – 2.0m widening • Lot 2 (31) Stirling Highway – 2.0m widening • Lot 619 (27) Stirling Highway – 2.0m widening • Lot 620 (25) Stirling Highway – 2.0m widening • Lot 3 (21) Stirling Highway – 2.0m widening • Lot 623 (101) Clifton Street – 0.34m widening • Lot 616 (96) Meriwa Street – 0.34m widening
18 Laxum Lane	Nedlands	3.66m	6m	1.17m widening from all adjoining properties, excluding Lot 591 (17) Hibbertia Lane (1.15m already ceded for Laxum Lane widening).
19 Fraseriana Lane	Nedlands	3.66m	6m	1.17m widening from all adjoining properties
20 Drosera Lane	Nedlands	3.66m	6m	1.17m widening from all adjoining properties
21 Hampden Lane	Nedlands	3.66m	6m	1.17m widening from all adjoining properties *(Note: existing approvals for Lot 1 (24) Leura Street [DAP/21/02103] and Strata Lots 1-8 (9) Hampden Road [DAP/24/02798] include 1.2m building setback to Hampden Lane).*
22 Micrantha Lane	Nedlands	4.02m	6m	1.0m widening from all adjoining properties, excluding Lot 801 (79) Hardy Road (1.0m already ceded)
40 Kennedia Lane	Mount Claremont	5.03-6.03m	6m	Segment 40a (currently 5.03m-6.03m wide): • Lot 153 (66) Mayfair Street – 0.5m widening • Lot 11 (26) Kennedia Lane – 0.5m widening • Lot 148 (163) Rochdale Road – 0.5m widening • Strata Lot 4 (24) Kennedia Lane – 0.5m widening • Lot 149 (157) Alfred Road – 0.5m widening
				Segment 40b (currently 5.03m-6.03m wide):

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Laneway	Suburb	Current Width	Desired Width	Minimum Anticipated Widening Requirements
				• Lot 114 (155) Alfred Road – 0.5m widening • Strata Lot 2 (151A) Alfred Road – 0.5m widening • Lot 401 Kennedia Lane – 0.5m widening • Lot 400 (63) Strickland Street – 0.5m widening • Lot 1 (12) Kennedia Lane – 0.5m widening Segment 40c (currently 5.03m wide): • 0.5m widening from all adjoining properties
43 Lomandra Lane (portions adjoining Local Centre sites)	Swanbourne	3.05m	6m	2.95m from Lot 349 (21) North Street and Lot 5 (63) North Street The widening requirement is intended to apply upon redevelopment of the Local Centre sites for a more intensive development outcome that relies on Lomandra Lane for vehicle access to rear parking, servicing or waste collection. The precise widening and access requirements should be confirmed through assessment of the future development proposal, having regard to its scale, access arrangements and traffic generation.

Narrow Laneways

Laneways with an existing reserve width of less than 5m are generally not capable of safely accommodating two-way vehicle movements and informal passing manoeuvres. As mentioned previously, in accordance with the principles of WAPC PB 33/2017, these laneways should be considered for one-way traffic operation where widening is constrained, impractical, or unlikely to occur in the short term. One-way operation can improve vehicle safety and manoeuvrability, reduce vehicle conflict points, and minimise the need for vehicles to reverse over extended distances. **Table 12** below identifies the laneways recommended for either:

- permanent one-way traffic operation, where the constrained nature of the reserve and surrounding development pattern limits the practicality of achieving widening over time; or
- interim one-way traffic operation, where future widening is recommended but has not yet been sufficiently achieved to safely accommodate two-way vehicle movements.

Table 12: Recommended One-Way Traffic Operations

Permanent one-way traffic operation		Interim one-way traffic operation	
13a, 13b	Raven Lane, Dalkeith	18a-18d	Laxum Lane, Nedlands
14a, 14b	Frogmouth Lane, Dalkeith	19a-19d	Fraseriana Lane, Nedlands
15a, 15b	Lorikeet Lane, Dalkeith	20a-20b	Drosera Lane, Nedlands
41	Acerosa Lane, Swanbourne	21a-21b	Hampden Lane, Nedlands
42	Maritima Lane, Swanbourne		
43a, 43b	Lomandra Lane, Swanbourne (portions west of Local Centre sites)		

For laneways identified for interim one-way traffic operation, conversion back to two-way traffic movement should generally occur once sufficient widening has been achieved to provide safe vehicle passing opportunities at suitable intervals, or where the ultimate desired laneway width has otherwise been substantially achieved. The timing of any future conversion to two-way operation should be determined by the City having regard to the extent of widening achieved, traffic safety considerations, and the operational function of the laneway.

Any proposed one-way traffic arrangement should be supported by an appropriate traffic management assessment prepared in accordance with the *Austroads Guide to Traffic Management – Part 8: Local Area Traffic Management* and relevant Main Roads Western Australia standards and guidance. Matters to be considered include signage and line-marking requirements, vehicle sightlines, turning movements, impacts on the surrounding road network, property access arrangements, and the operational implications for adjoining residents and landowners.

Where one-way traffic operation is being considered for a constrained laneway, the traffic management assessment should also investigate opportunities to improve sightlines at laneway entry and exit points as an alternative or complementary safety measure. This may include vegetation management, removal or modification of visual obstructions within the road reserve, parking restrictions, localised kerb or pavement treatments, signage and other appropriate traffic engineering measures. The suitability of any treatment should be determined on a site-specific basis. As waste collection and emergency service vehicles do not generally utilise narrow laneways of this nature, consideration should instead be given to ensuring these services can continue to operate effectively from the primary street network. This may include assessment of bin presentation arrangements, pedestrian access to dwellings, and the ability for emergency personnel to access properties from the primary street frontage where direct vehicle access from the laneway is unavailable.

Any proposed one-way traffic arrangement would generally require approval by Council and should be subject to consultation with affected landowners, residents, service authorities, and emergency services prior to implementation.

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4.1.3 Density Considerations

As part of the audit, consideration has been given to whether increased residential density may be appropriate in selected locations adjoining the City's laneway network. Increased density has the potential to facilitate further subdivision and redevelopment, optimise the use of rear access opportunities provided by laneways, and assist in triggering the timely upgrade and improvement of laneway infrastructure as redevelopment occurs. In some instances, laneways may also support improved urban design outcomes by reducing reliance on primary street crossovers and enabling more efficient site planning outcomes.

Notwithstanding the above, the presence of a laneway alone is not considered sufficient justification for increased residential density. Higher density development is typically directed toward activity centres, transport corridors, redevelopment precincts and underutilised suburban areas where there is appropriate access to services, employment, public transport and supporting infrastructure. The City must therefore consider the full range of planning factors associated with any density increase, including impacts on traffic and servicing, streetscapes, neighbourhood character, heritage and environmental attributes, together with the capacity of local infrastructure to accommodate additional development. Such matters are more appropriately addressed through the City's Local Planning Strategy review, Local Planning Scheme amendments, or more detailed precinct-based investigations.

Accordingly, the audit has generally concluded that broadscale increases in residential density are not warranted across most laneway precincts within the City. In many locations, existing lot sizes, established built form, neighbourhood character, limited redevelopment pressure, and the locational context of the surrounding area do not justify significant upcoding. In several instances, existing laneways are also constrained in width and are intended to provide secondary vehicular access only, rather than functioning as primary access streets for higher density forms of development.

Dalkeith

No broadscale increase in residential density is recommended within Dalkeith. The majority of properties adjoining the laneways are currently zoned Residential R10 and are characterised by large lots, substantial dwellings, established landscaping, and a high-quality low density residential character. The audit found that subdivision and redevelopment potential under the current density coding is generally limited, with relatively few lots capable of further subdivision.

Whilst the audit acknowledges that some limited density increases could potentially be explored in isolated locations, widespread upcoding is not considered appropriate given the established neighbourhood character, urban form, limited access

to higher-order public transport, and the relatively low reliance on laneways for primary access. Most laneways in Dalkeith function as secondary access routes only, with many properties continuing to obtain vehicular access from the primary street network.

An exception applies to the Philip Road precinct adjoining Gerygone Lane (Laneway 10b) and Tree Martin Lane (Laneway 12b), as depicted in **Figure 2**, where further investigation into increased residential density may be warranted. These areas adjoin existing Residential R40 and Local Centre zoned land, with some redevelopment activity already occurring in proximity to the laneways. In particular, properties fronting Philip Road currently zoned Residential R10 may warrant investigation for increased density having regard to the adjoining R40 coded properties on both sides of Philip Road near Alexander Place/Road, and the strategic location near the Waratah Avenue local centre site and nearby mixed use precinct.

Any density increase in these locations should be carefully considered in the context of existing lot sizes, redevelopment feasibility, streetscape outcomes, traffic impacts, and the capacity of the laneway network to accommodate additional access requirements. Importantly, the recommended approach would continue to orient dwellings towards the primary street, with the laneways functioning predominantly as secondary vehicular access routes.

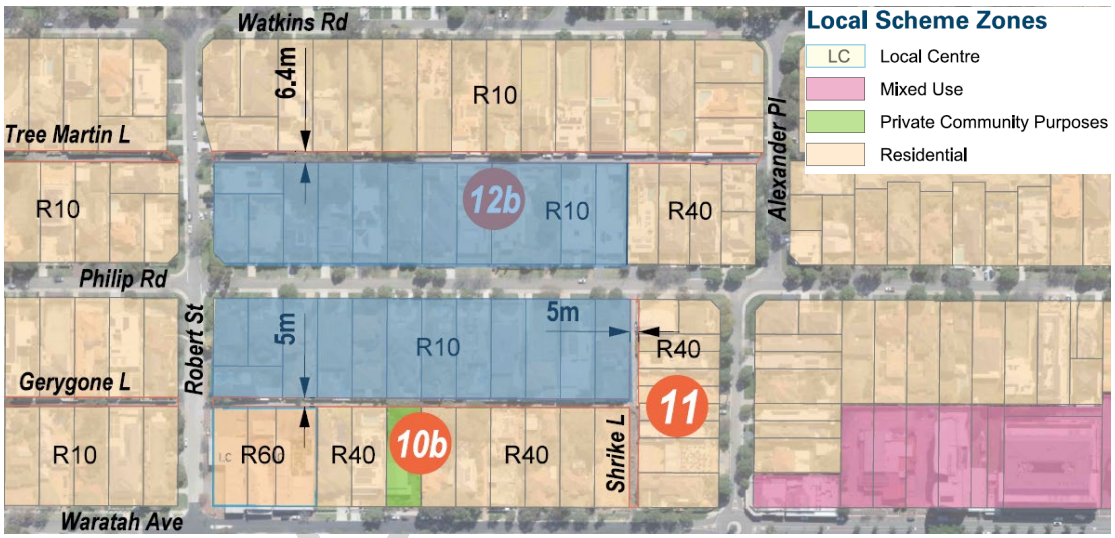

Figure 2: Philip Road, Dalkeith density investigation area (highlighted blue)

Nedlands

No specific recommendations are made for broadscale residential density increases within the Nedlands laneway precincts beyond those that may ultimately be contemplated through the UWA QEII Activity Centre Improvement Plan and associated planning framework. It is recognised that the laneways within this precinct are located within a strategically significant specialised activity centre, where substantial redevelopment and intensification may occur over time.

At the time of preparing this audit, the detailed planning framework for the UWA QEII Activity Centre had not yet been finalised or released. However, it is anticipated that the framework may consider increased residential and mixed-use density throughout portions of the precinct, taking advantage of the area's strategic location, proximity to major health and education institutions, access to public transport, and role within the broader metropolitan activity centre network.

Accordingly, the focus of this audit is not to recommend additional density increases independent of that strategic planning process, but rather to ensure that the laneway network is capable of supporting the redevelopment outcomes that may ultimately be contemplated through the Improvement Plan framework. In this regard, the audit recommends the progressive widening and upgrading of relevant laneways to facilitate rear access, reduce crossover proliferation to primary streets, and support improved streetscape and movement outcomes as redevelopment occurs.

No density changes are specifically recommended for properties adjoining Blumann Lane and Mattner Lane. These laneways already service areas that have been more recently planned and developed to an appropriate urban form and density outcome, with both laneways achieving contemporary design standards and requiring only routine maintenance.

Shenton Park

The laneways within Shenton Park form part of the broader Shenton Park Hospital Redevelopment area, which is already subject to a contemporary planning framework providing for a mix of medium and high density residential development, including both single dwellings and multiple dwellings.

The redevelopment framework for the area is relatively current and reflects a considered planning response to the strategic and locational context of the site. Whilst some development within the area has already been completed, additional stages remain under construction or are yet to be developed. The audit therefore considers that the existing planning framework already provides an appropriate density and urban form outcome for the locality, with no further broadscale density increases associated with the laneway network recommended at this time.

The laneways themselves are recently constructed, achieve appropriate design standards, and are considered capable of adequately supporting the planned development outcomes within the redevelopment area.

Floreat

Whilst Gracilis Lane adjoins Local Centre zoned land with redevelopment potential, the audit considers that the existing planning framework already provides sufficient opportunity for redevelopment outcomes within the local centre context.

The audit instead focuses on ensuring that future commercial redevelopment appropriately utilises the laneway for servicing, parking and vehicular access, thereby reducing impacts on the primary street network and improving the overall function of the local centre.

Mount Claremont

The audit identified the Mount Claremont West area, particularly Laneways 35–39 (Agonis, Rudis, Clematis, Olearia and Acacia Lanes) as depicted in **Figure 3**, as the primary residential area where further investigation into increased density may be appropriate. These laneways adjoin land currently zoned Residential R20 and Residential R12.5, with a historical pattern of ad-hoc subdivision already evident throughout the area. Original lot sizes are generally in the order of approximately 1,012m^2, with many properties already accommodating two dwellings or having undergone partial subdivision.

Under the existing R20 coding, subdivision opportunities are generally limited to two-lot outcomes. However, an increase to R30 would potentially facilitate more efficient subdivision and redevelopment outcomes under the average lot size provisions of the R-Codes Volume 1, particularly for the larger remaining lots adjoining the laneways. This would create additional opportunities to optimise the use of rear access provided by the laneway network, reduce crossover proliferation to primary streets, and improve opportunities for cost recovery associated with progressive laneway upgrades.

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Figure 3: Mount Claremont west density investigation area (highlighted blue)

Importantly, the audit does not recommend widening of Laneways 35–39 despite the proposed investigation into increased density. This reflects the established subdivision pattern within the area, where dwellings generally maintain pedestrian access to the primary street and utilise the laneways primarily for secondary vehicular access. The audit also notes that widening requirements have historically been applied inconsistently, meaning that retroactively widening the full extent of the laneway network would be difficult to coordinate and unlikely to achieve a consistent outcome within a reasonable timeframe.

By contrast, increased density is not recommended for the remaining laneways within Mount Claremont. Laneways 29–33 (Burnettia, Jarrah, Dorset, Charles and Barrow) already achieve appropriate design standards and primarily service areas characterised by relatively recent subdivision patterns, established residential development, and densities considered

appropriate to their locational context. Broadscale upcoding in these locations is not considered necessary to facilitate redevelopment outcomes or justify further laneway investment.

Similarly, no density increase is recommended for properties adjoining Boundary Lane. Whilst the adjoining properties are currently zoned Residential R20 and many lots retain subdivision potential under the existing coding, the area is comparatively removed from local centres, public transport infrastructure and other community facilities that would typically support increased residential densities from a strategic planning perspective. The audit therefore considers the existing density coding to remain appropriate to the locality.

In the case of Kennedia Lane, the adjoining properties have already experienced substantial subdivision and redevelopment under the existing R25 coding, with many lots already redeveloped in recent years. It is considered that there would be limited strategic benefit in applying further broadscale upcoding in this location, as redevelopment uptake is likely to be low in the short to medium term given the extent of relatively recent development and the established built form character of the area. Existing density codings are therefore considered generally appropriate, with the focus instead being on progressive upgrading and widening of the laneway to support the existing development pattern.

Swanbourne

Broadscale increases in residential density are not considered appropriate within Swanbourne. The majority of properties adjoining Acerosa, Maritima and Lomandra Lanes are currently zoned Residential R35, with lot sizes typically around 306m^2 and already developed to a relatively efficient urban form under the existing density coding.

There is limited opportunity for further subdivision or redevelopment of the adjoining residential properties without a substantial increase in density, which is not considered suitable given the established neighbourhood character, streetscape, urban form and locational context of the area. Whilst some properties rely on the laneways for vehicular access, the laneways generally function as secondary access routes only, with many properties continuing to obtain primary access from the surrounding street network.

In the case of Lomandra Lane, upgrade works and widening are recommended only where the laneway adjoins Local Centre zoned land (at the corners of Walpole Street and Kirkwood Road), to facilitate appropriate redevelopment outcomes and enable future commercial or mixed-use development to obtain vehicular access and parking from the laneway. This recommendation is specific to the Local Centre sites and does not extend to the surrounding residential properties, where the existing density and development pattern are considered appropriate.

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4.1.4 Design Considerations

The existing level of casual surveillance throughout the City's laneway network varies considerably and is generally influenced by the orientation of adjoining development, fencing treatments, vegetation and the extent to which properties utilise the laneway for primary or secondary access. In many locations, particularly within established residential areas, laneways are characterised by high solid fencing, rear boundary walls and limited dwelling orientation toward the laneway, resulting in relatively low levels of passive surveillance.

Historically, many laneways were intended to function primarily as rear service corridors providing access to garages, utilities and servicing infrastructure, rather than as active public spaces. Consequently, a number of laneways present as highly utilitarian environments with limited visibility from adjoining properties and little pedestrian activity. While this does not necessarily create significant safety issues, it can contribute to reduced perceptions of safety, particularly in laneways with poor lighting, constrained widths or limited maintenance.

Over time, redevelopment adjoining laneways has the potential to incrementally improve casual surveillance through the introduction of new dwellings, garages, windows and access points oriented toward the laneway. In some locations, particularly where higher residential densities are supported, redevelopment may result in laneways becoming more active and regularly used environments, thereby improving visibility and passive surveillance outcomes.

Future laneway upgrades should therefore have regard to Crime Prevention Through Environmental Design (CPTED) principles where appropriate, particularly in locations where laneways provide the primary means of pedestrian access to dwellings or are expected to experience increased pedestrian activity over time. This may include consideration of lighting, vegetation management, improved sightlines, surface treatments and the avoidance of unnecessary visual obstructions where practicable.

Lighting is an important consideration in locations where laneways function as more than simply rear vehicular access corridors. Where dwellings rely on laneways for primary pedestrian access, laneways may experience more regular pedestrian activity associated with residents, visitors, deliveries and day-to-day movement between dwellings and the surrounding street network. In these circumstances, the provision of lighting can improve visibility, assist with wayfinding, enhance perceptions of safety and support passive surveillance outcomes, particularly during evening and night-time periods. Lighting may also assist in reducing conflicts between pedestrians and vehicles within constrained laneway environments where pedestrian and vehicular movements occur within the same shared access area.

Not all laneways within the City will require lighting. Many laneways continue to function primarily as low-speed vehicular accessways to garages and servicing areas, with limited pedestrian activity and alternative pedestrian access available from the primary street frontage. In these circumstances, the provision of lighting may not be necessary or appropriate. Accordingly, lighting should generally be prioritised in laneways where:

- dwellings rely on the laneway as their primary pedestrian access;
- redevelopment or increased residential densities are expected to intensify pedestrian activity;
- laneways provide important pedestrian connections within the surrounding movement network; or
- existing conditions, geometry or limited passive surveillance result in reduced visibility or perceptions of safety.

Lighting may be provided through a range of measures depending on the function, width and physical characteristics of the laneway. This may include conventional street lighting within the laneway reserve, wall-mounted lighting integrated into adjoining development, or lighting attached to rear boundary walls and fencing where appropriate. The type, extent and spacing of lighting should be determined having regard to residential amenity, maintenance responsibilities, servicing constraints and the intended function of the laneway.

4.1.5 Encroachments

The audit identified a range of encroachments within the City's laneway network. In most cases, these are relatively minor in nature and include overhanging vegetation, overgrown trees and shrubs, storage of materials, and other private items located within the road reserve. While these encroachments do not generally prevent access through the laneway, they can reduce visibility, impede maintenance activities, and contribute to a gradual loss of the usable laneway width. The identified encroachments are recorded in the Audit Database at **Appendix B**.

More significant encroachments were identified in several locations where structures, landscaping or other works have been established within the laneway reserve. These encroachments have the potential to restrict vehicle access, reduce manoeuvrability, limit access for service vehicles, and compromise the City's ability to undertake future upgrades or maintenance works.

One example of this occurs within Tree Martin Lane (12a) in Dalkeith, where fences and other structures associated with properties on the southern side extend into the laneway reserve. These encroachments generally follow the alignment of the narrower 4m-wide section at the western end of the laneway, despite the cadastral boundary widening to approximately 6m for the majority of its length.

A further example occurs within the southern section of Rudis Lane (36a) in Mount Claremont, where a number of features reduce the effective trafficable width of the laneway. These include a landscaped strip and low masonry retaining wall adjoining properties fronting Adderley Street, together with gates, garden beds, property access treatments, stored materials and other private items or works, particularly within the southern section of the laneway. Collectively, these features constrain vehicle movements and reduce opportunities for vehicles to safely pass within the laneway.

Historical aerial imagery suggests that part of the landscaped and retained strip may have been established in association with the original construction of the laneway. However, the origin, ownership and responsibility for the various individual features cannot be confirmed without detailed cadastral and feature survey information.

Where unauthorised private encroachments are identified as unnecessarily restricting the trafficable width of the laneway, the City should investigate their removal or modification. Where clearance of encroachments is not feasible or would adversely affect retaining, drainage or property access functions, appropriate traffic management or localised engineering measures should be investigated to improve the safe operation of the laneway. Prior to undertaking any compliance or remediation actions, the City should consider commissioning detailed cadastral and feature surveys of locations where significant

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encroachments have been identified. This will enable the precise extent of encroachments to be confirmed and provide an accurate basis for any future compliance, engineering or asset management decisions.

It should be noted that the majority of the City's laneway network is vested as Crown land for road purposes. In these circumstances, encroachments do not give rise to adverse possession claims, as Crown land cannot be acquired through adverse possession under Western Australian legislation. Accordingly, while long-standing encroachments may present operational, access or asset management issues, they do not affect the underlying ownership of the laneway reserve. By contrast, encroachments affecting freehold-owned laneways, including portion of Rudis Lane, should be prioritised for review and compliance action where appropriate, as these locations may present a greater legal and asset management risk.

It is recommended that the City assess identified encroachments on a case-by-case basis, having regard to the nature and extent of the encroachment, its impact on safety and accessibility, maintenance requirements, land tenure, and the strategic importance of the affected laneway. Potential responses may include:

- Requesting the removal or trimming of vegetation extending into the laneway reserve.
- Requiring the removal or modification of stored materials, unauthorised gates, garden beds, fencing, structures, retaining walls, property access treatments or other private works located within the laneway reserve, where they materially restrict access, visibility or future upgrade works.
- Formalising occupation where appropriate through a licence, lease or other arrangement where permitted by legislation and Council policy.
- Retaining existing encroachments where they do not create a safety issue, materially restrict access, or prejudice the future upgrading of the laneway.
- Implementing local traffic management or engineering measures, such as localised give-way arrangements, slow points, warning signage or passing controls, where encroachments cannot be immediately removed and the remaining trafficable width can safely accommodate continued laneway use.

The appropriate response to an encroachment will depend on its nature, extent and impact on the operation of the laneway. While some encroachments may warrant removal, others may be capable of being retained where they do not adversely affect safety, accessibility, maintenance or future upgrade opportunities. The City should assess each situation on its merits, having regard to the function of the laneway and its long-term management objectives.

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Tree Martin Lane, Dalkeith (laneway ref. 12a) – encroaching fencing and buildings/structures

Rudis Lane, Mount Claremont (laneway ref. 36a) – encroaching planting strip with low masonry/block wall

Rudis Lane, Mount Claremont (laneway ref. 36b) – encroaching building materials/debris

4.1.6 Future Laneways

Whilst this audit focuses on the City's existing laneway network, it is equally important that any future laneways (or rights-of-way) created through subdivision or redevelopment are designed and constructed to contemporary planning and engineering standards. The deficiencies identified through this audit, including constrained widths, inadequate drainage, inconsistent pavement treatments and limited vehicle manoeuvring opportunities, reinforce the importance of ensuring that these issues are not replicated in future laneway design. New laneways should therefore provide safe and functional vehicle and service access, appropriate drainage and utility infrastructure, and a durable and maintainable public realm.

The City contains several benchmark examples of well-designed laneways that demonstrate the standard sought for future laneway development. Sadka Lane and Coalesce Lane within the Shenton Park Improvement Scheme area, together with Mattner Lane and Blumann Lane in Nedlands, incorporate many of the characteristics recommended by this audit, including appropriate trafficable widths, sealed or paved surfaces, formal drainage, lighting, landscaping, clearly defined access arrangements and a high standard of amenity. These laneways provide useful local reference examples when planning, assessing and designing future laneways within the City.

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Sadka Lane, Shenton Park

Coalesce Lane, Shenton Park

Mattner Lane, Nedlands

Blumann Lane, Nedlands

These laneways demonstrate a range of desirable design characteristics, including appropriate trafficable widths, high-quality pavement treatments, drainage, lighting, landscaping, passive surveillance and clearly defined access arrangements.

In general, all new laneways should be constructed to achieve the recommended standard for Category 2 and Category 3 laneways identified by this audit, consistent with the trafficable width and design principles contained within Liveable Neighbourhoods and as depicted in the Typical Laneway Cross-Sections in **Appendix F**, including:

- sealed pavement;
- kerbing (flush or semi-mountable);
- stormwater drainage to centrally located drainage pits;
- appropriately located service pits, inspection points and utility infrastructure; and
- lighting where the laneway provides the primary access to dwellings, subject to the City's requirements and specifications.

Future laneways should also be planned and constructed having regard to any other relevant provisions of the City's LPS3. In particular, Clause 32.9 of LPS3 applies to land fronting Stirling Highway and adjoining carriageways identified in Schedule 4. The clause requires development and subdivision to:

- allow for a boundary setback sufficient to facilitate a minimum 6m wide carriageway;
- ensure the carriageway is burdened with public access rights in perpetuity;
- take vehicle access from the carriageway network rather than Stirling Highway where alternative access is available; and
- ensure development does not impede the establishment of future carriageway connections.

Accordingly, where new laneways are created through subdivision or redevelopment, they should be designed and constructed to a standard suitable for ongoing public access, servicing and maintenance, while also facilitating integration with the broader access network contemplated by the Scheme. The benchmark examples identified above, together with the Typical Laneway Cross-Sections contained in **Appendix F**, should inform the City's design expectations for future laneways and assist in avoiding the infrastructure and operational deficiencies identified within the historic laneway network.

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4.2 Land Transfers

As outlined in **Section 2.3**, there are three identified laneways which are subject to differing land tenure and ownership arrangements, including Crown-vested right-of-way land, Commonwealth-owned freehold land, and local government-owned freehold land. These differing tenure arrangements affect the statutory pathway required to convert the laneways to public road reserve. The following section outlines the legislative mechanisms and administrative processes available under the *Land Administration Act 1997* to facilitate the transfer and/or dedication of the identified laneways as public roads.

Portion of Hibbertia Lane, Nedlands (State-owned, *Section 20A* Right-of-Way)

The relevant portion of Hibbertia Lane is vested in the State of Western Australia pursuant to former section 20A of the *Town Planning and Development Act 1928* for the purpose of a right-of-way. Consistent with advice received from DPLH, the City may request dedication of the land as public road under section 56 of the *Land Administration Act 1997*.

As the land is already held by the State, no transfer of ownership is required. Upon dedication, the care, control and management of the road would automatically vest in the City under the *Local Government Act 1995*, and a separate Management Order would therefore not be required.

Gracilis Lane, Floreat (freehold – Commonwealth ownership)

Section 56 of the *Land Administration Act 1997* provides the mechanism for dedicating alienated land as a public road. As Gracilis Lane is held in freehold ownership by a Commonwealth agency (Defence Service Homes), the City would first need to obtain the written consent of the registered proprietor to any proposed dedication.

Subject to owner agreement, the City may request the Minister for Lands to dedicate the land as public road pursuant to s.56 of the *Land Administration Act 1997*. The request would typically be supported by:

- a Council resolution;
- written owner consent;
- a survey plan or deposited plan identifying the land to be dedicated;
- confirmation of the existing or intended public access function of the land; and
- any additional supporting information requested by the DPLH.

As the land is Commonwealth-owned, additional coordination with the relevant Commonwealth authority may be required prior to dedication, including execution of any transfer or consent documentation necessary to facilitate the process.

Portion of Rudis Lane, Mount Claremont (freehold – City-owned)

Although the land is owned by the City of Nedlands, it remains alienated freehold land and is not presently public road reserve. Accordingly, the land cannot be dedicated as public road under s.56 of the *Land Administration Act 1997* unless it first becomes Crown land.

The typical process for achieving road dedication in these circumstances is:

1. the City transfers the relevant land to the Crown for nil consideration, subject to Council resolution and execution of the necessary transfer and survey documentation;
2. once the land is registered as Crown land, the City may request dedication of the land as public road pursuant to s.56 of the *Land Administration Act 1997*; and
3. following dedication, care, control and management of the road would vest in the City pursuant to the *Local Government Act 1995*.

Alternatively, the City may elect to retain the land in freehold ownership where continued use as a municipally-owned right-of-way is considered sufficient for operational and strategic purposes. Retention of freehold ownership may provide greater flexibility for future land management, access arrangements, and potential laneway activation initiatives.

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4.3 Funding Considerations

Table 13 below provides an overview of the funding and cost contribution mechanisms available to support the progressive upgrading and maintenance of laneways within the City. In practice, no single mechanism is likely to deliver the full laneway upgrade program in isolation. Instead, a combination of subdivision and development-related contributions, specified area rates, owner-funded works or contributions and targeted municipal funding is likely to provide the most practical and financially sustainable implementation approach over time.

Table 13: Laneway upgrade funding options

Funding Option	Overview	Recommended Application	Key Issues
Developer Contribution Plan	Contributions can be sought from developers and landowners for infrastructure items to support the orderly development of an area to cater to additional demand from increased population, or to facilitate development and redevelopment of areas identified in strategic planning instruments for consolidated urban growth. They can be used to fund an upgrade of the standard provision of an existing item of infrastructure (i.e. a laneway) to meet the additional demand in a defined catchment, and to cover other costs reasonably associated with the preparation, implementation and administration of the DCP.	**Not recommended**	• DPLH has expressed a clear preference to avoid DCPs where possible due to policy, financial and Ministerial considerations. • Significant costs and resources required to prepare and administer a DCP. • Ministerial support for a scheme amendment seeking to introduce a DCP is unlikely.

Funding Option	Overview	Recommended Application	Key Issues
	A DCP is required to be prepared in accordance with the provisions of SPP 3.6 Infrastructure Contributions.		
Capital Works Budget	Council funds upgrades through annual budget allocations, similar to a road, footpath or drainage program.	**Category 1: Minor improvement works** Baseline public infrastructure, maintenance, safety works and drainage.	• Competes with other capital works priorities. • Less direct cost recovery from benefiting landowners.
Specified Area Rate	Under Section 6.37 of the *Local Government Act 1995*, local governments can impose a **Specified Area Rate (SAR)** on specific land portions for, or in addition to, local services or works. These funds are for enhanced services benefiting that specific area, which must be used for that purpose. The SAR can be used to collect funding for the design and construction of laneway upgrades, and provides better control over the timing and final product of the upgrade works. If pursued, suggest this approach be subject to community consultation to determine landowner desire for such upgrades (e.g. survey affected properties and achieve a pre-determined minimum response rate, with majority of respondents in support of the proposed SAR).	**Category 1: Minor improvement works** **Category 2: Upgrade works** **Category 3: Upgrade works & widening** Discrete laneway precincts where benefiting landowners are clearly identifiable and there is community support. Where a discrete laneway group requests works earlier than scheduled and owners agree to a defined contribution. Where a higher service level is desired (e.g. enhanced lighting, paving or streetscape treatment beyond the identified standard).	• Vulnerable to annual budget decisions, community willingness to pay, and administration complexities. • Difficult to exclude owners who receive only indirect amenity benefit.
Development and Subdivision Conditions	Laneway upgrade works may be imposed as conditions of subdivision or development approval where the proposal generates additional demand or relies on the laneway for access. This may include requiring developers to construct works directly, cede land for widening, provide works-in-kind, or make monetary contributions toward shared upgrades. Consistent with the requirements of SPP 3.6 and its associated Schedule 1 – Standard Infrastructure Contribution requirements, contributions can be levied through the subdivision or development process and applied directly via standard conditions of subdivision, strata subdivision or development, or other methods detailed in the local planning scheme. This includes existing road upgrades, covering the upgrading, construction and	**Category 2: Upgrade works** **Category 3: Upgrade works & widening** **Category 4: Widening** Individual redevelopment sites, infill subdivision, strata and survey-strata proposals, or developments that directly rely on laneways for vehicle access or generate	• Conditions must satisfy the nexus and reasonableness tests under SPP 3.6, meaning the contribution must directly relate to demand generated by the development and cannot fund unrelated network-wide improvements. **Works-in-kind** • To avoid fragmented or inconsistent outcomes, works-in-kind arrangements should be supported by clear engineering standards, standard cross-sections, specifications and staging requirements. • While works-in-kind arrangements provide an effective mechanism for

Funding Option	Overview	Recommended Application	Key Issues
	widening of existing roads and laneways, including intersection treatment where required, to accommodate additional demand generated by a subdivision or development. In accordance with PB 33/2017, it is suggested that proponents of development with sole vehicular access via the right-of-way should be required to seal and drain the portion of right-of-way abutting the subject property (if not already constructed to that standard) and make trafficable (to the satisfaction of the local government) the rest of the right-of-way to the closest public street. In other cases, contributions towards right-of-way upgrading may be required as a condition of subdivision or development approval. **Works-in-kind** A works-in-kind approach enables developers or landowners to directly undertake laneway upgrade works required as a consequence of subdivision or development, in lieu of or supplementary to monetary contributions. The approach enables progressive improvement of the laneway network as redevelopment occurs, reducing reliance on direct municipal capital expenditure. Works-in-kind arrangements are generally best suited to smaller-scale or site-specific works that can be delivered independently without compromising the ultimate design or function of the laneway. Council may either require developers to undertake works directly at their cost, subject to Council supervision and inspection, or alternatively require payment to Council for delivery of the works by Council contractors. **Monetary contributions** Monetary contributions collected through subdivision or development conditions can be applied toward the upgrade of the relevant adjoining laneway or directly connected laneway infrastructure works. This approach would allow Council to progressively collect contributions from redevelopment sites and coordinate delivery of larger, consistent laneway upgrades, rather than relying solely on fragmented frontage-by-frontage construction.	increased traffic demand. Particularly suited to established urban areas undergoing gradual redevelopment where a coordinated full-laneway upgrade is desired but immediate funding is unavailable.	securing development-related upgrades, they are inherently redevelopment-dependent and may result in fragmented or inconsistent delivery across the laneway network unless supplemented by a coordinated municipal upgrade program. Accordingly, works-in-kind should generally be viewed as an interim or site-specific delivery mechanism, rather than the preferred long-term approach for delivering comprehensive laneway upgrades. • Frontage-by-frontage construction may result in inconsistent pavement treatments, levels, drainage, materials and overall appearance unless undertaken in accordance with Council's engineering standards and an agreed staging framework. **Monetary contributions** • While a formal DCP is not proposed, Council should maintain clear internal accounting and project allocation processes to ensure contributions are transparently applied to the relevant laneway upgrade works for which the contribution was imposed, and set out clear rules for expenditure, shortfalls, excess funds and review. • There is a risk that sufficient redevelopment may not occur within a reasonable timeframe to fully fund upgrades, potentially delaying delivery or leaving fragmented improvements. • City needs to determine appropriate trigger for construction (and potentially pre-fund portion of the works).
Voluntary landowner contributions	Adjacent landowners can request an upgrade and contribute towards or fund the cost. Council may give priority to upgrades where landowners contribute a minimum amount (e.g. 50% of the total cost), with full contribution received before works commence.	**Category 1: Minor improvement works** **Category 2: Upgrade works** **Category 3: Upgrade works & widening**	• Requires local coordination and collection of contributions by applicants. • May favour better-organised or higher-capacity localities.

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Funding Option	Overview	Recommended Application	Key Issues
		Laneways where residents want works brought forward ahead of Council's Capital Works Program.	
Privately funded laneway improvements	A landowner, developer or group of adjoining owners may voluntarily fund and/or deliver laneway upgrade works at no cost to Council, either by directly constructing the works or funding Council to undertake them. Such arrangements may provide an opportunity to accelerate laneway improvements where landowners or developers seek improved access, redevelopment outcomes, enhanced amenity or public safety outcomes beyond Council's programmed works priorities. Arrangements would remain subject to Council approval, engineering standards, supervision and formal asset acceptance procedures.	**Category 1: Minor improvement works** **Category 2: Upgrade works** **Category 3: Upgrade works & widening** Laneways where owners or developers wish to accelerate upgrades to support redevelopment, improve access or amenity outcomes, increase land value, or achieve a higher standard of treatment than would otherwise be delivered through Council's programmed works. Also suited to strategic redevelopment sites or laneways where there is strong owner support for improvements.	• Must remain genuinely voluntary and not create any actual or perceived exchange for favourable planning outcomes. • Council must retain control over engineering standards, approvals and asset acceptance to avoid long-term maintenance and liability risks. • The approach may result in uneven delivery across the network where some owners are willing or able to fund improvements and others are not.

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Category 4 laneways differ from Categories 2 and 3 in that they generally do not require reconstruction of the existing laneway. Rather, the recommended works comprise the progressive widening of the laneway as adjoining properties subdivide or redevelop. In most instances, it is anticipated that the applicant would dedicate the required land to the City (or secure the widening through another approved mechanism) and construct only the widened portion of the laneway, including pavement, kerbing, drainage and associated infrastructure, to match the existing standard. The existing laneway would generally remain in place, with only localised modifications required to integrate the widened section.

Inter-Local Government Collaboration

Where a laneway forms the boundary between the City of Nedlands and an adjoining local government, or provides a shared access or infrastructure function, opportunities for coordinated planning, funding and delivery should also be investigated where appropriate. Boundary Lane represents a potential example of this approach, given its location along the municipal boundary with the Town of Cambridge. Such arrangements are expected to be considered on a site-specific basis and are intended to complement, rather than replace, the primary funding and delivery mechanisms outlined in Table 13.

Recommended Funding Strategy

It is recommended Council adopt a staged laneway upgrade program that prioritises leveraging subdivision and development-related contributions, land ceding and voluntary owner contributions wherever practicable, supported by targeted municipal

funding for strategic safety, drainage and network continuity works. Works-in-kind should generally be limited to smaller-scale or site-specific works where coordinated City delivery is not warranted or practicable. The recommended funding strategy is summarised as follows:

1. Adopt a laneway hierarchy and action-priority framework, as determined through the laneway audit and detailed in this report.
2. Fund core works (Category 1 laneways) through the municipal capital works budget.
3. Use subdivision and development conditions for site-specific contributions to Category 2 and 3 laneways.
4. Use the City's LPS3 as the main implementation tool, with new provisions and an associated Schedule to clearly set out the upgrade categories, preferred laneway widths, widening requirements, contribution requirements and triggers.
5. Use Specified Area Rates as an optional or opt-in mechanism, e.g. where landowners agree to a defined contribution and request works earlier than scheduled; where a higher service level is desired; or where a clearly defined beneficiary area exists, landowner support is strong and the scope of works is narrow.
6. Allow voluntary contributions (or co-contributions) to bring works forward.
7. Periodically review the ongoing function of the laneway network to identify whether any laneways become demonstrably surplus to access, servicing and utility requirements over the long term. Statutory closure should only be considered as a last-resort option following detailed investigation, consultation and assessment of all planning, engineering, servicing and land ownership implications.

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5.0

Implementation Framework

5.0 Implementation Framework

The recommendations contained within this report are intended to guide the long-term planning, management and upgrading of the City's laneway network over time. Given the scale of the network, the varying condition and function of individual laneways, and the complexity associated with land tenure, servicing infrastructure and funding arrangements, it is neither practical nor necessary for all laneway upgrades to occur simultaneously.

Instead, implementation is expected to occur incrementally through a combination of:

- future capital works programs undertaken by the City;
- redevelopment and subdivision activity adjoining laneways;
- a mix of funding and contribution opportunities;
- coordinated infrastructure upgrades; and
- ongoing maintenance and asset management processes.

This framework is intended to inform future decision-making, rather than establish a fixed or exhaustive delivery program. The timing and extent of individual laneway upgrades will ultimately depend on redevelopment activity, funding availability, engineering priorities, servicing constraints and Council priorities at the time of implementation.

5.1 Planning Considerations

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Implementation of a number of the recommendations contained within this report will require amendments to the City's planning framework to provide a clearer statutory basis for future widening, upgrading and contribution requirements associated with development adjoining laneways. Based on preliminary discussions with the DPLH, the preferred approach is to build upon the existing provisions of LPS3, rather than introduce an entirely separate policy framework.

Clause 32.3 of LPS3 already establishes a mechanism relating to the ceding and widening of rights-of-way and laneways. There is opportunity to expand upon these existing provisions through a future scheme amendment to provide additional guidance regarding:

- widening and upgrade requirements;
- contribution arrangements;
- the application of requirements to identified laneways; and
- implementation triggers associated with subdivision and development.

Consideration should also be given to the introduction of a dedicated schedule within LPS3 identifying those laneways where widening and/or upgrading requirements apply. This may include associated mapping identifying the extent of required widening, upgrade category, traffic management arrangements or other implementation requirements relevant to individual laneways.

Beyond introducing the above necessary controls, there is a general preference at the State-level to rely upon existing State and local planning frameworks where possible, including the R-Codes, deemed provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, and WAPC PB 33/2017, rather than introduce additional planning controls or local planning policies. Additional local provisions or policy guidance should therefore only be introduced where required to address matters not adequately dealt with through existing planning frameworks or to provide greater clarity regarding the City's specific implementation requirements.

Adoption of this audit by the City will provide a stronger strategic and evidentiary basis for recommending laneway widening, upgrading, access and contribution requirements through subdivision and development assessment processes. In particular, the audit identifies the existing condition, width, function, redevelopment context and desired future treatment of individual laneways, assisting the City to demonstrate the need and nexus for proposed requirements.

However, the audit is not itself a statutory planning instrument and will not guarantee that a recommended condition is imposed or upheld. Subdivision conditions remain subject to determination by the WAPC, while development conditions must be authorised by the applicable planning framework and satisfy established tests of planning purpose, nexus and reasonableness. Amendments to LPS3 and the introduction of associated mapping or schedules are therefore recommended to give the audit findings greater statutory effect and improve consistency in future decision-making.

5.2 Upgrade Delivery and Prioritisation

The audit identifies a range of upgrade categories and priorities across the City's laneway network, reflecting the differing condition, function, strategic importance and redevelopment context of individual laneways. While some laneways currently function adequately with only minor maintenance or operational improvements required, others may require more substantial upgrading, widening or reconstruction to support existing or anticipated future use.

In determining upgrade categories, consideration has been given to a range of factors including:

- the physical condition of the laneway;
- existing traffic and access function;
- redevelopment and subdivision potential of adjoining land;
- surrounding zoning and residential density;
- drainage and servicing requirements;
- safety and operational considerations;
- existing width constraints;
- the extent to which the laneway provides primary access to development; and
- opportunities to coordinate upgrades alongside future development activity.

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As a general principle, the prioritisation framework has primarily been informed by the extent to which upgrade works are considered necessary to address existing drainage, flooding and infrastructure management issues within the laneway network. In many locations, the recommended upgrade works are intended to improve surface drainage, reduce localised inundation and provide a more consistent and maintainable infrastructure standard over time. Priority is also directed toward Laneways 35–39 within Mount Claremont, which are recommended as high priority due to their strategic role in supporting potential future residential density increases within the surrounding area. In these locations, a higher upgrade priority has been identified to facilitate the long-term access, servicing and infrastructure outcomes necessary to support the recommended planning framework changes and anticipated redevelopment potential.

Where practicable, laneway upgrades should be coordinated with adjoining subdivision and development activity to facilitate the progressive widening and upgrading of laneways over time and reduce the need for significant upfront municipal expenditure. In many instances, the ultimate widening and upgrading of laneways is likely to occur incrementally over an extended period as adjoining properties redevelop or subdivide.

The implementation of future upgrade works should also be coordinated with any future amendments to the City's planning framework to ensure that widening requirements, contribution mechanisms and upgrade expectations are clearly articulated and consistently applied through subdivision and development assessment and approval processes.

5.3 Decision-Making Framework

The audit recognises that the City's laneway network performs a variety of different functions and that a consistent management response will not be appropriate in all circumstances. Accordingly, the recommendations contained within this report seek to establish a framework for determining whether individual laneways should generally be:

- retained in their existing form;
- subject to minor maintenance or operational improvements (Category 1);
- reconstructed to a higher standard (Category 2);
- progressively upgraded or widened over time (Category 2, 3 & 4);
- managed under modified traffic arrangements; or
- considered for statutory closure only in exceptional circumstances, where demonstrated to be surplus to ongoing access, servicing and utility requirements.

Currently, the retention of all existing laneways is recommended due to their ongoing role in providing vehicular access, servicing access and utility infrastructure connections to adjoining properties. The closure of laneways is generally not supported unless it can be clearly demonstrated that the laneway is surplus to access and servicing requirements and that closure would not adversely impact adjoining landowners, service authorities or the broader road network.

The recommendations also recognise that not all laneways require upgrading to the same standard. In some locations, particularly within lower-density residential areas or laneways with limited traffic demand, a lower-order or more incremental upgrade response may be appropriate. Conversely, laneways adjoining higher-density development areas, Local Centres or locations with increasing redevelopment pressure may warrant more substantial infrastructure upgrades over time.

Accordingly, future decision-making should continue to have regard to the specific function, context and constraints of each laneway, rather than applying a uniform upgrade response across the entire network.

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5.4 Monitoring and Future Review

The City's laneway network will continue to evolve over time in response to redevelopment activity, infrastructure investment, changes to planning controls and ongoing asset management requirements. Accordingly, the findings and recommendations contained within this report should be regarded as a strategic framework capable of being reviewed and refined as circumstances change.

It is recommended that the City periodically review the audit findings, upgrade priorities and implementation framework to ensure that recommendations remain responsive to changing development patterns, infrastructure conditions and operational requirements. This may include:

- reviewing upgrade priorities in response to redevelopment activity or emerging infrastructure issues;
- updating audit information and condition assessments over time;
- reviewing the effectiveness of widening and contribution mechanisms;
- monitoring the delivery of upgrade works or contributions through subdivision and development processes; and
- identifying any additional laneways requiring future investigation or infrastructure improvements.

The audit database prepared as part of this project should also be maintained and updated over time to support ongoing infrastructure planning, development assessment and asset management processes. Maintaining an up-to-date evidence base will assist the City in coordinating future upgrade programs, responding to operational issues and informing any future amendments to the City's planning framework.

Future reviews should also consider any changes to relevant State planning policies, engineering standards or statutory planning frameworks which may affect the management or upgrading of laneways within the City.

5.5 Recommended Actions

The implementation of the recommendations contained within this report will require a combination of statutory planning changes, infrastructure investment, governance actions and ongoing monitoring. **Table 14** summarises the key implementation actions recommended to support the long-term management and upgrading of the City's laneway network.

The implementation actions and indicative timeframes presented below identify the recommended sequence for progressing the audit recommendations. They represent a strategic implementation framework only and should not be interpreted as a commitment to complete individual upgrade works within the nominated timeframes. The timing and delivery of specific projects will remain subject to Council priorities, annual budgeting, redevelopment activity and the availability of funding.

Table 14: Recommended Implementation Priorities

Action	Description	Priority
Prepare Statutory Implementation Framework	Prepare and initiate amendments to Local Planning Scheme No. 3 to support the implementation of the audit recommendations, including amendments to Clause 32 (Table 6), a schedule identifying laneways subject to widening and/or upgrade requirements, associated mapping, and consideration of whether a Local Planning Policy is required to address any matters not adequately covered by the Scheme or existing planning frameworks.	Short Term
Liaise with DPLH regarding the UWA QEII Improvement Plan Area	Provide the findings, technical evidence and recommendations of the audit to DPLH and advocate for appropriate laneway widening, upgrading, access and contribution provisions to be incorporated into the future statutory planning framework. Recognise that the WAPC will ultimately determine the content of that framework and retain discretion in determining relevant subdivision and development applications.	Short Term
Investigate an Interim Implementation Approach for the UWA QEII Improvement Plan Area	In consultation with DPLH, investigate whether an appropriate interim statutory or administrative approach can support the consistent consideration of laneway widening and upgrading requirements before the future Improvement Scheme comes into effect. Any interim approach should operate within the City's prevailing statutory powers and recognise the WAPC's discretion in determining subdivision applications.	Short Term
Implement Traffic Management Measures	Undertake site-specific traffic management assessments for identified constrained laneways to determine the most appropriate safety improvements. Assessments should consider one-way traffic operation where recommended, together with opportunities to improve sightlines at laneway entry and exit points through vegetation management, removal or modification of visual obstructions, parking controls and other localised engineering treatments. Implement the recommended measures, including associated signage and traffic management infrastructure, as appropriate.	Short Term
Finalise Land Transfers and Tenure Arrangements	Progress the transfer, vesting or regularisation of ownership arrangements for identified laneways where tenure issues have been identified and where doing so would support the ongoing management and upgrading of the laneway network.	Short Term
Integrate Laneway Priorities into Capital Works Planning	Incorporate the upgrade categories and priority rankings identified by the audit into the City's long-term financial planning, asset management and capital works programming processes.	Short Term
Progress Priority Laneway Upgrades	Undertake detailed design, funding investigations and implementation of high-priority laneway upgrades identified by the audit, with particular focus on locations affected by drainage, flooding or operational deficiencies. This should include liaison with the Town of Cambridge regarding the use, condition and potential coordinated funding and upgrading of Boundary Lane.	Short Term

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Apply Widening and Upgrade Requirements through Development Assessment	Consistently apply laneway widening, upgrade and contribution requirements through subdivision and development approvals in accordance with the adopted statutory framework.	Medium Term
Deliver Progressive Laneway Upgrades and Widening	Facilitate the progressive widening and upgrading of laneways over time through a combination of monetary contributions, capital works projects and other implementation mechanisms.	Medium Term
Review and Address Laneway Encroachments	Undertake detailed survey investigations to identify the extent and ownership of encroachments affecting laneway operation, prioritising locations where encroachments materially reduce the trafficable width or create safety issues. Investigate removal or modification of unauthorised encroachments where appropriate, and consider localised traffic management measures where constraints cannot be immediately resolved.	Ongoing
Monitor and Review Recommendations	Periodically review the audit findings, implementation priorities and statutory framework to ensure recommendations remain responsive to changing development patterns, infrastructure requirements and planning policy settings.	Ongoing

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6.0

Conclusion

6.0 Conclusion

The City of Nedlands' laneway network represents an important component of the municipality's transport, servicing and access infrastructure. While historically established to provide rear access and servicing to adjoining properties, many laneways continue to play an important role in supporting residential access, utility infrastructure, waste collection, redevelopment opportunities and neighbourhood functionality.

The audit has identified that, despite variations in condition, width, tenure and infrastructure standard, the majority of the City's laneways continue to perform a valuable function and should be retained as part of the broader road and access network. The assessment has also identified opportunities to improve the operation, safety and functionality of the network through targeted upgrades, traffic management measures, progressive widening and the establishment of a clearer statutory and implementation framework.

Importantly, the audit recognises that a uniform approach is neither necessary nor appropriate across all laneways. The recommendations have therefore been developed having regard to the individual characteristics, constraints and strategic role of each laneway, with priority given to addressing drainage and infrastructure deficiencies, improving operational outcomes and supporting identified redevelopment opportunities where appropriate.

The implementation of these recommendations will require a coordinated approach involving future amendments to the City's planning framework, collaboration with State agencies, integration with asset management and capital works planning, and the progressive delivery of improvements as redevelopment occurs over time. While implementation will occur incrementally, the audit provides a clear and evidence-based framework to guide future decision-making and ensure that investment in the laneway network is undertaken in a consistent, equitable and strategically justified manner.

The recommendations contained within this report provide the City with a long-term roadmap for the management, upgrading and future planning of its laneway network, ensuring that laneways continue to support the needs of existing and future communities while recognising the unique character and constraints of the areas in which they are located.

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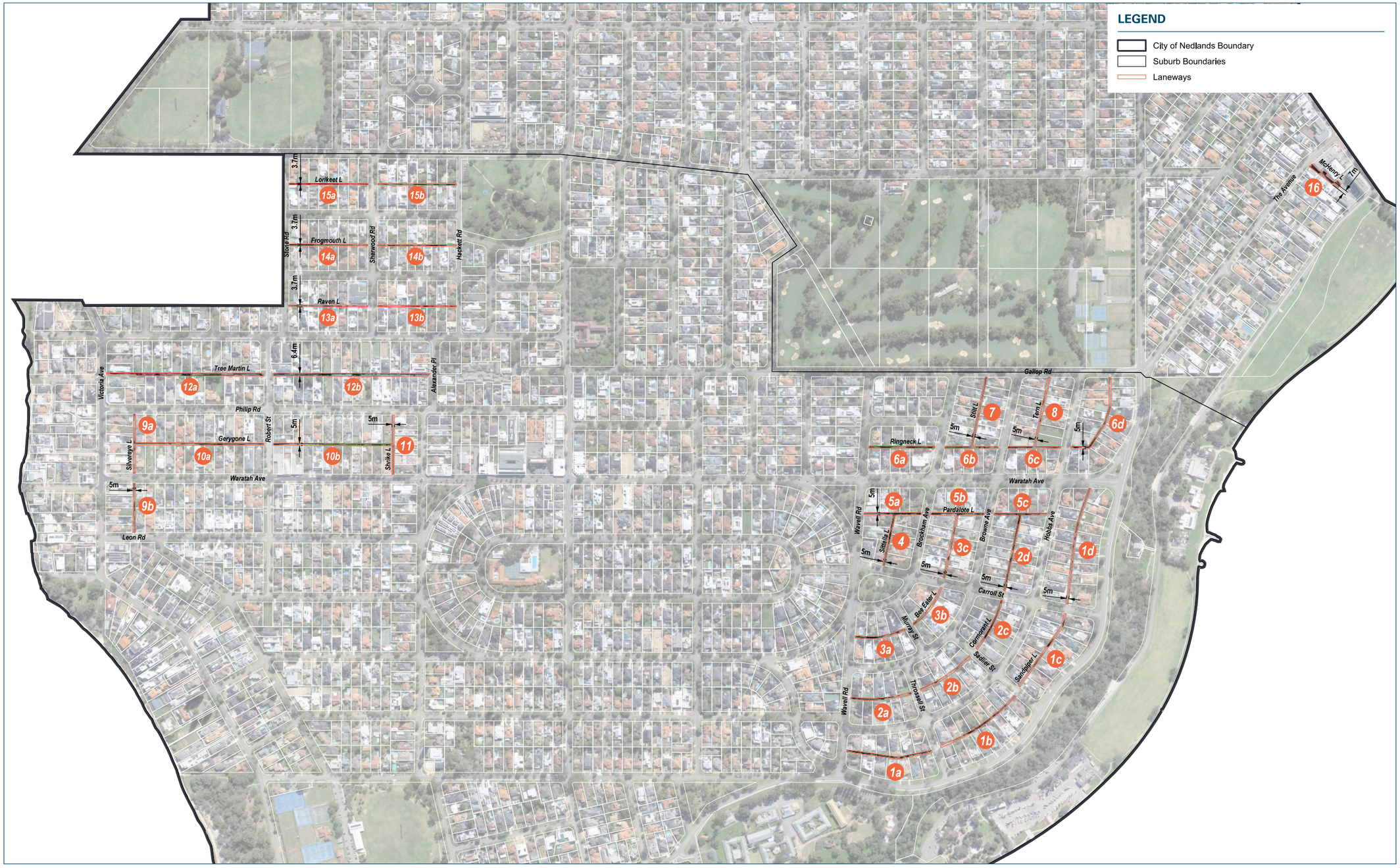
Appendix A

LANEWAY LOCATION MAPS



TBB Planning
Level 7, 160 St Georges Terrace
Perth WA 6000
T (08) 9226 4276
E [redacted]
tbbplanning.com.au

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10/12/2025

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PCG 94

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Laneway Audit
DALKEITH - CITY OF NEDLANDS

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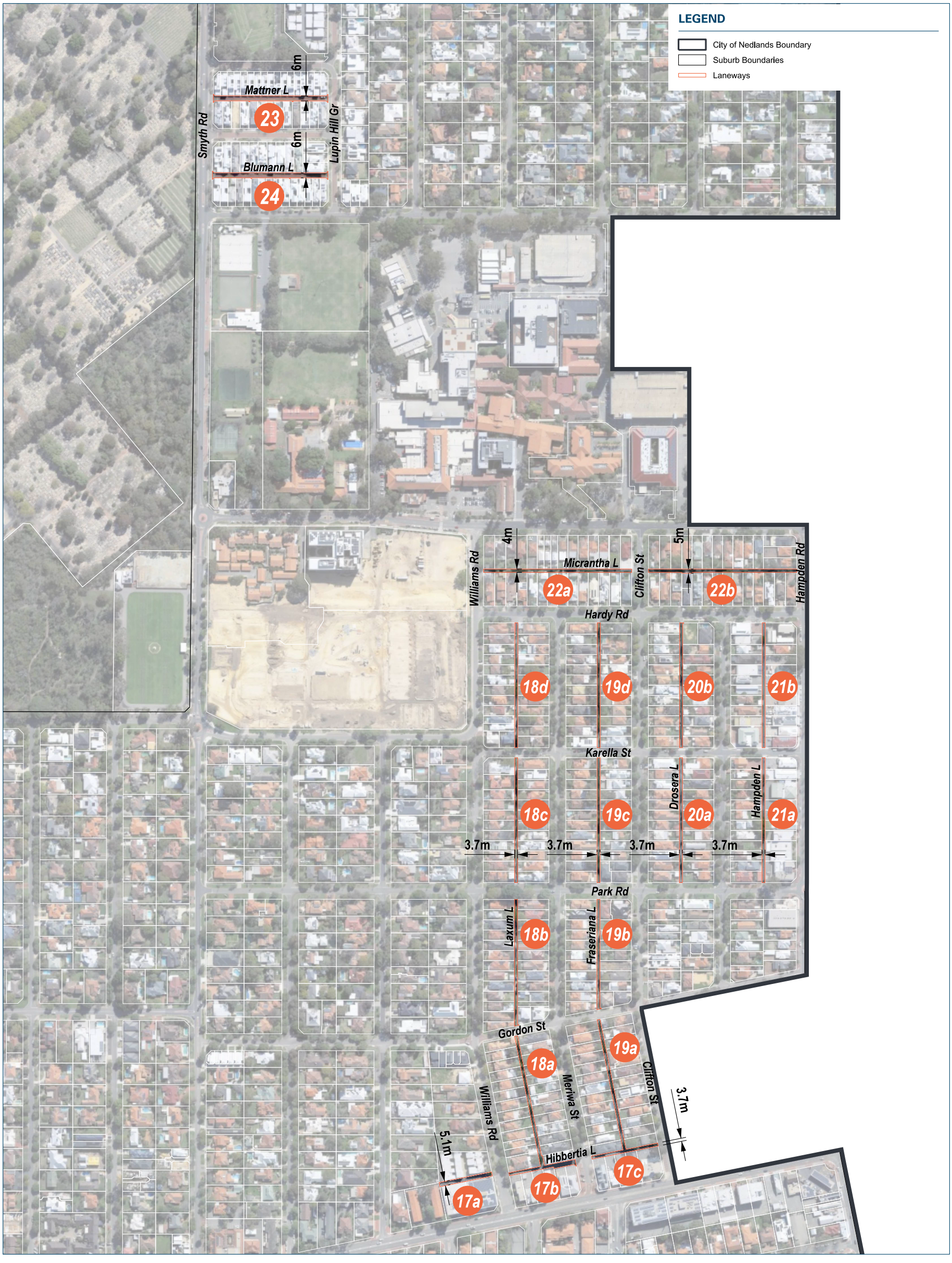

TBB Planning
Level 7, 160 St Georges Terrace
Perth WA 6000
T (08) 9226 4276
E admin@tbbplanning.com.au
tbbplanning.com.au

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Level 7, 160 St Georges Terrace
Perth WA 6000
T (08) 9226 4276
E admin@tbbplanning.com.au
tbbplanning.com.au

Scale
1:3500@A3
1:1750@A1

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10/12/2025

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Laneway Audit

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Perth WA 6000
T (08) 9226 4276
E admin@tbbplanning.com.au
tbbplanning.com.au

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Laneway Audit
MOUNT CLAREMONT - CITY OF NEDLANDS

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Perth WA 6000
T (08) 9226 4276
E admin@tbbplanning.com.au
tbbplanning.com.au

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Laneway Audit
SWANBOURNE - CITY OF NEDLANDS

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Appendix B

AUDIT DATABASE

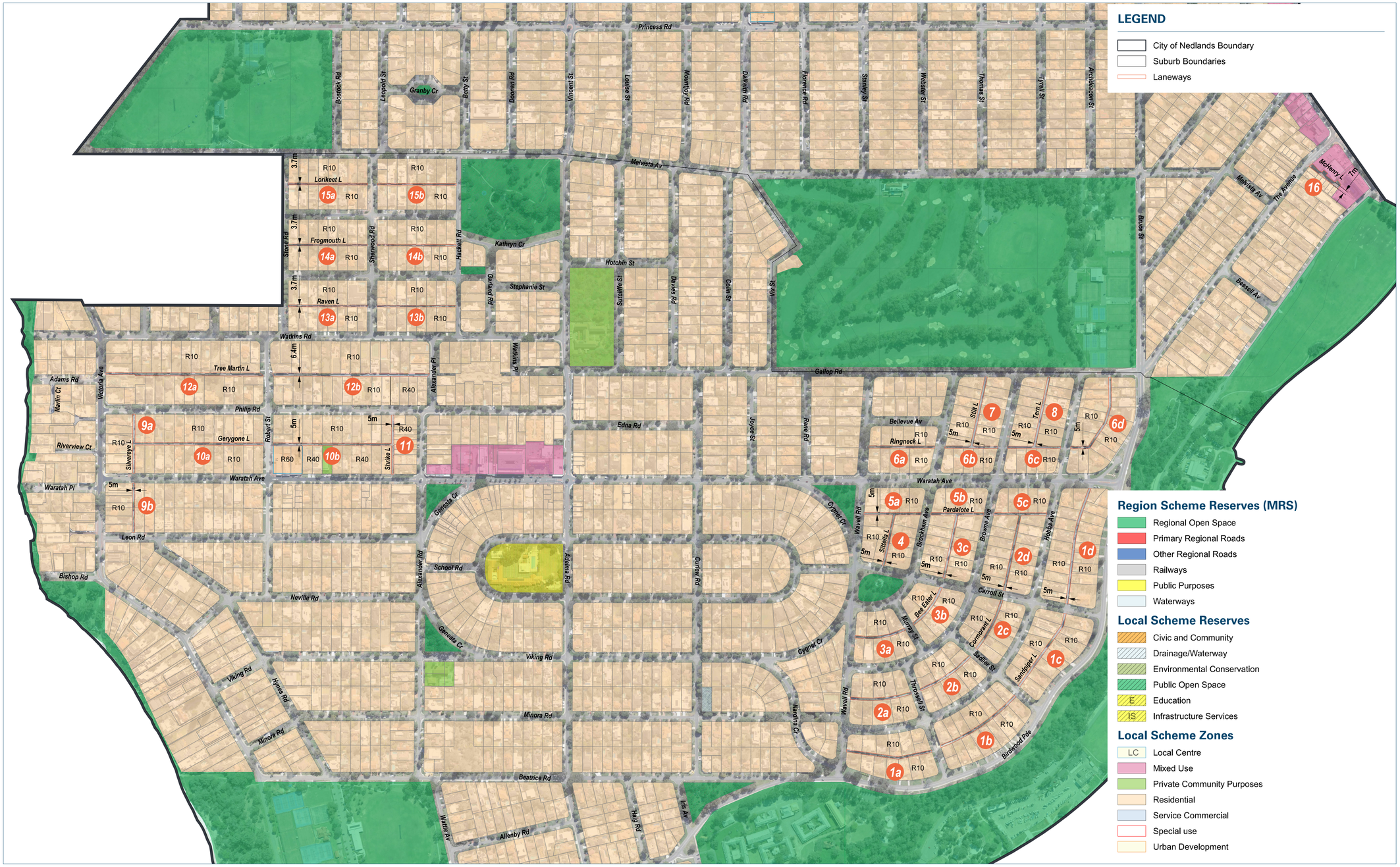
Asset ID No.	Laneway Name	Segments	Bounding Streets for Segment	Suburb	Width (m)	Length (m)	Area (m²)	Drainage	Drainage Notes	Flooding Concerns (based on CoN Tech Services advice)	Power	Sewer	Water	Other Existing Services (based on visual inspection only)	Encroachments (fencing, vegetation, buildings, other)	Kerbing (barrier, mountable, none)	Parking Within Laneway	Access to Laneway for Adjoining Properties	Street Lighting	Pavement and Surface Treatment (asphalt seal, gravel, brick pavers, sand, other)	Pavement Condition	Pavement Condition Notes	Street Name Signage	Signage Other Than Street Name (parking, traffic, other)	Landscaping / Vegetation	Adjoining Land Uses (vacant land, residential, commercial, mixed use, public open space,	Land Tenure (City of Nedlands owned, Crown ROW, Privately Owned)	Land Tenure (Notes as required)	Photos	Other Notes	Development/Subdivision Approved with Laneway Access (2023+)	Comment - Development/Subdivision Applications
1	Sandpiper	1a	West - Wavell Road East - Throssell Street	Dalkeith	5.0	176.2	881	Inlet grates/ soakwells	1x Soakwell located at the middle of the laneway, 1x Manhole, corner of Sandpiper Lane & Throssell St.	Low	No	Yes	No	None observed	Vegetation planted in laneway; Overhanging trees; Trees located in laneway	None	No	Vehicle and Pedestrian	No	Gravel	Poor		Yes		Existing Vegetation (to retain)	Residential	Crown ROW - Public Road		1a Sandpiper			
1	Sandpiper	1b	West - Throssell Street East - Sadlier Street	Dalkeith	5.0	185.6	931	Inlet grates/ soakwells	2x Soakwells both located along the eastern end of laneway. No drainage located along western side of Laneway.	Low	No	Yes	No	Telecommunications	Overhanging trees; vegetation planted in laneway	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Mixed (notes)	Asphalt and inlet drainage only from L46L24 travelling north-east (good condition), then gravel (poor condition)	Yes		Existing Vegetation (to retain)	Residential	Crown ROW - Public Road		1b Sandpiper		66 Hobbs Avenue - Single House	
1	Sandpiper	1c	South - Sadlier Street North - Carroll Street	Dalkeith	5.0	177.3	891	Inlet grates/ soakwells	6x Soakwells located along the length of Laneway.	Low	No	Yes	No	None observed	Overhanging trees; Fences	None	No	Vehicle and Pedestrian	No	Asphalt seal	Poor		Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		1c Sandpiper		55 Birdwood Parade - Alterations/Additions	
1	Sandpiper	1d	South - Carroll Street North - Waratah Avenue	Dalkeith	5.0	241.7	1215	Inlet grates/ soakwells	1x Soakwell located at the middle of the laneway.	Low	No	Yes	No	None observed	Overhanging trees; Overgrown vegetation; Vegetation; Fences	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Mixed (notes)	Degraded (poor) condition asphalt in northern section, then gravel (poor)	Yes		No landscaping or vegetation	Residential	Crown ROW - Public Road		1d Sandpiper	Minor grasses and vines growing over fences but no specific landscaping.	32 Hobbs Avenue - Alterations/Additions	
2	Cormorant	2a	West - Wavell Road East - Throssell Street	Dalkeith	5.0	125.3	640	Inlet grates/ soakwells	2x Soakwells located along the length of laneway, 1x Manhole located at the corner of laneway & Throssell St.	Low	No	Yes	No	None observed	Overgrown vegetation; Overhanging trees	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Poor	Kerbed entrance treatment from Wavell Road. Some parts are asphalt seal, but primarily gravel / degraded seal in this section.	Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		2a Cormorant		47 Hobbs - 2 Lot Subdivision (access TBC)	
2	Cormorant	2b	West - Throssell Street East - Sadlier Street	Dalkeith	5.0	122.7	638	Inlet grates/ soakwells	1x Soakwell located along the laneway.	Low	No	Yes	No	None observed	Overhanging trees	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Poor	Some parts are asphalt seal, but primarily gravel / degraded seal in this section. One section of new gravel in the central section.	Yes		No landscaping or vegetation	Residential	Crown ROW - Public Road		2b Cormorant		50 Browne Avenue - Alterations/Additions	
2	Cormorant	2c	South - Sadlier Street North - Carroll Street	Dalkeith	5.0	112.6	580	None observed		Low	No	Yes	No	None observed	Overhanging trees	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Poor	Some parts are asphalt seal, but primarily gravel / degraded seal in this section.	Yes		No landscaping or vegetation	Residential	Crown ROW - Public Road		2c Cormorant			
2	Cormorant	2d	South - Carroll Street North - Pardalote Lane	Dalkeith	5.0	157.3	795	None observed		Medium	No	Yes	No	None observed	Overhanging trees; Overgrown vegetation	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Poor	Heavily degraded seal with some gravel sections	Yes		Existing Vegetation (to retain)	Residential	Crown ROW - Public Road		2d Cormorant	There are two trees in the northern section to retain. The rest of the vegetation appears to be overgrown grass.		
3	Bee Eater	3a	West - Wavell Road East - Murray Street	Dalkeith	5.0	114.7	545	Inlet grates/ soakwells	2x Soakwells located along the laneway.	High	No	Yes	No	None observed	Trees located within laneway; Overhanging trees; Overgrown vegetation	None	No	Vehicle and Pedestrian	No	Gravel	Poor		Yes		Existing Vegetation (to retain)	Residential	Crown ROW - Public Road		3a Bee Eater	Two trees in laneway along eastern end to retain.		
3	Bee Eater	3b	South - Murray Street North - Carroll Street	Dalkeith	5.0	95.2	512	Inlet grates/ soakwells	2x Soakwells located along the laneway.	Low	No	Yes	No	None observed	Overhanging trees	None	No	Vehicle and Pedestrian	No	Gravel	Poor		Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		3b Bee Eater	Existing (newish looking) stormwater drainage grates.	39 Browne Avenue - Single House	
3	Bee Eater	3c	South - Carroll Street North - Pardalote Lane	Dalkeith	5.0	131.2	664	Inlet grates/ soakwells	1x Soakwell located along the laneway.	Low	No	Yes	No	None observed	Overhanging trees; Overgrown vegetation	None	No	Vehicle and Pedestrian	No	Gravel	Poor		Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		3c Bee Eater	Existing (newish looking) stormwater drainage grates.		
4	Sittella	4	South - Carroll Street North - Pardalote Lane	Dalkeith	5.0	115.1	533	None observed		High	No	Yes	No	None observed	Overhanging trees; Overgrown vegetation	None	No	Vehicle and Pedestrian	No	Gravel	Good	Some discrete poor condition sections	Yes		No landscaping or vegetation	Residential	Crown ROW - Public Road		4 Sittella		27 Brockman Avenue - Studio Addition	
5	Pardalote	5a	West - Wavell Road East - Brockman Avenue	Dalkeith	5.0	116	583	None observed		Low	No	Yes	No	None observed	Overhanging trees; Overgrown vegetation	None	No	Vehicle and Pedestrian	No	Gravel	Poor	Asphalt seal at the entry / exit.	Yes		No landscaping or vegetation	Residential	Crown ROW - Public Road		5a Pardalote		20 Wavell Road - Single House	
5	Pardalote	5b	West - Brockman Avenue East - Browne Avenue	Dalkeith	5.0	107.8	542	None observed		Low	No	Yes	No	None observed	Overgrown vegetation	None	No	Vehicle and Pedestrian	No	Gravel	Poor	Mostly sand; asphalt seal at the entry / exit.	Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		5b Pardalote			
5	Pardalote	5c	West - Browne Avenue East - Hobbs Avenue	Dalkeith	5.0	107.8	542	Inlet grates/ soakwells	2x Soakwells located along laneway.	High	No	Yes	No	None observed	Overhanging trees; Overgrown vegetation; Fences; Informal car parking	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Mixed (notes)	Mix of gravel and heavily degraded asphalt seal, poor condition. asphalt seal at the entry / exit.	Yes		No landscaping or vegetation	Residential	Crown ROW - Public Road		5c Pardalote			
6	Ringneck	6a	West - Wavell Road East - Brockman Avenue	Dalkeith	5.0	134.5	677	None observed		Medium	No	Yes	No	None observed	Vegetation/edible garden planted in laneway; Overhanging trees	None	No	Vehicle and Pedestrian	No	Gravel	Good	Entry and exit are asphalt sealed; no kerbing.	Yes		Existing Vegetation (to retain)	Residential	Crown ROW - Public Road		6a Ringneck	A single tree - could be retained as it has visual appeal.		
6	Ringneck	6b	West - Brockman Avenue East - Browne Avenue	Dalkeith	5.0	107.8	542	Inlet grates/ soakwells	2x Soakwells located at the middle of the laneway.	Medium	No	Yes	No	None observed	Overhanging trees; Overgrown vegetation	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Poor	Western section - gravel; eastern section - asphalt seal with drainage.	Yes		No landscaping or vegetation	Residential	Crown ROW - Public Road		6b Ringneck			
6	Ringneck	6c	West - Browne Avenue East - Hobbs Avenue	Dalkeith	5.0	107.8	542	Inlet grates/ soakwells	3x Soakwells located along the eastern side of laneway.	Low	No	Yes	No	None observed	Overhanging trees	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Mixed (notes)	Majority good condition asphalt seal with some degraded seal/gravel at western end	Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		6c Ringneck			
6	Ringneck	6d	South - Hobbs Avenue North - Gallop Road	Dalkeith	5.0	191.9	964	Inlet grates/ soakwells	3x Soakwells located along the laneway however are all located in one location.	High	No	Yes	No	None observed	Overhanging trees; Tree located within laneway; Vegetation planted in laneway	None	No	Vehicle and Pedestrian	No	Brick pavers, gravel, a	Mixed (notes)	Southern (east-west) section: brick paving with drainage (good). Central section gravel (good) and northern section asphalt (poor)	Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		6d Ringneck			
7	Stitt	7	South - Ringneck Lane North - Gallop Road	Dalkeith	5.0	144	727	None observed		Medium	No	Yes	No	None observed	Driveway crossovers; Overhanging trees	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Poor	Primarily gravel with some pockets of degraded Asphalt seal. Discrete areas of the laneway have been upgraded around a few driveways (asphalt seal).	Yes		No landscaping or vegetation	Residential	Crown ROW - Public Road		7 Stitt		6 Brockman Avenue - Studio Addition 9 Browne Avenue - Carport, Alterations/Additions	
8	Tern	8	South - Ringneck Lane North - Gallop Road	Dalkeith	5.0	143.9	727	Inlet grates/ soakwells	2x Soakwells located at the middle of the laneway.	Low	No	Yes	No	None observed	Overhanging trees	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Mixed (notes)	Southern section - good condition asphalt seat. Northern section good to poorly conditioned gravel (around L210 and north)	Yes		No landscaping or vegetation	Residential	Crown ROW - Public Road		8 Tern		2 Browne Avenue - Fencing 13 Hobbs Avenue - Single House 11 Hobbs Avenue - Single House 5 Hobbs Avenue - Single House	
9	Silvereye	9a	North - Philip Road South - Waratah Avenue	Dalkeith	5.0	100.6	506	None observed		High	No	Yes	No	None observed	Overhanging trees; Vegetation planted in laneway	None	No	Vehicle and Pedestrian	No	Gravel	Poor		Yes		No landscaping or vegetation	Residential	Crown ROW - Public Road		9a Silvereye	Hedging/planting at the rear of 93 Victoria Avenue appears to encroach into the laneway, reducing trafficable width at the Philip Road end (only one vehicle able to traverse this section at a time). Consider removal of encroachment.	107 Victoria Avenue - Alterations/Additions	
9	Silvereye	9b	North - Waratah Avenue South - Leon Road	Dalkeith	5.0	120.8	607	None observed		High	No	Yes	No	None observed	Overgrown vegetation; Overhanging trees	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Poor	Primarily gravel with some pockets of degraded Asphalt seal. Portions of the laneway have been upgraded around a few driveways (asphalt seal).	Yes		No landscaping or vegetation	Residential	Crown ROW - Public Road		9b Silvereye		93 Victoria Avenue - Alterations/Additions 99 Victoria Avenue - Alterations/Additions	
10	Gerygone	10a	West - Silvereye Lane East - Robert Street	Dalkeith	5.0	261.5	1315	Inlet grates/ soakwells	6x Soakwells located at the middle of the laneway. No soakwells located in front of flood prone property at no. 64.	Extreme	No	Yes	No	None observed	Overgrown vegetation; Overhanging trees	None	No	Vehicle and Pedestrian	No	Gravel	Poor		Yes		No landscaping or vegetation	Residential	Crown ROW - Public Road		10a Gerygone		145A Waratah Avenue - Alterations/Additions 155 Waratah Avenue - Alterations/Additions 62 Philip - Tree Removal	
10	Gerygone	10b	West - Robert Street East - Shirlee Lane	Dalkeith	5.0	241.4	1214	None observed		Medium	No	Yes	No	None observed	Overhanging trees; Overgrown vegetation; Litter	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Poor	Heavily degraded seal / gravel	Yes	Parking	Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		10b Gerygone		111 Waratah Avenue - 5 Lot Subdivision (access TBC) 117 Waratah Avenue - Four Grouped Dwellings 129-133 Waratah Avenue - 4 Storey Commercial Development (DAP)	A number of local objections to Waratah Ave DAP application with particular issue raised with access from Gerygone Lane. Approval requires widening by 1.2m (to 4.2m), construction along rear length of site to Robert Street, and drainage.
11	Shrike	11	North - Philip Road South - Waratah Ave	Dalkeith	5.0	120.7	607	None observed		Low	Yes	Yes	No	None observed	Overhanging trees	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Mixed (notes)	Southern portion (up to Gerygone Lane) recently upgraded with asphalt seal and in excellent/brand new condition. Northern portion is gravel in poor condition.	Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		11 Shrike		5A & 5B Alexander Road - 4 Multiple Dwellings 9A & 9B Alexander Road - 2 Grouped Dwellings 3 Alexander Road - 2 Lot Subdivision 12 Philip Road - Single House	
12	Tree Martin	12a	West - Victoria Avenue East - Robert Street	Dalkeith	4 - 6.4	318.4	1884	Inlet grates/ soakwells	1x Soakwell located at the middle of laneway. 1x Manhole eastern side of laneway. 1x Manhole intersection of Tree Martin Lane & Robert Street.	High	No	Yes	No	None observed	Vegetation/landscaping planted within laneway; Building structures; Fences; Overhanging trees	None	No	Vehicle and Pedestrian	No	Asphalt seal	Poor	Very poor, heavily degraded seal	Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		12a Tree Martin		87 Victoria Avenue - Pergola	
12	Tree Martin	12b	West - Robert Street East - Alexander Place	Dalkeith	6.4	320	2087	Inlet grates/ soakwells	4x Soakwells located along laneway.	Low	No	Yes	No	None observed	Overgrown vegetation; Overhanging trees	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Mixed (notes)	Majority is degraded asphalt / gravel, outside of the western section which is asphalt seal (good condition). Some areas of garage access have some newer pavement seal, but it is sparse.	Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		12b Tree Martin	There are some existing drainage structures on the eastern section, around L114.		
13	Raven	13a	West - Stone Road East - Sherwood Road	Dalkeith	3.7	161	589	Inlet grates/ soakwells	2x Soakwells located along laneway.	High	No	Yes	No	None observed	Overhanging trees	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Poor	Primarily gravel with some pockets of degraded Asphalt seal	Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		13a Raven			
13	Raven	13b	West - Sherwood Road East - Hackett Road	Dalkeith	3.7	161.1	589	None observed	No soakwells located in front of flood prone property at no. 62.	Extreme	No	Yes	No	None observed	Overgrown vegetation; Overhanging trees	None	No	Vehicle and Pedestrian	No	Gravel	Poor	Farthest eastern side has some small portions of new asphalt seal.	Yes	Traffic	Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		13b Raven	Signage says 'narrow lane, cars only'. Constrained access for service vehicles.		
14	Frogmouth	14a	West - Stone Road East - Sherwood Road	Dalkeith	3.7	160.9	589	None observed		Low	No	Yes	No	None observed	Overgrown vegetation; Overhanging trees	None	No	Vehicle and Pedestrian	No	Gravel	Poor		Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		14a Frogmouth			
14	Frogmouth	14b	West - Sherwood Road East - Hackett Road	Dalkeith	3.7	161.1	589	Inlet grates/ soakwells	1x Soakwells located along the laneway. 1x Manhole at the intersection of Frogmouth Lane & Hackett Rd.	Low	No	Yes	No	None observed	Overgrown vegetation; Overhanging trees; Fences	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Mixed (notes)	Some portions are asphalt seal (from No. 59 Frogmouth Ln east there is good condition asphalt seal with drainage).	Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		14b Frogmouth		66 Riley Road - Fencing	
15	Lorikeet	15a	West - Stone Road East - Sherwood Road	Dalkeith	3.7	160.8	589	None observed		High	No	Yes	No	None observed	Overgrown vegetation; Overhanging trees	None	No	Vehicle and Pedestrian	No	Asphalt seal	Mixed (notes)		Yes		No landscaping or vegetation	Residential	Crown ROW - Public Road		15a Lorikeet	Narrow width		
15	Lorikeet	15b	West - Sherwood Road East - Hackett Road	Dalkeith	3.7	161.2	589	Inlet grates/ soakwells	1x Soakwell, 2x Manholes - located at the eastern end of laneway. 1x Manhole located at western end of laneway.	High	No	Yes	No	None observed	Overgrown vegetation; Overhanging trees	None	No	Vehicle and Pedestrian	No	Gravel	Poor		Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		15b Lorikeet			

16	McHenry	16	North-west: The Avenue South-East: none; terminates into parking.	Nedlands	7.0	74	648	Inlet grates		Low	No	No	No	None observed	N/A	Mountable	Yes - Allocated	Vehicle and Pedestrian	No	Asphalt seal	Excellent		Yes	Parking, Traffic	Existing Vegetation (to retain)	Mixed	Privately Owned	Strata Lot 8 on Survey Strata Plan 50826	16 McHenry	The laneway acts as the primary street frontage for the strata lots with front door access and garages directly off the laneway. Use of the laneway is limited to the strata lots as it forms part of the strata plan (common property).		
17	Hibbertia	17a	West - Terminates in development East - Williams Road	Nedlands	5.05	64	324	Inlet grates/ soakwells		Low	No	Yes	No	None observed	None	Barrier	No	Vehicle and Pedestrian	No	Asphalt seal	Good		Yes	Parking, Traffic	No landscaping or vegetation	Mixed	Privately Owned	Lot 66 on Plan 43138 owned by State of Western Australia. Not coded as Public Road but vested for the purpose of Right of Way (refer Certificate of Title). No management order to City of Nedlands.	17a Hibbertia	Has a small rubber traffic hump installed.		
17	Hibbertia	17b	West - Williams Road East - Menlea Street	Nedlands	3.66-5.86	80.7	360	Inlet grates/ soakwells	2x Soakwells located along the laneway.	Low	No	Yes	No	None observed	Overhanging trees; Landscaping; Guardrails	Mountable	Yes - Allocated	Vehicle and Pedestrian	No	Asphalt seal	Good	Pavement is in good condition but it is patchy around drainage inlets, sewer covers, and from adjoining parking lots.	Yes		No landscaping or vegetation	Mixed	Crown ROW - Public Road	2m widening ceded as public road at rear of 35 Stirling Highway (Lots 589 & 590) and 6.2m widening ceded from 17-21 Hibbertia Lane (survey strata subdivision)	17b Hibbertia	Parking off lane for businesses.	37-43 Stirling Highway - 18 Storey Mixed Use (DAP) (approved Dec 2022) 37-43 Stirling Highway - 19 Storey Student Accommodation (SDAU) (approved May 2025)	DAP approval required widening by 2m (to 5.7m - note adjoining site - No. 35 - has also ceded 2m), construction and drainage along widened portion and remaining portion to Menlea Street. Suitability of access from Hibbertia Lane raised as a concern in some objections but not a key issue. SPC approval requires 2x vehicle passing bays at the rear of the properties (with public vehicle and pedestrian access provided via an easement).
17	Hibbertia	17c	West - Menlea Street East - Clifton Street	Nedlands	3.66	80.5	296	Inlet grates/ soakwells	2x Soakwells located along the laneway. 1x Manhole located at eastern end of laneway.	Low	No	Yes	No	None observed	Overhanging trees; Overgrown vegetation; Guardrails	Mountable	Yes - Allocated	Vehicle and Pedestrian	No	Asphalt seal	Good		No		Existing Vegetation (to retain)	Mixed	Crown ROW - Public Road		17c Hibbertia	Parking off lane for businesses. One drainage pit at the eastern end and one drainage pit at the western end of the laneway.		
18	Laxum	18a	South - Hibbertia Lane North - Gordon Street	Nedlands	3.7-4.8	158.5	595.5	Inlet grates/ soakwells	2x Soakwells located at the southern end of laneway.	High	No	Yes	No	None observed	Overhanging trees; Overgrown vegetation; Fences	None	No	Vehicle and Pedestrian	No	Gravel	Good		Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road	1.15m widening ceded as public road from 17-21 Hibbertia Lane (survey strata subdivision)	18a Laxum	Some patchy asphalt seal near the southern end.		
18	Laxum	18b	South - Gordon Street North - Park Road	Nedlands	3.7	150.9	557.5	Inlet grates/ soakwells	2x Soakwells located along the laneway.	High	No	Yes	No	None observed	Overhanging trees	None	No	Vehicle and Pedestrian	No	Gravel	Good		Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		18b Laxum	2 inlet grates for drainage. One lot under construction	69 Menlea Street - 3 Lot Subdivision & 3 Grouped Dwellings	
18	Laxum	18c	South - Park Road North - Karella Street	Nedlands	3.7	149.2	546	Inlet grates/ soakwells	1x Soakwell & 1x Manhole located along the laneway.	Medium	No	Yes	No	None observed	Overhanging trees; Building structures	None	No	Vehicle and Pedestrian	No	Gravel	Poor		Yes	Other: clean up after animals with warning of fines	Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		18c Laxum	2 inlet grates for drainage. Patchy asphalt seal near the southern end		
18	Laxum	18d	South - Karella Street North - Hardy Road	Nedlands	3.7	149.2	546	Inlet grates/ soakwells	1x Soakwell at the southern end of laneway.	Medium	No	Yes	No	None observed	Overhanging trees	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Poor		Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		18d Laxum	Looks like degraded asphalt, grading into poor condition seal in the northern section. Sealed in good condition at Karella Street entrance. 2 inlet grates for drainage.		
19	Fraseriana	19a	South - Hibbertia Lane North - Gordon Street	Nedlands	3.7	158.8	582	Inlet grates/ soakwells	5x Soakwells located along the southern end of laneway.	Low	No	Yes	No	None observed	Overhanging trees	Mountable	No	Vehicle and Pedestrian	Yes	Asphalt seal	Good		Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		19a Fraseriana			
19	Fraseriana	19b	South - Gordon Street North - Park Road	Nedlands	3.7	131.2	487	None observed		High	No	Yes	No	None observed	Basketball hoop; Building materials; Overhanging trees; Overgrown vegetation	None	No	Vehicle and Pedestrian	No	Gravel, sand	Poor		Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		19b Fraseriana		63 Clifton Street - Outbuilding 69 Clifton Street - 2 Grouped Dwellings	
19	Fraseriana	19c	South - Park Road North - Karella Street	Nedlands	3.7	149.2	546	Inlet grates/ soakwells	2x Soakwells located along the southern end of laneway.	Medium	No	Yes	No	None observed	Overhanging trees; Building structures	None	No	Vehicle and Pedestrian	No	Gravel	Poor		Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		19c Fraseriana			
19	Fraseriana	19d	South - Karella Street North - Hardy Road	Nedlands	3.7	149.2	546	Inlet grates/ soakwells	1x Soakwell located at the southern end of laneway.	Low	No	Yes	No	None observed	Overhanging trees; Overgrown vegetation; Building structures	None	No	Vehicle and Pedestrian	No	Gravel	Poor		Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		19d Fraseriana	One drainage inlet grate along the southern boundary--verified on site.		
20	Drosera	20a	South - Park Road North - Karella Street	Nedlands	3.7	149.2	546	Inlet grates/ soakwells	1x Soakwell located at the southern end of laneway. 1x Manhole located at the centre of laneway.	Low	No	Yes	No	None observed	Fences; Overhanging trees; Bollard lighting	Mountable	No	Vehicle and Pedestrian	Yes	Asphalt seal	Good		Yes		No landscaping or vegetation	Residential	Crown ROW - Public Road		20a Drosera	Hip-level lighting throughout		
20	Drosera	20b	South - Karella Street North - Hardy Road	Nedlands	3.7	149.2	549	None observed		Medium	No	Yes	No	None observed	Overgrown vegetation; Overhanging trees; Building materials	None	No	Vehicle and Pedestrian	No	Gravel	Poor		Yes		Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road		20b Drosera		22 Clifton Street - Single House 5 Laura Street - Alterations/Additions	
21	Hampden	21a	South - Park Road North - Karella Street	Nedlands	3.7	149.2	546	Inlet grates/ soakwells	3x Soakwells located along the laneway.	Low	No	Yes	No	None observed	Bollards; Overhanging trees;	Mountable	Yes - Allocated	Vehicle and Pedestrian	Yes	Asphalt seal	Good		Yes		No landscaping or vegetation	Mixed	Crown ROW - Public Road		21a Hampden	Parking for residents and patrons of the commercial area to the east.	37 Hampden Road - Patio Addition to Commercial Development	
21	Hampden	21b	South - Karella Street North - Hardy Road	Nedlands	3.7	149.2	546	Inlet grates/ soakwells	1 1x Soakwells located along the laneway.	Low	No	Yes	Yes	None observed	Bollards; Overhanging trees; Overgrown vegetation	None	Yes - Allocated	Vehicle and Pedestrian	No	Asphalt seal	Good		No		No landscaping or vegetation	Mixed	Crown ROW - Public Road		21b Hampden	Parking for residents and patrons of the commercial area to the east.	24 Laura Street - Alterations/Additions to Office 24 Laura Street - 7 Storey Mixed Use DAP 9 Hampden Road - 7 Storey Mixed Use DAP	24 Laura - Development setback 1.2m from laneway to enable widening, however conditions do not require the land to be ceded. Access to basement ramp is proposed from the laneway notwithstanding it is one-way (requires traffic management system to control vehicles entering/exiting the basement via Hampden Lane). Minimal objections. 9 Hampden - As above, development setback 1.2m but ceding not conditioned. All vehicle access & servicing from Hampden Lane.
22	Micrantha	22a	West - Williams Road East - Clifton Street	Nedlands	4	177	712	None observed		Medium	Yes	Yes	No	None observed	Overhanging trees; Fences	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Mixed (notes)		Yes	Parking	No landscaping or vegetation	Residential	Crown ROW - Public Road		22a Micrantha	Far eastern section of laneway is paved with pit and pipe drainage, the remainder is gravel. Gravel is poor quality.	95 Hardy Street - Alterations/Additions	
22	Micrantha	22b	West - Clifton Street East - Hampden Road	Nedlands	4.0 - 5.0	177.2	725	Inlet grates/ soakwells	1x Soakwell located in the middle of laneway. 1x Manhole located at the intersection of Micrantha Lane & Hampden Road.	High	Yes	Yes	No	None observed	Overhanging trees; Overgrown vegetation; Lighting (removable)	None	No	Vehicle and Pedestrian	No	Gravel	Good		Yes		No landscaping or vegetation	Residential	Crown ROW - Public Road	1m widening ceded as public road at rear of 79 Hardy Road (Lot 801)	22b Micrantha	One drainage inlet grate in the laneway.	85 Hardy Street - 2 Lot Subdivision (Access TBC)	
23	Mattner	23	West - Smyth Road East - Lupin Hill Gr	Nedlands	6.0	137.1	634	Inlet grates/ soakwells	9x Manholes located along the lane.	Low	Yes	Yes	No	None observed	None	Mountable	No	Vehicle and Pedestrian	Yes	Asphalt seal	Excellent		Yes	Pavement signage - 'No Parking in Right of Way', 'Slow', 'No Stopping'	Existing Vegetation (to retain)	Residential	Crown ROW - Public Road		23 Mattner		31 Lonsnagan Street - Single House	
24	Blumann	24	West - Smyth Road East - Lupin Hill Gr	Nedlands	6.0	138.1	640	Inlet grates/ soakwells	8x Manholes located along the lane.	Low	Yes	Yes	No	None observed	None	Mountable	No	Vehicle and Pedestrian	Yes	Asphalt seal	Excellent		Yes	Pavement signage - 'No Parking in Right of Way', 'Slow', 'No Stopping'	Existing Vegetation (to retain)	Residential	Crown ROW - Public Road		24 Blumann			
25	Sadka	25a	West - Dawes View East - Sadka Lane	Shenton Park	10	91	901	None observed		Low	Yes	Yes	Yes	None observed	Landscaping; trees	Mountable	Yes - Unallocated	Vehicle and Pedestrian	Yes	Brick pavers	Excellent		Yes	No	Existing Vegetation (to retain)	Residential	Crown ROW - Public Road		25a Sadka	Informal parking on crossovers within the laneway		
25	Sadka	25b	North - Orton Road South - Dawes Park	Shenton Park	14.6	67	956	Inlet grates/ soakwells		Low	Yes	Yes	Yes	Telecommunications	Landscaping	Mountable	Yes - Allocated	Vehicle and Pedestrian	Yes	Asphalt seal	Excellent		Yes	Parking	Existing Vegetation (to retain)	Residential	Crown ROW - Public Road		25b Sadka	Parking signage next to allocated bays		
26	Coalesce	26	North - Orton Road West - Guttmann App South - Muecke Way	Shenton Park	6.0 - 13.5	133	1015	Inlet grates/ soakwells		Low	Yes	Yes	Yes	None observed	Streetlights	Mountable	Yes - Allocated	Vehicle and Pedestrian	Yes	Brick pavers	Excellent		Yes	Parking	Existing Vegetation (to retain)	Residential	Crown ROW - Public Road		26 Coalesce	Parking signage next to allocated bays. Many adjoining lots either under construction or development yet to commence.	Various single-house DAs with laneway access	
27	Goatcher	27	North - Seymour Avenue South - Thorburn Way	Shenton Park	12.0	140.1	1713	Inlet grates/ soakwells		Low	Yes	Yes	Yes	None observed	Landscaping incorporated into laneway	Mountable	Yes - Allocated	Pedestrian	Yes	Brick pavers	Excellent		Yes	No	Existing Vegetation (to retain)	Residential	Crown ROW - Public Road		27 Goatcher	Some allocated parking bays at northern end of laneway, however the entirety of the laneway is used informally for parking due to a lack of signage.		
28	Gracilis	28	West - Draper Street East - Grasby St	Floreat	5.0	80.5	405	None observed		Low	No	Yes	No	None observed	Overhanging trees; vegetation within laneway; car parking	None	Yes - Unallocated	Vehicle and Pedestrian	No	Asphalt seal	Good		No	Parking, Traffic	No landscaping or vegetation	Commercial, Residential, Public Open Space	Privately Owned	Lot 500 on Plan 6210 (CT 1128/783) owned by Director of War Service Homes	28 Gracilis	Unallocated parking on southern side of laneway. Traffic signage at both ends, including one-way sign at eastern end (but no corresponding signage elsewhere within the laneway). Floreat Toy Library located at south-west corner with designated parking in the laneway during certain periods. Parking areas associated with northern commercial buildings accessed via laneway. Residential property on north-eastern corner has no direct access to laneway.		
29	Burnettia	29a	West - Banksia Drive East - Burnettia Lane	Mount Claremont	6	146	906	Inlet grates/ soakwells	2x Manholes.	Low	Yes	Yes	Yes	None observed	Bollard lighting; overgrown vegetation	Mountable	No	Vehicle and Pedestrian	Yes	Asphalt seal	Good		Yes		No landscaping or vegetation	Residential	Crown ROW - Public Road		29 Burnettia	Low height lighting bollards	9 Burnettia Lane - Alterations/Additions 28 Burnettia Lane - Patio	
29	Burnettia	29b	North - Caladenia Parade East - Terminates in development	Mount Claremont	8.0-10.0	44	387	None observed		Low	Yes	Yes	Yes	None observed	Bollard lighting; overgrown vegetation	Mountable	No	Vehicle and Pedestrian	Yes	Asphalt seal	Excellent		Yes		No landscaping or vegetation	Residential	Crown ROW - Public Road		29 Burnettia	Low height lighting bollards		
30	Jarrah	30	West - Pimelea Cr East - Banksia Drive	Mount Claremont	6.0	157.1	1003	Inlet grates/ soakwells	3x Manholes located along the eastern side of Jarrah Lane.	Low	Yes	Yes	Yes	None observed	Overhanging trees; bollard lighting	Mountable	No	Vehicle and Pedestrian	Yes	Asphalt seal	Excellent		Yes		No landscaping or vegetation	Residential	Crown ROW - Public Road		30 Jarrah	Low height lighting bollards		
31	Dorset	31	West - Charles Lane East - Terminates in development	Mount Claremont	6.0	52	322	Inlet grates/ soakwells	1x Soakwell located on the eastern side on Dorset Cove.	Low	Yes	Yes	Yes	Telecommunications	Overgrown vegetation	Mountable	Yes - Unallocated	Vehicle and Pedestrian	Yes	Brick pavers	Excellent		Yes	No	No landscaping or vegetation	Residential	Crown ROW - Public Road		31 Dorset	Cars informally parked at various points along the laneway. Northern end of laneway comprises a PAW through to adjoining site to the north.		
32	Charles	32a	North	Mount Claremont	6	53	323	Inlet grates/ soakwells	1x Soakwell.	Low	Yes	Yes	Yes	Telecommunications	Overgrown vegetation; overhanging trees	Barrier	Yes - Unallocated	No access to laneway	No	Brick pavers	Excellent		Yes	No	Existing Vegetation (to retain)	Residential	Crown ROW - Public Road		32a Charles	Laneway provides vehicular connection to Dorset Cove, however no adjoining properties have direct vehicular or pedestrian access. Northern end of laneway provides a PAW through to Montgomery Hall/Aegis Montgomery House. Footpath within this section is blocked by informal car parking.		
32	Charles	32b	South	Mount Claremont	11	81	915	Inlet grates/ soakwells	1x Manhole.	Low	Yes	No	Yes	None observed	Overhanging trees	Mountable	Yes - Unallocated	Vehicle and Pedestrian	Yes	Brick pavers	Excellent		Yes	Parking	Existing Vegetation (to retain)	Residential, Public Open Space	Crown ROW - Public Road		32b Charles	The laneway acts as the primary street frontage for the adjoining properties with front door access and garages directly off the laneway.		
33	Barrow	33	West - Abbey Gibbs East - Terminates in development	Mount Claremont	6.0	45.7	275	Inlet grates/ soakwells	2x Soakwells.	Low	Yes	Yes	Yes	Telecommunications	None	Mountable, Barrier	No	Vehicle and Pedestrian	Yes	Brick pavers	Excellent		Yes	No	No landscaping or vegetation	Residential	Crown ROW - Public Road		33 Barrow	The laneway acts as the primary street frontage for the adjoining properties with front door access and garages directly off the laneway. Mountable kerbing on southern side (where lots are accessed) and barrier on northern side.		

34	Boundary	34	West - Terminates at the Golf Course East - Rochdale Road	Mount Claremont	5.0	172.9	870	None observed		Low	No	Yes	No	None observed	Overhanging trees; overgrown vegetation; debris	None	No	Vehicle and Pedestrian	No	Gravel, brick pavers, sand	Poor	Gravel, largely sandy. Patch of uneven brickwork.	Yes	Private property signs	Existing Vegetation (to retain)	Residential	Crown ROW - Public Road	Lot 301 on DP 407652 - identified as Unallocated Crown Land. Closed Road (0.5m/10sqm) at rear of 51 & 51A Haldane Street (Lots 88 & 89). Owned by State of Western Australia.	34 Boundary	Provides access to properties within both the City of Nedlands and the Town of Cambridge. All but one of the adjoining properties on the City of Nedlands side retain primary vehicular access from Haldane Street, with Boundary Lane generally providing a secondary access function for these properties. The laneway also provides access to properties within the Town of Cambridge and accommodates regular vehicle movements.	81 Haldane Street - 3 Lot Subdivision (Access TBC) 51A Haldane Street - Rear Fence - Pedestrian access only	
35	Agonis	35a	South - Cleland Street North - Asquith Street	Mount Claremont	5.0	221.3	1113	Inlet grates/ soakwells	4x Soakwells located along this portion of the laneway. Potential to be downgraded to Medium.	High	No	Yes	No	None observed	Overhanging trees; power pole	None	No	Vehicle and Pedestrian	No	Gravel	Good		Yes	Traffic	No landscaping or vegetation	Residential	Crown ROW - Public Road		35a Agonis		42A Lisle Street - Single House	
35	Agonis	35b	South - Asquith Street North - Beecham Road	Mount Claremont	5.0	221.3	1102	Inlet grates/ soakwells	3x Soakwells located along this portion of the laneway.	Medium	No	Yes	No	None observed	Overhanging trees	None	No	Vehicle and Pedestrian	No	Gravel	Good		Yes	No	No landscaping or vegetation	Residential	Crown ROW - Public Road		35b Agonis	Southern portion is paved		
36	Rudis	36a	South - Adderley Street North - Asquith Street	Mount Claremont	5.0	377.2	1897	Inlet grates/ soakwells	1x Soakwells located along this portion of the laneway.	Medium	No	Yes	No	None observed	Gutters; garden beds; property access	Barrier	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Mixed (notes)	Southern - asphalt seal , good condition with pit and pipe drainage. Allocated parking associated with Lisle Villages. Moving north from No 56 it is gravel, good condition, no drainage or kerbing	Yes	Parking, Traffic, Littering	Existing Vegetation (to retain)	Residential	Other (notes)	E-W portion from Adderley Street - Lot 66 on Diagram 52867 - owned by City of Nedlands (252sqm) N-S portion Crown ROW - Public Road (1645sqm)	36a Rudis	The southern section contains a number of encroachments, including gates, landscaping and property access treatments that constrain the effective trafficable width. Further survey is recommended to determine ownership and responsibility prior to implementing any compliance or engineering response.	51 Lisle Street - Single House & Ancillary Dwelling	
36	Rudis	36b	South - Asquith Street North - Haldane Street	Mount Claremont	5.0	301.8	1517	Inlet grates/ soakwells	1x Soakwell located along this portion of the laneway.	Medium	No	Yes	No	None observed	Debris; building materials; sand; overhanging trees; overgrown vegetation	None	No	Vehicle and Pedestrian	No	Gravel	Good		Yes	No	No landscaping or vegetation	Residential	Crown ROW - Public Road		36b Rudis		27 Lisle Street - Grouped Dwellings 29 Lisle Street/11 Asquith Street - Grouped Dwellings 18 Adderley Street - 2 Lot Subdivision (access TBC)	
37	Clematis	37a	South - Kennedia Lane North - Asquith Street	Mount Claremont	5.0	342.1	1730.2	Inlet grates/ soakwells	2x Soakwells located along this portion of the laneway (southern end). 1x manhole (northern end).	Medium	No	Yes	No	None observed	Overgrown vegetation; overhanging trees	None	No	Vehicle and Pedestrian	No	Gravel	Fair		Yes		No landscaping or vegetation	Residential	Crown ROW - Public Road		37a Clematis		61A Adderley Street - Single House 60 Strickland Street - Single House	61A Adderley forms part of 4 strata lot subdivision - rear lot. Dwelling unconstructed. Pedestrian access to Adderley Street maintained via access leg.
37	Clematis	37b	South - Asquith Street North - Haldane Street	Mount Claremont	5.0	301.8	1517	Inlet grates/ soakwells	1x Soakwell located along this portion of the laneway (northern end). 3x Manholes (southern end).	Medium	No	Yes	No	None observed	Significant tree within laneway; overgrown vegetation; vegetation within laneway	None	No	Vehicle and Pedestrian	No	Gravel	Good	Patchy asphalt seal at entrances.	Yes		Existing Vegetation (to retain)	Residential	Crown ROW - Public Road	Lot 300 on DP 404905 - identified as Crown Reserve (0.5m/15sqm) at rear of 26 Haldane Street (Lot 11). Owned by State of Western Australia with no Management Order.	37b Clematis	0.5m widening at northern end of laneway adjacent to 26 Haldane Street.	15 Adderley Street - Alterations & Additions	Strata lot subdivision in battle-axe arrangement. Rear lot appears to take access from common access-leg rather than laneway.
38	Olearia	38a	South - Kennedia Lane North - Asquith Street	Mount Claremont	5.0 - 5.5	342.1	1809	Inlet grates/ soakwells	12x Soakwells.	Low	No	Yes	No	None observed	Overgrown vegetation; overhanging trees;	None	No	Vehicle and Pedestrian	No	Gravel	Poor		Yes	No	No landscaping or vegetation	Residential	Crown ROW - Public Road	0.5m widening ceded as public road at rear of subdivided properties (Nos. 136; 138; 144A&B; 146A&B; 148A&B; 154A&B; 156A&B Rochdale Road & 39 Strickland Street)	38a Olearia		156A & 156B Rochdale Road - Single Houses 142B Rochdale Road - Short-Term Accommodation (no change to access) 37 Olearia Lane - Single House	142B - strata lot subdivision in battle-axe arrangement. Rear lot appears to take access from common access-leg rather than laneway. 37 Olearia - Strata lot subdivision (rear lot). Dwelling unconstructed. Pedestrian access to Rochdale Road maintained via access leg.
38	Olearia	38b	South - Asquith Street North - Haldane Street	Mount Claremont	5.0	301.8	1517	Inlet grates/ soakwells	5x Soakwells. Could be downgraded to Medium	High	No	Yes	No	None observed	Overhanging trees; planting strips within laneway at southern end	None	No	Vehicle and Pedestrian	No	Gravel	Poor		Yes	No	No landscaping or vegetation	Residential	Crown ROW - Public Road		38b Olearia		120 Rochdale Road - Alterations/Additions 122 Rochdale Road - Ancillary Dwelling	
39	Acacia	39a	South - Kennedia Lane North - Asquith Street	Mount Claremont	5.0	342.1	1751	Inlet grates/ soakwells	12x Soakwells.	Low	No	Yes	No	None observed	Overhanging trees	Mountable	No	Vehicle and Pedestrian	No	Asphalt seal	Mixed (notes)		Yes	No	No landscaping or vegetation	Residential	Crown ROW - Public Road	Lot 12 on DP 60471 identified as Crown Reserve (0.5m/10sqm) at rear of 153A&B Rochdale Road. Owned by State of Western Australia with Management Order to City of Nedlands. 0.5m widening ceded as public road at rear of 147A&B Rochdale Road & 38 Asquith Street.	39a Acacia	Has rubberised speed humps installed The northern half looks like very fresh asphalt seal, excellent condition. Southern section is still in good condition.	155 Rochdale Road - Ancillary Dwelling Addition 163 Rochdale Road - 2 Lot Subdivision (access TBC)	
39	Acacia	39b	South - Asquith Street North - Haldane Street	Mount Claremont	5.0	301.8	1535	Inlet grates/ soakwells	Could be downgraded to Medium	High	No	Yes	No	None observed	Overhanging trees; overgrown vegetation	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Good	Southern section up to No. 24 Acacia Lane is gravel in good condition. From No. 24 to the end of this section is fresh asphalt seal with flush kerbing. Excellent condition.	Yes	No	Existing Vegetation (do not retain)	Residential	Crown ROW - Public Road	0.5m widening ceded as public road at rear of 103 Rochdale Road.	39b Acacia	Southern section up to No. 24 Acacia Lane is gravel in good condition. From No. 24 to the end of this section is fresh asphalt seal with flush kerbing. Excellent condition.	26 Acacia Lane - Single House	Rear lot. Pedestrian access to Rochdale Road maintaine
40	Kennedia	40a	West - Mayfair Street East - Rochdale Road	Mount Claremont	5.0 - 6.0	107.1	572	Inlet grates/ soakwells	4x Soakwells. 1x Manhole.	Low	No	Yes	No	None observed	Overhanging trees; basketball hoop	Mountable	No	Vehicle and Pedestrian	No	Asphalt seal	Mixed (notes)	Some sections in new/excellent condition, some sections degraded but still fair condition	Yes	No	No landscaping or vegetation	Residential	Crown ROW - Public Road	0.5m widening ceded as public road from 64 Mayfair Street. Lot 300 on SP 79071 identified as Crown Reserve (0.5m/11sqm) at rear of 160 Alfred Road. Owned by State of Western Australia with Management Order to City of Nedlands.	40a Kennedia			
40	Kennedia	40b	West - Rochdale Road East - Strickland Street	Mount Claremont	5.0 - 6.0	105.6	572	Inlet grates/ soakwells	Could be downgraded to Medium	High	No	Yes	No	None observed	Overhanging trees	Mountable	No	Vehicle and Pedestrian	No	Asphalt seal	Mixed (notes)	Mostly good/excellent condition, some sections significantly degraded.	Yes	No	No landscaping or vegetation	Residential	Crown ROW - Public Road	0.5m widening ceded as public road from 164 Rochdale Road & 18 Kennedia Lane. Corner truncation at Strickland Street - identified as Crown Reserve.	40b Kennedia			
40	Kennedia	40c	West - Strickland Street East - Adderley Street	Mount Claremont	5	105.6	535	Inlet grates/ soakwells	1x Soakwell.	Low	No	Yes	No	None observed	Overhanging trees	Mountable	No	Vehicle and Pedestrian	No	Asphalt seal	Excellent		Yes		No landscaping or vegetation	Residential	Crown ROW - Public Road		40c Kennedia		61A Adderley Street - Single House	Forms part same of 4 strata lot subdivision as 61A Adderley (accessed from Clematis Lane). Rear lot. Garage & front door fronts Kennedia Lane. Pedestrian access to Adderley Street maintained via access leg.
41	Acerosa	41	West - Kirkwood Road East - Walpole Street	Swanbourne	3	201	618	Inlet grates/ soakwells	2x small pits on both corners	High	No	Yes	No	None observed	Overhanging trees; overgrown vegetation	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Mixed (notes)	Alternating mix of asphalt and gravel. Western asphalt section in particularly poor/degraded condition (potholed, cracking). Eastern asphalt section is in excellent/new condition. Gravel sections vary from poor to reasonable condition.	Yes	Parking, Traffic	No landscaping or vegetation	Residential	Crown ROW - Public Road		41 Acerosa	Pavement treatment and condition varies along its length - sections have been upgraded to asphalt seal on an ad-hoc basis, presumably adjacent to properties with recent development approvals. Road is very steep and works have been done to channel water into drainage inlets. Garage/shed at 37 Reeve Street appears to encroach into laneway truncation area. 'No Trucks' pavement marking at eastern end. Laneway width and truncations at western end only suggest the laneway is one-way traffic only however no signage to indicate as such.	5 Reeve Street - Alterations/Additions	
42	Maritima	42	West - Kirkwood Road East - Walpole Street	Swanbourne	3.1	201	619	Inlet grates/ soakwells	4x Soakwells located along the eastern end of Maritima Lane.	Medium	No	Yes	No	None observed	Overhanging trees; overgrown vegetation	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Poor	Eastern asphalt sealed end of laneway in good condition however the remainder of the pavement (gravel and asphalt) is in very poor condition.	Yes	Traffic	No landscaping or vegetation	Residential	Crown ROW - Public Road		42 Maritima	Faded signage at western end of laneway (possible "no parking"). 'No Trucks' pavement marking at eastern end. Laneway width and truncations at western end only suggest the laneway is one-way traffic only however no signage to indicate as such.		
43	Lomandra	43a	West - Kirkwood Road East - Walpole Street	Swanbourne	3.1	201	616	Inlet grates/ soakwells	4x small pits located on the corners of Laneway. Needs soakwells along the laneway - mainly in the middle	High	No	Yes	No	None observed	Overhanging trees; overgrown vegetation;	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Poor	Majority of laneway pavement in poor condition. Eastern end sandy where construction is occuring.	Yes	No	No landscaping or vegetation	Residential	Crown ROW - Public Road		43a Lomandra	Laneway width and truncations at western end only suggest the laneway is one-way traffic only however no signage to indicate as such. Some buildings built right up to the laneway boundary.	8 Clement Street - Single House 10 Clement Street - Single House 2 & 2A Clement Street - 2 x Single Houses	
43	Lomandra	43b	West - Pine Ct East - Kirkwood Road	Swanbourne	3.1	181	553	Inlet grates/ soakwells	3x Manholes located along the eastern side of Lomandra. 3x Soakwells located along the western side of Lomandra.	Medium	No	Yes	No	None observed	Overgrown vegetation	None	No	Vehicle and Pedestrian	No	Asphalt seal, gravel	Mixed (notes)	Western end is asphalt seal in excellent condition; eastern end asphalt sealed in good condition; central portion is gravel/sand in poor condition.	Yes	No	Existing Vegetation (do not retain)	Residential, Commercial	Crown ROW - Public Road		43b Lomandra	Drainage along entire length. Slopes down towards Kirkwood. A number of new builds or sites under construction. Laneway width suggests one-way traffic only however no signage to indicate as such.	64 Clement Street - Alterations/Additions 46 Clement Street - Single House	

Appendix C

LPS3 ZONING MAPS



TBB Planning
Level 7, 160 St Georges Terrace
Perth WA 6000
T (08) 9226 4276
E [redacted]
tbbplanning.com.au

Scale
1:7000@A3
1:3500@A1

0 50 100 150

N

Date
04/02/2026

Plan
25/079/002

Grid
PCG 94

Drawn
JB

Approved
-

DRAFT STATUS
FOR REVIEW PURPOSES

Laneway Audit - Local Planning Scheme

DALKEITH - CITY OF NEDLANDS

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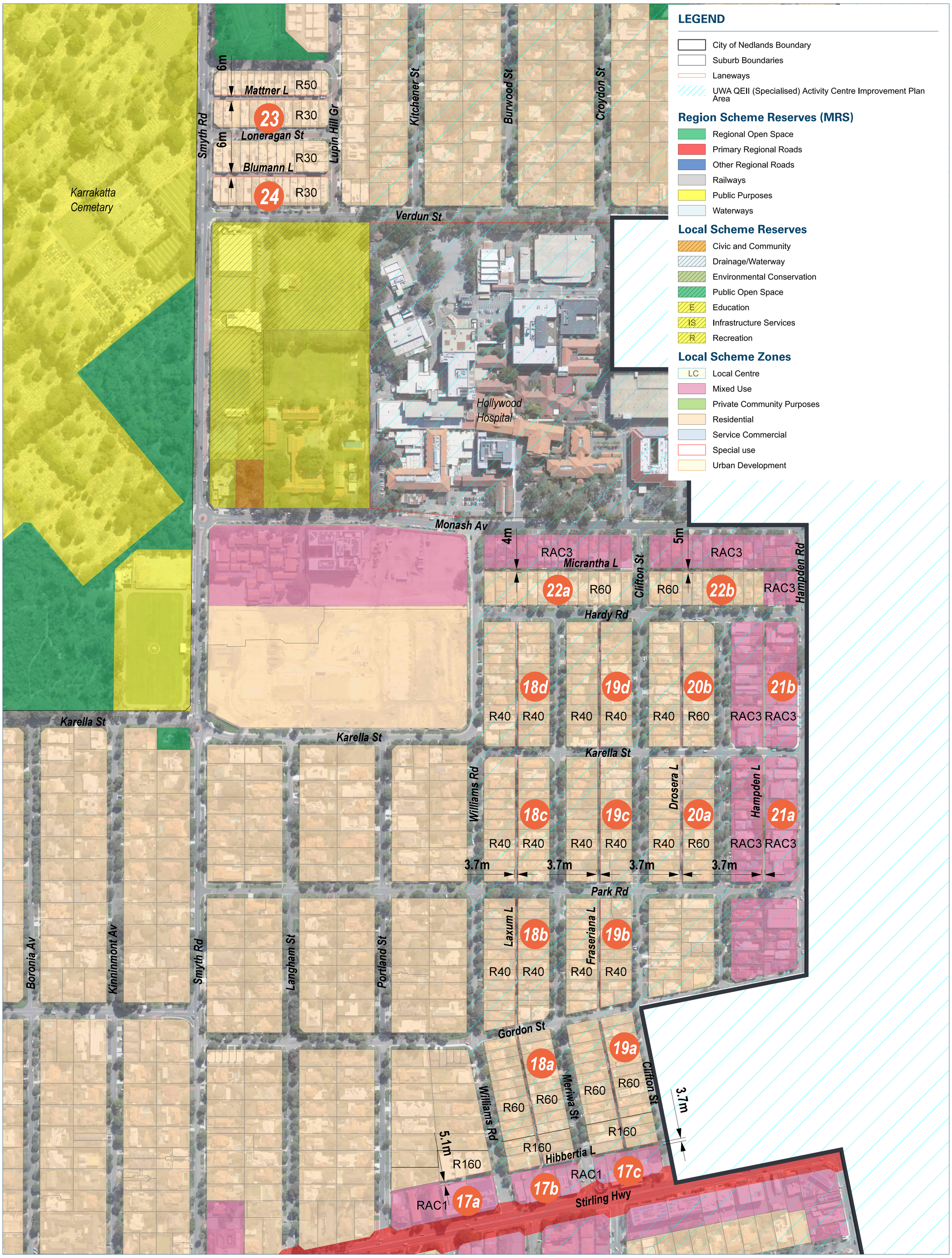

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Perth WA 6000
T (08) 9226 4276
E [redacted]
tbbplanning.com.au

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		Grid	**Approved**
		PCG 94	-

0 40 80 N

Laneway Audit - Local Planning Scheme

DRAFT STATUS NEDLANDS - CITY OF NEDLANDS

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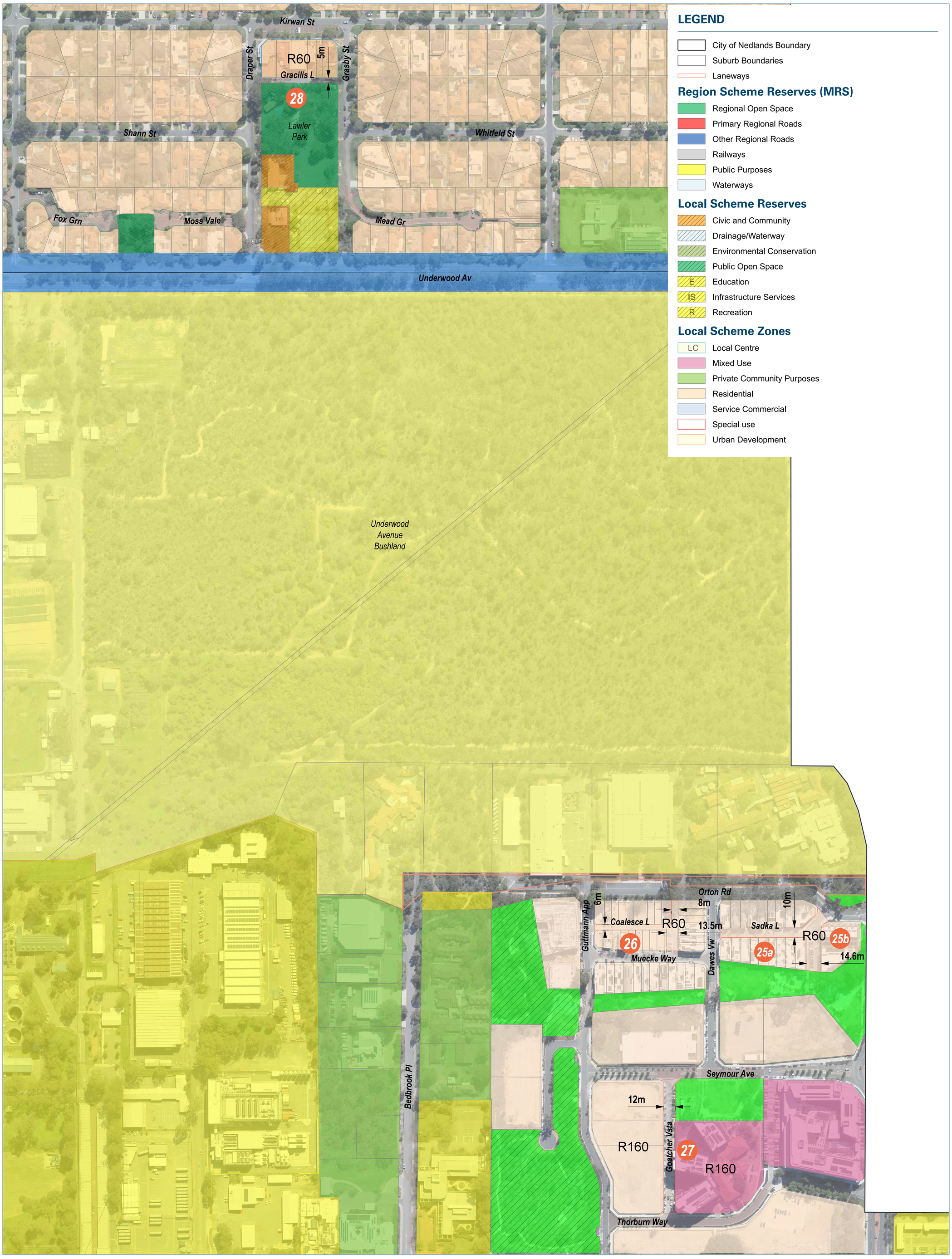

TBB Planning
Level 7, 160 St Georges Terrace
Perth WA 6000
T (08) 9226 4276
E [redacted]
tbbplanning.com.au

Scale	Date	Plan	Drawn
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		Grid	**Approved**
		PCG 94	-

0 35 70 N

Laneway Audit - Local Planning Scheme

FLOREAT & SHENTON PARK - CITY OF NEDLANDS

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E [redacted]
tbbplanning.com.au

Scale	Date	Plan	Drawn
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		Grid	**Approved**
		PCG 94	-

0 50 100

N

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Laneway Audit - Local Planning Scheme

MOUNT CLAREMONT - CITY OF NEDLANDS

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Perth WA 6000
T (08) 9226 4276
[redacted]
tbbplanning.com.au

Scale	Date	Plan	Drawn
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		Grid PCG 94	Approved -

0 15 30 N

DRAFT STATUS
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Laneway Audit - Local Planning Scheme
SWANBOURNE - CITY OF NEDLANDS

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Appendix D

CERTIFICATES OF TITLE & DIAGRAMS (HIBBERTIA LANE, GRACILIS LANE, RUDIS LANE)

TITLE NUMBER	
Volume	Folio
2757	**391**

WESTERN AUSTRALIA

RECORD OF CERTIFICATE OF TITLE

UNDER THE TRANSFER OF LAND ACT 1893

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

BGRoberts
REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 66 ON DIAGRAM 43138

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

STATE OF WESTERN AUSTRALIA

(A A518039) REGISTERED 8/5/1972

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

1. VESTED BY THE REGISTRAR UNDER SECTION 20A OF THE TOWN PLANNING AND DEVELOPMENT ACT 1928 FOR THE PURPOSE OF RIGHT OF WAY

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.

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

STATEMENTS:

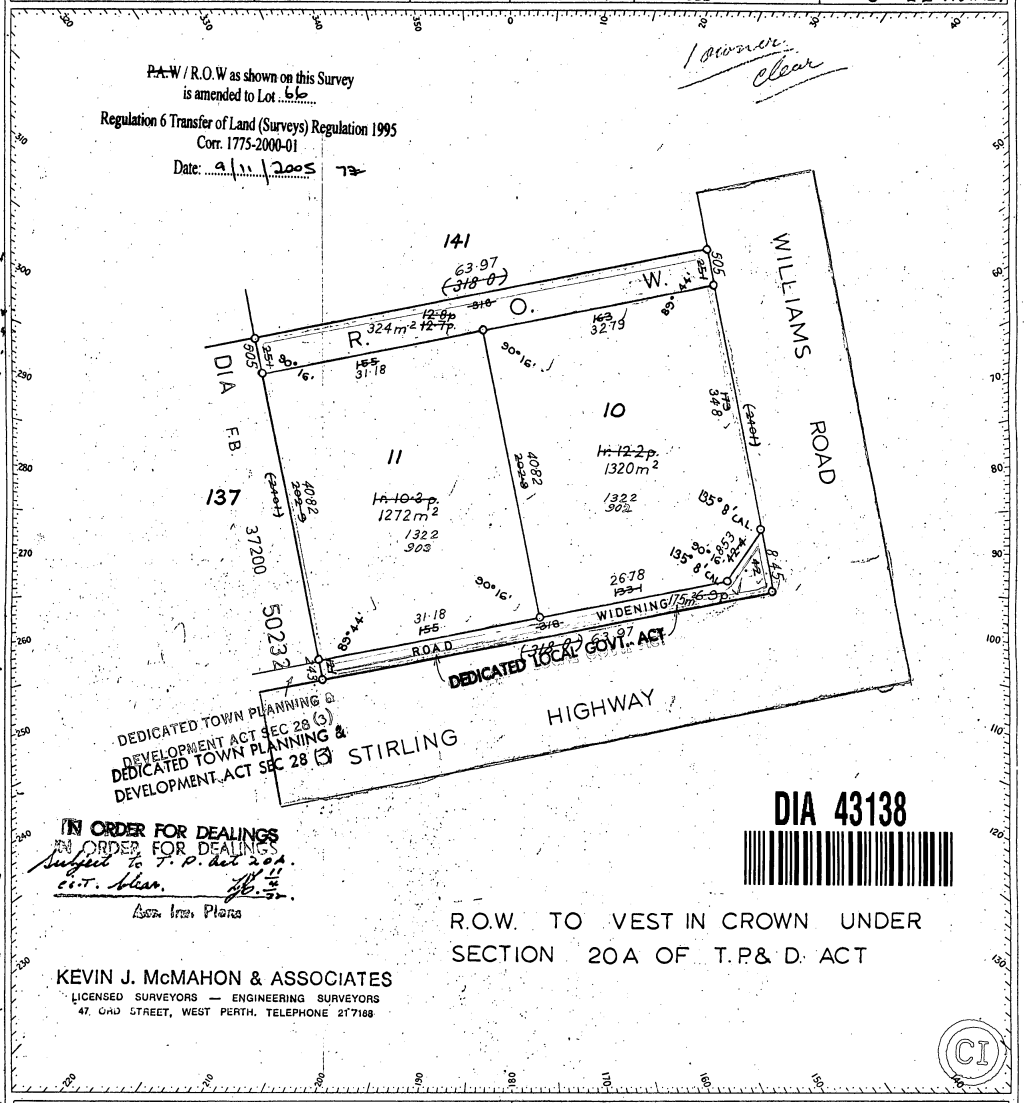
The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND:	D43138
PREVIOUS TITLE:	1322-901
PROPERTY STREET ADDRESS:	NO STREET ADDRESS INFORMATION AVAILABLE.
LOCAL GOVERNMENT AUTHORITY:	CITY OF NEDLANDS
RESPONSIBLE AGENCY:	DEPARTMENT OF PLANNING, LANDS AND HERITAGE (SPAW)

LANDGATE COPY OF ORIGINAL NOT TO SCALE 15/12/2025 10:05 AM Request number: 69178499

Landgate
www.landgate.wa.gov.au

Town or District.	Number of Lot or Location.	Field Book.	Scale	Certificate in which Land is Vested.	Area
SWAN	LOTS 138 139 & 140 OF LOC. 689	32018	1 : 634 ~~80 Links~~ ~~Chains to one inch.~~	Vol. 969 Fol. 161 " 246 " 167 A " 335 " 41 A NOW 1322 901	A. R. P. ~~2. 225 (Green)~~ ~~1. 97 (Brown)~~ ~~3 2.2 (TOTAL)~~



IN ORDER FOR DEALINGS
Subject to T.P. Act 20A.
C.G.T. Advan.
Asst. Inst. Plans

CERTIFICATE

I hereby certify that this survey was performed by me personally (or under my own personal supervision, inspection and field check) in strict accordance with the Licensed Surveyors (Guidance of Surveyors) Regulations, 1961.

Licensed Surveyor.

Date 17.2.1972

Approved by Town Planning Board

Chairman

Date 4/3/72

REG. 32316 REG. No. 32316
22 FEB 1972

Approved B.E. CAMPBELL APPROVED Inspector of Plans and Surveys

Examined Date 8·5·72

On Plan 3062 Diagram Index Plan 7697 PERTH 2000 10.22

Registered FEE PAID 6·00 16582 15.3.72

Diagram No. 43138

DIA 43138

29734/9/66-2M-G

LANDGATE COPY OF ORIGINAL NOT TO SCALE 14/05/2026 11:20 AM Request number: 69831710
Landgate
www.landgate.wa.gov.au

Transfer 12763/1950 (2843)
Application
From Volume Folio
1093 47
24991/50

ORIGINAL

INDEXED

REGISTER BOOK. Plan 6210
Vol. 1128 Fol. 783

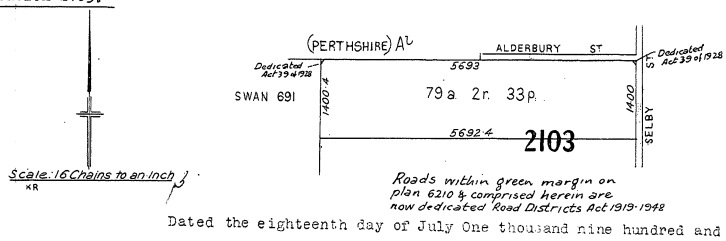
CT 1128 0783 F

WESTERN AUSTRALIA.

Certificate of Title

under "The Transfer of Land Act, 1893" (56 Vic., 14, Sch. 5).

Director of War Service Homes, having its office at Canberra, Australian Capital Territory, is now the proprietor of an estate in fee simple subject to the easements and encumbrances notified hereunder in the natural surface and therefrom to a depth of two hundred feet of all that piece of land delineated and coloured green on the map hereon containing seventy-nine acres two roods and thirty-three perches or thereabouts, being portion of Swan Location 2103.



Dated the eighteenth day of July One thousand nine hundred and fifty

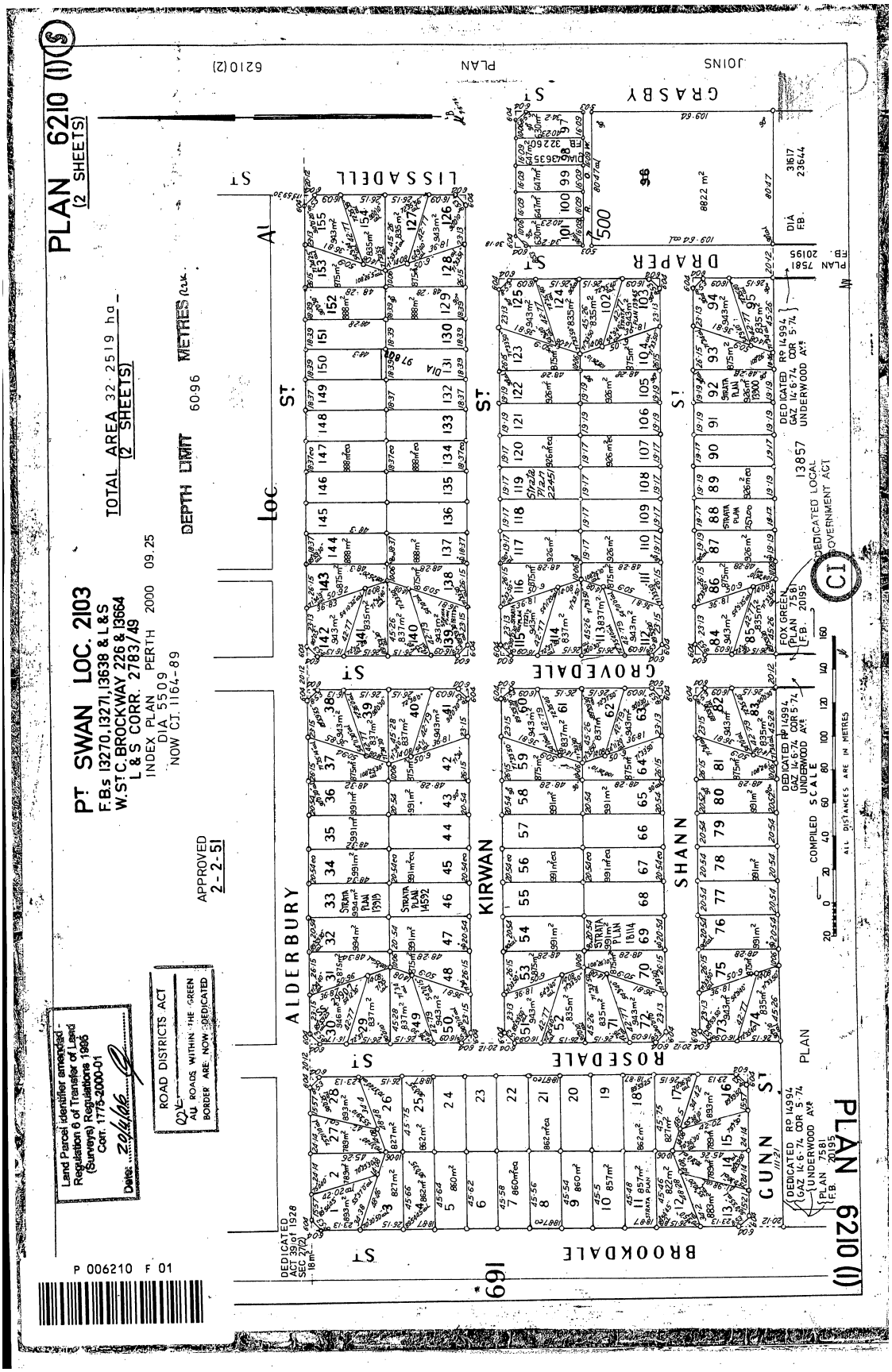
Registrar of Titles.

LOT 500 - R.O.W.
Land Parcel identifier amended - Regulation 6 of Transfer of Land (Surveys) Regulations 1995 Corr. 1775-2000-01
Date: 20/4/06

Portions dedicated R.O.W. alone remain

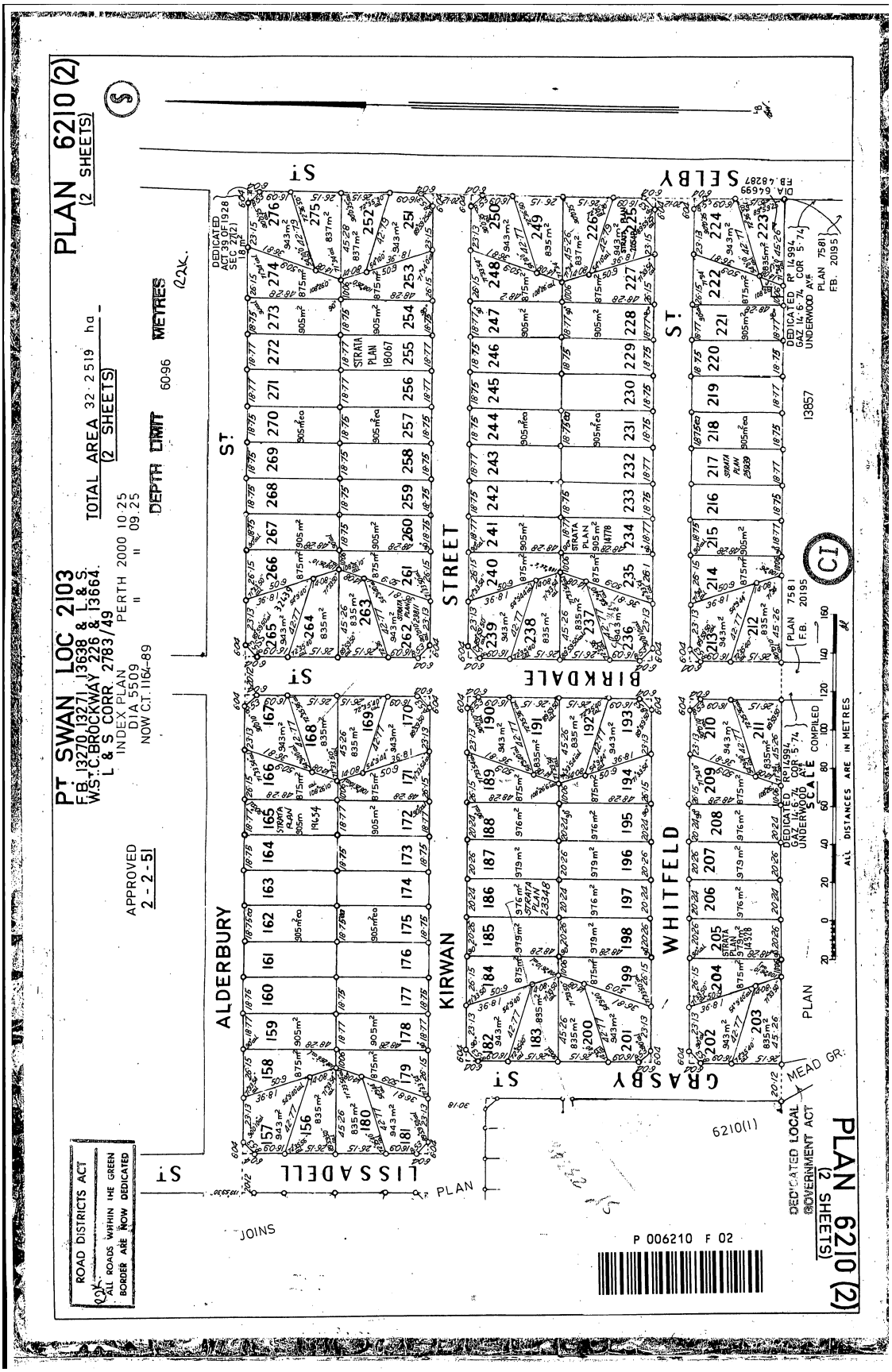
For encumbrances and other matters affecting the land see back.

LANDGATE COPY OF ORIGINAL NOT TO SCALE 19/01/2026 09:58 AM Request number: 69293617
Landgate
www.landgate.wa.gov.au



LANDGATE COPY OF ORIGINAL NOT TO SCALE 19/01/2026 11:14 AM Request number: 69294382

Landgate
www.landgate.wa.gov.au



LANDGATE COPY OF ORIGINAL NOT TO SCALE 19/01/2026 11:14 AM Request number: 69294382

Landgate
www.landgate.wa.gov.au

ORIGINAL – NOT TO BE REMOVED FROM OFFICE OF

CT 1564 0871 F

Application B931286

Volume 1557 Folio 335

WESTERN AUSTRALIA

1564 871

CERTIFICATE OF TITLE

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

Page 1 (of 2 pages) VOL. 1564 FOL. 871

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

Dated 5th June, 1980

REGISTRAR OF TITLES

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of Perthshire Location Aw and being the portion coloured brown and marked R.O.W. comprised in Diagram 52857, delineated and coloured yellow on the map in the Third Schedule hereto.

FIRST SCHEDULE (continued overleaf)

City of Nedlands of 71 Stirling Highway, Nedlands.

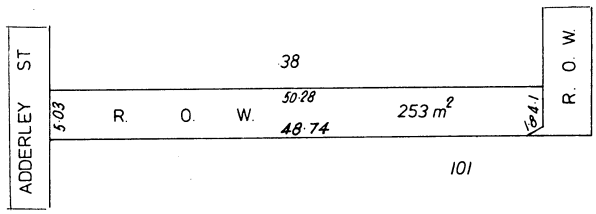
SECOND SCHEDULE (continued overleaf)

NIL

REGISTRAR OF TITLES

THIRD SCHEDULE

~~P.A.W~~ / R.O.W as described in the land description is amended to Lot 66, on Survey D 52857
Regulation 6 Transfer of Land (Surveys) Regulation 1995
Corr. 1775-2000-01
Date: 22.5.2006



SCALE 1:500
L.A.

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

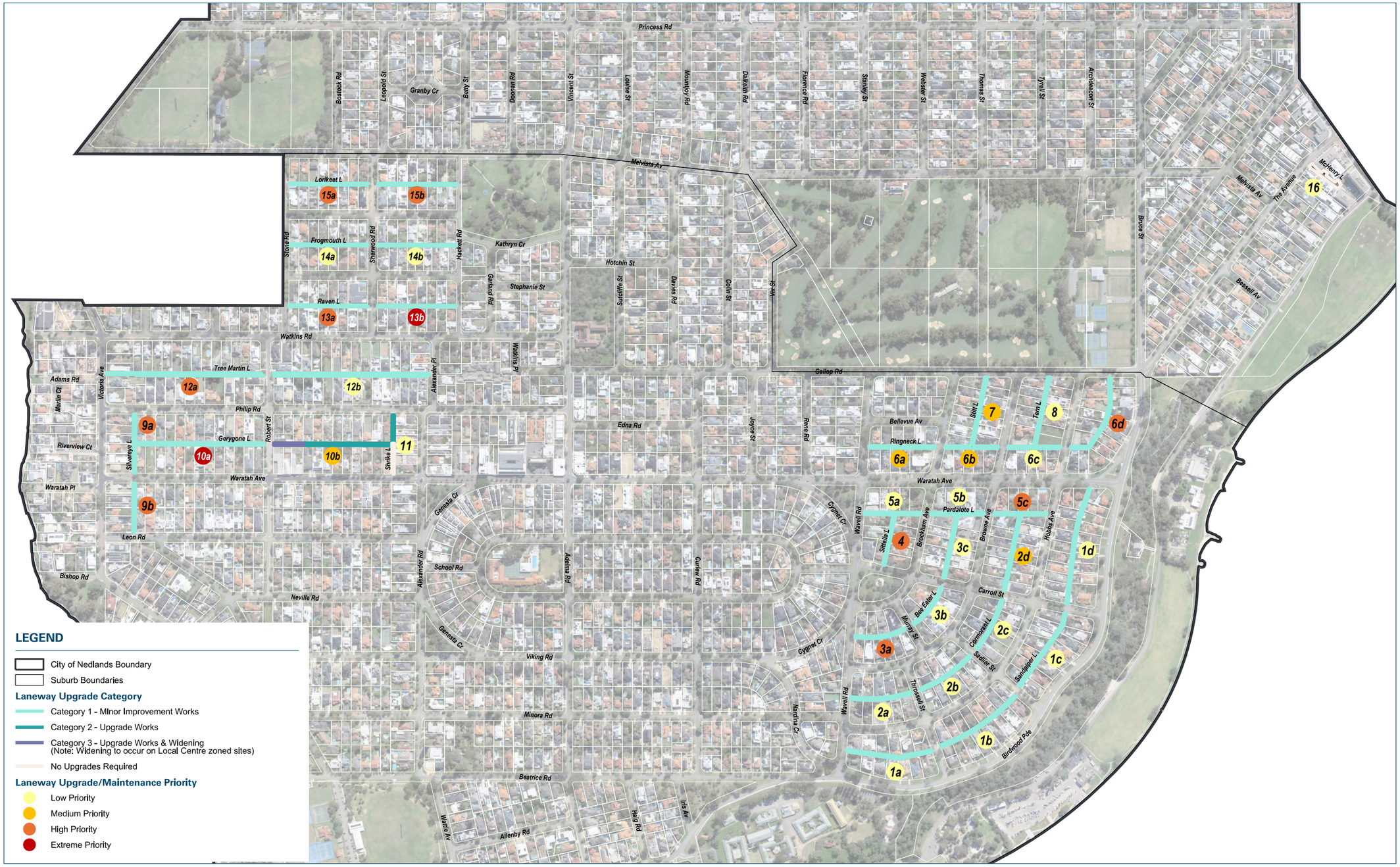
72009/12/77-45M-S/2860

LANDGATE COPY OF ORIGINAL NOT TO SCALE Thu Aug 10 12:30:03 2017 JOB 54588883

Landgate
www.landgate.wa.gov.au

Appendix E

LANEWAY RECOMMENDATIONS AND PRIORITIES MAPS



TBB Planning
Level 7, 160 St Georges Terrace
Perth WA 6000
T (08) 9226 4276
[redacted]
tbbplanning.com.au

Scale	Date	Plan	Drawn
1:7000@A3 1:3500@A1	22/04/2026	25/079/003	JB
		Grid	**Approved**
		PCG 94	-

0 50 100 150 N

DRAFT STATUS
FOR REVIEW PURPOSES

Laneway Recommendations and Priorities
DALKEITH - CITY OF NEDLANDS

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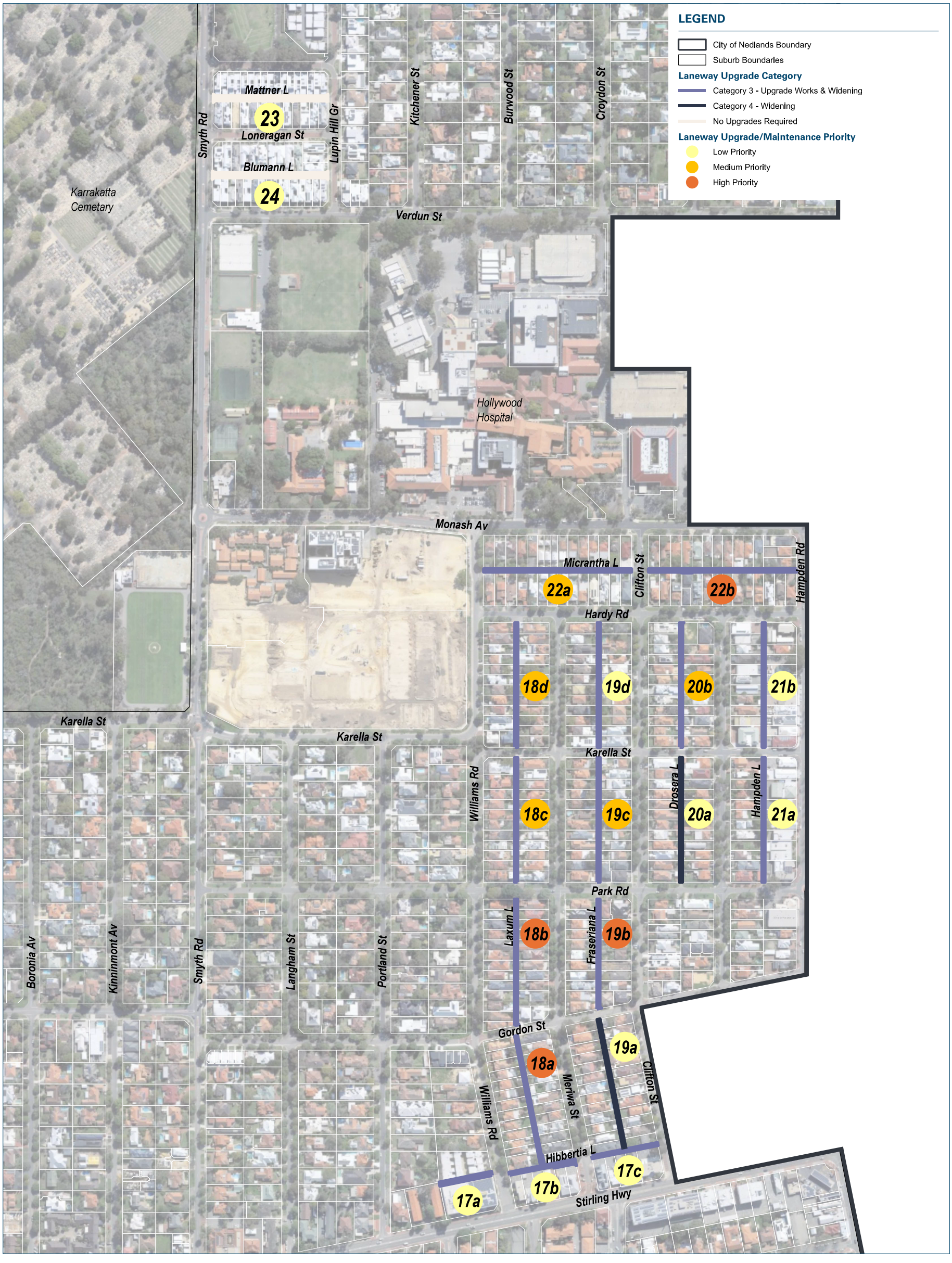

TBB Planning
Level 7, 160 St Georges Terrace
Perth WA 6000
T (08) 9226 4276
E [redacted]
tbbplanning.com.au

Scale	Date	Plan	Drawn
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		Grid PCG 94	**Approved** -

0 40 80 N

DRAFT STATUS
FOR REVIEW PURPOSES

Laneway Recommendations and Priorities
NEDLANDS - CITY OF NEDLANDS

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Perth WA 6000
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[redacted]
tbbplanning.com.au

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		Grid	**Approved**
		PCG 94	-

0 35 70 N

Laneway Recommendations and Priorities

DRAFT STATUS
FOR REVIEW PURPOSES

FLOREAT & SHENTON PARK - CITY OF NEDLANDS

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Perth WA 6000
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E [redacted]
tbbplanning.com.au

Scale	Date	Plan	Drawn
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		Grid	**Approved**
		PCG 94	-

0 50 100

N

DRAFT STATUS
FOR REVIEW PURPOSES

Laneway Recommendations and Priorities

MOUNT CLAREMONT - CITY OF NEDLANDS

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Perth WA 6000
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[redacted]
tbbplanning.com.au

Scale	Date	Plan	Drawn
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		Grid PCG 94	Approved -

0 15 30 N

DRAFT STATUS
FOR REVIEW PURPOSES

Laneway Recommendations and Priorities
SWANBOURNE - CITY OF NEDLANDS

TBB PLANNING

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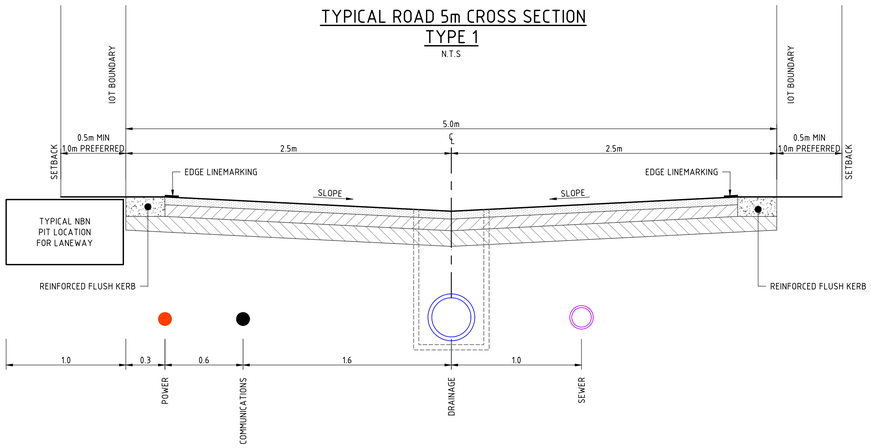
Appendix F

TYPICAL LANEWAY CROSS-SECTIONS

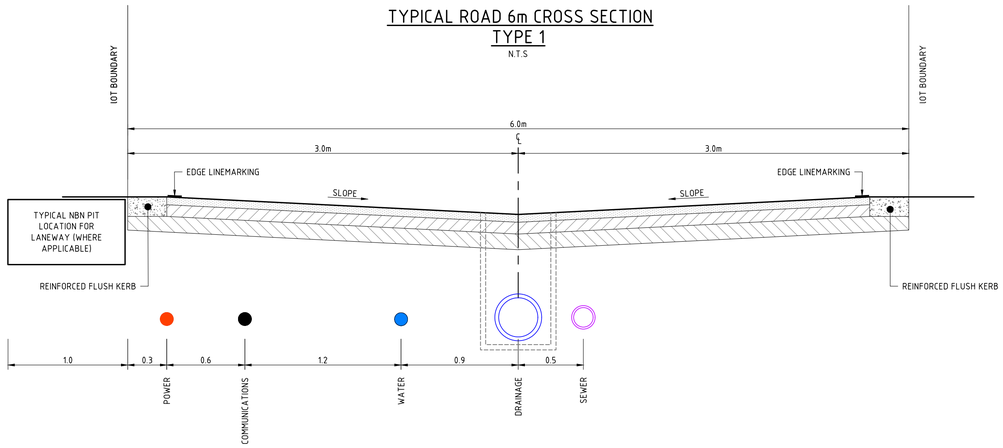
TYPICAL ROAD 5m CROSS SECTION TYPE 1

N.T.S



TYPICAL ROAD 6m CROSS SECTION TYPE 1

N.T.S



TYPICAL ROAD 5m CROSS SECTION TYPE 2

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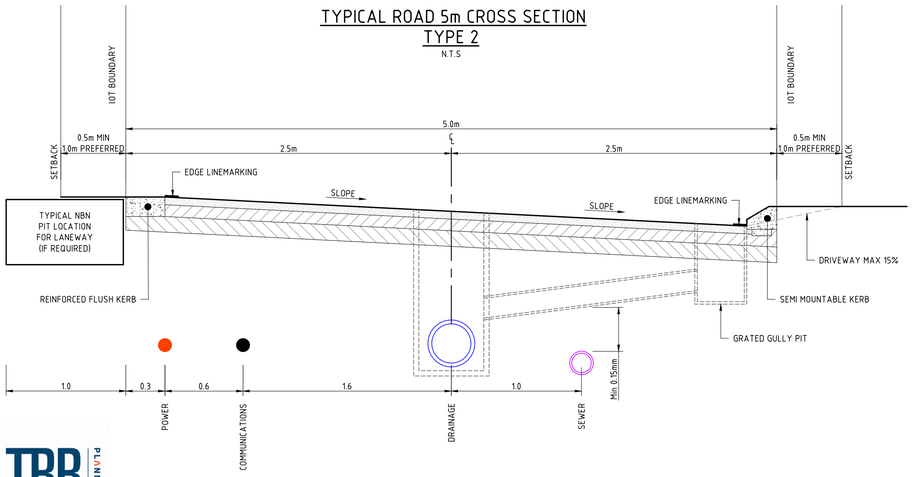
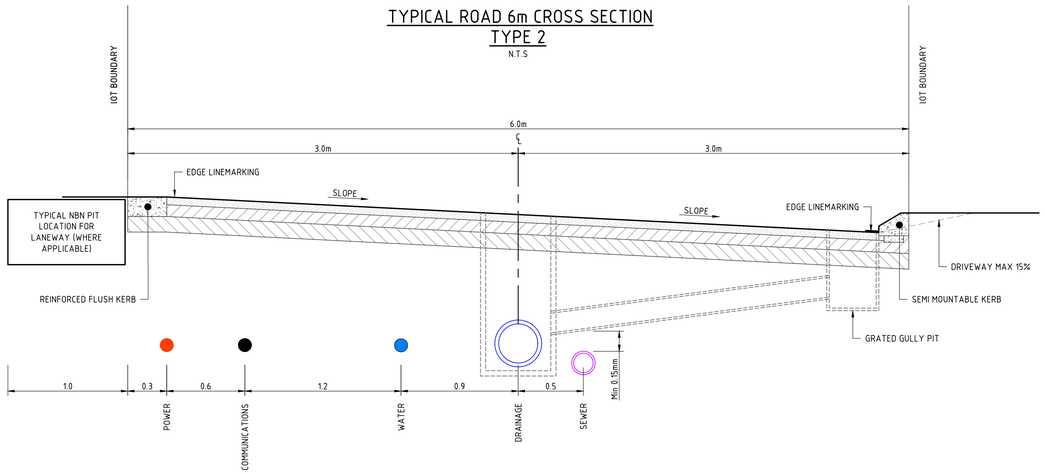


TYPICAL ROAD 6m CROSS SECTION TYPE 2

N.T.S



TBB PLANNING

DRAWING NUMBER	DESCRIPTION
DRAWING REFERENCE	

City of Nedlands

REV	DATE	REVISION DESCRIPTION	DRAWN	CHECKED	ENGINEER	APPROVED
B	22.06.26	ISSUED FOR REVIEW	TP	NN	CL	CL
A	25.03.26	ISSUED FOR REVIEW	TP	NN	CL	CL

IN THE ABSENCE OF THE APPROVED SIGNATURE, THIS DRAWING SHALL BE TREATED AS PRELIMINARY

		DATE
DRAWN	T.PHAN	22.06.26
DESIGNED	T.PHAN	22.06.26
CHECKED	N.NGUYEN	22.06.26
ENGINEER	C.LE	22.06.26
APPROVED	C.LE	22.06.26

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PREPARED BY: CENTRELINE CAD PTY LTD

PROJECT: NEDLANDS LANEWAY

TITLE: CIVIL STANDARD DETAILS ROADWORKS

DRAWING STATUS: ISSUED FOR REVIEW

CLIENT DWG NO. REF: TBC

SCALE	GRID	DATUM	SIZE
AS SHOWN	MGA50	GDA94	A1

DWG NO: CENTRELINE-STD-R01

REV: B

Appendix G

CONSTRUCTION COST RATE SCHEDULE

CENTRELINE GROUP

Laneway Upgrade — Construction Cost Rate Schedule | April 2026

Description (Sample Laneways)	Width (m)	Construction Cost ($/Lm)	Prelim & Site Estab. ($/Lm)	Design ($/Lm)	TOTAL RATE ($/Lm)
Rudis Lane	5	$2,867	$717	$287	**$3,870**
Acacia Lane	5	$2,778	$695	$278	**$3,751**
Hibbertia Lane	6	$2,946	$737	$295	**$3,978**
Laxum Lane	5	$2,892	$723	$289	**$3,904**

Rates exclude GST. Demolition and drainage items are Provisional — refer to Qualifications.

CONSTRUCTION COST BREAKDOWN ($/Lm)

Cost Element	Rudis Lane (5m wide)	Acacia Lane (5m wide)	Hibbertia Lane (6m wide)	Laxum Lane (5m wide)
1. Preliminaries & Supervision	$1,819	$1,819	$1,819	$1,819
2. Demolition & Disposal (Prov.)	$75	$75	$119	$75
3. Roadworks	$505	$494	$540	$505
4. Drainage (Provisional)	$80	$80	$80	$80
5. Other Works & QA	$388	$311	$388	$413
CONSTRUCTION COST SUBTOTAL	**$2,867**	**$2,778**	**$2,946**	**$2,892**
Preliminary & Site Establishment (25% of Construction Cost)	**$717**	**$695**	**$737**	**$723**
Design Fee (10% of Construction Cost)	**$287**	**$278**	**$295**	**$289**
TOTAL PROJECT RATE (excl. GST)	**$3,870**	**$3,751**	**$3,978**	**$3,904**

QUALIFICATIONS & HOW TO USE THESE RATES

HOW TO USE

1. Multiply the applicable Total Rate ($/Lm) by the measured laneway length to obtain the estimated project cost.

   Example: Rudis Lane, 120m long → 120m × $3,870/Lm = $464,388 (excl. GST)

2. Rates are expressed per lineal metre (Lm) of laneway upgrade, inclusive of the full carriageway width as noted.

3. The Total Rate includes Construction Cost + Preliminary & Site Establishment (25%) + Design Fee (10%).

BASIS OF RATES

4. Rates are derived from the CENTRELINE Group Civil Rates Database (April 2026), sourced from priced civil construction tenders in Western Australia.

5. A representative laneway length of 100m has been adopted for distributing fixed project costs (traffic management, testing, as-constructed plans, line marking, saw cuts). Rates will be conservative for longer laneways and may underestimate for very short laneways (<50m).

6. Preliminary & Site Establishment is estimated at 25% of construction cost, consistent with minor civil works projects.

7. Survey and Design fee is estimated at 10% of construction cost, inclusive of civil engineering design, documentation, and Authority liaison.

PROVISIONAL ITEMS

8. Demolition & Disposal (Section 2 of each MTO) is treated as Provisional. Actual quantities of existing pavement to be removed are subject to site investigation. Rates assume full-depth removal across the carriageway width.

9. Drainage pits are treated as Provisional, based on 1 × 1050mm drainage pit per 50m of laneway. Actual pit locations and spacing are subject to hydraulic assessment and detailed design.

EXCLUSIONS

10. All rates exclude GST.

11. Utility service adjustments (water, sewer, power, NBN) beyond lid/pit resetting are excluded. Any required service relocations will be costed separately.

12. Retaining walls, earthworks cut/fill, and lot drainage are excluded. These items are subject to detailed site survey and geotechnical investigation.

13. Nocturnal or weekend construction (if required by Council) may attract a loading on construction rates.

14. Rates for demolition of existing pavement (basecourse, subbase, bitumen) are estimated and not directly sourced from the CENTRELINE tender database. These should be confirmed at tender stage.

15. Gully pit relocation (Laxum Lane) is an estimated rate. Actual cost subject to location and complexity.

GENERAL

16. These rates are prepared for budget and planning purposes only and should not be used as the basis for a contract price without further investigation and detailed design.

17. Rates are current as at April 2026 and should be reviewed annually or prior to project procurement.

18. CENTRELINE Group accepts no liability for costs incurred based on these rates without a formal engagement agreement.

19. No allowance has been made for: inflation, and current 'fuel crisis adjustment factor' currently being applied across the industry.

Prepared by CENTRELINE Group | Level 28, 140 St Georges Terrace, Perth WA 6000 | centrelinegroup.com | April 2026

Appendix H

LAND TAKE AND OWNERSHIP SCHEDULE

CITY OF NEDLANDS LANEWAY AUDIT
RECOMMENDED LANEWAY WIDENING LAND TAKE AND OWNERSHIP
(as at May 2026)

Laneway ID	Laneway Name	Suburb	Current Width (m)	Desired Width (m)	Affected Property (Address)	Lot Number	Landowner	Min. Widening Requirement (m)	Lot Width/Length Adjoining Laneway (m)	Approximate Widening Area (m^2)	Notes
10b	Gerygone	Dalkeith	5.0	6.0	133 Waratah Avenue, Dalkeith 6009	337	[redacted]	1.0	20.12	20.12	Existing approved DA approval [DAP/23/02513] sets development back min. 1.2m from the laneway at the ground level
					131 Waratah Avenue, Dalkeith 6009	1		1.0	16.40	16.4	
					129 Waratah Avenue, Dalkeith 6009	2		1.0	23.84	23.84	
17a	Hibbertia	Nedlands	5.05	6.0	47-49 Stirling Highway, Nedlands 6009	11		0.5	31.18	15.59	Assumes relatively equal widening on either side of laneway.
					45 Stirling Highway, Nedlands 6009	10		0.5	32.79	16.395	
					Lot 141 (79) Williams Road, Nedlands 6009	Strata Lot 1		0.45	63.97	28.7865	
						Strata Lot 2					
						Strata Lot 3					
						Strata Lot 4					
						Strata Lot 5					
						Strata Lot 6					
						Strata Lot 7					
17b	Hibbertia	Nedlands	3.66-5.86	6.0	43 Stirling Highway, Nedlands 6009	585		2.0	13.62	27.24	This follows the same pattern of widening at the eastern end of 17b, where 2.0m widening is taken from the southern side of the laneway (Stirling Highway fronting lots) and remaining widening taken from the northern side of the laneway.
					41 Stirling Highway, Nedlands 6009	586		2.0	13.40	26.8	
					39 Stirling Highway, Nedlands 6009	587		2.0	13.42	26.84	
					37 Stirling Highway, Nedlands 6009	588		2.0	13.42	26.84	
					108-110 Williams Road, Nedlands 6009	Strata Lot 1		0.2	38.60	7.72	
						Strata Lot 2					
17c	Hibbertia	Nedlands	3.66	6.0	33 Stirling Highway, Nedlands 6009	1		2.0	14.91	29.82	This follows the same pattern of widening at the eastern end of 17b, where 2.0m widening is taken from the southern side of the laneway (Stirling Highway fronting lots) and remaining widening taken from the northern side of the laneway.
					31 Stirling Highway, Nedlands 6009	2		2.0	11.91	23.82	
					27 Stirling Highway, Nedlands 6009	619		2.0	13.42	26.84	
					25 Stirling Highway, Nedlands 6009	620		2.0	13.42	26.84	
					21 Stirling Highway, Nedlands 6009	3		2.0	26.82	53.64	
					101 Clifton Street, Nedlands 6009	623	[redacted]	0.34	38.40	13.056	
					96 Meriwa Street, Nedlands 6009	616		0.34	38.40	13.056	
18a	Laxum	Nedlands	3.66	6.0	84 Williams Road, Nedlands 6009	572		1.17	12.19	14.2623	
					86 Williams Road, Nedlands 6009	573		1.17	12.19	14.2623	
					88 Williams Road, Nedlands 6009	574		1.17	12.19	14.2623	
					90 Williams Road, Nedlands 6009	575		1.17	12.19	14.2623	
					92 Williams Road, Nedlands 6009	576		1.17	12.19	14.2623	
					94 Williams Road, Nedlands 6009	577		1.17	12.19	14.2623	
					96 Williams Road, Nedlands 6009	578		1.17	12.19	14.2623	
					98 Williams Road, Nedlands 6009	579		1.17	12.19	14.2623	
					100 Williams Road, Nedlands 6009	580		1.17	12.19	14.2623	
					102 Williams Road, Nedlands 6009	581		1.17	12.19	14.2623	
					104 Williams Road, Nedlands 6009	Strata Lot 1		1.17	9.18	10.7406	
					106 Williams Road, Nedlands 6009	Strata Lot 2		1.17	9.12	10.6704	
					108 Williams Road, Nedlands 6009	Strata Lot 1		1.17	18.3	21.411	
					110 Williams Road, Nedlands 6009	Strata Lot 2					
					73 Meriwa Street, Nedlands 6009	603		1.17	12.19	14.2623	
					75 Meriwa Street, Nedlands 6009	602		1.17	12.19	14.2623	
					77 Meriwa Street, Nedlands 6009	601		1.17	12.19	14.2623	
					79 Meriwa Street, Nedlands 6009	600		1.17	12.19	14.2623	
					81 Meriwa Street, Nedlands 6009	599		1.17	12.19	14.2623	
					83 Meriwa Street, Nedlands 6009	598		1.17	12.19	14.2623	
					85 Meriwa Street, Nedlands 6009	597		1.17	12.19	14.2623	
					87 Meriwa Street, Nedlands 6009	596		1.17	12.19	14.2623	
					89 Meriwa Street, Nedlands 6009	595		1.17	12.19	14.2623	
					91 Meriwa Street, Nedlands 6009	594		1.17	12.19	14.2623	
					93 Meriwa Street, Nedlands 6009	593		1.17	12.19	14.2623	
					95 Meriwa Street, Nedlands 6009	592		1.17	12.19	14.2623	
18b	Laxum	Nedlands	3.66	6.0	58 Williams Road, Nedlands 6009	493		1.17	12.19	14.2623	
					60 Williams Road, Nedlands 6009	494		1.17	12.19	14.2623	
					62 Williams Road, Nedlands 6009	495		1.17	12.19	14.2623	
					64 Williams Road, Nedlands 6009	496		1.17	12.19	14.2623	
					66 Williams Road, Nedlands 6009	497		1.17	12.19	14.2623	
					68 Williams Road, Nedlands 6009	498		1.17	12.19	14.2623	
					70 Williams Road, Nedlands 6009	499		1.17	12.19	14.2623	
					72 Williams Road, Nedlands 6009	500		1.17	12.19	14.2623	
					74 Williams Road, Nedlands 6009	501		1.17	12.19	14.2623	
					76 Williams Road, Nedlands 6009	502		1.17	12.19	14.2623	
					78 Williams Road, Nedlands 6009	503		1.17	12.19	14.2623	
					80 Williams Road, Nedlands 6009	504		1.17	12.19	14.2623	
					82 Williams Road, Nedlands 6009	505		1.17	5.17	6.0489	
					49 Meriwa Street, Nedlands 6009	517		1.17	12.19	14.2623	
					51 Meriwa Street, Nedlands 6009	516		1.17	12.19	14.2623	
					53 Meriwa Street, Nedlands 6009	515		1.17	12.19	14.2623	
					55 Meriwa Street, Nedlands 6009	514		1.17	12.19	14.2623	
					57 Meriwa Street, Nedlands 6009	513		1.17	12.19	14.2623	
					59 Meriwa Street, Nedlands 6009	512		1.17	12.19	14.2623	
					61 Meriwa Street, Nedlands 6009	511		1.17	12.19	14.2623	
					63 Meriwa Street, Nedlands 6009	510		1.17	12.19	14.2623	
					65 Meriwa Street, Nedlands 6009	509		1.17	12.19	14.2623	
					69 Meriwa Street, Nedlands 6009	508		1.17	12.19	14.2623	
					69 Meriwa Street, Nedlands 6009	50		1.17	6.1	7.137	
					19 Gordon Street, Nedlands 6009	11		1.17	20.72	24.2424	
18c	Laxum	Nedlands	3.66	6.0	34 Williams Road, Nedlands 6009	1		1.17	20.02	23.4234	
					38 Williams Road, Nedlands 6009	2		1.17	18.08	21.1536	
					40 Williams Road, Nedlands 6009	477		1.17	12.19	14.2623	
					42 Williams Road, Nedlands 6009	476		1.17	12.19	14.2623	
					44 Williams Road, Nedlands 6009	475		1.17	12.19	14.2623	
					46 Williams Road, Nedlands 6009	474		1.17	12.19	14.2623	
					48 Williams Road, Nedlands 6009	473		1.17	12.19	14.2623	
					50 Williams Road, Nedlands 6009	472		1.17	12.19	14.2623	
					52 Williams Road, Nedlands 6009	471		1.17	12.19	14.2623	
					54 Williams Road, Nedlands 6009	470		1.17	12.19	14.2623	
					56 Williams Road, Nedlands 6009	469		1.17	13.6	15.912	
					25 Meriwa Street, Nedlands 6009	457		1.17	13.72	16.0524	
					27 Meriwa Street, Nedlands 6009	458		1.17	12.19	14.2623	
					29 Meriwa Street, Nedlands 6009	459		1.17	12.19	14.2623	
					31 Meriwa Street, Nedlands 6009	460		1.17	12.19	14.2623	
					33 Meriwa Street, Nedlands 6009	461		1.17	12.19	14.2623	
					35 Meriwa Street, Nedlands 6009	462		1.17	12.19	14.2623	
					37 Meriwa Street, Nedlands 6009	463		1.17	12.19	14.2623	
					39 Meriwa Street, Nedlands 6009	464		1.17	12.19	14.2623	
					41 Meriwa Street, Nedlands 6009	465		1.17	12.19	14.2623	
					43 Meriwa Street, Nedlands 6009	466		1.17	12.19	14.2623	
					45 Meriwa Street, Nedlands 6009	467		1.17	12.19	14.2623	
					47 Meriwa Street, Nedlands 6009	468		1.17	13.6	15.912	
18d	Laxum	Nedlands	3.66	6.0	10 Williams Road, Nedlands 6009	492		1.17	13.56	15.8652	
					12 Williams Road, Nedlands 6009	491		1.17	12.19	14.2623	
					14 Williams Road, Nedlands 6009	490		1.17	12.19	14.2623	
					16 Williams Road, Nedlands 6009	489		1.17	12.19	14.2623	
					18 Williams Road, Nedlands 6009	488		1.17	12.19	14.2623	
					22 Williams Road, Nedlands 6009	487		1.17	12.19	14.2623	
					24 Williams Road, Nedlands 6009	486		1.17	12.19	14.2623	
					26 Williams Road, Nedlands 6009	485		1.17	12.19	14.2623	
					28 Williams Road, Nedlands 6009	484		1.17	12.19	14.2623	
					30a Williams Road, Nedlands 6009	4		1.17	9.15	10.7055	
					30b Williams Road, Nedlands 6009	3		1.17	9.15	10.7055	
					29 Karella Street, Nedlands 6009	2		1.17	19.82	23.1894	
					1 Meriwa Street, Nedlands 6009	445		1.17	13.56	15.8652	
					3 Meriwa Street, Nedlands 6009	446		1.17	12.19	14.2623	
					5 Meriwa Street, Nedlands 6009	447		1.17	12.19	14.2623	
					7 Meriwa Street, Nedlands 6009	448		1.17	12.19	14.2623	
					9 Meriwa Street, Nedlands 6009	449		1.17	12.19	14.2623	
					11 Meriwa Street, Nedlands 6009	450		1.17	12.19	14.2623	
					13 Meriwa Street, Nedlands 6009	451		1.17	12.19	14.2623	
					15 Meriwa Street, Nedlands 6009	452		1.17	12.19	14.2623	
					17 Meriwa Street, Nedlands 6009	453		1.17	12.19	14.2623	

					19 Meriwa Street, Nedlands 6009	454	[redacted]	1.17	12.19	14.2623	
					21 Meriwa Street, Nedlands 6009	455		1.17	12.19	14.2623	
					23 Meriwa Street, Nedlands 6009	456		1.17	13.72	16.0524	
					72 Meriwa Street, Nedlands 6009	604		1.17	12.19	14.2623	
					74 Meriwa Street, Nedlands 6009	605		1.17	12.19	14.2623	
					76 Meriwa Street, Nedlands 6009	606		1.17	12.19	14.2623	
					78 Meriwa Street, Nedlands 6009	607		1.17	12.19	14.2623	
					80 Meriwa Street, Nedlands 6009	608		1.17	12.19	14.2623	
					82 Meriwa Street, Nedlands 6009	609		1.17	12.19	14.2623	
					84 Meriwa Street, Nedlands 6009	610		1.17	12.19	14.2623	
					86 Meriwa Street, Nedlands 6009	611		1.17	12.19	14.2623	
					88 Meriwa Street, Nedlands 6009	612		1.17	12.19	14.2623	
					90 Meriwa Street, Nedlands 6009	613		1.17	12.19	14.2623	
					92 Meriwa Street, Nedlands 6009	614		1.17	12.19	14.2623	
					94 Meriwa Street, Nedlands 6009	615		1.17	12.19	14.2623	
					96 Meriwa Street, Nedlands 6009	616		1.17	12.19	14.2623	
19a	Fraseriana	Nedlands	3.66	6.0	77 Clifton Street, Nedlands 6009	635		1.17	12.19	14.2623	
					79 Clifton Street, Nedlands 6009	634		1.17	12.19	14.2623	
					81 Clifton Street, Nedlands 6009	633		1.17	12.19	14.2623	
					83b Clifton Street, Nedlands 6009	Strata Lot 1		1.17	22.19	25.9623	
					83a Clifton Street, Nedlands 6009	Strata Lot 2					
					87 Clifton Street, Nedlands 6009	630		1.17	12.19	14.2623	
					89 Clifton Street, Nedlands 6009	629		1.17	12.19	14.2623	
					91 Clifton Street, Nedlands 6009	628		1.17	12.19	14.2623	
					93 Clifton Street, Nedlands 6009	627		1.17	12.19	14.2623	
					95 Clifton Street, Nedlands 6009	626		1.17	12.19	14.2623	
					97 Clifton Street, Nedlands 6009	625		1.17	12.19	14.2623	
					99 Clifton Street, Nedlands 6009	624		1.17	12.19	14.2623	
					101 Clifton Street, Nedlands 6009	623		1.17	12.19	14.2623	
					50 Meriwa Street, Nedlands 6009	518		1.17	12.19	14.2623	
					52 Meriwa Street, Nedlands 6009	519		1.17	12.19	14.2623	
					54 Meriwa Street, Nedlands 6009	520		1.17	12.19	14.2623	
					56 Meriwa Street, Nedlands 6009	521		1.17	12.19	14.2623	
					58 Meriwa Street, Nedlands 6009	522		1.17	12.19	14.2623	
					60 Meriwa Street, Nedlands 6009	523		1.17	12.19	14.2623	
					62 Meriwa Street, Nedlands 6009	524		1.17	12.19	14.2623	
					64 Meriwa Street, Nedlands 6009	525		1.17	12.19	14.2623	
					66 Meriwa Street, Nedlands 6009	526		1.17	12.19	14.2623	
19b	Fraseriana	Nedlands	3.66	6.0	68 Meriwa Street, Nedlands 6009	527		1.17	12.19	14.2623	
					70 Meriwa Street, Nedlands 6009	528		1.17	9.82	11.4894	
					30 Park Road, Nedlands 6009	5		1.17	24.38	28.5246	
					61 Clifton Street, Nedlands 6009	536		1.17	12.19	14.2623	
					63 Clifton Street, Nedlands 6009	535		1.17	12.19	14.2623	
					65 Clifton Street, Nedlands 6009	534		1.17	12.19	14.2623	
					67 Clifton Street, Nedlands 6009	533		1.17	12.19	14.2623	
					69 Clifton Street, Nedlands 6009	532		1.17	12.19	14.2623	
					71 Clifton Street, Nedlands 6009	531		1.17	12.19	14.2623	
					73 Clifton Street, Nedlands 6009	530		1.17	12.19	14.2623	
					15 Gordon Street, Nedlands 6009	801		1.17	19.27	22.5459	
					26 Meriwa Street, Nedlands 6009	432		1.17	13.72	16.0524	
					28 Meriwa Street, Nedlands 6009	431		1.17	12.19	14.2623	
					30 Meriwa Street, Nedlands 6009	430		1.17	12.19	14.2623	
					32 Meriwa Street, Nedlands 6009	429		1.17	12.19	14.2623	
					34 Meriwa Street, Nedlands 6009	428		1.17	12.19	14.2623	
					36 Meriwa Street, Nedlands 6009	427		1.17	12.19	14.2623	
					38 Meriwa Street, Nedlands 6009	426		1.17	12.19	14.2623	
					40 Meriwa Street, Nedlands 6009	425		1.17	12.19	14.2623	
					42 Meriwa Street, Nedlands 6009	424		1.17	12.19	14.2623	
					44 Meriwa Street, Nedlands 6009	423		1.17	12.19	14.2623	
					46 Meriwa Street, Nedlands 6009	422		1.17	12.19	14.2623	
19c	Fraseriana	Nedlands	3.66	6.0	48 Meriwa Street, Nedlands 6009	421		1.17	13.6	15.912	
					33 Clifton Street, Nedlands 6009	409		1.17	13.72	16.0524	
					35 Clifton Street, Nedlands 6009	410		1.17	12.19	14.2623	
					37 Clifton Street, Nedlands 6009	411		1.17	12.19	14.2623	
					39 Clifton Street, Nedlands 6009	412		1.17	12.19	14.2623	
					41 Clifton Street, Nedlands 6009	413		1.17	12.19	14.2623	
					43 Clifton Street, Nedlands 6009	414		1.17	12.19	14.2623	
					45 Clifton Street, Nedlands 6009	415		1.17	12.19	14.2623	
					47 Clifton Street, Nedlands 6009	416		1.17	12.19	14.2623	
					49 Clifton Street, Nedlands 6009	417		1.17	12.19	14.2623	
					51 Clifton Street, Nedlands 6009	418		1.17	12.19	14.2623	
					33 Park Road, Nedlands 6009	1		1.17	25.79	30.1743	
					98 Hardy Road, Nedlands 6009	444		1.17	13.56	15.8652	
					4 Meriwa Street, Nedlands 6009	443		1.17	12.19	14.2623	
					6 Meriwa Street, Nedlands 6009	442		1.17	12.19	14.2623	
					8 Meriwa Street, Nedlands 6009	441		1.17	12.19	14.2623	
					10 Meriwa Street, Nedlands 6009	440		1.17	12.19	14.2623	
					12 Meriwa Street, Nedlands 6009	439		1.17	12.19	14.2623	
					14 Meriwa Street, Nedlands 6009	438		1.17	12.19	14.2623	
					16 Meriwa Street, Nedlands 6009	437		1.17	12.19	14.2623	
					18 Meriwa Street, Nedlands 6009	436		1.17	12.19	14.2623	
					20 Meriwa Street, Nedlands 6009	435		1.17	12.19	14.2623	
					22 Meriwa Street, Nedlands 6009	434		1.17	12.19	14.2623	
					24 Meriwa Street, Nedlands 6009	433		1.17	13.72	16.0524	
19d	Fraseriana	Nedlands	3.66	6.0	9 Clifton Street, Nedlands 6009	397		1.17	13.56	15.8652	
					11 Clifton Street, Nedlands 6009	7		1.17	24.38	28.5246	
					15 Clifton Street, Nedlands 6009	400		1.17	12.19	14.2623	
					17 Clifton Street, Nedlands 6009	401		1.17	12.19	14.2623	
					19 Clifton Street, Nedlands 6009	402		1.17	12.19	14.2623	
					21 Clifton Street, Nedlands 6009	403		1.17	12.19	14.2623	
					23 Clifton Street, Nedlands 6009	404		1.17	12.19	14.2623	
					25 Clifton Street, Nedlands 6009	2		1.17	12.19	14.2623	
					27 Clifton Street, Nedlands 6009	1		1.17	11.59	13.5603	
					29 Clifton Street, Nedlands 6009	407		1.17	12.19	14.2623	
					31 Clifton Street, Nedlands 6009	408		1.17	13.72	16.0524	
					34 Clifton Street, Nedlands 6009	356		1.17	13.72	16.0524	
					36 Clifton Street, Nedlands 6009	355		1.17	12.19	14.2623	
					38 Clifton Street, Nedlands 6009	354		1.17	12.19	14.2623	
					40 Clifton Street, Nedlands 6009	353		1.17	12.19	14.2623	
					42 Clifton Street, Nedlands 6009	352		1.17	12.19	14.2623	
					44 Clifton Street, Nedlands 6009	351		1.17	12.19	14.2623	
					46 Clifton Street, Nedlands 6009	350		1.17	12.19	14.2623	
					48 Clifton Street, Nedlands 6009	349		1.17	12.19	14.2623	
					50 Clifton Street, Nedlands 6009	348		1.17	12.19	14.2623	
					52 Clifton Street, Nedlands 6009	347		1.17	12.19	14.2623	
					54 Clifton Street, Nedlands 6009	346		1.17	12.19	14.2623	
					56 Clifton Street, Nedlands 6009	345		1.17	13.6	15.912	
20a	Drosera	Nedlands	3.66	6.0	25 Leura Street, Nedlands 6009	333		1.17	13.72	16.0524	
					27 Leura Street, Nedlands 6009	334		1.17	12.19	14.2623	
					29 Leura Street, Nedlands 6009	335		1.17	12.19	14.2623	
					31 Leura Street, Nedlands 6009	336		1.17	12.19	14.2623	
					33 Leura Street, Nedlands 6009	337		1.17	12.19	14.2623	
					35 Leura Street, Nedlands 6009	338		1.17	12.19	14.2623	
					37 Leura Street, Nedlands 6009	339		1.17	12.19	14.2623	
					39 Leura Street, Nedlands 6009	340		1.17	12.19	14.2623	
					41 Leura Street, Nedlands 6009	341		1.17	12.19	14.2623	
					43 Leura Street, Nedlands 6009	342		1.17	12.19	14.2623	

					45 Leura Street, Nedlands 6009	343	[redacted]	1.17	12.19	14.2623
					47 Leura Street, Nedlands 6009	344		1.17	13.6	15.912
					10 Clifton Street, Nedlands 6009	368		1.17	13.56	15.8652
					12 Clifton Street, Nedlands 6009	367		1.17	12.19	14.2623
					14 Clifton Street, Nedlands 6009	366		1.17	12.19	14.2623
					16 Clifton Street, Nedlands 6009	365		1.17	12.19	14.2623
					18 Clifton Street, Nedlands 6009	364		1.17	12.19	14.2623
					20 Clifton Street, Nedlands 6009	363		1.17	12.19	14.2623
					22a Clifton Street, Nedlands 6009	Strata Lot		1.17	12.19	14.2623
					24 Clifton Street, Nedlands 6009	361		1.17	12.19	14.2623
					26 Clifton Street, Nedlands 6009	360		1.17	12.19	14.2623
					28 Clifton Street, Nedlands 6009	359		1.17	12.19	14.2623
					30 Clifton Street, Nedlands 6009	358		1.17	12.19	14.2623
20b	Drosera	Nedlands	3.66	6.0	32 Clifton Street, Nedlands 6009	357		1.17	13.72	16.0524
					80 Hardy Road, Nedlands 6009	88		1.17	24.25	28.3725
					5 Leura Street, Nedlands 6009	323		1.17	12.19	14.2623
					7 Leura Street, Nedlands 6009	324		1.17	12.19	14.2623
					9 Leura Street, Nedlands 6009	325		1.17	12.19	14.2623
					11 Leura Street, Nedlands 6009	326		1.17	12.19	14.2623
					13 Leura Street, Nedlands 6009	327		1.17	12.19	14.2623
					15 Leura Street, Nedlands 6009	328		1.17	12.19	14.2623
					17 Leura Street, Nedlands 6009	329		1.17	12.19	14.2623
					19 Leura Street, Nedlands 6009	330		1.17	12.19	14.2623
					21 Leura Street, Nedlands 6009	331		1.17	12.19	14.2623
					23 Leura Street, Nedlands 6009	332		1.17	13.72	16.0524
					26 Leura Street, Nedlands 6009	308		1.17	13.72	16.0524
					28 Leura Street, Nedlands 6009	307		1.17	12.19	14.2623
					30 Leura Street, Nedlands 6009	306		1.17	12.19	14.2623
					32 Leura Street, Nedlands 6009	305		1.17	12.19	14.2623
					34 Leura Street, Nedlands 6009	304		1.17	12.19	14.2623
					36 Leura Street, Nedlands 6009	303		1.17	12.19	14.2623
					38 Leura Street, Nedlands 6009	302		1.17	12.19	14.2623
					40 Leura Street, Nedlands 6009	301		1.17	12.19	14.2623
					42 Leura Street, Nedlands 6009	300		1.17	12.19	14.2623
					44 Leura Street, Nedlands 6009	299		1.17	12.19	14.2623
					46 Leura Street, Nedlands 6009	298		1.17	12.19	14.2623
					48 Leura Street, Nedlands 6009	297		1.17	13.6	15.912
					33 Hampden Road, Nedlands 6009	P002160		1.17	13.72	16.0524
					35 Hampden Road, Nedlands 6009	P002160		1.17	12.19	14.2623
					37 Hampden Road, Nedlands 6009	D049534		1.17	24.38	28.5246
21a	Hampden	Nedlands	3.66	6.0	41 Hampden Road, Nedlands 6009	P002160		1.17	12.19	14.2623
					43 Hampden Road, Nedlands 6009	P002160		1.17	12.19	14.2623
					45 Hampden Road, Nedlands 6009	P002160		1.17	12.19	14.2623
					47 Hampden Road, Nedlands 6009	P002160		1.17	12.19	14.2623
					49 Hampden Road, Nedlands 6009	D047743		1.17	24.38	28.5246
					Unit 4, 55 Hampden Road, Nedlands 6009	Strata Lot				
					Unit 6, 55 Hampden Road, Nedlands 6009	Strata Lot				
					Unit 5, 55 Hampden Road, Nedlands 6009	Strata Lot				
					Unit 2, 55 Hampden Road, Nedlands 6009	Strata Lot				
					Unit 1, 55 Hampden Road, Nedlands 6009	Strata Lot		1.17	25.79	30.1743
					Unit 7, 55 Hampden Road, Nedlands 6009	Strata Lot				
					Unit 3, 55 Hampden Road, Nedlands 6009	Strata Lot				
					Unit 8, 55 Hampden Road, Nedlands 6009	Strata Lot				
					2 Leura Street, Nedlands 6009	320		1.17	13.56	15.8652
					4 Leura Street, Nedlands 6009	319		1.17	12.19	14.2623
					6 Leura Street, Nedlands 6009	318		1.17	12.19	14.2623
					8 Leura Street, Nedlands 6009	317		1.17	12.19	14.2623
					10 Leura Street, Nedlands 6009	316		1.17	12.19	14.2623
					12 Leura Street, Nedlands 6009	315		1.17	12.19	14.2623
					Unit 5, 14 Leura Street, Nedlands 6009	Strata Lot		1.17	12.19	14.2623
					Unit 6, 14 Leura Street, Nedlands 6009	Strata Lot		1.17	12.19	14.2623
					Unit 2, 14 Leura Street, Nedlands 6009	Strata Lot		1.17	12.19	14.2623
					Unit 3, 14 Leura Street, Nedlands 6009	Strata Lot		1.17	12.19	14.2623
					Unit 4, 14 Leura Street, Nedlands 6009	Strata Lot		1.17	12.19	14.2623
					Unit 1, 14 Leura Street, Nedlands 6009	Strata Lot		1.17	12.19	14.2623
					16 Leura Street, Nedlands 6009	313		1.17	12.19	14.2623
21b	Hampden	Nedlands	3.66	6.0	18 Leura Street, Nedlands 6009	312		1.17	12.19	14.2623
					20 Leura Street, Nedlands 6009	311		1.17	12.19	14.2623
					24 Leura Street, Nedlands 6009	1		1.17	25.91	30.3147
					9 Hampden Road, Nedlands 6009	Strata Lot		1.17	25.75	30.1275
					13 Hampden Road, Nedlands 6009	275		1.17	12.19	14.2623
					15 Hampden Road, Nedlands 6009	276		1.17	12.19	14.2623
					17 Hampden Road, Nedlands 6009	277		1.17	12.19	14.2623
					19 Hampden Road, Nedlands 6009	278		1.17	12.19	14.2623
					21 Hampden Road, Nedlands 6009	279		1.17	12.19	14.2623
					23 Hampden Road, Nedlands 6009	280		1.17	12.19	14.2623
					25 Hampden Road, Nedlands 6009	281		1.17	12.19	14.2623
					27 Hampden Road, Nedlands 6009	282		1.17	12.19	14.2623
					29 Hampden Road, Nedlands 6009	283		1.17	12.19	14.2623
					31 Hampden Road, Nedlands 6009	284		1.17	13.72	16.0524
					82 Monash Avenue, Nedlands 6009	369		1.0	13.26	13.26
					84 Monash Avenue, Nedlands 6009	370		1.0	13.26	13.26
					N/A	Lot 50 on D01		1.0	1.07	1.07
					86 Monash Avenue, Nedlands 6009	371		1.0	12.17	12.17
					88 Monash Avenue, Nedlands 6009	372		1.0	12.19	12.19
					90 Monash Avenue, Nedlands 6009	373		1.0	12.19	12.19
					92 Monash Avenue, Nedlands 6009	374		1.0	12.19	12.19
					94 Monash Avenue, Nedlands 6009	375		1.0	12.19	12.19
					96c Monash Avenue, Nedlands 6009	3		1.0	8.13	8.13
					96b Monash Avenue, Nedlands 6009	4		1.0	8.13	8.13
					96a Monash Avenue, Nedlands 6009	5		1.0	8.13	8.13
					98 Monash Avenue, Nedlands 6009	378		1.0	12.19	12.19
					100 Monash Avenue, Nedlands 6009	379		1.0	12.19	12.19
					102 Monash Avenue, Nedlands 6009	380		1.0	13.24	13.24
					104 Monash Avenue, Nedlands 6009	381		1.0	13.26	13.26
22a	Micrantha	Nedlands	4.02	6.0	106 Monash Avenue, Nedlands 6009	382		1.0	13.26	13.26
					87 Hardy Road, Nedlands 6009	396		1.0	13.26	13.26
					89 Hardy Road, Nedlands 6009	395		1.0	13.26	13.26
					91 Hardy Road, Nedlands 6009	394		1.0	12.24	12.24
					93 Hardy Road, Nedlands 6009	393		1.0	12.19	12.19
					95 Hardy Road, Nedlands 6009	392		1.0	12.19	12.19
					97 Hardy Road, Nedlands 6009	391		1.0	12.19	12.19
					99 Hardy Road, Nedlands 6009	390		1.0	12.19	12.19
					101 Hardy Road, Nedlands 6009	389		1.0	12.19	12.19
					103 Hardy Road, Nedlands 6009	388		1.0	12.19	12.19
					105 Hardy Road, Nedlands 6009	387		1.0	12.19	12.19
					107 Hardy Road, Nedlands 6009	386		1.0	12.19	12.19
					109 Hardy Road, Nedlands 6009	385		1.0	13.24	13.24
					111 Hardy Road, Nedlands 6009	384		1.0	13.26	13.26
					113 Hardy Road, Nedlands 6009	383		1.0	13.26	13.26
					5 Hampden Road, Nedlands 6009	3		1.0	39.77	39.77
					60 Monash Avenue, Nedlands 6009	248		1.0	12.19	12.19
					62 Monash Avenue, Nedlands 6009	249		1.0	12.19	12.19
					64 Monash Avenue, Nedlands 6009	250		1.0	12.19	12.19
					66 Monash Avenue, Nedlands 6009	251		1.0	12.19	12.19
					68 Monash Avenue, Nedlands 6009	252		1.0	12.19	12.19
					70 Monash Avenue, Nedlands 6009	253		1.0	12.19	12.19
					72 Monash Avenue, Nedlands 6009	254		1.0	12.19	12.19
					74 Monash Avenue, Nedlands 6009	255		1.0	12.19	12.19
					76 Monash Avenue, Nedlands 6009	256		1.0	13.32	13.32
					78 Monash Avenue, Nedlands 6009	257		1.0	13.3	13.3
					80 Monash Avenue, Nedlands 6009	258		1.0	13.32	13.32
					7 Hampden Road, Nedlands 6009	272		1.0	13.26	13.26
22b	Micrantha	Nedlands	4.02	6.0	61 Hardy Road, Nedlands 6009	271		1.0	13.26	13.26
					63 Hardy Road, Nedlands 6009	270		1.0	13.26	13.26
					65 Hardy Road, Nedlands 6009	269		1.0	12.19	12.19
					67 Hardy Road, Nedlands 6009	268		1.0	12.19	12.19
					69 Hardy Road, Nedlands 6009	267		1.0	12.19	12.19
					71 Hardy Road, Nedlands 6009	266		1.0	12.19	12.19
					73 Hardy Road, Nedlands 6009	265		1.0	12.19	12.19
					75 Hardy Road, Nedlands 6009	264		1.0	12.19	12.19
					77 Hardy Road, Nedlands 6009	263		1.0	12.19	12.19
					81 Hardy Road, Nedlands 6009	261		1.0	13.32	13.32
					83 Hardy Road, Nedlands 6009	260		1.0	13.3	13.3
					85 Hardy Road, Nedlands 6009	259		1.0	13.32	13.32
					66 Mayfair Street, Mount Claremont 6010	153		0.5	22.01	11.005

40a	Kennedia	Mount Claremont	5.03-6.03	6.0	26 Kennedia Lane, Mount Claremont 6010	11	[redacted]	0.5	21.15	10.575	
					163 Rochdale Road, Mount Claremont 6010	148		0.5	50.29	25.145	
					24 Kennedia Lane, Mount Claremont 6010	Strata Lot		0.5	21.12	10.56	
					157 Alfred Road, Mount Claremont 6010	149		0.5	21.12	10.56	
40b	Kennedia	Mount Claremont	5.03-6.03	6.0	155 Alfred Road, Mount Claremont 6010	114		0.5	21.12	10.56	
					151A Alfred Road, Mount Claremont 6010	Strata Lot		0.5	21.12	10.56	
					Lot 401 Kennedia Lane, Mount Claremont 6010	401		0.5	15.49	7.745	
					63 Strickland Street, Mount Claremont 6010	400		0.5	34.8	17.4	
					12 Kennedia Lane, Mount Claremont 6010	Strata Lot		0.5	19.1	9.55	
40c	Kennedia	Mount Claremont	5.03	6.0	64 Strickland Street, Mount Claremont 6010	76		0.5	50.29	25.145	
					66 Strickland Street, Mount Claremont 6010	887		0.5	19.13	9.565	
					8 Kennedia Lane, Mount Claremont 6010	889		0.5	21.11	10.555	
					6 Kennedia Lane, Mount Claremont 6010	Strata Lot		0.5	21.11	10.555	
					139a Alfred Road, Mount Claremont 6010	Strata Lot		0.5	21.12	10.56	
					137 Alfred Road, Mount Claremont 6010	71		0.5	21.12	10.56	
					63a Adderley Street, Mount Claremont 6010	Strata Lot		0.5	16.54	8.27	
					63 Adderley Street, Mount Claremont 6010	Strata Lot		0.5	30.72	15.36	
43a	Lomandra	Swanbourne	3.05	6.0	21 North Street, Swanbourne 6010	349		2.95	10.12	29.854	Taken from Local Centre zoned site only.
43b	Lomandra	Swanbourne	3.05	6.0	63 North Street, Swanbourne 6010	5		2.95	15.09	44.5155	Taken from Local Centre zoned site only.

15.2 Seymour Avenue (Montario Quarter) Subdivision - Road Naming Approval

Report Number	**DRS17.10.2026**
Applicant	MNG
Disclosure of Interest	Nil
Voting Requirements	Simple Majority
Authority/Discretion	Legislative
Contributing Officer	Dillon Reid - Senior Urban Planner David Banovic – Coordinator Planning Approvals
Responsible Officer	Emille van Heyningen - Manager Urban Planning & Development
Director	Bruce Thompson - Director City Development & Regulatory Services
Attachments	1. Attachment 1 - Road Naming Plan [**15.2.1**] 2. Attachment 2 - Landgate Policy for Geogrpahic Naming in Western Australia Extract [**15.2.2**] 3. Attachment 3 - Landgate Preliminary Approval [**15.2.3**] 4. Attachment 4 - Heritage Impact Statement [**15.2.4**]

Purpose

MNG, on behalf of Human Urban (H-U), is seeking the endorsement of Council to name a new road in the Shenton Park Hospital Redevelopment Scheme area, also referred to as 'Montario Quarter', in Shenton Park. The proposed road name is being presented for Council endorsement after receiving preliminary approval from Landgate. The new road is a laneway that will serve as a vehicle accessway for 27 lots accommodating 27 new dwellings and a small public open space reserve currently under development by H-U.

Endorsement by Council will allow either the City, H-U or MNG to apply formally to the State Government's Geographic Naming Committee (GNC) to accept the proposed road name.

Officer Recommendation

That Council:

1. **ENDORSES Ernst Lane as the road name for the new road on Lot 34 Seymour Avenue, Shenton Park.**
2. **NOTES that, following Council endorsement, the proposed road name will be referred by the City and/or the proponent to the State Government's Geographic Names Committee for consideration and final approval.**

Background

The Shenton Park Hospital Redevelopment Scheme Area (Montario Quarter) comprises approximately 16 hectares of land formerly occupied by the Shenton Park

Rehabilitation Hospital. The area is generally bounded by Selby Street to the east, Lemnos Street to the south, Bedbrook Place to the west and land adjoining Railway Road and Stubbs Terrace to the north. The site is being progressively redeveloped and contains a combination of completed residential and mixed-use development, public open space, retained vegetation and heritage buildings, together with land awaiting development.

The parcel of land referred to as Lot 34 Seymour Avenue received subdivision approval for 26 freehold lots and one public open space lot by the Western Australian Planning Commission (WAPC) in February 2026. These lots are in the process of being created through civil and landscape works that are underway. The lots are configured in two rows, divided by a new laneway 6m in width (see Figure 1 below). This central laneway is the road that requires a formal name.

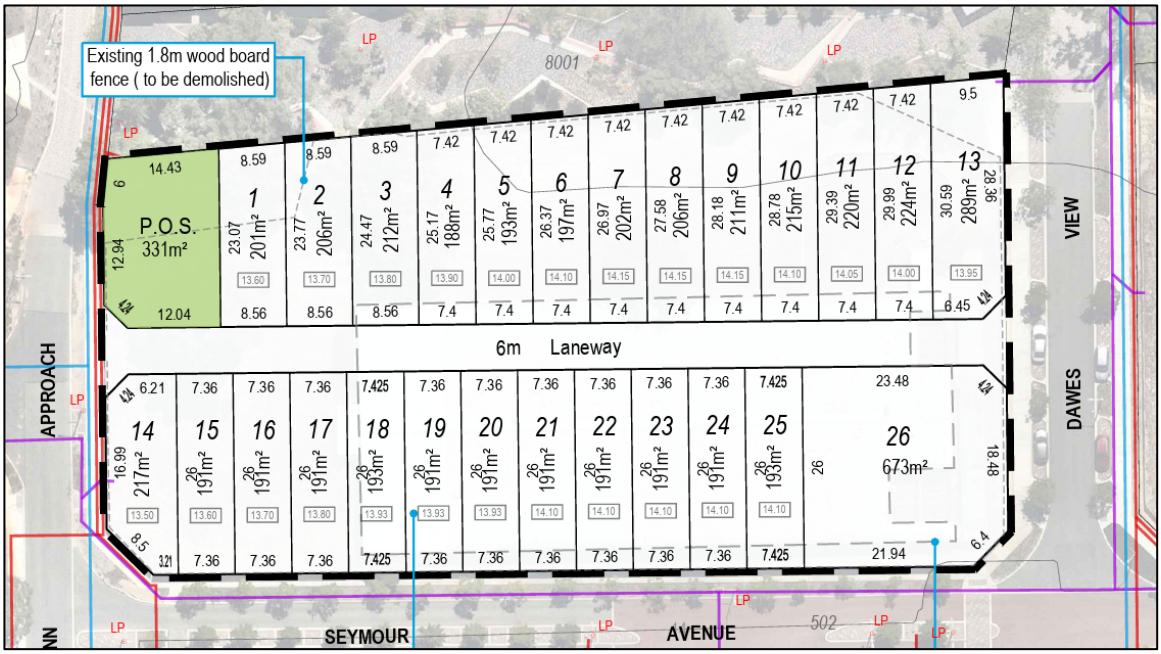


Figure 1 - The lot 34 Seymour Avenue subdivision site

To enable Certificates of Title to be issued for the new lots, it is necessary that the new laneway to be created is assigned a name. Ultimate approval of the road name is undertaken by the GNC. The name proposed 'Ernst Lane' has received preliminary approval from Landgate (refer to attachment 3).

Discussion

Lot 34 Seymour Avenue historically hosted a portion of the Shenton Park Rehabilitation Hospital known as 'Block G' or the 'Paraplegic Block'. A Heritage Impact Assessment prepared by Palassis Architects in August 2025 (see attachment 4) informed the selection of the proposed road name, Ernst Lane. The name references the Ernst Wall, a mosaic feature within the Therapeutic Garden adjacent to Block G and was selected because of its direct association with the history of the site and its former use.

Strategic Implications

This item is strategically aligned to the City of Nedlands Council Plan 2023-33 vision and desired outcomes as follows:

Vision: Sustainable and responsible for a bright future

Place
6. Sustainable population growth with responsible urban planning.

Financial Implications

There are no budget implications.

Legislative and Policy Compliance

Under the provisions of the *Land Administration Act 1997*, the Minister for Lands has the authority for official naming of roads in Western Australia. Through delegated authority, the GNC at Landgate acts on the Minister's behalf to undertake administrative responsibilities, including the development of policies and procedures required for the formal approval of road names.

Policy dictates that the selection of new road names within new subdivisions is usually the developer/landowners' role. Endorsement from the relevant local government is necessary prior to the developer/landowner making a submission to the GNC for approval.

An extract of Landgate's Policies and Standards for Geographical Naming in Western Australia is appended as Attachment 2.

Risk Considerations

By endorsing the recommendation, either the City or H-U can finalise and submit on the City's behalf the application for a new road name with the GNC.

If a decision is not made or the road name is not endorsed the risk is minimal in the short term. However, prolonged deferral of the endorsement of a name will likely cause delays in creating the Certificates of Title for the lots and affect the timely development of the land.

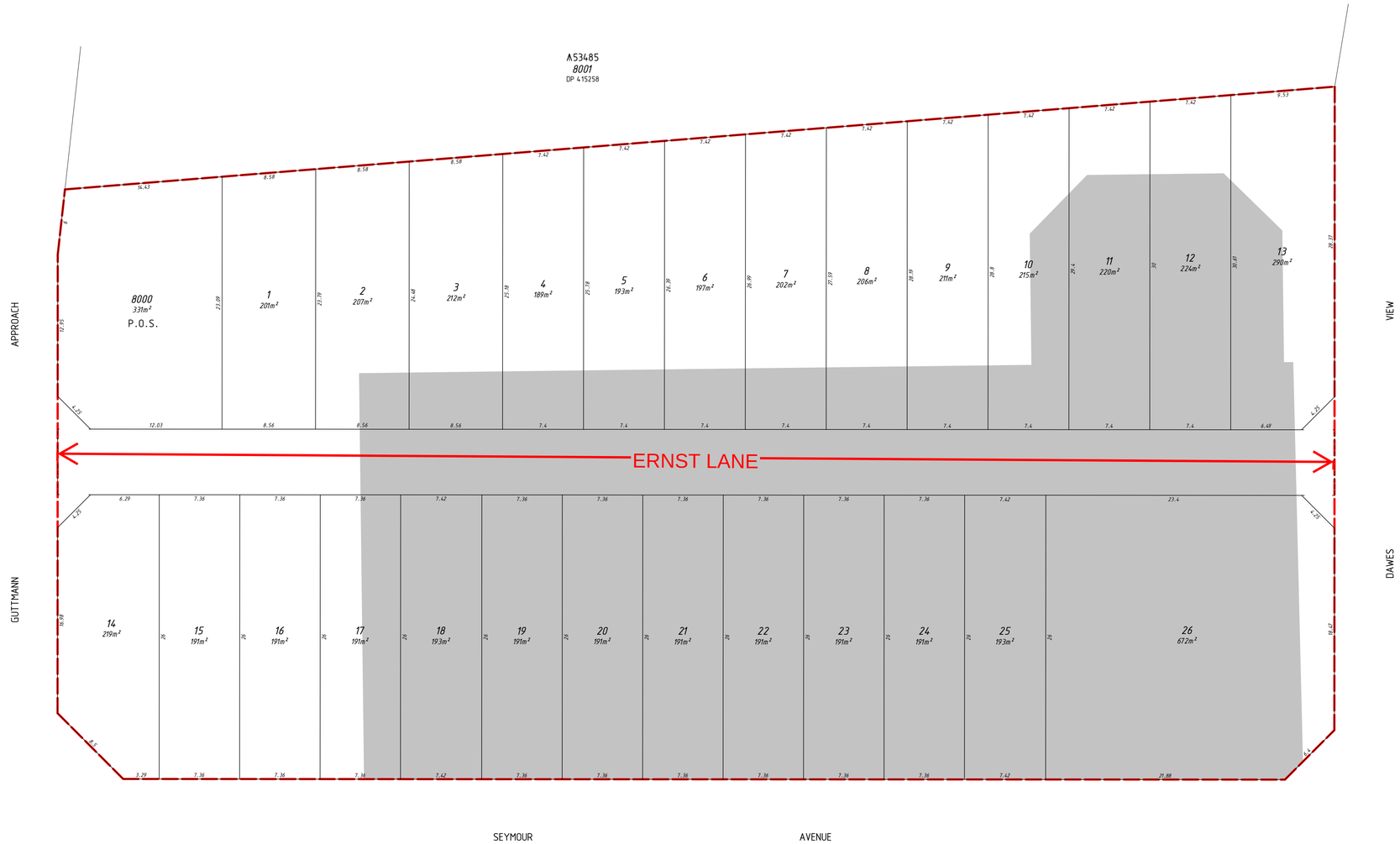
Analysis and Conclusion

The proposed road name, Ernst Lane, reflects the history of the former Shenton Park Rehabilitation Hospital site through its association with the Ernst Wall, a mosaic feature located adjacent to Block G.

The name has received preliminary support from Landgate and Officers considers it appropriate for the new laneway. Accordingly, Administration recommends Council endorses Ernst Lane for referral to the State Government's Geographic Names Committee for final approval.

ENTIRE SITE STATISTICS			
PARCEL TYPE	MAP SYMBOL	NUMBER OF PARCELS	AREA (ha)
Traditional Lots		26	0.5767
Public Open Space	P.O.S.	1	0.0331
Roads (inc. truncations)			0.0719
STAGE TOTAL		27	0.6817

- HERITAGE MEMORIAL M996267



Ver.	Description	Drawn	Date	Checked
A	Initial Issue	GDC	30/07/2025	NJS

SCALE 1 : 200 @ A1

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ALL DISTANCES ARE IN METRES

For a true to scale reproduction of this plan, plot it to A1 with the Paging Scaling set to None.

The contents of this plan are current and correct as of the date stated within the revision panel. All consultants and persons wishing to utilise this data should satisfy themselves of this plans currency by contacting the McMullen Nolan Group.

FILES
mapCOGO:- ????
Control Register:-
File Name:- 106634pr-002a.dgn

PRECAL LEGEND
See below Lot Stats table for further information
Stage Boundary
Vehicle Access Restriction

N

ISO 9001, ISO14001, OHSAS18001
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PLANNER'S DESIGN SOURCE for Rev A
Planner :- CLE
Received date:- 29/07/2025
File name:- 3854-03B-01 (Sub) Mark Up

ENGINEER'S DESIGN SOURCE for Rev
Engineer :-
Received date:-
Data purpose:-

All areas and dimensions depicted on this plan are subject to survey and Landgate registration. All cadastral information external to the stage/s which form the subject of this plan are not guaranteed and are supplied as a guide only.

28 SEYMOUR AVENUE
Shenton Park

MNG.

MC MULLEN NOLAN GROUP PTY LTD
Level 4, 48 Barry Marshall Parade
Murdoch, W.A. 6149
PO Box 124, Bull Creek
W.A. 6149, Australia
Perth | Brisbane | Melbourne | Sydney | Broome | South West WA

[redacted]

CLIENT:
H - U

Project Mngr.	Nigel Simpson	Datum	PCG94

106634 - 002 - A
Job Number — Plan Number — Version

Section 2: Roads

Introduction

For the purposes of these policies, a road is considered to be any public or private land-based thoroughfare or course navigable by vehicle or foot that can be used for assigning addresses or allowing access between points or to a feature. Examples of roads include alleyways, roads, streets, highways, fire tracks, bike paths and walking tracks.

Using this section of the policy

Within Western Australia road naming is standardised to facilitate the application of correct address information and to ensure that a consistent approach is undertaken to benefit emergency service responders, transport and service delivery. If established policies for road naming were not applied, the provisions of emergency service responders, utilities and postal deliveries would be compromised.

In Western Australia the following shall be applied:

- all roads shall be named, including private roads which are open to public access or for the delivery of services. This includes but is not limited to:
  - major state roads, highways, motorways and freeways
  - roads within complexes such as universities, hospitals and retirement villages
  - roads within conservation reserves, state forests, water reserves and any other government administered land
  - pedestrian-only roads such as paths, trails, malls or steps
- all road naming proposals shall be submitted to Landgate for approval.

Any proposal to name, rename or extend a road shall clearly indicate the full extent of the road to which the name will apply. The extent of a road is considered to be its start and end points. This includes bends, divided carriageway sections and curves which are included between these two points.

A road name shall not be applied in a way that is ambiguous or could cause confusion for road users. The road name should be applied to a single, unobscured and unobstructed roadway that leads from point A to point B, in a clear and logical manner.

Roads are not suitable for dual naming and approval will not be given to such proposals.

Who can officially name roads?

Under the provisions in the *Land Administration Act 1997,* the Minister for Lands (the Minister) has the authority for officially naming and unnaming roads in Western Australia. Through delegated authority, Landgate acts on the Minister's behalf to undertake the administrative responsibilities, including the development of policies and procedures, required for the formal approval of road names.

Which roads can be named?

All roads, whether they are public or private, shall be named and formally approved by Landgate.

Therefore, any land course navigable by vehicle or foot and of interest to local governments, public groups, emergency service response and public service providers must be officially named according to the policies and procedures outlined in this document.

Note: driveways that give access to five or fewer address sites do not need to be named if the properties are adequately addressed on the main road that provides access. Driveways on private land or common property should not be named, unless it can be shown there is a risk to public safety or the name is causing confusion in the delivery of goods and services.

Public roads

A public road is any road that is opened, dedicated or declared to be a public road, whether under the *Land Administration Act 1977, Part 2 – General administration, Division 3 - General* or any other Act.

As a prerequisite to lodgement, all survey documents creating, extending or showing abuttals to roads must show the correct approved road names. If no approved name exists, the new road names must be formally approved by Landgate before the survey can be lodged. To help expedite this process, the developer or their agent should be prompt in lodging a concept plan and a proposal for road names with the relevant local government. Local governments shall then propose the names to Landgate for approval.

Private roads and rights-of-way

A private road is any road that is not a public road which is open to public access or for use by other services. Private roads and rights-of-way must be clearly identified and uniquely named to facilitate the application of standardised addressing to all land parcels in Western Australia.

The delivery of emergency and other services to residents and businesses are often impeded when private road names are not officially recorded. To minimise confusion, standardise address allocations and support emergency service responders, all road naming policies and addressing standards must be applied.

Private roads include but are not limited to:

- some roads or driveways to battle-axe blocks
- roads indicated on community subdivision plans
- roads in various cluster developments
- roads on private property, for example, roads in caravan parks
- other forms of ‘rights of way’.

Naming a road on private land does not mean that Landgate, the secretariat, the GNC or the Minister is accepting responsibility for that road other than of ensuring its name meets the required naming policies for Western Australia.

Reserved road names

Local governments may no longer request that eligible road names be reserved for future use within their boundaries. Prior existing reserved road names will automatically lapse five years from original approval, with the Reserve Register to contain no local government requested names from 1 January 2022.

Local governments are encouraged to maintain their own reserve register, using the Landgate on-line form to check for suitability.

Road naming policies

Local governments and other authorities are to ensure that all naming submissions conform to the policies outlined in Section 1, as well as all the policies outlined in this Section.

2.1 Australian/New Zealand Standard AS/NZS 4819:2011 Rural and urban addressing

Except where provisions are already made in these policies, the naming of any road must conform to the provisions of *AS/NZS 4819:2011 Rural and urban addressing.* The Standard outlines how to derive datum points and how address numbers are assigned.

2.1.1 Road extents

Any proposal to name or rename a road needs to clearly indicate the extent to which the name will apply. The extent of a road is considered to be its start and end points, and the course (including bends, divided carriageway sections and curves) of the road between these two points.

Contiguous navigable roads
A named road shall include only one navigable section. If a road design has become obstructed, due to construction of other roads or features, and is separated to become two unconnected navigable sections of road then these road extents must be assigned separate unique road names. This is particularly important when emergency service responders cannot navigate the entire course of the road from one end to the other.

Common separations may include unbridged streams, pedestrian segments, railings etc.

The above does not apply when the separate sections are either of the following:

- two sides of the same road separated by a median strip; or
- part of a classified highway that is split by a section that is assigned a local name where it passes through a town or city.

2.1.2 Laneways and short roads

The increase in urban density in new developments and urban redevelopment has resulted in many narrow short lanes and rights-of-way requiring names. Laneways shall be named if a name is required for addressing purposes or has been created as a public road by survey.

The naming of such roads is supported with a preference for use of the road type LANE and short names consisting of no more than six letters. The leg of a battle-axe lot shall not be considered a laneway.

Roads which are regarded as short, for example a small cul-de-sac or private road with five or less address sites, that are not proposed to be lengthened or will not have additional address sites needed in the future, may not need a separate name. Any address numbers required may be assigned on to the road on which it connects.

2.1.3 Naming malls and pedestrian access ways

Malls and pedestrian access ways shall be named according to the current road naming policies and standards. The names shall be recorded as private road names and may be used for the allocation of street addresses if required.

If a mall or public access way is created as an official reserve and a name is required for the actual reserved area, then the name shall be recorded separately as a road name and as a topographic feature name (reserve).

2.2 Components of a road name

All road name submissions must conform to the policies as outlined in Section 1.

2.2.1 Name element requirements

Every road name should consist of a single name element followed by a road type, for example Smith Road, Jones Street etc. not Black Swan Drive, John Smith Avenue.

A single length of road shall have only one name.

Road names without a type shall not be used, for example Broadway, Causeway, The Avenue, The Boulevard, The Esplanade, The Mews, The Strand etc.

2.2.2 Road types

All road names shall include a road type.

The road type must be selected from the list as shown in Australian/New Zealand Standards AS/NZS 4819:2011 Rural and urban addressing – Appendix A, Road Types – Australia. A copy of this road types list has been provided in this document in Appendix 2A: Road types suitable for use in Australia.

The road type shall be chosen to convey the function and characteristics of the road as described in the 'description' field of the road type list. Road types may be chosen with the final configuration in mind, for example a road that is first constructed as a cul-de-sac may be given an open-ended street type if it can be confirmed that the road structure will be modified and eventually become a through road.

Road types shall not be used to distinguish different roads of the same or similar sounding names, for example Reed Street, Reed Crescent and Reed Way. Such roads shall be considered as duplicates and are not acceptable.

This also applies to similar sounding names such as Read Street, Rede Crescent and Reid Way.

Other road types suitable for use in Western Australia
In addition to the road types listed in Appendix 2A, there are exceptions where the use of an alternate road prefix or suffix may be requested.

The word 'Jalan' is used as a prefix on roads situated on the Cocos (Keeling) Islands and Christmas Island. The word 'Jalan' is a Malay word for road or street, for example, Jalan Guru and Jalan Perak.

Aboriginal words used to describe paths or tracks may also be used. For example, the word 'Banan' is used exclusively within the Kimberley area as a road type, for example Berewereng Banan and Templetonia Banan.

2.2.3 Unacceptable names

The official naming parameters as detailed in Section 1: Policies and Standards must be applied for all road naming submissions.

As outlined in Section 1: Policy 3.1, names starting with 'the definite article 'THE' shall not be approved for use as a road name, for example The Boardwalk, The Esplanade, The Strand are no longer acceptable road names.

The use of road types as part of a road name shall not be used for example Swan View Road, Southern Crest Road, Beachview Drive, Lakeview Avenue, View Street or Boulevard Way.

As outlined in Section 1: Policy 1.3.4, the use of prefixes and suffixes is not supported. The only exception that may be considered by Landgate is when the name is derived from a local feature of historical significance such as 'Lake Clifton Drive' or 'Mount Meharry Way'.

Destination-to-destination names, for example Harvey-Quindanning Road, are not acceptable, see Section 1: Policy 1.3.4. Where previous naming actions have allowed the use of a hyphen as part of the name, there shall be no space between the names and the hyphen, for example Quairading-York Road is acceptable, Quairading – York Road is not.

The use of numerals in a road name may cause confusion between the name of the road and an address number. Therefore it is not acceptable for a road name to include numbers/numerics, either in full alphabetised or numeric format for example neither Eight, Eighth, 8 or 8th, see Section 1: Policy 1.3.12

2.3 Name duplication

All road name submissions must conform to all the mandatory policies outlined in Section 1: Policy 1.6.

2.3.1 Existing duplicated or similar sounding names

Road names submitted for approval shall not be, regardless of road type:

- homonymous, for example similar in spelling to an existing road name
- similar in sound to an existing road name
- in the same locality as an existing road name
- in an adjoining locality
- in the same Australia Post postcode delivery area
- less than 10km from the existing duplication in the metropolitan area
- less than 50km from an existing duplication in rural areas.

These exclusions shall also apply to similar sounding or written names, and to those within similar sounding localities even if they are more than 10km away, for example Forrestfield / Forrestdale, Woodbridge / Woodridge, Fremantle / East Fremantle etc.

Road name duplication should be avoided in adjoining local governments.

2.4 Naming amendments

Road names are intended to be enduring. The renaming of any road is discouraged unless there are good reasons for a change of name.

Reasons that may be considered in support of a name change are:

- redesign of a road layout
- changed traffic flow
- mail delivery problems
- the misspelling of a name in the original application
- name duplication issues
- property street addressing issues.

Renaming shall be necessary when a road is made into a cul-de-sac, resulting in two or more separated sections of road. Such separations can cause difficulties for emergency service responders and the delivery of other services to the area. The renaming of a portion of separated road may also be used to solve address numbering problems.

Where a change to the name of a road is proposed, the new name selected shall conform to all the necessary naming policies and standards.

For regional roads the change of name must have broad community support, and for local roads, there must be majority support from the affected land owners and residents.

The requirements of emergency service responders for clear, unambiguous road naming shall also be a consideration.

Proposals normally require the support of local government, but the Minister is the final authority in all such matters.

Submissions for road name changes deemed to be non-essential or unnecessary shall incur a service charge.

2.5 Naming roundabouts and rotaries

Roundabouts and rotaries are circular intersections in which traffic travels clockwise around a central island. They are constructed to control traffic, to minimise delay by being able to accommodate large volumes of traffic movements, and to provide adequate sight distances. The primary difference between the two is that rotaries have a significantly larger diameter than roundabouts.

All entrances and exits to roundabouts and rotaries must be clearly named and labelled with adequate signage.

2.5.1 Roundabouts

Roundabouts are circular intersections with specific design and traffic control features. These features include yield control of all entering traffic, channelised approaches, and geometric curvature and features to induce desirable vehicle speeds. They may also include more extensive pedestrian and bicycle features.

Roundabouts shall not have names or address ranges.

2.5.2 Rotaries

Rotaries are characterised by a large diameter (a minimum of 40m). Unlike most roundabouts, lane changes may be required within a rotary for some movements.

Rotaries may be named however all such naming requests shall adhere to the following:

- the naming of state road rotaries shall be undertaken through consultation with MRWA
- local government is to be consulted for the naming of rotaries which are under their control
- rotary names shall be unique and not duplicated anywhere within Western Australia
- rotary names should be short and preferably of local Aboriginal origin
- rotary names shall not be named the same as any of their intersecting roads.

Rotaries shall not have address ranges.

2.6 State roads

Main Roads Western Australia (MRWA) is responsible for the management of all freeways, highways and main roads in Western Australia, which are collectively referred to as state roads. Management includes all ramps and rotaries associated with state roads. A list of state roads is available on the MRWA website (www.mainroads.wa.gov.au).

The naming of major state roads shall conform to these naming policies and standards and shall be referred to the Minister for approval. The process for the selection of names shall include consultation with relevant state and local government agencies and should include consultation with the wider community.

The Minister for Transport has determined that, for all new major roads funded by the state government, MRWA shall consult with government before any action is initiated to identify a suitable name. Advice will then be provided on whether the government is to choose a name, or if MRWA should undertake community consultation or some other action to identify a suitable name or shortlist of names, for consideration by government. MRWA must advise Landgate of the government's chosen or endorsed name.

The official naming parameters as detailed in Section 1: Policies and Standards must be applied for all such naming actions.

2.7 Government managed land

All roads administered by other government agencies and authorities other than local governments, must adhere to all of the relevant Landgate naming policies.

Commonwealth, state, territory or local government authorities or agencies responsible for the management of roads or tracks on land administered by them, shall liaise with Landgate to develop practices and processes for their naming.

Because of the varied nature of roads that fall under the jurisdiction of different state government departments and authorities, Landgate prefers to establish individual naming policies and practices for each department or authority as required.

If a unique set of naming policies and practices has not been established for a relevant government department or authority, then the general Landgate policies shall apply.

2.8 Private, residential and commercial developments

The intention of this subsection is to outline the process for naming or renaming roads created as part of a private, residential or commercial subdivision.

It should be noted that whilst the selection of new road names within new subdivisions is usually the developer/landowner's role, endorsement from the relevant local government(s) is necessary prior to any submissions being made to Landgate.

The developer and the local government(s) should work collaboratively to develop compliant road names for the subdivision.

2.8.1 Roads on private property

Private roads include (but are not limited to) any formed roads and tracks within a commercial logging site, caravan park, retirement village or closed-gate community. If the intention is for these private roads to be used for property street addressing, way finding purposes or for general public access, they must be named in accordance to these policies.

All private roads should be named and submitted for approval, especially if the road gives access to one or more properties that cannot be assigned an alternative unambiguous urban or rural address.

The irregular and ungoverned naming of roads within complexes can lead to confusion and interruption to the efficient delivery of emergency and other essential services. The official approval of road names within such complexes ensures that the details are accessible to the wider community and are included on the majority of relevant organisational and public mapping products.

2.8.2 Compliance

All roads within private, residential or commercial subdivision must be named in accordance with Section 1: General policies and standards.

When plans of subdivision are lodged for registration with Landgate, an audit of the road names will be undertaken. If it can be shown that the road names on a lodged plan have not been officially approved, this will result in delays affecting the approval of lodged surveys and consequently the issuing of certificates of title.

Owners of private land and complexes should liaise with the relevant local government when developing roads on the site. Owners must ensure that road names conform to the Policies and Standards for Geographical naming in Western Australia.

2.9 Tourist drives / routes

To assist the promotion of Western Australia's diverse range of landscapes, scenery and other 'special places' to overseas and eastern states visitors, state tourist and local scenic drives may be determined and named.

2.9.1 State tourist drives

A state tourist drive shall be a quality route which is considered to be of state-wide significance. It should portray and link some of the state's unique natural features or exceptional scenic areas. It must provide a meaningful route for tourists to experience something 'special' and enhance a visitor's tour of the state.

It shall be a requirement that the standard of routes recognised as state tourist drives be kept at a high level. If this criterion is not adhered to, then the value of such routes will be undermined and the value of such an initiative will be diminished.

A route simply linking features such as national parks, state forests, lookouts or other built or natural features is not sufficient to justify a designation as a state tourist drive. They can be used to enhance such a route, but cannot be the sole purpose for it. Similarly, a route that links together a township's normal features and facilities would also not constitute justification for a state Tourist Drive.

2.9.2 Local scenic drives

If a route which does not meet the assessment criteria for a state tourist drive has been recognised as having a reasonable tourism value, then it may be recognised as a local scenic drive.

If the route does not have any tourism merit and may have a negative or misleading impact on tourists and visitors to an area, then no approval for such a route shall be given.

2.9.3 General assessment criteria

Tourism value shall be assessed by the following:

- the tourist drive/route must have significant tourism interest and shall offer an array of significant scenic or natural features which should be of greater interest than the general topography or sights as seen on a regular through route
- the theme and name of the route must reflect its unique characteristics and not conflict with its natural or physical surroundings or any other official feature, road or route within the state or nationally
- routes with generic names like 'Marine Tourist Drive', 'Heritage Tourist Drive' or 'Wildflower Tourist Drive' shall not be approved as they are not unique to a specific location within the state
- the tourist drive/route should not rely on attractions which are strictly seasonal or are not a permanent feature of the route, such as wildflowers
- the proposed tourist drive/route shall be endorsed by the relevant local government(s), local Visitor Centre(s), WA Tourism Commission and a majority of the local community and businesses
- be as safe as possible for motorists who may be unfamiliar with the local area
- only include sealed maintained roads and avoid any hazardous alignments or grades, or single lane roads which may not be suitable for the volume of tourist traffic that may be attracted to the route
- not follow main arterial roads such as major local government roads and national or state highways except where necessary for short distances (no more than 5kms) to maintain the continuity of the tourist drive/route
- not be located in built up areas or town centres
- avoid intersections or sections of road which may at times be relatively congested with heavy haulage or other non-tourist traffic
- be capable of leading motorists back to the main through route from which they deviated with adequate signage to assist them with continuing their journey.

Tourist information on the general area, including brochures, maps and guides should be made available from tourist centres and other outlets along the route. The route will also need to be marked on maps in roadside information bays wherever they exist.

2.9.4 Submission process to recognise tourist route

Applications for a route to be recognised as a state tourist drive shall be submitted to Landgate.

The application must:

- be supported with a formal resolution from the relevant local government(s)
- indicate that the proposed route is supported by the WA Tourism Commission, Regional Travel Association, local visitor centre, as well as the local community and businesses
- identify the jurisdiction(s) responsible for the erection and ongoing maintenance of direction and other related signs along the route, including the cost of removing the signs if the route fails to meet the criteria for a state tourist drive at some point in the future
- clearly describe the route on a large scale map
- describe the unique natural features or scenic attributes which exist along the route;
- list all significant natural and built attractions along the route with a brief description of each
- include a one or two word name for the route which will be suffixed with the words 'Tourist Drive'
- include a description of how the state tourist drive will be promoted and what marketing collateral will be produced.

2.9.5 Review of current state tourist drives and routes

State tourist drives/routes will be subject to review on a regular basis to ensure that the quality of the route has not diminished or been compromised over time. If a state tourist drive/route loses that special quality it had when first assessed and recognised then the route shall be deleted.

2.9.6 Identification of state scenic drives, tourist drives and routes

Local government is responsible for the establishment and maintenance of such drives and routes including the cost of road signage and its maintenance. The signage of state tourist drives is governed by Australian Standard AS1742. Part 6: Manual of uniform traffic control devices – Tourist and service signs.

Local governments will be required to obtain approval from Main Roads WA (MRWA) for the erection of any route signs which occur on highways and roads under its control.

Supplementary or any other associated Tourist Attraction and Tourist Service signs will be subject to the established approval and funding guidelines available from MRWA and respective local governments.

Road name submission process

Landgate accepts applications for new names relating to roads, localities, administrative boundaries and topographic features. Such applications should be directed to the relevant local government for their endorsement and submission to Landgate.

General information on the process for submitting naming applications is shown at Appendix 1A.

In addition, each road name proposal shall include the following information:

- the reason for the proposal or name change
- origin of each road name and its source
- a location by local government, locality and estate name if known
- identification on a map clearly indicating extent and precise start and end points
- photographs or sketches

- any other supporting information such as historic articles, reference materials, publications etc
- where applicable, evidence of landowner, family or community support
- if the name is Aboriginal in origin, evidence of support from relevant Aboriginal Community
- if the application is for a renaming, evidence of consultation from the affected residents and property owners is required.

Please refer to Landgate's *help guide* on Landgate's website for assistance specific to road naming submissions.

Incomplete applications will not be progressed until all the necessary information has been provided.

nda | 28 October 2026

PALASSIS ARCHITECTS

ARCHITECTURE
INTERIORS
HERITAGE

SIR GEORGE BEDBROOK SPINAL UNIT 'BLOCK G'

SHENTON PARK REHABILITATION HOSPITAL (FMR)

28 SEYMOUR AVENUE, SHENTON PARK

HERITAGE IMPACT STATEMENT - Revision 1

FOR HUMAN URBAN

8 August 2025

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1.0 INTRODUCTION

1.1 BACKGROUND

This Heritage Impact Statement (***HIS***) has been prepared by Palassis Architects (PA) on behalf of Human Urban (the ***Proponent***) for redevelopment of *Block G* (the ***Proposed Development***).

The *Proposed Development* involves changes to a registered place, necessitating referral to the Heritage Council of Western Australia (**HCWA**) under the *Heritage Act of Western Australia 2018*.

1.2 SITE DETAILS

Block G is located on Lot 34 on Deposited Plan 417839, Volume 2978, Folio 870.

The street address *for Block G* is 28 Seymour Avenue, Shenton Park, Western Australia.

Block G is entered on the State Register of Heritage Place (HCWA Place No. 2971) and on the City of Nedlands Heritage List. In both entries *Block G* in included as part of the larger *Shenton Park Rehabilitation Hospital.*

1.3 METHODOLOGY

Palassis Architects has been retained by the *Proponent* to advise on the heritage impacts associated with the *Proposed Development*.
Preparation and finalization of this *HIS* involved:

- Inspection of the site and building;
- Consultation with the Project Team and *Proposed Development* documentation;
- Review of relevant heritage documentation.

This Heritage Impact Statement has given regard to:

- The conservation principles, processes and practices outlined in the Australia ICOMOS Burra Charter, 2013 (the ***Burra Charter***);
- The Heritage Council's State Register of Heritage Places Register Entry and Assessment Documentation (***RHP Entry***); and
- The assessment and conservation policies contained in the (***CMP***).

This HIS generally adopted the format referred to in the Heritage Council of Western Australia's *Heritage Impact Statement – A Guide (July 2019)*.

1.4 NOMENCLATURE

For the purposes of this report the building in question will be referred to as '*Block G*'.

Other names given to *Block G* include:

- Spinal Injuries Unit
- Paraplegic Block
- Sir George Bedbrook Spinal Unit

Fig 01.
Site Plan of Montario Quarter - Current Context.
(Source: Landgate & Palassis Architects, 2025)

2.0 2.0 HERITAGE CONSIDERATIONS

2.1 HERITAGE LISTINGS

Block G is entered on the *Register of Heritage Places* as part of *Shenton Park Rehabilitation Hospital* (P2971).
The statutory heritage listing captures three heritage elements, namely:
Former *Sir George Bedbrook Spinal Unit*, *Paraplegic Block*, or *Block G*;
Victoria House, referred to in the listing as the *Administration and Wards Block* and *Block A*;
Avenue of Queensland Box Trees.

The registered area for *SPRH* encompasses land additional to *Lot 34*, as defined in the surveyed curtilage *Figure 03*.
The latter two heritage elements fall directly outside of *Lot 34*. The *Proponent* has no direct responsibility for the *Queensland Box Trees* but is responsible for *Victoria House* and the associated redevelopment completed in 2022.

2.1.1 STATUTORY HERITAGE LISTINGS

Type	Status	Date	Custodian
State Register	Registered	12 May 2015	Heritage Council of WA
Heritage List	Adopted	19 Dec 2017	City of Nedlands
Heritage Agreement	Yes	05 Nov 2020	Heritage Council of WA

2.1.2 OTHER HERITAGE LISTINGS AND SURVEYS

Type	Status	Date	Custodian
Municipal Inventory	Category C	23 Oct 2018	City of Nedlands
National Trust	Classified	08 May 2000	National Trust of Australia (WA)

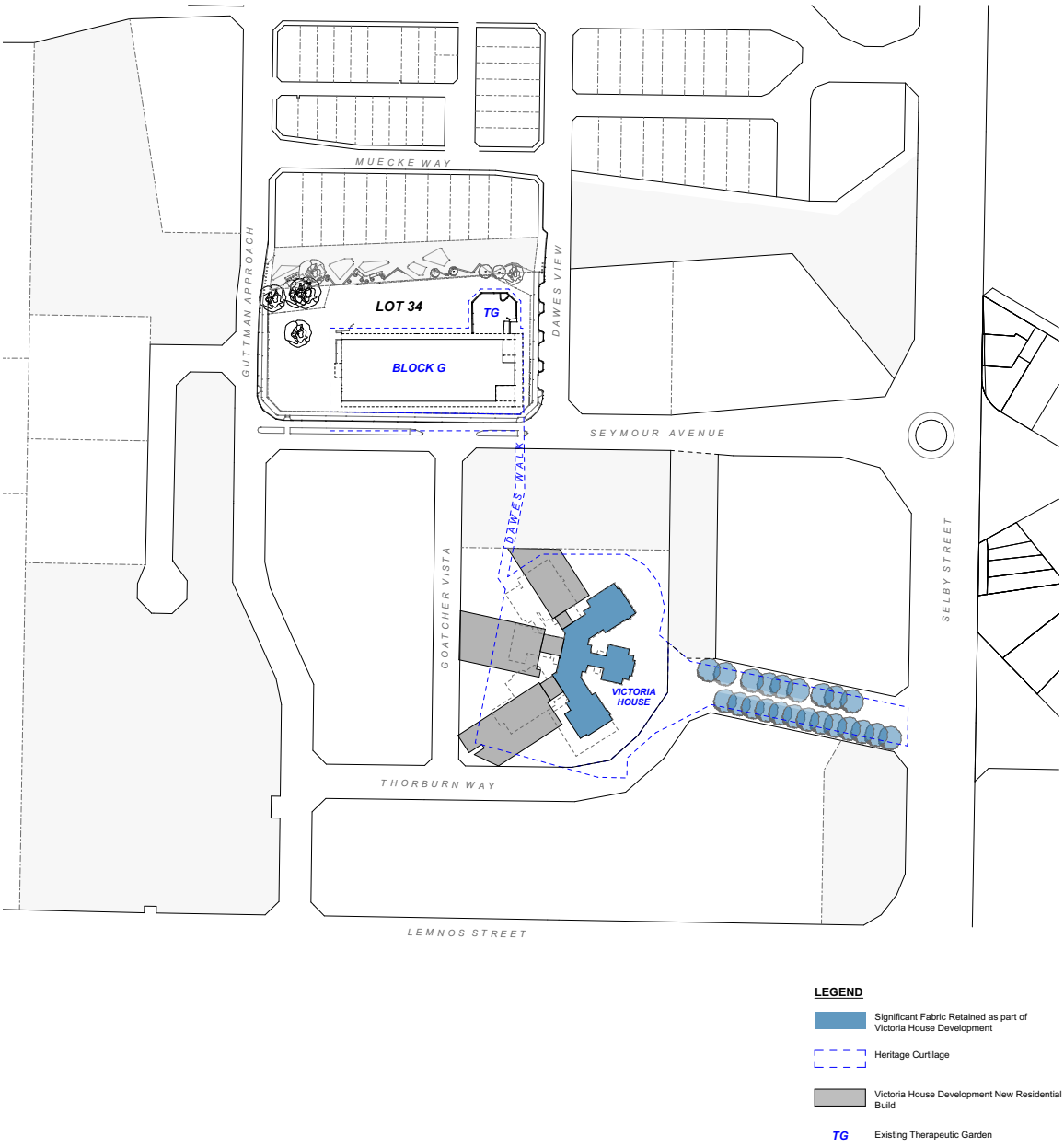


Fig 02.
Site Plan of the former SPRH site, documenting State Registered element and heritage curtilage. (Source: Palassis Architects, 2025)

2.2 LAND USE, PLANNING & HERITAGE FRAMEWORK

2.2.1 HERITAGE ACT 2018

Since the *2017 Conservation Management Plan* the Heritage Act of Western Australia 1990 has been repealed and superseded by the Heritage Act 2018.

The *Heritage Act 2018* maintains the objectives of the previous Act, to recognise and protect Western Australia's cultural heritage. The Act provides regulation for the identification and documentation of places of cultural heritage significance, and for their conservation, use, future development, and adaptation. The Act also provides guidance for the function and responsibility of both the Heritage Minister and Heritage Council of Western Australia.

In accordance with Section 178(4) all places on the Interim Register were to be either added to the Permanent Register or removed from the Interim Register by the second anniversary of the Heritage Act 2018 commencement date (by 18 September 2020). There is no longer an Interim Register of places of cultural heritage significance.

2.2.2 BURRA CHARTER 2013

The Australia ICOMOS Charter for the Conservation of Places Cultural Significance, known as the *Burra Charter*, defines a set of principles for heritage conservation practice in Australia. While adhering to the Burra Charter is not a legal requirement, the guidelines are well entrenched in policy and an understanding of best heritage practice.

2.2.3 STATUTORY FRAMEWORK

Lot 34 forms part of Development WA's (formerly LandCorp) Montario Quarter land release, which is subject to an extensive suite of planning and heritage documents, developed to guide the subdivision and redevelopment of the former hospital site.

The statutory land use planning framework is provided by:

- Improvement Plan No.43 (*IP43*), April 2015
- Improvement Scheme No. 1: Shenton Park Hospital Redevelopment (*IS1*), gazetted 17th January 2017 – Updated 14th September 2023
- Shenton Park Hospital Redevelopment Local Structure Plan, January 2017
- Montario Quarter Shenton Park Public Realm Design Guidelines, September 2017
- Multiple Dwelling and Mixed-Use Design Guidelines for Montario Quarter
- Shenton Park Improvement Scheme: Policy No.1 - Provision of Public Art, October 2022
- Shenton Park Improvement Scheme: Policy No.2 – Signage, May 2018
- Shenton Park Area B Design Guidelines, February 2024

IS1 was gazetted 17th January 2017, updated 14th September 2023, and is now the operative planning scheme for the former hospital site. The Western Australian Planning Commission (*WAPC*) is the responsible authority for the assessment of development applications.
The statutory heritage framework is currently provided by the *Heritage of Western Australia Act (2018)* and State Planning Policy 3.5 Historic Heritage Conservation (SPP3.5), as captured under the *Planning and Development Act 2005.*

Improvement Scheme No. 1: Shenton Park Hospital Redevelopment

The stated Aims of the Scheme are –

a) to facilitate the redevelopment of the site and delivery of land in a coordinated manner which balances the existing environment and strategic value of the site; and
b) to achieve high quality built form and public place design; and
c) to enhance and integrate key attributes of the site in a manner consistent with the overall redevelopment objective; and
d) to integrate development of the public and private realm and to establish a safe and vibrant precinct together with a range of permanent residential dwelling types and uses which will enhance housing diversity and choice within the broad locality; and
e) to facilitate the provision of an effective, efficient, integrated and safe transport network which provides for the needs of pedestrians, cyclists, public transport users and motorists; and
f) to encourage development to incorporate sustainable technologies and design including best practices with regard to energy efficiency, water sensitive urban design and bush fire safety requirements.

Structure Plan WAPC/2015/1-2: Shenton Park Hospital Redevelopment

This document was prepared to guide and facilitate the subdivision and development of the *SPRH* site under provisions of *Improvement Scheme No.1*.

The *Structure Plan* stipulates development should be primarily for residential purposes, but also anticipates a range of commercial/office, retail and community uses; Please refer to *Figure 03.*

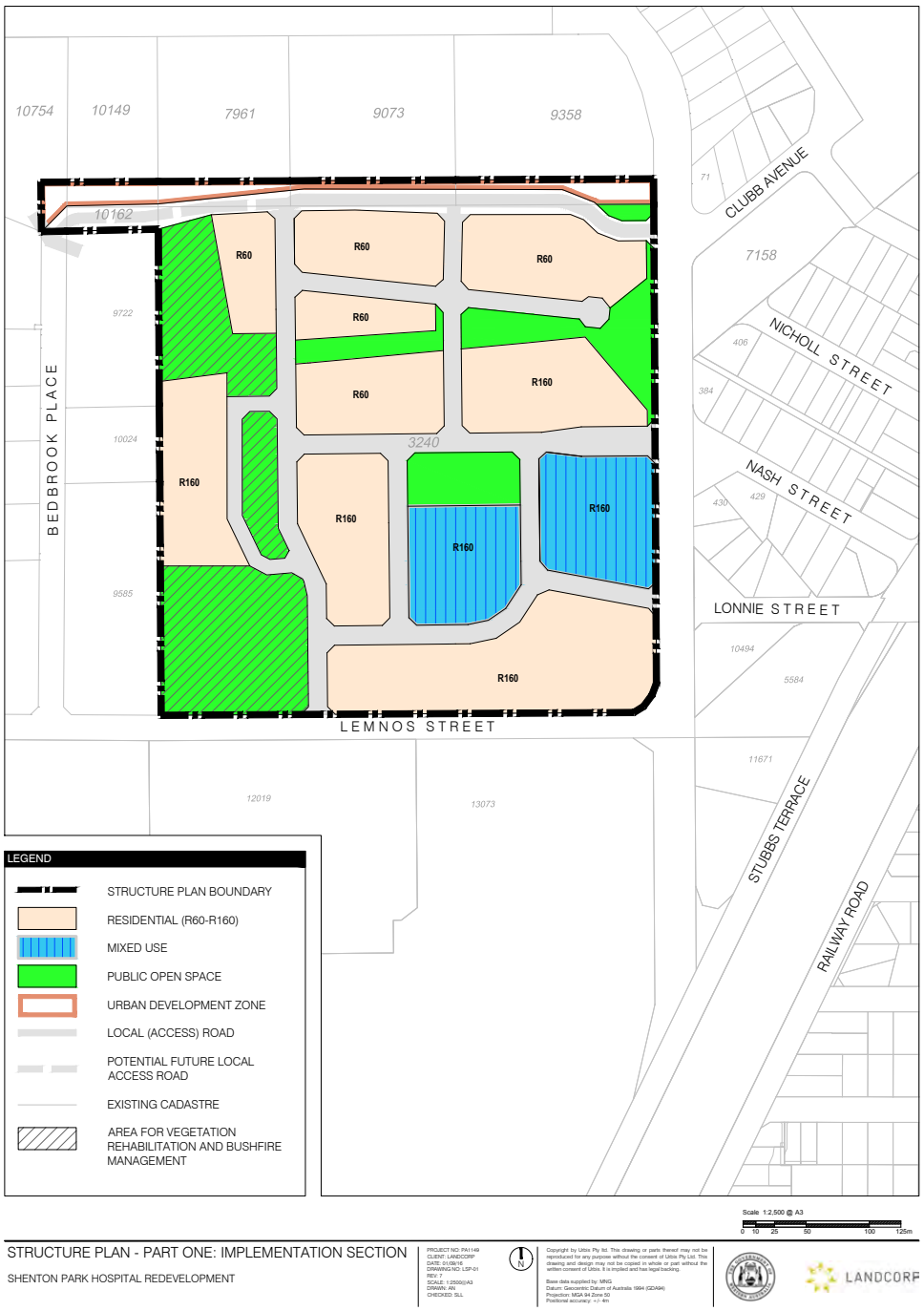


Fig 03.
'Structure Plan - Part One: Implementation Section. Shenton Park Hospital Redevelopment' from Structure Plan WAPC/2015/1-2: Shenton Park Hospital Redevelopment.
(Source: DPLH)

2.2.4 NON-STATUTORY FRAMEWORK

Other heritage polices and guidelines of specific relevance to *Block G*, prepared on LandCorp's behalf, are:

- 'Shenton Park Rehabilitation Hospital Conservation Management Plan' (June 2016[1], Draft, Rev.2, 14.09.17)
- 'Shenton Park Rehabilitation Hospital Interpretation Plan' (Sept 2016, Draft, Rev.0, 12.10.17, Palassis Architects)

Conservation Management Plan

The CMP is a broad heritage planning and management document which covers the whole of the former SPRH site. There is no individual *CMP* for *Block G*.

Specific policies guiding the conservation and development of *Block G* are included, with Key Policy Statements shown in *Appendix B*.

Of particular relevance to the Proposed Development is the Indicative Zones of Potential Development Diagram (*CMP* Figure 13, p/182), which identifies:

- indicative zones of potential development (primary and secondary);
- indicative zones of demolition;
- view corridor/development exclusion zone.

The diagram gives scope for demolition and/or development outside of permitted zones, subject to overall conservation outcome for the site, providing it is essential to the ongoing use.

Within primary zones of development, the diagram encourages an approach that reinforces the existing linear form.

CMP Figure 13 is shown in *Fig.04.*

2.2.5 HERITAGE AGREEMENT

Lot 34 is the subject of a Heritage Agreement (***HA***), which the owners of the property have entered into with the State (Heritage Council of Western Australia) on 5th November 2020.

The *HA* legally binds the landowner to certain conservation, interpretation and maintenance obligations in perpetuity in respect of *Block G*.

It is the *Proponent*'s intention that all conservation works obligations are met as part of the *Proposed Development*, as stipulated by the *Heritage Agreement*.

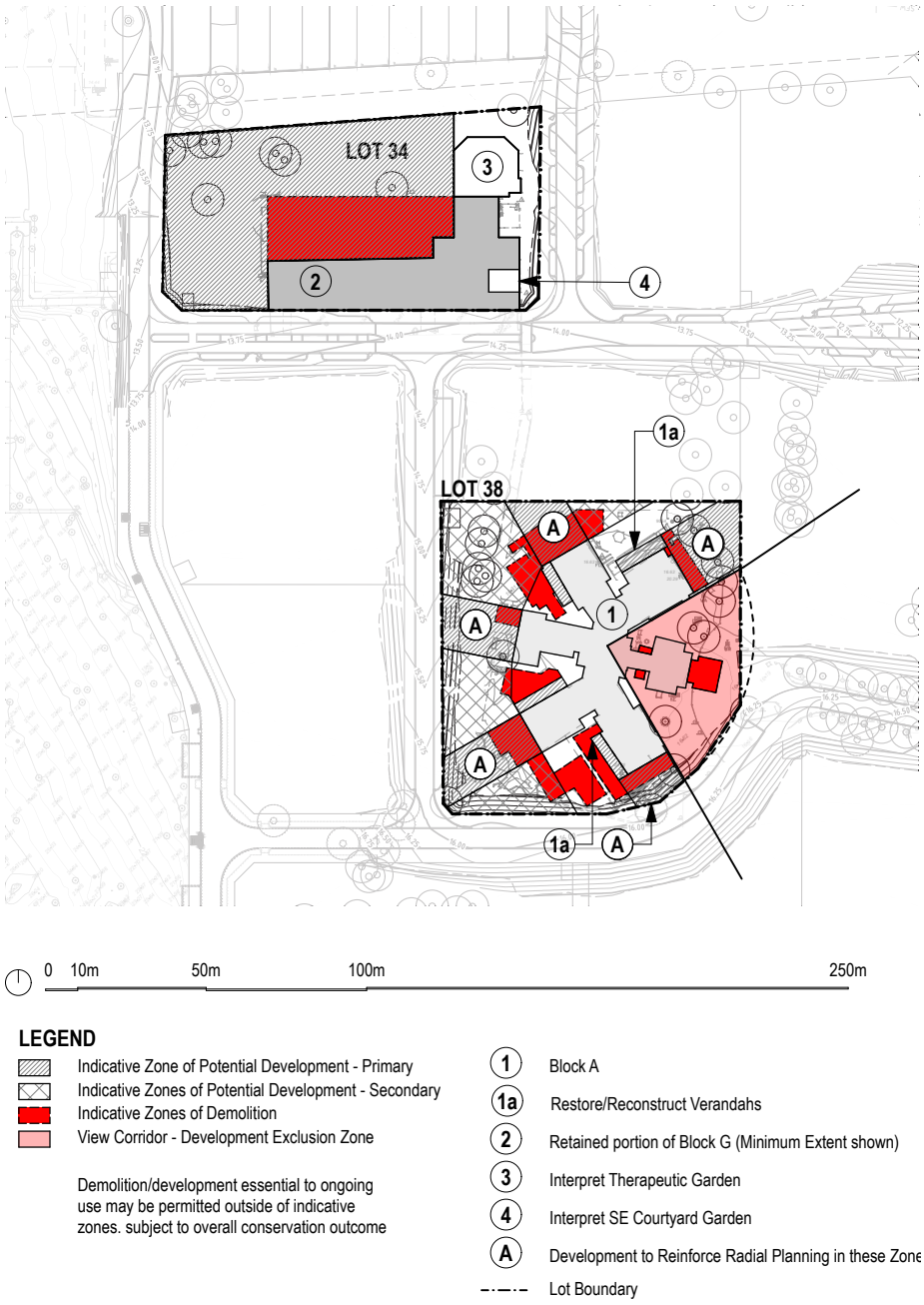


Fig 04.
'Zones of Indicative Development', *CMP Figure 13* from 2017 Conservation Management Plan produced by Palassis Architects.
(Source: Palassis Architects, 2017 CMP)

3.0 3.0 UNDERSTANDING THE PLACE - DOCUMENTARY EVIDENCE

3.1 SUMMARISED CHRONOLOGY OF MAJOR EVENTS

The following provides a historical overview of the development of the buildings at *SPRH* and has been extracted from the *Conservation Management Plan, 2017* (Palassis Architects). It considers the entirety of the site, not just Lot 34 upon which *Block G* sits.

Early European Settlement (1829 to c.1890)

Pre-1829	Lands were part of Nyungar country, within Bibbulmun territory, inhabited by the Whadjuk tribe.
1829	Arrival of first European settlers to Swan River Colony. Foundation of Perth and surveying of roads and towns.
1880s-1897	Survey and development of first estates and suburbs near subject area - Subiaco, Shenton Park, Jolimont.
1885	First isolation ward for infectious diseases erected at Perth Colonial Hospital (later Royal Perth Hospital) in Murray Street Perth.
1890s	Reserve, comprising 73 acres of native woodlands in Shenton Park, set aside for quarantine purposes.

Infectious Diseases Period (1890s to 1950s)

1893	Group of tents erected on bushland at Shenton Park site as isolation unit in response to local smallpox epidemic. Horse drawn wagons deliver first patients on 14 April.
c.1900	Site officially designated 'Reserve 2290 – Victoria Hospital' to facilitate establishment of an infectious diseases hospital. Hospital becomes known as Victoria Hospital for Infectious Diseases.
1908	WA state government officially takes over Victoria Hospital, renaming it the Infectious Diseases Branch (IDB), under the administration of the Perth Public Hospital (later Royal Perth Hospital). Framed and CGI clad buildings erected at Shenton Park site.
1915	Some framed and clad buildings from c.1906 Coolgardie Sanatorium transferred to Shenton Park site.
1917	Major outbreak of scarlet fever leads to overcrowding at Shenton Park site.
1919	World epidemic of Spanish influenza leads to establishment of emergency quarters at Shenton Park site.
1920s-30s	Public concern expressed over dilapidated condition of existing buildings at Shenton Park site.
1933	Local government conference agrees in principal to construction of new purpose built Metropolitan Infectious Diseases Hospital (MIDH) at Shenton Park site.

1934-36	Plans prepared by PWD Principal Architect A. E Clare.
1937	Tenders called in May. Tender price of £39,300 accepted from Mr F. J. Power in June. Construction commences late 1937.[1]
1938	Construction of new Administration and Wards Block [Victoria House] completed for final cost of £52,175.
1939	Hospital operational by January, although official opening is dispensed with. Patients transferred to new wards on 8 February.
c.1940s	Various local infectious diseases outbreaks, including cerebrospinal meningitis (1941), diphtheria (1942) and scarlet fever (1943), leading to overcrowding at Shenton Park site.
1942	One of the old ward buildings is reconditioned and used to provide emergency space at Royal Perth Hospital (RPH) for possible war casualties.
1948	First of series of three major poliomyelitis epidemics in Perth. First orthopaedic patients treated.

Rehabilitation Period (1953 to 2014)

1953	Hospital starts offering rehabilitation services alongside its infectious diseases services. School of Physiotherapy opens.
1954	Trial rehabilitation program for paraplegics commences under leadership of Dr George Montario Bedbrook, initially in two old timber framed corrugated iron roofed buildings. 8 December Paraplegic Unit officially established, the first of its kind in Australia.
1955	Hospital officially re-named Shenton Park Annexe.
1956	Site masterplan prepared, with provision for new nurses' accommodation, boiler house, workshops, laundry facilities, and animal house. Site expanded by seventeen acres to north (Swan Location 652), acquired from adjacent University Endowment Lands.
1958	Additional specialist rehabilitation units established for stroke, rheumatoid arthritis and post-neuro surgery patients.
1959	Friends of Shenton Park Campus volunteer service begins, offering library, cheque changing, flower and tea services. Several former RAAF buildings from Wembley relocated to Shenton Park site for use by the School of Physiotherapy.
1961	School of Occupational Therapy established.

1962	10 August - Opening of first stage of new nurses' quarters [Block B]. Designed by Colin Rule Architect. Royal Perth Hospital Board of Management and Shenton Park Paraplegic Unit, led by Sir George Bedbrook, sponsor the first Commonwealth Paraplegic Games in Perth, held at Claremont showgrounds from 10-14 November.
1963	**23 November - New 40-bed Paraplegic Block [Block G] opens. Designed by leading architectural firm Hawkins and Sands, under direction of architects Peter Parkinson and Ronald Bodycoat. Shenton Park site becomes known as Perth Rehabilitation Centre for treatment of paraplegic and orthopaedic cases.**
1966-72	Rehabilitation facility expanded with construction of additional wards, a therapy unit and a complex of operating theatres [Blocks E, F, Blocks H to N]. Designed by Public Works Department of WA.
1966	Hospital re-named Royal Perth (Rehabilitation) Hospital.
1968	3 November - Interdenominational chapel [Block R] opens. Designed by Colin Rule Ashbil and Associates Architects.
1969	Quadriplegic Centre opens. State schools of physio and occupational therapy merge with the Western Australian Institute of Technology (WAIT, later Curtin University).
1972	New WAIT Department of Therapies officially opens in November [Block X]. Hospital wins Belle Grieve Memorial Award for most significant contribution to rehabilitation. Sir George Bedbrook's 28-year term as Director of the Spinal Cord Injury Unit ends.
1974	Transfer of land at north of site to Paraplegic and Quadriplegic Association for establishment of sheltered workshop and activity centre.
1982	Opening of new hydrotherapy block [Block P].
1983	New day hospital and outpatients' department [Block Q] opens in May. New Independent Living Centre opens in Block B.
1985	Nurses accommodation use of Block B ceases with decline of in-house nursing system.
1986 2	8 May - Block B officially renamed Thorburn House in memory of Dr Ian Oriel Thorburn, honorary visiting physician in infectious diseases, 1936-1984.
1987	**3 August - Paraplegic Unit [Block G] officially renamed Sir George Bedbrook Spinal Unit, following Dr Bedbrook's retirement as Senior Surgeon in 1986.**

1988	Celebrations for the bicentennial year include burying of a time capsule.
1991	7 March. Barbara Seabrook House [Block T] opens.
1993	Hospital celebrates 100 years of service.
1998	August. *Royal Perth Rehabilitation Hospital Conservation Plan* completed by Heritage and Conservation Professionals.
2000	8 May. Site classified by National Trust of Australia (WA).
2001	**9 August - Therapeutic Garden with mosaic wall [The Ernst Wall] and water feature opens near Paraplegic Block G.**
2002	Independent Living Centre moves to QEII site. School of Physiotherapy moves to Curtin University's Bentley campus.
2003	A second therapeutic garden created near Victoria House with water feature by Robert and Ben Juniper.
2004	29 March - Health Reform Committee publishes The Reid Report, signalling new direction for public health in WA.
2006	Ryder Cheshire Foundation vacates Block T.
2012	'Reconfiguration' of health services following The Reid Report recommendations.

New Beginnings – 'Montario Quarter' (2014 to 2017)

2014	11 March - Interim entry of *Shenton Park Rehabilitation Hospital* on Heritage Council's Register of Heritage Places. June - Bicentennial time capsule unearthed and opened during open day to celebrate 121 years of service. Contents lodged with Royal Perth Hospital Museum. 3 October - Fiona Stanley Hospital, Murdoch opens. 4 October - Shenton Park Hospital officially closes. Landcorp progresses redevelopment planning framework for Shenton Park site; Draft Master Plan released in December.
2015	June - Metropolitan Planning Scheme Amendment, to transfer the site to an Urban Zone, initiated. 12 May - Permanent entry of *Shenton Park Rehabilitation Hospital* entered on Register of Heritage Places. 3 July - Shenton Park Rehabilitation Hospital Improvement Plan No.43 becomes effective over site.
2016	19 January. State Government releases draft Shenton Park Hospital Improvement Scheme.

2017	17 January - Shenton Park Hospital Improvement Scheme gazetted. 26 May - Minister announces commencement of construction of 'Montario Quarter'. Start of demolition and bulk earthworks within non-registered area. 1 June - Expressions of Interest open on first two development lots, including *Victoria House*. EOI closes on 13 July. September - *Shenton Park Rehabilitation Hospital Draft Conservation Management Plan* completed by Palassis Architects with Dr Robyn Taylor.
2022	Adaptive reuse development of the other Registered Place, *Victoria House (Block A),* is completed. This development included the conservation and adaptation of a portion of the original 1938 infectious disease hospital for commercial and hospitality uses, with three new residential towers built to the general footprint of demolished fabric.

3.2 SHENTON PARK REHABILITATION HOSPITAL

Shenton Park Rehabilitation Hospital (*SPRH*) had its origins as an infectious diseases hospital in the late 1890s, operating out of mainly make-shift accommodation until a purpose-designed facility was erected in the late 1930s.

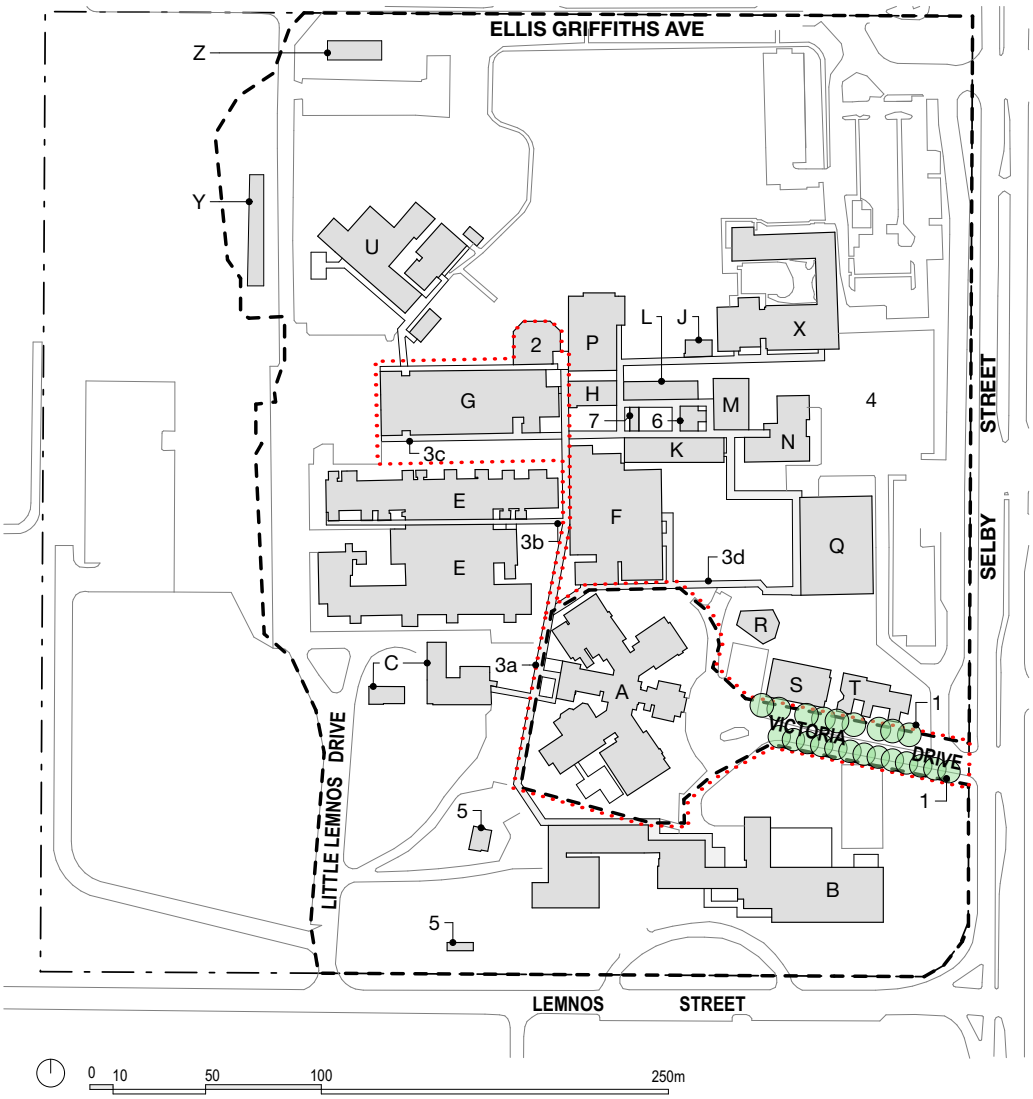
Designed by public works architect A.E 'Paddy' Clare, *Victoria House* (1938) opened as the new administration and wards block in 1939. The hospital continued to expand and evolve over time, eventually transitioning to a rehabilitative care focus, with many new ward blocks and support buildings constructed during the 1960s in a period of progressive expansion, including *Block G*, the *Spinal Rehabilitation Unit*.

Rehabilitation and vocational training at *SPRH* was pioneered by Sir George Bedbrook. Bedbrook was the founding director of the Paraplegic Unit.

Sir George Montario Bedbrook was the founding director of the Paraplegic Unit, holding the position from 1954 to 1986. Bedbrook pioneered the *SPRH* clinical focus upon rehabilitative care and vocational training, his philosophy being "If a life is worth saving, it must be given the opportunity to be worth living". Instrumental in founding the Paralympic Movement in Australia, Bedbrook was key to organising the first Commonwealth Paraplegic Games, held at the same time as the 1962 Commonwealth Games in Perth.

Shenton Park Rehabilitation Hospital was re-named Royal Perth Rehabilitation Hospital in 1966. At the time of Bedbrook's retirement in 1987, *Block G* (the Paraplegic Unit) was officially renamed Sire George Bedbrook Spinal Unit. The facility remained in operation until October 2014, when *SPRH* was officially closed by the State government after 121 years of service. At the time of closure, the campus retained an inventory of over thirty buildings constructed for a range of different uses across several principal building campaigns.

All have since been demolished, with the exception of *Victoria House (1938)* and *Block G (1962),* which form part of the Registered place; Please refer to *Figure 05*.



LEGEND

- Study Area
- Cadastral Boundary
- Curtilage

A	Block A: Victoria House	T	Block T: Barbara Seabrook House
B	Block B: Thorburn House	U	Block U: Rehabilitation Technology Unit
C	Block C: Facilities Management Block	X	Block X: Curtin University Research Health Campus
E	Block E: Goatcher Block	Y	Block Y: Animal Laboratory (*fmr*)
F	Block F: Radiology Suites / Operating Theatres	Z	Block Z: Grounds
G	Block G: Sir George Bedbrook Spinal Unit		
H	Block H: Ellis Griffiths House	1	Avenue of Queensland Box Trees
J	Block J: Spinal Gymnasium	2	Therapeutic Garden
K	Block K: Occupational Therapy Block (West)	3a	Covered Walkway: Dawes Walk
L	Block L: Physiotherapy Department	3b	Covered Walkway: Owen Walk
M	Block M: Physiotherapy Gymnasium	3c	Covered Walkway: Muecke Walk
N	Block N: Occupational Therapy Block (East)	3d	Covered Walkway: Sadka Walk
P	Block P: Hydrotherapy Block	4	Mercy Sadka Square
Q	Block Q: Carruthers Block	5	Sub-Station No.1 and Ancillary Building
R	Block R: Chapel	6	Public Toilet Building
S	Block S: Seymour House	7	Store Room Building

Fig 05.
Shenton Park Rehabilitation Hospital - Study Area from 2017 CMP.
(Source: 2017 CMP, Palassis Architects)

4.0 UNDERSTANDING THE PLACE – PHYSICAL EVIDENCE

4.1 SITE AND SETTING

The *SPRH* site is located west of the Perth to Fremantle Railway Line and is bordered by Selby Street to the east, Lemnos Street to the south and institutional developments to the north and west.

Shenton College is located on the south side of Lemnos Street. There is a multi-residential development to the east of Selby Street.

The context within which *Block G* is located has changed significantly since the *CMP 2017* was produced. The entire *SPRH* site has been subdivided into large development lots with new roadways gazetted, and various residential and mixed-use developments undertaken as a result of the Montario Quarter land release, either completed or underway.

Block G is located in the Northern Precinct, in the north-west quadrant of the site. It is approximately 85m north-west of *Victoria House* (*Block A*).

The adaptive reuse development of *Victoria House* was completed in 2022 and now accommodates commercial and hospitality businesses in the retained heritage building and three contemporary multiple dwelling residential towers. This complex is surrounded by gardens that are open to the public. The originally covered walkway of the *SPRH*, Dawes Walk, has been interpreted and reinstated, creating a clear pedestrian connection between *Victoria House* and *Block G*.

Vehicular access to *Block G* from the south is from Lemnos Street, via Guttman Approach (previously named 'Little Lemnos Drive'). Vehicular access to *Block G* is also afforded from Selby Street to the east, via Seymour Avenue which runs along the southern boundary of the *Block G* curtilage; This area to the south was previously occupied by a flat grassed area, bound by a stone retaining wall that formed the northern edge of Block E, which is no longer extant.

The topography of the site falls from a high point at the southern boundary to a low point at the northern boundary. *Block G* has retained the informal grassed area to the north, featuring mature trees, concentrated in the north-western corner of the site. A highly detailed paved landscape corridor runs along the northern boundary of *Lot 34*, overlooked by the primary facades of independently developed townhouses.

The remnants of the *Therapeutic Garden*, a formal landscaped garden, is located at the north-eastern end of *Block G*. All garden beds and plantings are no longer extant, with the exception of an overgrown Prickly Pear. The mosaic wall is currently enclosed with hoarding and is in a very poor condition.

Lot 34 is bound along the eastern boundary by Dawes View and by Guttman Approach along the western boundary. A large playground has been built on the western side of Guttman Approach.

Covered walkways were a consistent feature throughout the *SPRH* complex, protecting staff and patients moving between hospital buildings. The walkways were constructed in variations of simple steel sections, steel decking or corrugated sheeting to the roof and painted facias in either timber or aluminium. Covered path 'Muecke Walk' running along the southern façade of *Block G* directed people to the now demolished Blocks H to N.

A portion of the original structure covering 'Dawes Walk', running along the eastern façade of *Block G*, remains extant. 'Dawes Walk' has been interpreted and emphasised as it emerges from the northern wing of the *Victoria House* redevelopment; Now uncovered, 'Dawes Walk' is distinguished by a number of steel portals framing a distinctively paved path.

4.2 BLOCK G – SPINAL REHABILITATION UNIT

Block G, also referred to as the *Paraplegic Block*, was purpose built in 1962 as a 40-bed ward block (Ward 11) for the care and treatment of patients with spinal injuries. It was designed by prominent Perth architectural firm Hawkins and Sands and opened in November 1963. It was renamed the Sir George Bedbrook Spinal Unit in 1985, in honour of the former head of the hospital's paraplegic unit.

4.3 DESCRIPTION OF THE BUILT FABRIC – EXTERIOR

Block G is a single-storey steel framed, masonry and iron building, displaying some characteristics of the Late Twentieth-Century Stripped Classical style of architecture. The colour palette is predominantly dark brown, with off-white, beige and rust-coloured accents.

The building has a low-pitched gable roof, horizontal metal fascia and a horizontal profile, with the main facades divided into bays and the steel structure expressed.

Walls are of chocolate-coloured face brickwork, laid to a stretcher bond pattern. They incorporate metal-framed door and window panels that are full height and divided into four horizontal proportioned sections, forming a distinctive design element.

The steel roof 'I' beams extend past the building line to form a covered walkway on both the north and south sides of the building. The painted beams connect to steel columns at the edge of the concrete walkway. The beams and columns form a colonnade to both north and south elevations.

Brick and steel I-beam structures of the building essentially work independently of each other. The brick walls with the glazed partition inserts create the general envelope of the building. The steel structure accommodates the low-pitched gabled roof, which extends to form the colonnades that run along the lengths of the northern and southern elevations. The feature red metal fascia only occurs as cladding to the steel structure.

The metal fascia is comprised of modular rectangular panels, painted red and stamped to express the four triangular quadrants of each panel. The low profile shaping of each panel creates a subtle pattern across the fascia, as each facet catches the light differently.

The walkway soffit is lined with compressed fibre cement sheeting. The walkway is enclosed at the eastern end from the main hospital walkway (Dawes Walk) to the main entrance to *Block*

G. The low-pitched metal roof has painted metal fascia panels with concealed gutters. Large scaled rainwater heads feed into 200mm diameter circular downpipes, stabilised by a distinct custom bracket. There are two timber doors with wired glass to top and bottom panels to the south elevation.

At the west end of the building there is a concrete ramp leading to a covered loading bay. A section of the west elevation has a metal grille screening a services store and there are metal vertical louvers to the northern end of the west elevation screening west facing windows. The east elevation is adjacent to the main covered walkway and features two gardens located either side of a face brick plant room. A section of the brickwork to the main entry on the south elevation has been painted a cream colour and there are some replacement window panels to sections of all the elevations. Under the lining to the south and north covered walkways, there are steel tie rods running from the edge of the walkway steel frame to the inside of the face brickwork. There is evidence that these rods are a later addition to the building.

4.4 PHOTOGRAPHS OF SITE AND EXTERIOR

Image 01.
View south-east from Guttman Approach, capturing western facade of *Block G* and new residential development, including Victoria House, behind.
(Source: Palassis Architects, 17.04.2025)

Image 02.
View north along Guttman Approach, from the western boundary of the *Block G* site.
(Source: Palassis Architects, 17.04.2025)

Image 03.
Image Details
(Source: Palassis Architects, 17.04.2025)

Image 04.
View west along northern facade and boundary with new residential development.
(Source: Palassis Architects, 17.04.2025)

Image 05.
View south towards Victoria House, in line with 'Dawes Walk', from north-eastern corner of *Block G* site.
(Source: Palassis Architects, 17.04.2025)

Image 06.
View north within grove of existing mature trees, located in north-western corner of *Block G* site.
(Source: Palassis Architects, 17.04.2025)

Image 07.
View towards north-eastern corner of *Block G*, capturing remnants of *Therapeutic Garden*, and hoarding to mosaic wall.
(Source: Palassis Architects, 17.04.2025)

Image 08.
View south towards Victoria House along Dawes Walk.
(Source: Palassis Architects, 17.04.2025)

Image 09.
View south of north-eastern corner of *Block G*.
(Source: Palassis Architects, 17.04.2025)

Image 10.
View north along Dawes Walk along eastern boundary of *Block G*.
(Source: Palassis Architects, 17.04.2025)

Image 11.
View south towards Victoria House, capturing Dawes Walk and south-eastern corner of *Block G*.
(Source: Palassis Architects, 17.04.2025)

Image 12.
View west of south-eastern courtyard.
(Source: Palassis Architects, 17.04.2025)

Image 13.
View east from eastern end of southern colonnade, capturing south-eastern courtyard.
(Source: Palassis Architects, 17.04.2025)

Image 14.
View north into Main Entry, located at south-eastern end of *Block G*.
(Source: Palassis Architects, 17.04.2025)

Image 15.
View of south-western entry into Room 2060. Note proportion of glazed panels and combination of chocolate brick, brown tiling and stamped metal panels to service duct.
(Source: Palassis Architects, 17.04.2025)

Image 16.
View west from eastern end of southern colonnade. Note panels enclosing colonnade.
(Source: Palassis Architects, 17.04.2025)

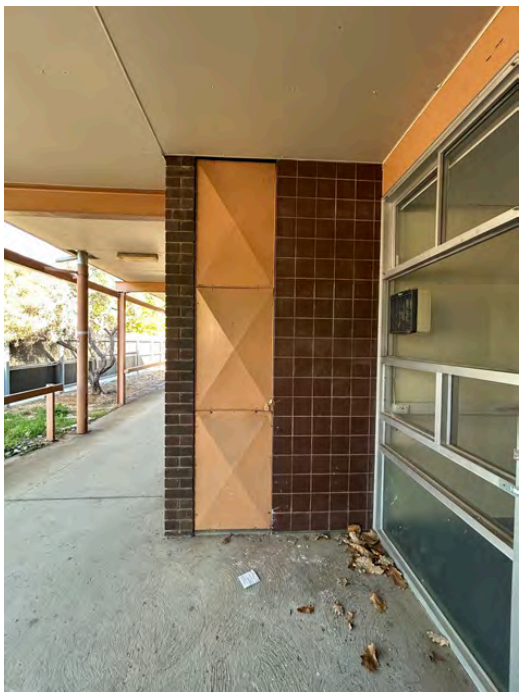


Image 17.
Detail of the distinct combination of chocolate brick, brown tiling and stamped metal panels to service duct.
(Source: Palassis Architects, 17.04.2025)

Image 18.
Southern facade capturing distinctive use of steel, brick partition walls and glazed framed panels and downpipe.
(Source: Palassis Architects, 17.04.2025)

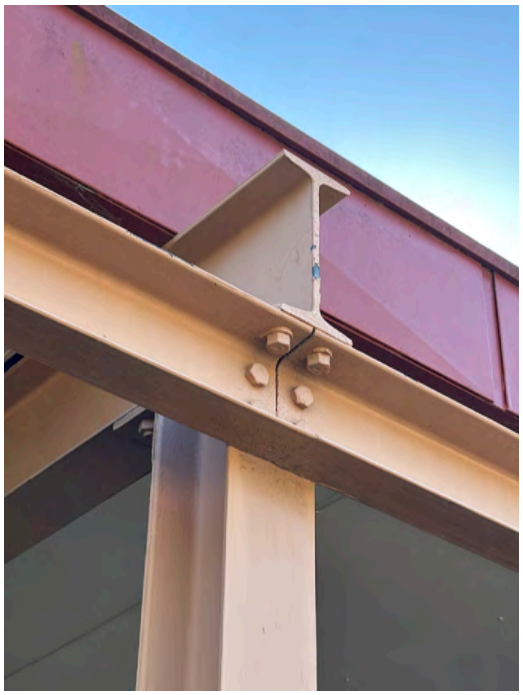


Image 19.
Detail of stamped metal fascia and steel junction of colonnade.
(Source: Palassis Architects, 17.04.2025)

Image 20.
View east from south-western end of Block G. Note tie-rods and relationship between steel-framed roof and termination of steel colonnade.
(Source: Palassis Architects, 17.04.2025)

Image 21.
View north from western end of *Block G*, capturing grove of mature trees.
(Source: Palassis Architects, 17.04.2025)

Image 22.
View south-east from north-western corner of *Block G* site.
(Source: Palassis Architects, 17.04.2025)

Image 23.
Remant of *Therapeutic Garden* and mosaic wall.
(Source: Palassis Architects, 17.04.2025)

Image 24.
Northern facade capturing steel colonnade, diamond-stamped fascia and 200mm downpipe with rainhead.
(Source: Palassis Architects, 17.04.2025)

Image 25.
View west along northern colonnade, from infront of *Therapeutic Garden.*
(Source: Palassis Architects, 17.04.2025)

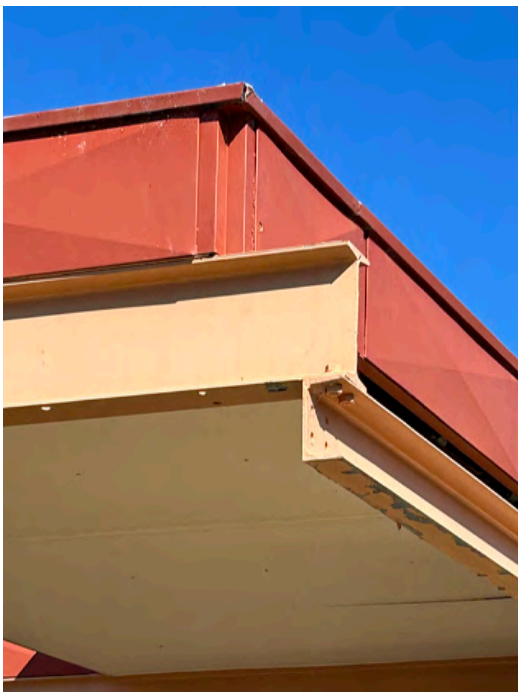


Image 26.
Detail photograph of steel junction located eastern end of northern steel colonnade.
(Source: Palassis Architects, 17.04.2025)

Image 27.
Expressed steel junction detail to external steel colonnade.
(Source: Palassis Architects, 17.04.2025)

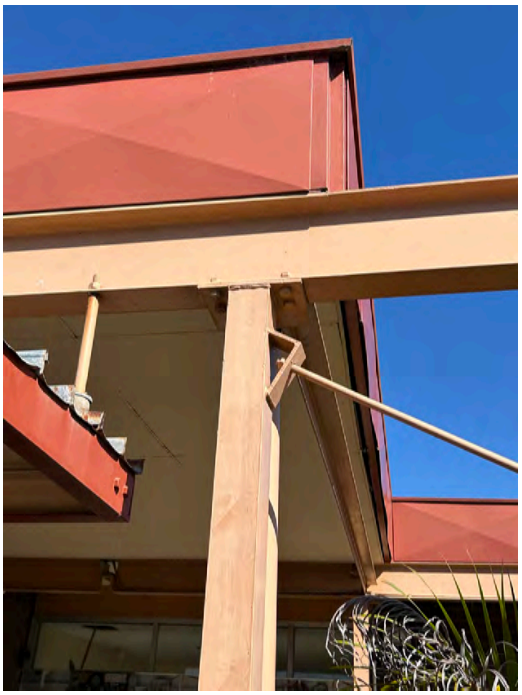


Image 28.
Detail of steel tie-rods located in north-eastern courtyard.
(Source: Palassis Architects, 17.04.2025)

4.5 DESCRIPTION OF THE BUILT FABRIC – INTERIOR

The internal plan consists of two full length corridors that form a north, central and south line of rooms. There are two cross corridors that link the main passageways. The main entrance is at the south-east of the building, with other entrances at the eastern end and the south-west end of the building. The entry at the south-west end is still extant but has been adapted to an office use.

The central rooms are former service spaces which previously functioned as WCs, showers, stores, offices and nursing stations. The north and south line of rooms contain the former ward bedrooms, seminar room, patient dining and recreational room.

The corridors are wide, originally intended to allow easy access and equipment storage. The floor is vinyl on a concrete slab to most rooms. The vinyl turns up to form a skirting to the walls. There are carpet squares to the former seminar room and the former waiting area adjacent to the main entry. Walls are painted rendered masonry or lightweight partition, and the suspended ceiling is an acoustic mineral fibre tile. Large timber sliding doors to the wards are on an overhead track system with steel pelmets. The doors have wired glass to the top panel. There are terrazzo lintels to some openings and terrazzo partitions to showers. The conference room adjacent to the south-eastern entrance retains original clear finished timber wall panelling and built-in furniture; The timber wall panelling in the Recreation Dining Room located in the north-eastern corner has been painted different shades of blue.

The Basement accommodated all major services required by the former hospital, including large mechanical units, some of which are still partially extant despite being decommissioned; The connecting ground level Plant Room (Room 2006) can only be accessed via a heavy steel ladder from the Basement, or through ground level steel doors which have been welded closed. The Basement is purely functional, with heavy concrete columns and beams, with an exposed concrete slab above. All retaining walls to the north and south are steeply sloped and clad in square concrete pavers. It is unclear whether the retaining walls are of either ‘gravity’ or ‘cantilever’ construction.

The interior of *Block G* is in a poor condition. There is evidence of prolonged periods of break-ins and opportunistic vandalism; Access to the interior appears to have been contrived through the breaking of glazed panels to windows and through the roof. Ceiling panels have been removed and graffiti is dispersed throughout the interior. Rain is not prevented from entering the building, with large portions of the corridors flooded and carpeting waterlogged.

4.6 PHOTOGRAPHS OF INTERIOR

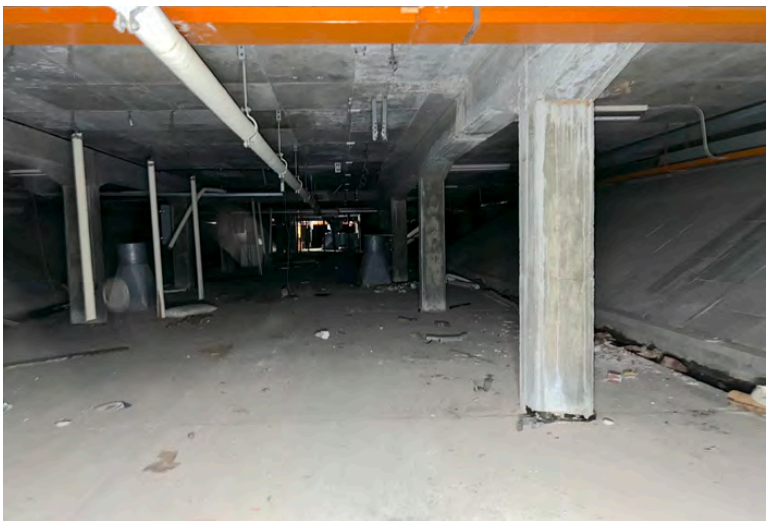


Image 29.
View eastward in Basement.
(Source: Palassis Architects, 25.07.2025)

Image 30.
View eastward in Basement. Note redundant equipment and brackets for removed services.
(Source: Palassis Architects, 25.07.2025)

Image 31.
View of lift to western end of Basement.
(Source: Palassis Architects, 25.07.2025)

Image 32.
View east within former Plant Room (Rm 2006), which is to be retained and adapted into Proposed Development. Note makeshift shelter.
(Source: Palassis Architects, 25.07.2025)

Image 33.
View south-west within former Plant Room (Rm 2006), which is to be retained and adapted into Proposed Development. Note redundant mechanical equipment.
(Source: Palassis Architects, 25.07.2025)

Image 34.
View north within former Plant Room (Rm 2006), which is to be retained and adapted into Proposed Development. Note redundant mechanical equipment.
(Source: Palassis Architects, 25.07.2025)

Image 35.
View west along southern access corridor from south-eastern Lobby by Main Entry; former Room 2013-Waiting Room. Note water ingress and presence of damage from vandalism.
(Source: Palassis Architects, 25.07.2025)

Image 36.
View east along former Room 2015-Corridor, towards Waiting Room. Note stainless steel door frame and stainless steel caps to lower doorways.
(Source: Palassis Architects, 25.07.2025)

Image 37.
View south out of former Room 2060-Medical Typing.
(Source: Palassis Architects, 25.07.2025)

Image 38.
View north from within former Room 2053-Northern Entry.
(Source: Palassis Architects, 25.07.2025)

Image 39.
View east out of former Room 2023-Eastern Entry; Note external brick wall to the right to be retained as part of Proposed Development.
(Source: Palassis Architects, 25.07.2025)

Image 40.
View north-west from Eastern Entry towards former Room 2023-Pantry.
(Source: Palassis Architects, 25.07.2025)

Image 41.
Former Room 2025, Pantry.
(Source: Palassis Architects, 25.07.2025)

Image 42.
View west into former Room 2027-Recreation/Dining. Note painted timber wall cladding.
(Source: Palassis Architects, 25.07.2025)

Image 43.
View east within former Room 2027-Recreation/Dining. Note painted timber wall cladding.
(Source: Palassis Architects, 25.07.2025)

Image 44.
View south-west from within former Room 2007-Reception.
(Source: Palassis Architects, 25.07.2025)

Image 45.
Example of glazed partition wall featuring textured glass.
(Source: Palassis Architects, 25.07.2025)

Image 46.
Western wall of former Room 2008-Staff Room. Note stainless steel door frames and damage to ceiling. Floor was flooded at time of inspection.
(Source: Palassis Architects, 25.07.2025)

Image 47.
Former Room 2010-Dirty Utility, with original appliance.
(Source: Palassis Architects, 25.07.2025)

Image 48.
Cabinetry in former Room 2012-Ward Clerk.
(Source: Palassis Architects, 25.07.2025)

Image 49.
Southern doorway into former Room 2020-Male Showers. Note terrazzo lintel, toplight and stainless steel caps to lower portion of doorway.
(Source: Palassis Architects, 25.07.2025)

Image 50.
View north within former Room 2020-Male Showers.
(Source: Palassis Architects, 25.07.2025)

Image 51.
View west into former Room 2022-Male Toilet.
(Source: Palassis Architects, 25.07.2025)

Image 52.
View east from within former Room 2030-Conference Room. Note timber cladding to walls and inbuilt A/C units. Carpet was waterlogged at time of inspection.
(Source: Palassis Architects, 25.07.2025)

Image 53.
View north from within former Room 2030-Conference Room. Note timber cladding to walls and inbuilt
(Source: Palassis Architects, 25.07.2025)

Image 54.
View north from within former Room 2033-2x Bed Ward. Note access door out to garden and custom cabinetry enclosing A/C services, originating from the Basement.
(Source: Palassis Architects, 25.07.2025)

Image 55.
View south towards northern corridor from within former Room 2033-2x Bed Ward.
(Source: Palassis Architects, 25.07.2025)

Image 56.
View north from within former Room 2049-4x Bed Ward. Note mirrored custom cabinetry enclosing A/C services, originating from the Basement.
(Source: Palassis Architects, 25.07.2025)

Image 57.
View of souther wall of former Room 2049-4x Bed Ward, capturing cabinetry and vanity typical of former ward rooms.
(Source: Palassis Architects, 25.07.2025)

Image 58.
Detail of ceiling-mounted hoist, installed above every bed in former wards.
(Source: Palassis Architects, 25.07.2025)

Image 59.
View west along Room 2015-Southern Corridor. Note corridor was flooded at time of inspection.
(Source: Palassis Architects, 25.07.2025)

Image 60.
View north from with Room 2039 and Room 2041 former 1x Bed Wards. Note mirrored custom cabinetry enclosing A/C services, originating from the Basement.
(Source: Palassis Architects, 25.07.2025)

Image 61.
View east from with Room 2039 and Room 2041 former 1x Bed Wards.
(Source: Palassis Architects, 25.07.2025)

Image 62.
Detail of timber cabinetry to former Room 2009-Head of Spinal Office.
(Source: Palassis Architects, 25.07.2025)

Image 63.
Stainless steel doorframe and bench in former Room 2010-Dirty Utility, with simple timber cabinetry shelf.
(Source: Palassis Architects, 25.07.2025)

Image 64.
Detail of linoleum flooring transition between corridor and ward; former Room 2055-4x Bed Ward.
(Source: Palassis Architects, 25.07.2025)

Image 65.
Doorway with feature terrazzo lintel; former Room 2014-Medication Room.
(Source: Palassis Architects, 25.07.2025)

Image 66.
Feature stainless steel doorframe with toplight; former Room 2028-Flower Room.
(Source: Palassis Architects, 25.07.2025)

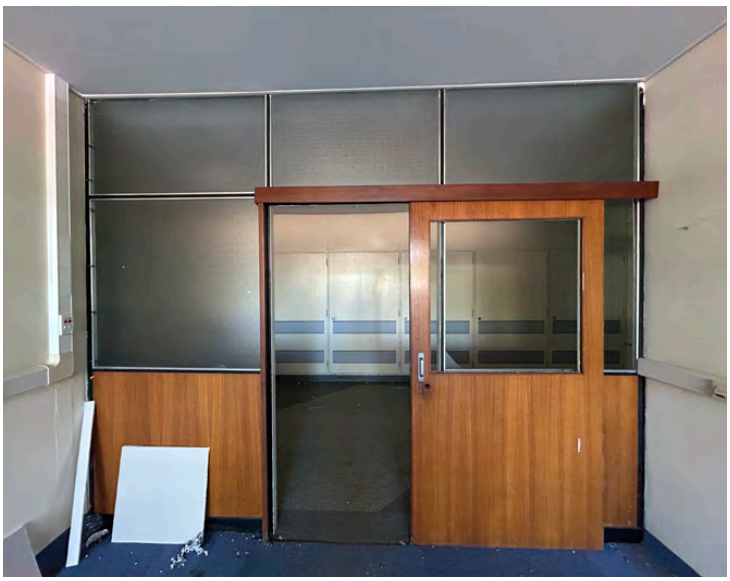


Image 67.
Internal aluminium-framed partition with timber and textured glass panels; former Room 2060-Medical Typing.
(Source: Palassis Architects, 25.07.2025)

Image 68.
Detail of partition wall; former Room 2060-Medical Typing.
(Source: Palassis Architects, 25.07.2025)

4.7 SUMMARY OF HISTORICAL CHANGES TO THE FABRIC

Due to the lack of available documentation, it is difficult to determine the number and nature of changes made to *Block G* over time.

- Gradual addition of accretions to exterior, including air conditioner units, signage, security lights, surface mounted conduits and pipes.
- Addition of steel tie rods.
- Removal of air conditioning roof plant.
- Change of colour scheme to feature fascia and exposed steel structure; Fascia appears to have gone from white to red and steel structure from black to 'beige-peach'.
- Application of render to external chocolate-coloured bricks to south-eastern corner.
- Infill panels enclosing the south-eastern portion of the southern steel colonnade.
- Addition of four rooms to the south-eastern corner of Block G, occupying a portion of the south-eastern Courtyard sometime after 1967; Rooms 2002, 2003, 2004 and 2005 which primarily accommodated staff offices.

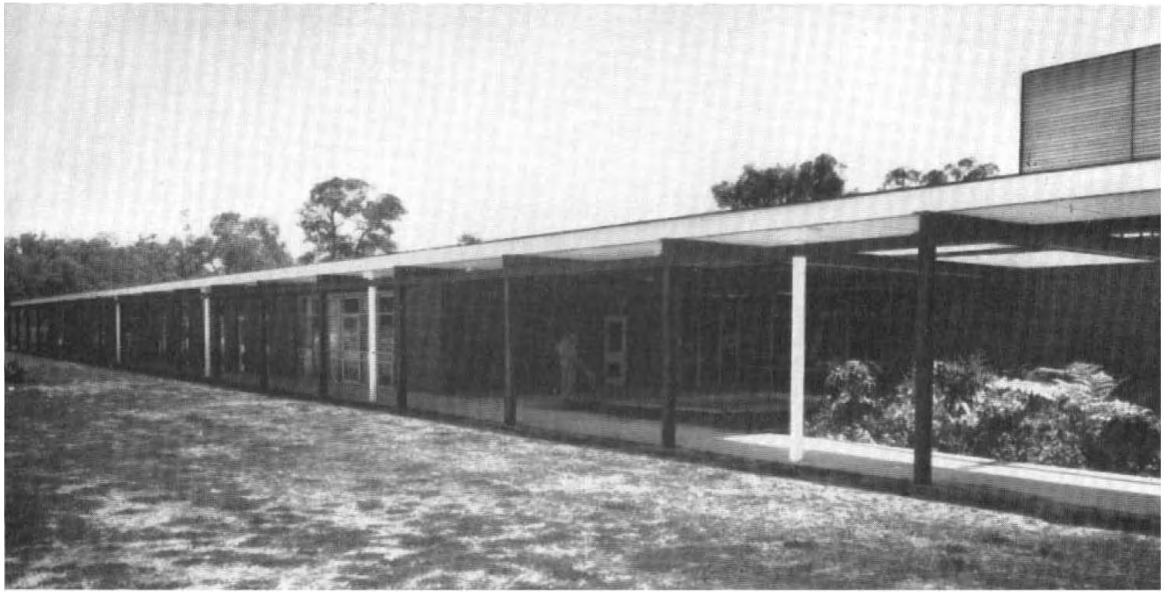


Fig 06.
Photograph of the Main Entrance, located to the south-eastern end of Block G. Note the larger courtyard, roof-mounted plant room, black-painted steel and white fascia and downpipes.
(Source: 'Paraplegia', former medical journal of the International Spinal Cord Society.
'Fig 1' from article 'The Orginisation of Spinal Cord Injuries Unit at Royal Perth Hospital, Perth, Western Australia', by G. M. Bedbrook, from publication of the Annual Scientific Meeting 1967.)

Image 69.
View of south-eastern corner of Block G, capturing exposed and rendered chocolate brick facade (post-1967 fabric), painted steel structure and fascia and surface mounted services.
(Source: Palassis Architects, 2025)

Image 70.
View of south-eastern courtyard of Block G, which is half of it's original size.
(Source: Palassis Architects, 2025)

5.0 5.0 CULTURAL HERITAGE SIGNIFICANCE

5.1 CONDITION, INTEGRITY AND AUTHENTICITY

Condition

Block G is in fair to poor condition.

The place has not been maintained on a regular basis since 2014, with some damage being incurred through opportunistic vandalism. Water easily enters the building through the damaged roof, with areas consistently flooded after wet weather. Some elements of the steel structure are affected by localised points of moderate corrosion.

The *Therapeutic Garden* is in very poor condition.

Integrity

This section explains the extent to which the original fabric is in its original state.

Block G retains a high level of integrity.

This will be reduced once the approved demolition for the strategy is implemented.

The *Therapeutic Garden* has a low level of integrity.

Authenticity

This section explains the extent to which the original intention of the place is evident, and the compatibility of the current use.

Block G retains a moderate level of authenticity.

Although no longer in use as a specialised ward for the care and treatment of patients with spinal injuries, the original design intent remains evident in the building layout.

However, the context within which *Block G* is located has undergone great change and it is highly unlikely the place will ever be used for medical and rehabilitation functions in the future.

With the exception of *Victoria House*, which has been adaptively reused as part of a mixed-use residential development, *Block G* is the only other remaining structure of the *Shenton Park Rehabilitation Hospital* complex.

The *Therapeutic Garden* has a low level of authenticity.

The values of *Block G* and the *Therapeutic Garden* are capable of being interpreted as part of redevelopment.

5.2 STATEMENT OF SIGNIFICANCE

Shenton Park Rehabilitation Hospital, comprising the Administration and Wards Block (1938) [Victoria House] and the Paraplegic Block (1962) [Block G] together with the avenue of Queensland Box trees lining the approach to the Administration Wards Block, has cultural heritage significance for the following reasons:

The establishment of a paraplegic rehabilitation unit at the site in 1953 demonstrates the leading role Western Australia held in the field of rehabilitation, being the first facility of its kind in Australia; *[1]*

The place is important as the site of Perth's first purpose-built hospital for the treatment of infectious diseases; *[2]*

The place is associated with Sir George Montario Bedbrook, who was a world leader in the care of patients with paraplegia and quadriplegia. He was internationally significant for his contribution to sport for disabled people; *[3]*

The place had an important role in caring for the victims of the poliomyelitis epidemics in Perth from 1948 to 1956. These epidemics were the catalyst for the hospital changing from an infectious disease hospital to a rehabilitation hospital; *[4]*

The 1962 Paraplegic Block [Block G] is an excellent design solution for paraplegic and quadriplegic patients, and is a benchmark in the design of modern hospital facilities; *[5]*

The 1938 Administration and Wards Block [Victoria House], with its imposing entrance approached along a box tree lined avenue, provides an attractive contribution to the place and is strategically placed at the end of the entrance driveway; *[6]*

The radial planning of the 1938 Administration and Wards Block [Victoria House] reflects the belief in the benefits of the fresh air at the time of its construction, and allows natural light and ventilation to a maximum of rooms; and, *[7]*

The place has a social significance to all those staff and patients who have been associated with the place over the years of its history. *[8]*

Later additions to the Administration and Wards Block [Victoria House] that obscure the original views of the building or disrupt the original radial plan design intent are of little significance.

Of most relevance to Block G are Statements *1, 3, 5* and *8*, due to its:

- Position in the greater movement of rehabilitation of spinal injuries;
- Connection to the decades long progressive development of rehabilitative care led by Sir George Bedbrook;
- Position as Perth's first purpose-built hospital for the rehabilitation of patients with spinal injuries resulting in paraplegia;
- Sharing of the design philosophy behind Victoria House, whereby access to natural light and ventilation from the rooms is prioritised.

5.3 LEVELS OF SIGNIFICANCE

Levels of Significance

An understanding of the degree or level of significance of the place, and elements within the place, provides an important complement to the statement of significance in the preceding section of this report. Such an understanding can assist in establishing priorities for conservation. In general, the higher the level of significance the greater care that needs to be taken in determining actions which may impact on its heritage value and importance. The hierarchy of levels used in this study are based on those described by J.S. Kerr in *The Conservation Plan – A Guide to the Preparation of Conservation Plans for Places of European Cultural Significance* (Fifth Edition, 2000). These levels are:

Exceptional Significance
Considerable Significance
Some Significance
Little Significance

Items at the highest level are of *exceptional significance* in a broad (international) context.

Items of *considerable significance* are those that would warrant inclusion on any national or state register of places of significance.

Items of *some significance* are at the minimum threshold for inclusion on most such lists.

Those of *little significanc*e would not meet the threshold for any heritage list.

Intrusive items that detract from the visual character of the place are also identified.

No zones or elements of *Exceptional Significance* or *Considerable Significance* have been identified at *Block G, former Paraplegic Block*.

5.4 ZONES OF SIGNIFCANCE

Zones of Some Significance
Block G (former Paraplegic Block) - retained portion.
Block G Therapeutic Garden

Zones of Little Significance
Block G (former Paraplegic Block) - portion approved for demolition.

5.5 5.5 ELEMENTS OF SIGNIFICANCE

Elements of Some Significance
Block G
Exterior
Rectilinear form and appearance.
Exposed structural steel framework, including cross-braced tie rods.
Chocolate coloured face brick infill panels.
Diamond pattern metal facscia.
Courtyard garden, SE corner (on approach to main entry).

Block G
Interior
General configuration of original corridor, service area and ward room planning.
Terrazzo lintels.
Clear finished timber panelling to common rooms.
Stainless steel framed glazed partitions to south reception/administration area.
Stainless steel door frames.

Therapeutic Garden
Mosaic tile feature wall.
Mature eucalypt tree (NB. Approved for removal at time of writing)
Commemorative plaque.

Dawes Walk
Walkway alignment.

Elements of Little/No Significance
Block G
Exterior
Metal roof sheeting, rainwater goods.
Soffit linings to entrances and walkways.
Covered loading bay, east end.
Metal louvred panels.
Exterior light fixtures.
Enclosed AC plant and equipment.

Modern aluminium framed glazing assemblies.
Modern glazed aluminium doors.
Paint finish applied to face brickwork near south entrance.
Exterior paint colour scheme.
Block G landscaping (other than Therapeutic Garden).

Block G
Interior
Interior ceiling, wall and floor finishes generally (excludes clear finished timber wall panelling to common rooms).
Cornice and skirting treatments.
Interior fittings and fixtures.
Flush panel & glazed timber doors.
Window treatments.
Interior paint colour scheme.
Blue paint finish applied to timber wall panelling, recreation dining room.

Therapeutic Garden
Paving materials.
Limestone blockwork, pond and garden beds.
Steel posts (remnant from shade structure).

Dawes Walk
Walkway fabric (including concrete paving, cladding, roofing, rainwater goods, structural steel framing, timber studwork, walls cladding, glazing, handrails).
Roof mounted services.
Subterranean services.

Intrusive Elements
Block G
Paneling enclosing the steel walkway to the south-eastern end.
Air conditioning units, conduits and other accretions.
Additional elements installed to Western facade to accommodate mechanical services.

Therapeutic Garden
Structure over and around mosaic tile feature wall.

5.6 LEVELS OF SIGNIFICANCE DIAGRAMS

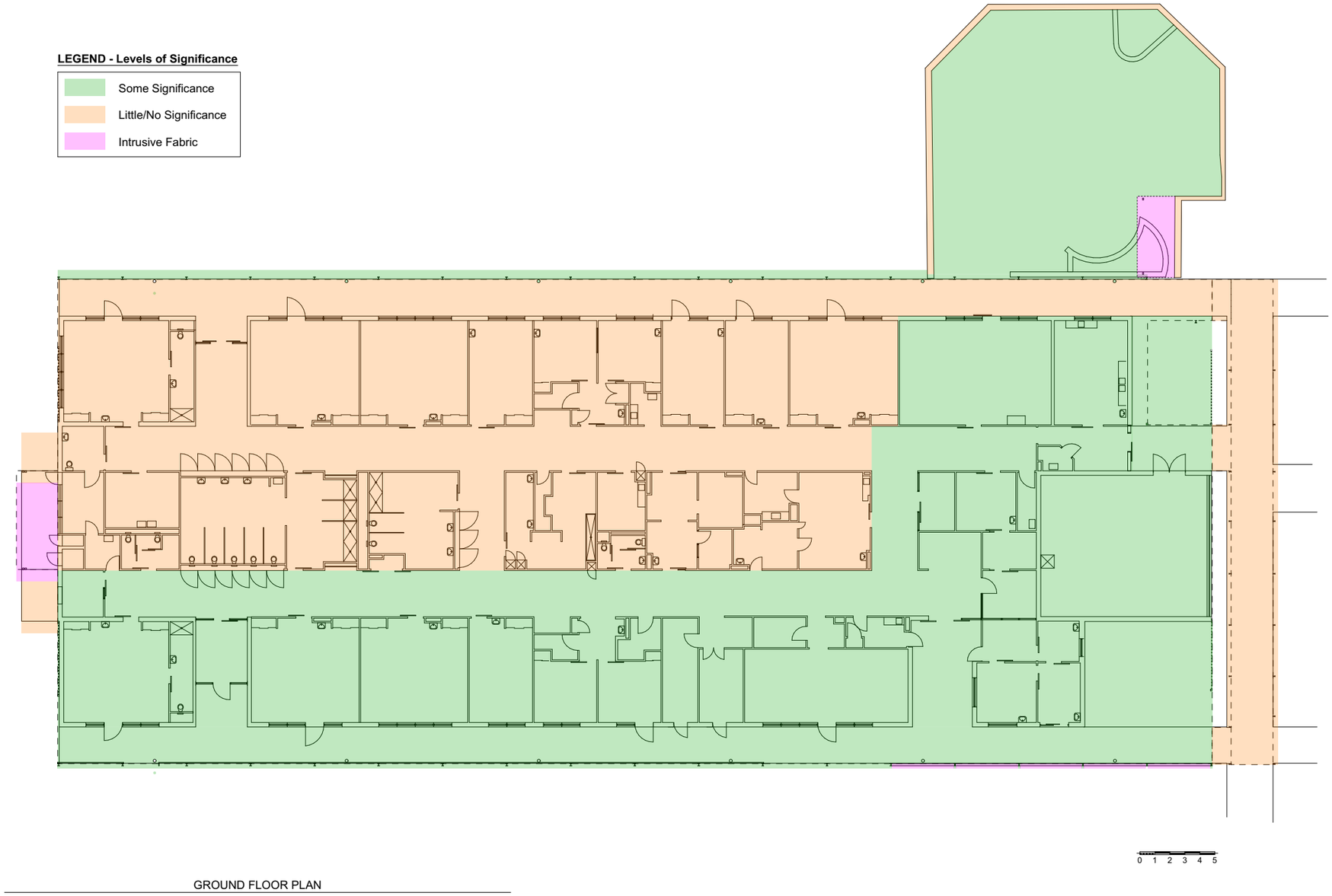
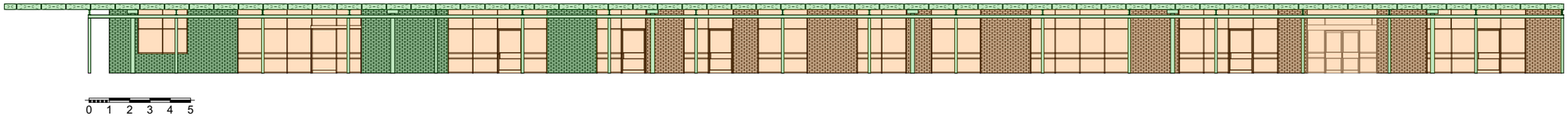
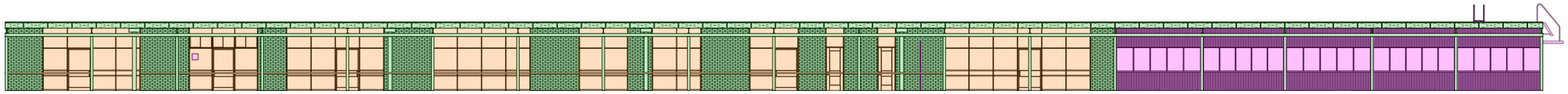


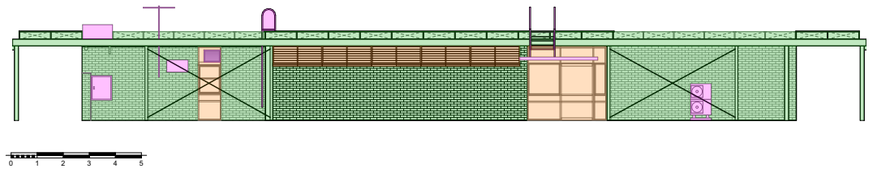
Fig 07.
Levels of Significance - Block G Ground Floor Plan
(Source: Palassis Architects, 2025)



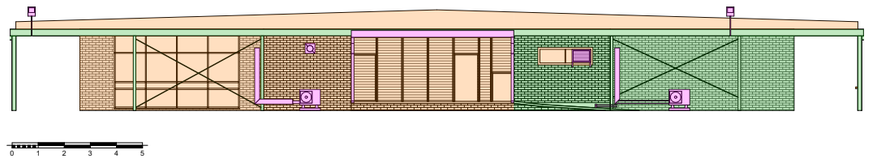
NORTH ELEVATION 1:200



SOUTH ELEVATION 1:200



EAST ELEVATION 1:200



WEST ELEVATION 1:200

LEGEND - Levels of Significance

	Some Significance
	Little/No Significance
	Intrusive Fabric

Fig 08.
Levels of Significance - Block G Elevations
(Source: Palassis Architects, 2025)

6.0 6.0 DESCRIPTION OF PROPOSAL

6.1 STRATEGIC OVERVIEW

The *Development Proposal* essentially intends to redevelop *Lot 34* for residential purposes and entails:

- the demolition of a large portion of the original fabric of *Block G*;
- the retention and adaptive reuse of the eastern portion of *Block G*;
- the subdivision of *Lot 34* into separate Green Title lots, including the future gazetting of a new roadway;
- the construction of ten residential units, the design of which strongly refers to the architectural character and aesthetic of the original *Block G* structure and lineal building footprint;
- relocation of the *Therapeutic Garden* to north-western corner of *Lot 34*, where mature trees are to be retained.
- the execution of a well-developed Interpretation Plan and Strategy, using various interpretative vehicles throughout the site.

In keeping with *Improvement Scheme No.1* (*IS1*), the *Proponents* are proposing the redevelopment and subdivision of *Lot 34* for new residential purposes.

The *Proponents* have investigated the feasibility of adaptively reusing the entirety of *Block G*, to provide new residences that meet contemporary standards and statutory requirements.
These investigations have led to the development of the current *Development Proposal*, which involves the demolition of a large portion of original fabric allocated for retention in the *CMP 2017*.

Block G was designed to meet the singular requirements of rehabilitating people with spinal injuries, resulting in a building that is difficult to adaptively reuse for other purposes. The difficulty in feasibly adapting the place for contemporary uses as defined by *IS1*, while strictly adhering to the *CMP 2017* is evidenced by *Block G* remaining unused and uninhabited since 2014.

The *Proponents* have consulted with Heritage Council of Western Australia and have adopted the recommendation to retain and adaptively reuse the eastern portion of the masonry structure.

7.0 7.0 HERITAGE IMPACT STATEMENT

7.1 OVERVIEW

Through a pre-Development Application process the following aspects of the *Proposed Development* have been identified as having the highest degree of potential to impact the cultural heritage significance of *Block G*:

1. **Major Demolition works**
- Proposed demolition of all fabric west of the original south-eastern main entry, that fall outside of the *CMP Figure 13 Indicative Zones of Demolition*.
- Proposed demolition of *Therapeutic Garden*.

2. **Heritage Building Interventions**
- Adaptive reuse of original building fabric located east of original south-eastern main entry for residential use.
- Retention of south-eastern Courtyard.
- Proposed removal and reconfiguration of external exposed steel structure.

3. **New Residential Development**
- Proposed construction of 8 (eight) new residential townhouses.
- Subdivision of *Lot 34* into individual Green Title lots, a gazetted road and new public parkland.

4. **Landscape Interventions**
- Proposed demolition of *Therapeutic Garden* and development of new public interpretative *Therapeutic Garden*.
- Maintain and accentuate the pedestrian Dawes Walk, linking *Block G* to Victoria House.

7.2 ANALYSIS

The *Proposed Development* anticipates major demolition works which will result in the permanent removal of fabric of 'some significance', which falls outside of the *CMP Figure 13 Indicative Zone of Potential Demolition*.

7.2.1 DEMOLITION WORKS

DEMOLITION WORKS – BLOCK G & THERAPEUTIC GARDEN				
Element to be Demolished	**Significance Level**	**Reason for Significance**	**Degree of Impact**	**Key Points**
All building fabric west of eastern portion to be retained.	Some	○ 1963 fabric; ○ High integrity; ○ Moderate authenticity.	High	○ Original fabric; ○ Proposed Development to directly reference and interpret original structure, including linear form, materiality and aesthetic; ○ Proposed Development to directly reference design intent of original design or direct connection between interiors and garden space; ○ Eastern end of original fabric to be retained as reference; ○ Separation of Original and New/ Interpreted to be reinforced through adaption of original south-eastern entrance as breezeway between. ○ Boundary setback from proposed new western boundary of subdivision to emphasise heritage reference and character of Proposed Development. ○ Strong Interpretation Plan and Strategy to be applied, including interpretation through the architecture of the *New Build*.
Exposed structural steel framework, including cross-braced tie rods	Some	○ 1963 fabric; ○ High integrity; ○ Moderate authenticity.	High	○ Original fabric; ○ Steel elements to be removed, conserved and reused in Proposed Development if feasible; ○ Covered steel walkway structure to be directly interpreted to southern, eastern and northern elevations of *Proposed Development*. ○ Reconstructed steel structure to accentuate heritage pedestrian walkway 'Dawes Walk'.

DEMOLITION WORKS – BLOCK G & THERAPEUTIC GARDEN				
Element to be Demolished	**Significance Level**	**Reason for Significance**	**Degree of Impact**	**Key Points**
Chocolate coloured face brick infill panels	Some	○ 1963 fabric; ○ High integrity; ○ Moderate authenticity.	High	○ Original fabric; ○ Eastern end of original brick fabric to be retained as reference; ○ Chocolate brick infill panels to be directly interpreted to entirety of *Proposed Development* exterior. ○ Chocolate bricks from demolished fabric to be retained and reused in *New Therapeutic Garden* and in new residential landscape elements.
Diamond pattern metal fascia	Some	○ 1963 fabric; ○ High integrity; ○ Moderate authenticity.	High	○ Original fabric; ○ Covered steel walkway structure and diamond pattern fascia to be directly interpreted to southern, eastern and northern elevations of *Proposed Development*.
Terrazzo lintels to interior	Some	○ 1963 fabric; ○ High integrity; ○ Moderate authenticity.	High	○ Original fabric; ○ To be removed and reused in *Proposed Development* and/or Proposed *New Therapeutic Garden.*
Clear finished timber panelling to common rooms	Some	○ 1963 fabric; ○ High integrity; ○ Moderate authenticity.	High	○ Original fabric; ○ Nature of timber panelling makes it difficult to remove and reuse original fabric; ○ Some original timber panelling has been painted; ○ Portions of original panelling show signs of water damage. ○ *Proposed Development* intends to directly reference original interior materiality and warm colour palette.
Stainless steel doors, frames and stainless steel framed glazed partitions	Some	○ 1963 fabric; ○ High integrity; ○ Moderate authenticity.	High	○ Original fabric; ○ Intended to be removed, stored and reinstalled in new residential development if feasible; ○ Ability to conserve individual elements to be investigated.

DEMOLITION WORKS – BLOCK G & THERAPEUTIC GARDEN				
Element to be Demolished	**Significance Level**	**Reason for Significance**	**Degree of Impact**	**Key Points**
Mosaic tile feature wall to Therapeutic Garden	Some – Little/No	○ 2001 fabric; ○ All other elements of Therapeutic Garden no longer extant.	Moderate/Low	○ Original fabric from later stage of *SPRH*; ○ Poor condition; ○ Attempts to be made to reach out to family of staff member mosaic was dedicated to; ○ It is noted the hospital did not choose to retrieve and relocate mosaic wall.
Masonry and palisade wall to Therapeutic Garden	Little/No	○ 2001 fabric; ○ All other elements of Therapeutic Garden no longer extant.	Low	○ Original fabric from later stage of *SPRH*; ○ Poor condition; ○ Proposed *New Therapeutic Garden* relocated to new location.

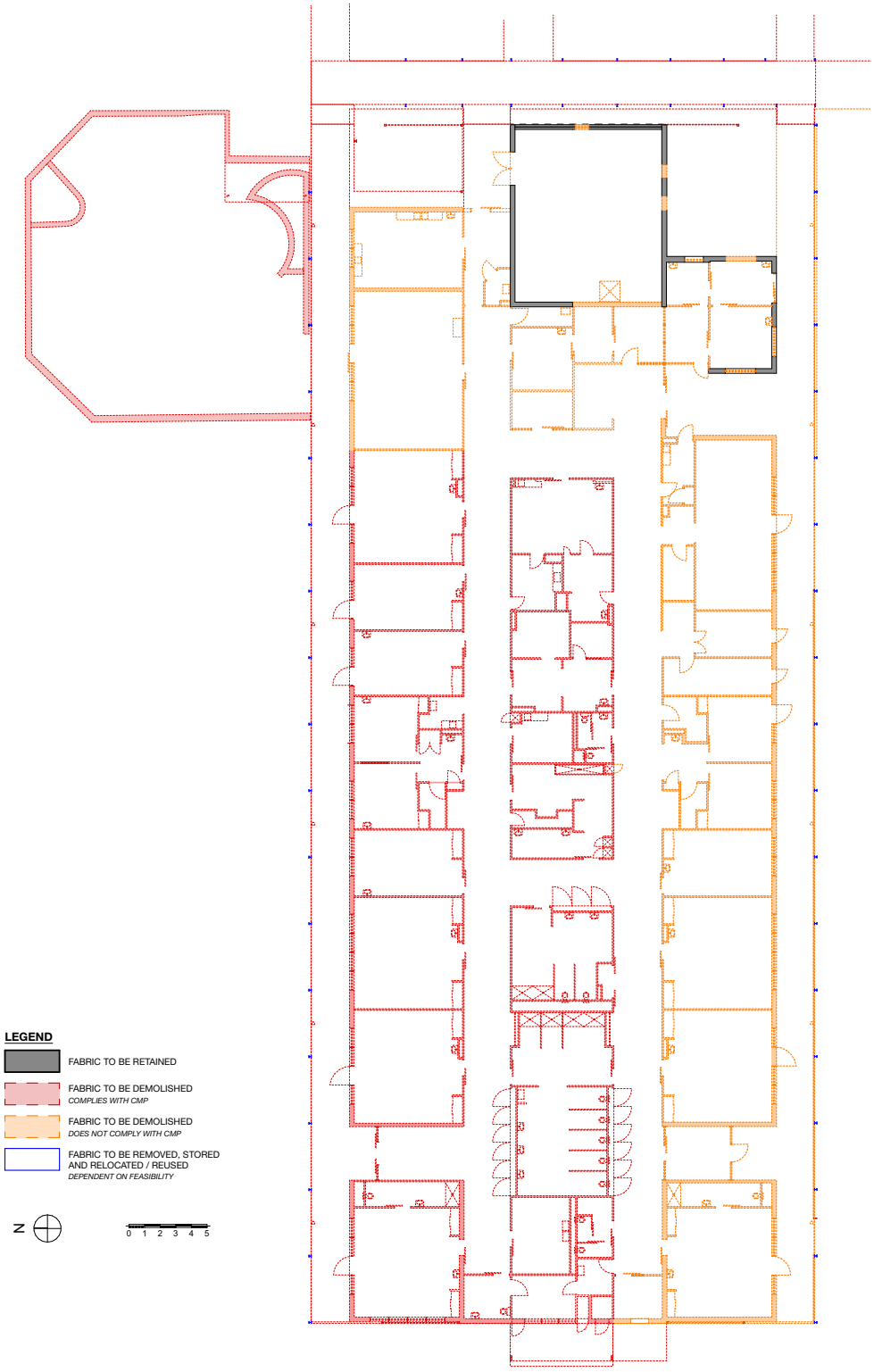


Fig 09.
Proposed Demolition Ground Floor Plan.
(Source: Palassis Architects, 2025)

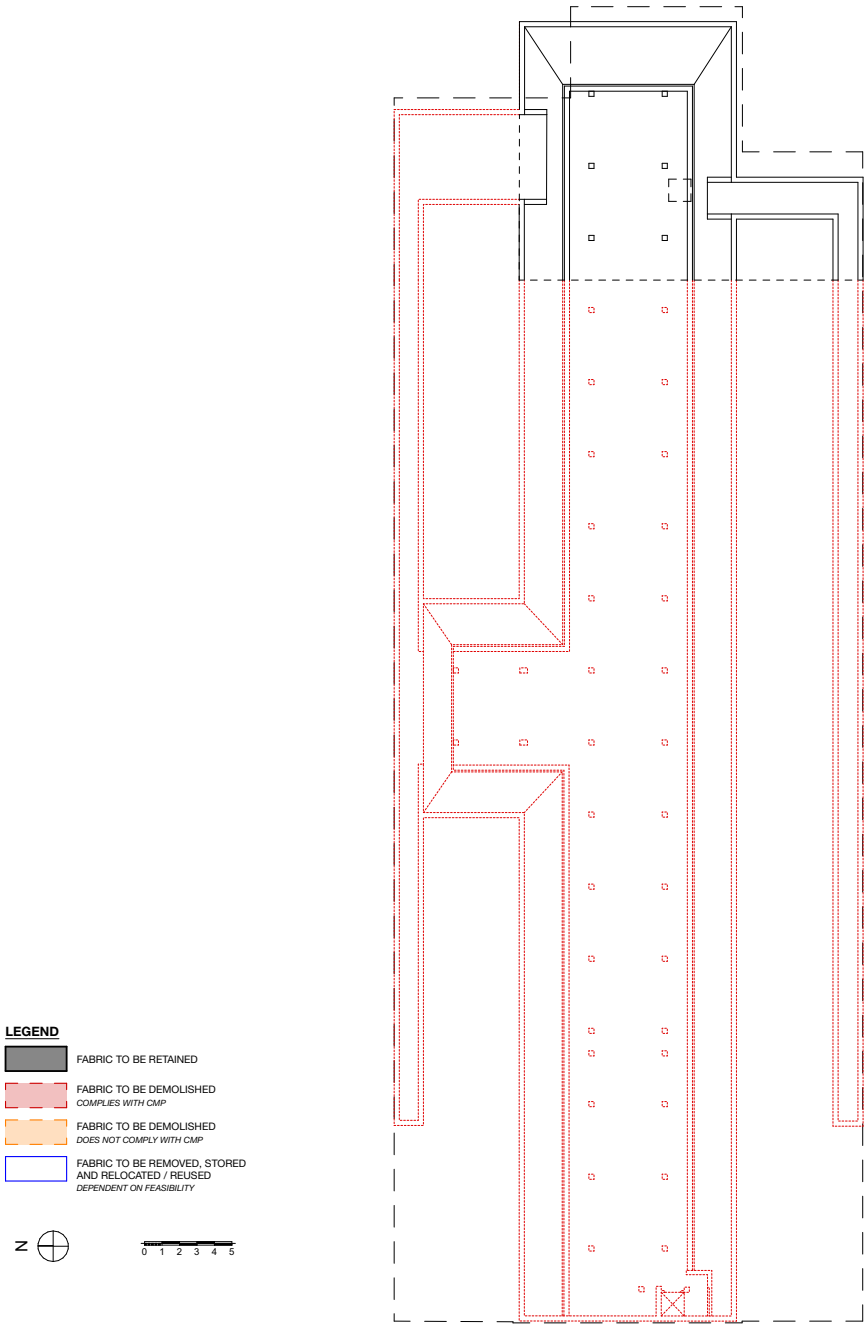
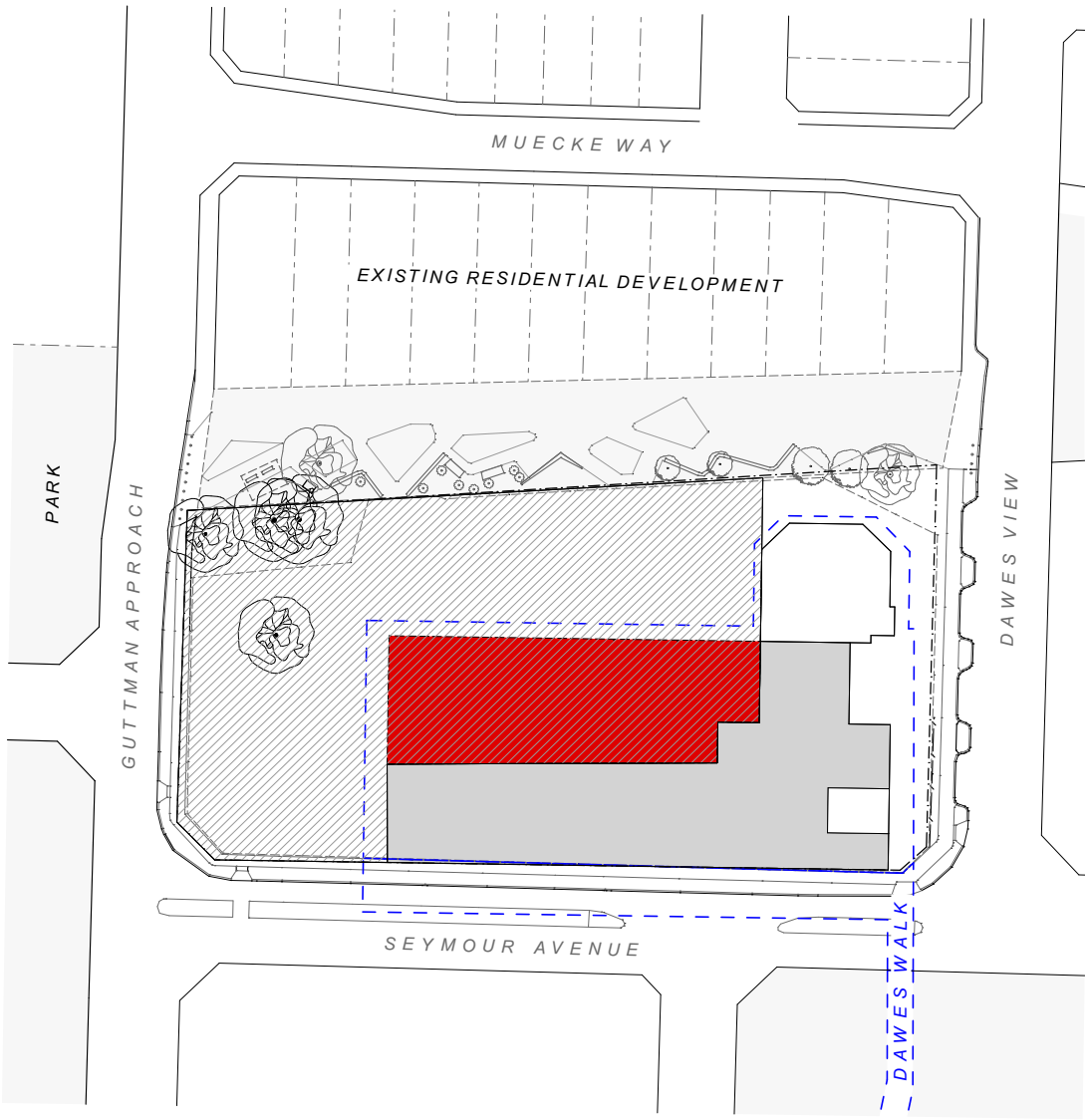


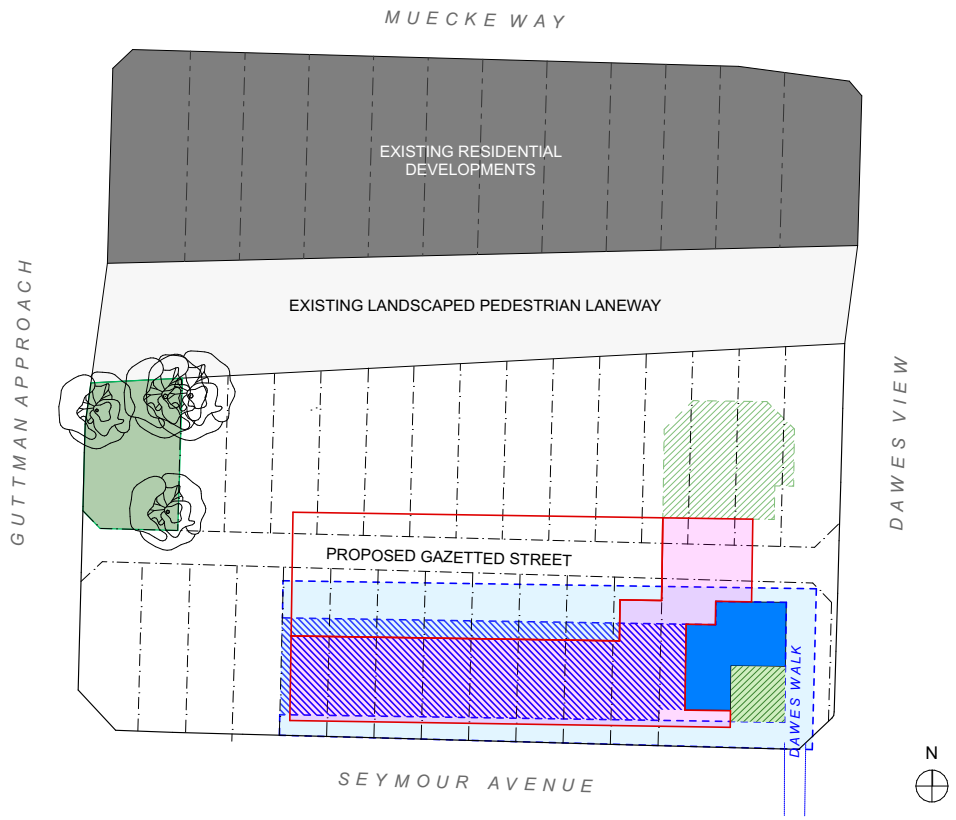
Fig 10.
Proposed Demolition Basement Floor Plan.
(Source: Palassis Architects, 2025)



LEGEND

- Significant Fabric to be Retained — *COMPLIES WITH CMP 2017 FIGURE 12*
- Area Identified for New Development — *CMP 2017 FIGURE 12*
- Fabric of Little/No Significance to be Demolished — *COMPLIES WITH CMP 2017 FIGURE 12*
- Heritage Curtilage

Fig 11.
'Zones of Indicative Development', as established in 2017 Conservation Management Plan produced by Palassis Architects ('Figure 12' from 2017 CMP).
(Source: Palassis Architects, 2025)



LEGEND

- Significant Fabric to be Retained
  COMPLIES WITH CMP 2017 FIGURES 12 & 13
- Proposed Interpretative Residential Structure
  COMPLIES WITH CMP 2017 FIGURES 12 & 13
- Significant Fabric to be Demolished
  DOES NOT COMPLY WITH CMP 2017 FIGURES 12 & 13
- New Interpretative Residential Structure
  DOES NOT COMPLY WITH CMP 2017 FIGURES 12 & 13
- Fabric to be Demolished
  COMPLIES WITH CMP 2017 FIGURES 12 & 13
- Proposed New Residential Lot Boundary
- Retention and Interpretation of Existing Courtyard
  COMPLIES WITH CMP 2017 FIGURES 12 & 13
- Proposed Interpretation of Therapeutic Garden
  COMPLIES WITH CMP 2017
- Proposed Removal & Interpretation of Remnant Therapeutic Garden
  COMPLIES WITH CMP 2017

Fig 12.
Proposed Demolition of Block G and Proposed New Development when applied to 'Zones of Indicative Development' as established in 'Figure 12' of the 2017 CMP.
(Source: Palassis Architects, 2025)

7.2.2 APPROACH TO HERITAGE INTERVENTIONS AND NEW BUILDING ADDITIONS

The design of the *New Build* is to directly reference the design rules expressed in the original architecture of *Block G*.

- The Steel and Masonry Structures effectively work independently from each other.
- The feature diamond fascia only occurs where the Steel structure terminates and does not directly attach to the Masonry structure.
- The feature diamond fascia and its low height are key to enhancing the linear form of the building.
- The chocolate brick only occurs on the external envelope of the building.
- The interiors have a strong spatial relationship with garden space, opening directly onto landscaped courtyards.

A new residential building, accommodating eight (8) two-storied townhouses will be constructed in response to the footprint of the removed building fabric, with two additional residences inserted into the eastern portion of *Block G* that is to be retained. The northern, southern and eastern facades will be bound by reconstruction of the existing exposed steel frame, reconfigured to respond to the new structural grid of the *Proposed Development*.

While the *Proposed Development* incorporates a second storey, the proportions and linearity of the original *Block G* form is to be reflected in the *New Build*. This will be achieved through the principle of restricting the *New Build* to the linear alignment of the existing building and emphasising the low external steel colonnades.

The existing steel structure will be removed and stored for reuse as part of the *Proposed Development* pending further investigation of the fabric condition; The original steel profiles and construction details are to be directly referenced in the *New Build* colonnades.

Interventions into the existing heritage building will generally be discernible through use of compatible new materials and finishes, in keeping with *Burra Charter* principles. The materiality of the original *Block G* building is to be directly referenced in the *New Build*.

The external building envelope is to comprise of glazed steel partitions inserted between double brick walls. The original intent was to use a brick similar in tone and texture to the original chocolate brown unit. Research to select an appropriate brick has revealed a lack of dark brown stock, which has led to slightly different alternatives being investigated, that will speak to the modern utilitarian aesthetic of the original 1963 design. In order to reinforce the relationship between the New Build and the scope of the potentially removed Block G building, salvaged chocolate brown bricks are to frame the entry gates of each new townhouse. In keeping with the principles of the *Burra Charter*, the intent is to use new materials that are sympathetic to the original fabric, while making sure they are distinctly 'of their time'.

The adaptive reconstruction of the open steel colonnades to the southern and northern facades work to blur the boundaries between interior and exterior spaces, drawing the spatial perception of living areas out into the northern and southern courtyards. Both boundary fences to the southern courtyards and garage doors to the northern façade are to be visually permeable, supporting the spatial connection between interior dwelling and garden. The continuation of the steel colonnade to frame the culturally significant Dawes Walk, further blurs the perception of private and public space.

A portion of the existing *Block G* building is to be retained and adapted to accommodate two residential units; The external chocolate brick walls of the former Plant Room (Room 2006) and former Staff Rooms (Rooms 2002, 2004 and 2005) are to be retained, conserved and adapted. The fabric west of this area is to be removed and the area used to accommodate eight new town-houses, set back from the retained fabric to maintain the width of Main Entry breezeway.

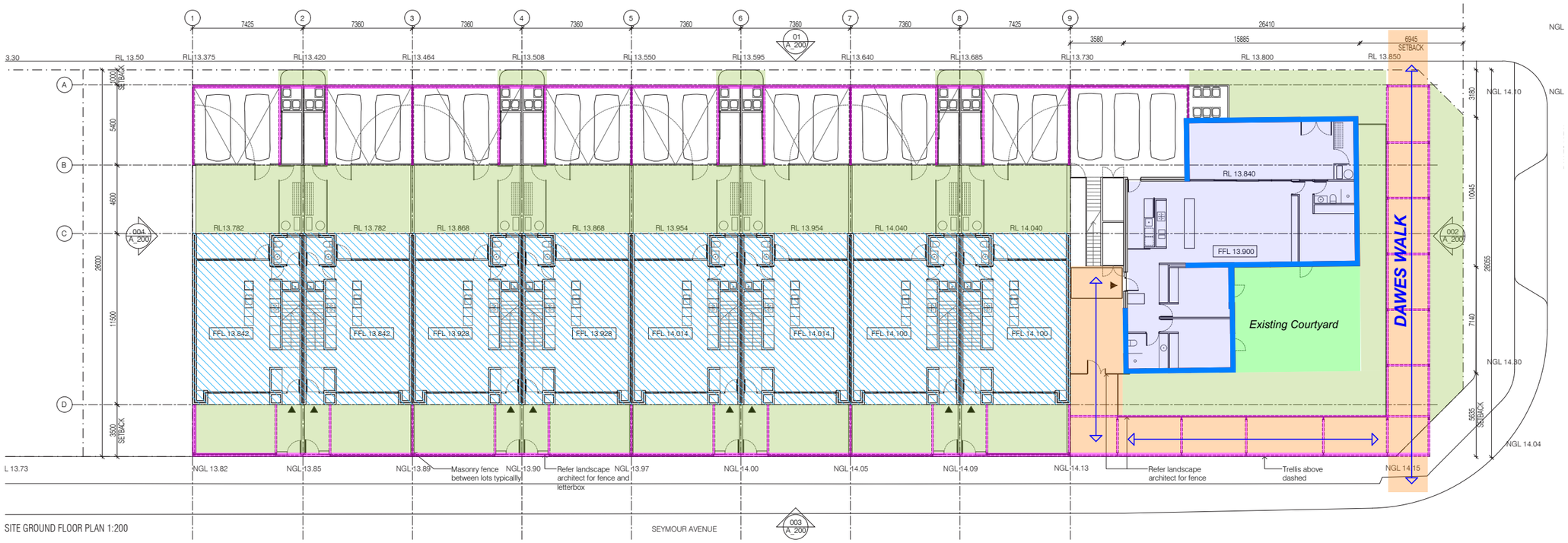
A new first floor dwelling is proposed over the retained fabric, referencing the lightweight structure and top-heavy composition of the original roof-mounted plant room, which is no longer extant.

Despite the utilitarian appearance, *Block G* was equipped with some unique architectural features, which the proposed architectural scheme would like to incorporate into the new interiors if feasible. These original elements include the terrazzo door lintels and the stainless-steel door frames with toplights. The reutilisation of these elements is entirely dependent on the ability of contractors to extract them cleanly from their current locations. The interior material palette of *Block G* is to be further referenced in the proposed *New Build*. As with *Block G*, the interiors are to utilise a warmer colour and material range, contrasting from the cooler and utilitarian exterior.

Image 71.
Image captures terrazzo door lintel to be potentially reused and warm timber wall panels referenced in new interiors scheme.
(Source: Palassis Architects, 25.07.2025)

Image 72.
Image of stainless steel door frame to be potentially reused in new interiors scheme.
(Source: Palassis Architects, 25.07.2025)

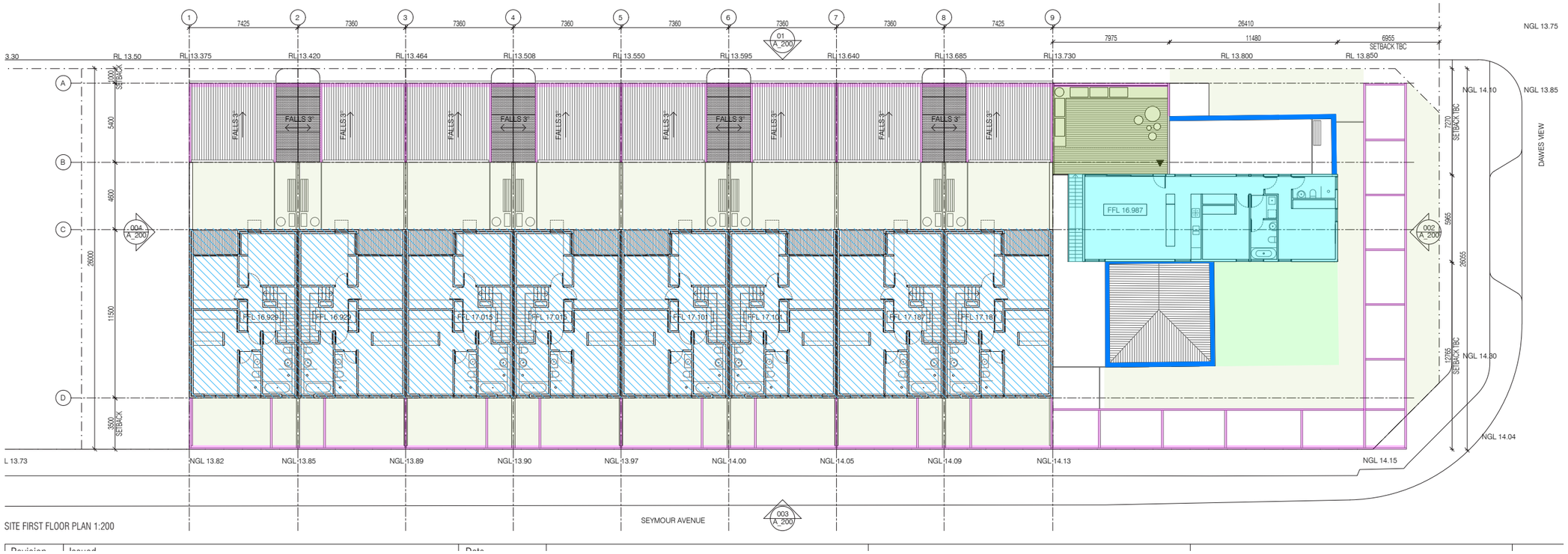
Image 73.
Detail image of terrazzo door lintel to be potentially reused in new interiors scheme.
(Source: Palassis Architects, 25.07.2025)



LEGEND

- Significant Fabric to be Retained & Adapted
- Footprint of 8x New Townhouses
- Interpreted Steel Colonnade
- Existing Courtyard
- Existing Access Paths
- Landscaped Courtyards and Streetscape

Fig 13.
Ground Floor Plan of *Proposed Development*, with diagrammatic overlay highlighting aspects of interpreted heritage elements. (Please note that ground levels expressed on the base drawing are to be finalised.)
(Source: OfficerWoods (base) & Palassis Architects, 2025)



LEGEND

- Significant Fabric to be Retained & Adapted
- Footprint of 8x New Townhouses
- Interpreted Steel Colonnade
- Existing Courtyard
- Existing Access Paths
- Landscaped Courtyards and Streetscape
- New First Floor Dwelling Interpreted from 'Roof-mounted A/C Plant'

Fig 14.
First Floor Plan of *Proposed Development*, with diagrammatic overlay highlighting aspects of interpreted heritage elements. (Please note that ground levels expressed on the base drawing are to be finalised.)
(Source: OfficerWoods (base) & Palassis Architects, 2025)

LEGEND

- Significant Fabric to be Retained & Adapted
- Footprint of 8x New Townhouses
- Interpreted Steel Colonnade
- Existing Courtyard
- Existing Access Paths
- Landscaped Courtyards and Streetscape
- New First Floor Dwelling Interpreted from 'Roof-mounted A/C Plant'

Fig 15.
Elevations of *Proposed Development*, with diagrammatic overlay highlighting aspects of interpreted heritage elements. (Please note that ground levels expressed on the base drawing are to be finalised.)
(Source: OfficerWoods (base) & Palassis Architects, 2025)

Fig 16.
Digital render of south-eastern corner of *Proposed Development*. Note contrast of distinctive chocolate brown bricks of retained fabric with the proposed lighter brick of the *New Build*. Image also captures interpreted steel colonnade framing Dawes Walk and first floor interpreted 'plant room' addition.
(Source: Mark Jeavons Architect and OfficerWoods, 2025)

Fig 17.
Digital render of southern facade of New Build portion of Proposed Development. Note use of alternanting brick and glazed steel partition walls, interpreted steel colonnade, visually permeable steel boundary fences with reused chocolate brown bicks at each entry gate.
(Source: Mark Jeavons Architect and OfficerWoods, 2025)

Fig 18.
Digital render of eastern facade of *Proposed Development* capturing the interpreted steel colonnade framing Daws Walk. Note contrast of retained chocolate brown bricks with lighter toned bricks of *New Build* and top-heavy proportion of first floor interpreted 'plant room' addition.
(Source: Mark Jeavons Architect and OfficerWoods, 2025)

7.2.3 APPROACH TO LANDSCAPE, PLANNING AND NEW THERAPEUTIC GARDEN

Therapeutic gardens are generally created to fulfil the specific needs of a particular group of people. In this case the *New Therapeutic Garden* will be required to speak to its original function as part of the former Paraplegic Unit facilities, while also engaging with its new and current context. The *Proposed Development* intends to relocate the *Therapeutic Garden* to the north-western corner of Lot 34, to take advantage of a group of mature trees. The *New Therapeutic Garden* is designed to enhance the character of the area, incorporating aspects of the original *Therapeutic Garden* while also acting as a centre for direct and passive interpretative devices.

The design ambition is to provide a shared space of refuge and reflection, differing from other public parks in Montario Quarter which are focused upon physical and social activities.
By locating the *New Therapeutic Garden* amongst the small grove of mature endemic trees, the space will provide a calm and protected spatial experience for the public. To further enhance this sensory focus for visitors, plantings will be selected to be engaging on multiple levels; texture, colour and fragrance. Seating will be located on intentional vista points to encourage engagement with the garden's vegetation and the adjacent surrounding landscape.

Universal accessibility is fundamental to the *New Therapeutic Garden*, with wide paved paths, inclusive seating arrangements and tactile surfaces integrated into the design. Ecologically, the garden will also contribute to improved bio-diversity outcomes with its variety of native selections and scaled plantings.

The *New Therapeutic Garden* design amplifies the important relationship of built environment and outdoor amenities found in the existing therapeutic garden through orchestration of built elements with the landscape. Steel follies which represent the places' architecture, will be constructed from steel recovered from the *Block G* building, acting as rigid anchors surrounding a series of centrally located and organically shaped raised garden. The softscape will also feature the retention of some existing Jarrah trees which will provide continuity and canopy cover.

Furthermore, the materiality of the renovated and re-purposed elements of the existing fabric will be key to linking the *New Therapeutic Garden* with the proposed *Block G* residential development. Investigations are currently underway to ascertain the feasibility of reusing other material to be recovered from the *Block G* building. This includes utilising recovered chocolate bricks to construct the raised garden beds and incorporating terrazzo lintels into new seating.

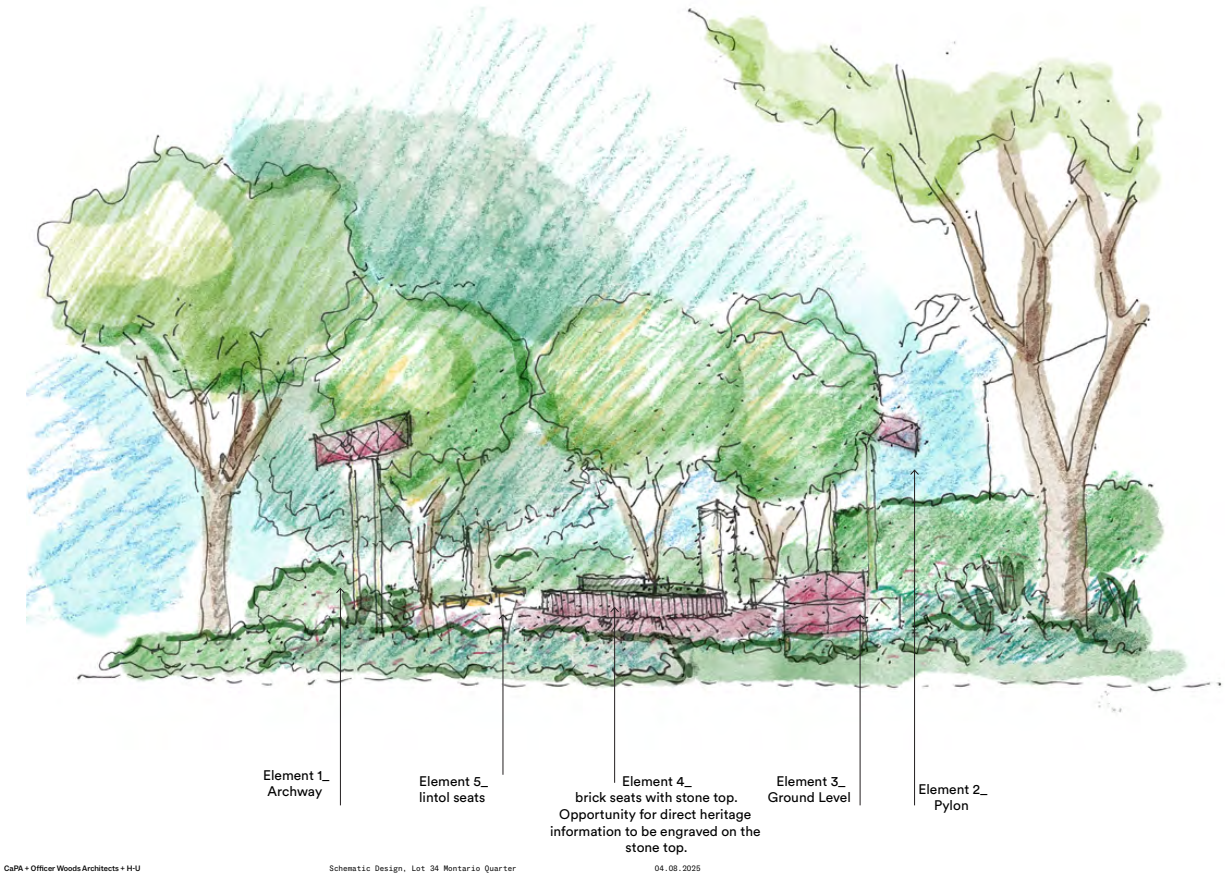


Fig 19.
Conceptual sketch of *New Therapeutic Garden* expressing intent to adaptively reuse original fabric from *Block G*.
(Source: CaPA, 2025)

Image 74.
View west towards proposed location for *New Therapeutic Garden*, amongst existing grove of mature trees.
(Source: Palassis Architects, 17.04.2025)

Fig 20.
Proposed plan of *New Therapeutic Garden* highlighting specific views and expressing intent to adaptively reuse original fabric from *Block G*.
(Source: CaPA, 2025)

Blurring the boundaries between public and private garden, the landscape design for the surrounding streetscapes embraces the original design intent of *Block G*, establishing a strong spatial link between inhabited interiors and external garden spaces. A densely planted area is proposed for the areas along the eastern and south-eastern corner of the site, below the steel colonnades that frame and extend beyond the *New Build*. This includes 'Dawes Walk', framed by the steel colonnade, to be densley planted but trafficable. The proposed Laneway, along the north of the *New Build*, is to be paved as opposed to bitumised, and lined with street trees implying the space is less of a busy thoroughfare but more of a private garden avenue.
(Please refer to *Appendix D* for Proposed Landscape Architectural Scheme.)

Fig 21.
Conceptual sketch of south-eastern corner of *Block G* site, capturing intent to highlight Dawes Walk while creating a dense garden setting for the *New Build* and retained original fabric. Note consideration for interpretative devices.
(Source: CaPA, 2025)

Fig 22.
Conceptual sketch of the southern garden and steel colonnade interface of the *New Build.*
(Source: CaPA, 2025)

8.0 FINDINGS

Block G is an excellent example of a well-designed utilitarian hospital, that was the benchmark for modern rehabilitative hospital facilities. Not only is the structural design of *Block G* extremely efficient and well expressed as an architectural language, the spatial configuration of the place also reflects a clear understanding of the rehabilitative processes offered by the hospital. The simple but sophisticated partnership of the masonry and steel structures, the integration of mechanical and hydraulic systems into the rooms from the Basement, along with the efficient circulation patterns designed for the ease of both patients and staff, makes for a building that is closely tailored for a very specific function.

The relocation of rehabilitative treatments to Fiona Stanley Hospital, the transfer of the *SPRH* site to an 'Urban Zone' and the application of the *Shenton Park Hospital Redevelopment Improvement Scheme No. 1* (*IS1*) and associated *Structure Plan*, combine to make it highly unlikely that *Block G* will ever be used for medical or hospital functions in the future.

Further to this, the specificity of the *Block G* architectural design for spinal injury rehabilitation has made the place exceptionally difficult to adaptively reuse for another sustainable and feasible function, that is also encouraged by the *Shenton Park Hospital Redevelopment Improvement Scheme*.

The cultural heritage significance of *Block G* has already been impacted by the enactment of *IS1*, with the surrounding former hospital site now occupied by residential developments that are under construction or completed and occupied. The potentially high impact on *Block G's* cultural heritage significance by the proposed demolition of large portions of the structure, needs to be measured against these contextual changes and what other outcomes are likely given these changes. An alternative outcome for the site is it remaining unoccupied as it has for the last eleven years, without adequate maintenance and remaining a target for opportunistic vandalism; Essentially, *Block G* is at risk of falling into dereliction.

The architectural and landscape design responses to the original *Block G* building is nuanced and respectful while creating an attractive garden environment that is reflective of the original design intent of *Block G*. Much of the architectural and landscape design schemes directly reference the original materiality, aesthetic and design philosophy of *Block G*.

These references are expressed in the architectural scheme through:

- Retention of the eastern portion of *Block G*.
- Restricting the *New Build* to align with the linear form of *Block G.*
- The reuse and adaptation of original materials and elements throughout the *Proposed Development*.
- The interpretation of the chocolate brick partition walls and external steel structure in the *New Build*.
- The integration and emphasis of Dawes Walk through reconstruction of steel colonnade.
- The replication of steel structural junctions.
- The interpretative representation of the original roof-mounted plant room as part of the *New Build*.

The open steel framed structure to each main elevation emphasises the linear form of the scheme and is a strong response to the original structure. The open structure enhances the relationship

between interior spaces and the adjacent courtyard and laneway gardens; This is appropriate as seamless access to the outside from the clinical and therapeutic rooms was a key intent of the original Spinal Unit design. Use of terrazzo lintels, full height glazing, and exposed brick all speak to the original building and the principles around which the original structure was designed.

The original aesthetic and philosophical intent of *Block G* and *Therapeutic Garden* is further expressed in the landscape scheme through:

- Referencing the *Therapeutic Garden* through a landscape design focussed upon the therapeutic and meditative potential of green spaces.
- Relocating the *Therapeutic Garden* from the north-eastern to the north-western corner of the site; This move is acceptable as it will make the most of mature trees and will inhabit a larger area than the original garden.
- The creation of a space that will accommodate a strong, cohesive interpretation scheme to be executed, reaching an audience beyond the potential inhabitants of the proposed *Block G* redevelopment.
- The retention and incorporation of the large terrazzo lintels and structural steel elements into the landscape and interpretation design.

Combined, these are an effective response to the heritage values of the place, which are further enhanced by the scale and materiality of the proposed design.

9.0 CONCLUSION

Block G is an example of well-designed utilitarian architecture, shaped to perform a highly specialised use. While this made the Spinal Unit an example of a world's best practice facility in the 1960s, this detailed customisation has made the building completely unsuitable for residential uses as required in statutory planning documents 'Improvement Plan No.43' (*IP43*), 'Improvement Scheme No. 1: Shenton Park Hospital Redevelopment (*IS1*)' and 'Structure Plan WAPC/2015/1-2: Shenton Park Hospital Redevelopment'. The feasibility of adaptively reusing the fabric of the *Block G* structure allocated for retention in the *2017 Conservation Management Plan* is extremely limited, which has influenced the place remaining unoccupied since the hospital services relocated in 2014. As a consequence, *Block G* is no longer in a good condition, due to lack of maintenance, general deterioration and prolonged periods of vandalism.

The *Proponent* values the cultural heritage significance of *Block G* and have shown consideration in developing a proposal that engages with these embedded heritage values. A full Archival Record, including a 3D digital scan of *Block G* interiors, is being prepared on behalf of the *Proponent*. Both architectural and landscape architecture design schemes work to incorporate and enhance the embedded heritage values of *Block G*, while also allocating space for highly informative and well-crafted Interpretation devices.

The limited feasibility of adapting *Block G* for contemporary residential uses and the change in context and condition of both *Block G* and the *SPRH* site, make *New Build* residences appropriate. Furthermore, the *Proponent* has invested a high degree of consideration in in formulating how to embed cultural heritage values into the *Proposed Development*, while being cognisant of the potential high impact of demolition.
Given these considerations the *Proposed Development* could be supported by *HCWA*.

Fig 23.
Examples of screenshots taken while navigating the 3D Scan of *Block G*.
(Source: 3D Walkabout, 2025)

10.0 APPENDICES

A	Register of Heritage Places – *Shenton Park Rehabilitation Hospital.* Heritage Council of Western Australia, 12 May 2015.
B	*'Block G Key Policy Statement'.* Extract from Shenton Park Rehabilitation Hospital Conservation Management Plan, June 2017, Palassis Architects.
C	Architectural Drawings of Proposed Development: *'Block G – Montario Quarter',* Drawings A-100 and A-200, Revision A, 04.08.25, OfficerWoods.
D	Landscape Architectural Drawings of Proposed Development: *'Schematic Design for Heritage Council'*, 04.08.25, CaPA.

APPENDIX A

Register of Heritage Places – *Shenton Park Rehabilitation Hospital.* Heritage Council of Western Australia, 12 May 2015.

HERITAGE COUNCIL OF WESTERN AUSTRALIA

REGISTER OF HERITAGE PLACES

PERMANENT ENTRY

1. DATA BASE No. 2971

2. NAME *Shenton Park Rehabilitation Hospital* (Administration and Wards Block 1938; Paraplegic Block 1963)

FORMER NAME (or OTHER NAMES) Victoria Hospital, Infectious Diseases Hospital, Royal Perth Hospital Annexe, Royal Perth (Rehabilitation) Hospital Shenton Park Annexe, Administration and Wards Block and Paraplegic Block,

3. LOCATION 6 Selby Street, Shenton Park

4. DESCRIPTION OF PLACE INCLUDED IN THIS ENTRY

Portion of Lot 3240 on Deposited Plan 34515 being part of the land in Certificate of Title Volume 2821 Folio 285 as to the portion labelled "M" on Interest Only Deposited Plan 405281.

5. LOCAL GOVERNMENT AREA City of Nedlands

6. OWNER AT PERMANENT REGISTRATION

WA Land Authority

7. HERITAGE LISTINGS

• Register of Heritage Places:	Permanent Registration	12/05/2015
	Interim Registration	11/03/2014
• National Trust Classification:	Classified	08/05/2000
• Town Planning Scheme:		----------
• Municipal Inventory:	Completed	01/06/1999
• Register of the National Estate:		----------

8. ORDERS UNDER SECTION 38 OR 59 OF THE ACT

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9. HERITAGE AGREEMENT

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10. STATEMENT OF SIGNIFICANCE

Shenton Park Rehabilitation Hospital, comprising the Administration and Wards Block (1938) and the Paraplegic Block (1963) together with the avenue of Queensland Box trees lining the approach to the Administration Block, has cultural heritage significance for the following reasons:

the establishment of a paraplegic rehabilitation unit at the site in 1954 demonstrates the leading role Western Australia held in the field of rehabilitation, being the first facility of its kind in Australia;

the place is important as the site of Perth's first purpose-built hospital for the treatment of infectious diseases;

the place is associated with Sir George Bedbrook, who was a world leader in the care of patients with paraplegia and quadriplegia. He was internationally significant for his contribution to sport for disabled people;

the place had an important role in caring for the victims of the poliomyelitis epidemics in Perth from 1948 to 1956. These epidemics were the catalyst for the hospital changing from an infectious disease hospital to a rehabilitation hospital;

the 1963 Paraplegic Block is an excellent design solution for paraplegic and quadriplegic patients, and is a benchmark in the design of modern hospital facilities;

the 1938 Administration and Wards Block, with its imposing entrance approached along a box tree lined avenue, provides an attractive contribution to the place and is strategically placed at the end of the entrance driveway;

the radial planning of the 1938 Administration Block reflects the belief in the benefits of fresh air at the time of its construction, and allows natural light and ventilation to a maximum number of rooms;

the place has social significance to all those staff and patients who have been associated with the place over the years of its history.

APPENDIX B

'Block G Key Policy Statement'. Extract from Shenton Park Rehabilitation Hospital Conservation Management Plan, June 2017, Palassis Architects.

Block G	
Reference	**Key Policy Statement**
Statement 1	The owner of the development lot containing Block G (proposed Lot 34) should hold a copy of this CMP for reference as the principal guiding document for all heritage management and planning decisions about the portion of the registered place on this lot. A copy should be held on site.
Statement 2	The definitions, principles, processes and conservation practices of The Burra Charter, together with this CMP, should be used to guide conservation management of Block G, including any physical works.
Statement 3	When considering any changes to Block G, it is important to refer back to the assessed significance of *Shenton Park Rehabilitation Hospital,* as defined in Part 2 of the CMP, to ensure that change is appropriately managed to protect the significant values of the whole place.
Statement 4	Redevelopment of proposed Lot 34 is subject to Development Option C, which proposes partial retention of Block G in accordance with ***Fig.12.*** The retained portion will capture the main entry, reception and administration areas, the principal common rooms, and several 1-bed, 2-bed and 4-bed ward rooms. It consists of the east end and entire south side of the building together with the associated north-south and east-west internal corridor links, original extent of the southern external covered walkway, and the Therapeutic Garden. Development Option C represents the maximum extent of demolition able to be supported by HCWA. Conservation of Block G should be consistent with this option.
Statement 5	The zones and elements of the retained portion of Block G should be managed in accordance with the assigned levels of significance. The majority of spaces/fabric dating from the original 1963 period of construction are generally of some significance, and may therefore be adapted with relative freedom, subject to the actions being appropriate to the overall significance of the place.
Statement 6	Partial demolition of Block G, not exceeding the extent indicated in ***Fig.12*** (or as otherwise stipulated by the Heritage Council) may be permitted to occur, subject to any applicable conditions.
Statement 7	New development on proposed Lot 34 may be considered in accordance with the indicative zones of potential development identified in ***Fig.13*** of this CMP.
Statement 8	In relation to any major planning, development, adaptation and conservation matters affecting proposed Lot 34, the use of professional advice is of paramount importance. Consultation with a recognised heritage professional should occur at the earliest stages of discussion on these issues.
Statement 9	Block G is in good condition overall. The conservation and maintenance works recommended in this CMP represent the minimum requirements for protecting the significant fabric of the place. Appropriate cost-planning measures should be put into place by the owner of Block G to ensure that the recommended works can be implemented in accordance with the timeframes indicated.
Statement 10	A compatible new use should be procured for Block G. The new use should involve minimal change to the significant fabric and spaces and should respect the historic associations and meanings of the place. When contemplating potential uses for the building, the owner should seek to ensure that the use will not require any actions that will affect the underlying heritage values of Block G.
Statement 11	Any actions arising from a compatible new use for Block G should be managed sympathetically to prevent loss or adverse impact on the significant fabric.

Statement 12	The archaeological potential of proposed Lot 34 should be considered as part of any future redevelopment proposal, and managed in accordance with the HCWA endorsed Archaeological Management Plan for the site.
Statement 13	Any alterations or additions to Block G, together with any new buildings constructed on proposed Lot 34, should respect the significance of the place through careful consideration of siting, bulk, form, scale, character, colour, texture and material.
Statement 14	Interpretation of Block G should be implemented as part of overall Interpretation Plan for *Shenton Park Rehabilitation Hospital*.

Summary of Policy Implementation

The Policy Implementation (Section 9.0) identifies the responsibilities, timeframes and processes for implementing the Conservation Policy.

Responsibility for Policy Implementation

As a result of the subdivision planning, primary responsibility for policy implementation will reside with a number of different owners and land managers. Secondary responsibility may be attributable to a number of other parties, including the City of Nedlands, various statutory authorities, and the future facility managers of the heritage buildings, all of whom are encouraged to refer to this CMP as part of their management processes.

A summary of the key responsibilities for the various parties involved is outlined below:

Future Land Manager POS and Road Reserve (Registered area only)

Section 8.2 Policies Arising Out of the Cultural Heritage Significance of the Place

Section 8.3 Policies Relating to the Physical Setting of the Place

Future Heritage Building Owners (proposed Lots 34 and 38)

Section 8.1 Introduction & Key Policy Statements

Section 8.2 Policies Arising Out of the Cultural Heritage Significance of the Place

Section 8.3 Policies Relating to the Physical Setting of the Place

Section 8.4 Policies Arising from the Physical Condition of the Place

Section 8.5 Policies Relating to Archaeological Potential

Section 8.6 Policies Relating to External Requirements

Section 8.7 Policies Relating to Compatible Future Use

Section 8.8 Policies Relating to Future Development & New Work

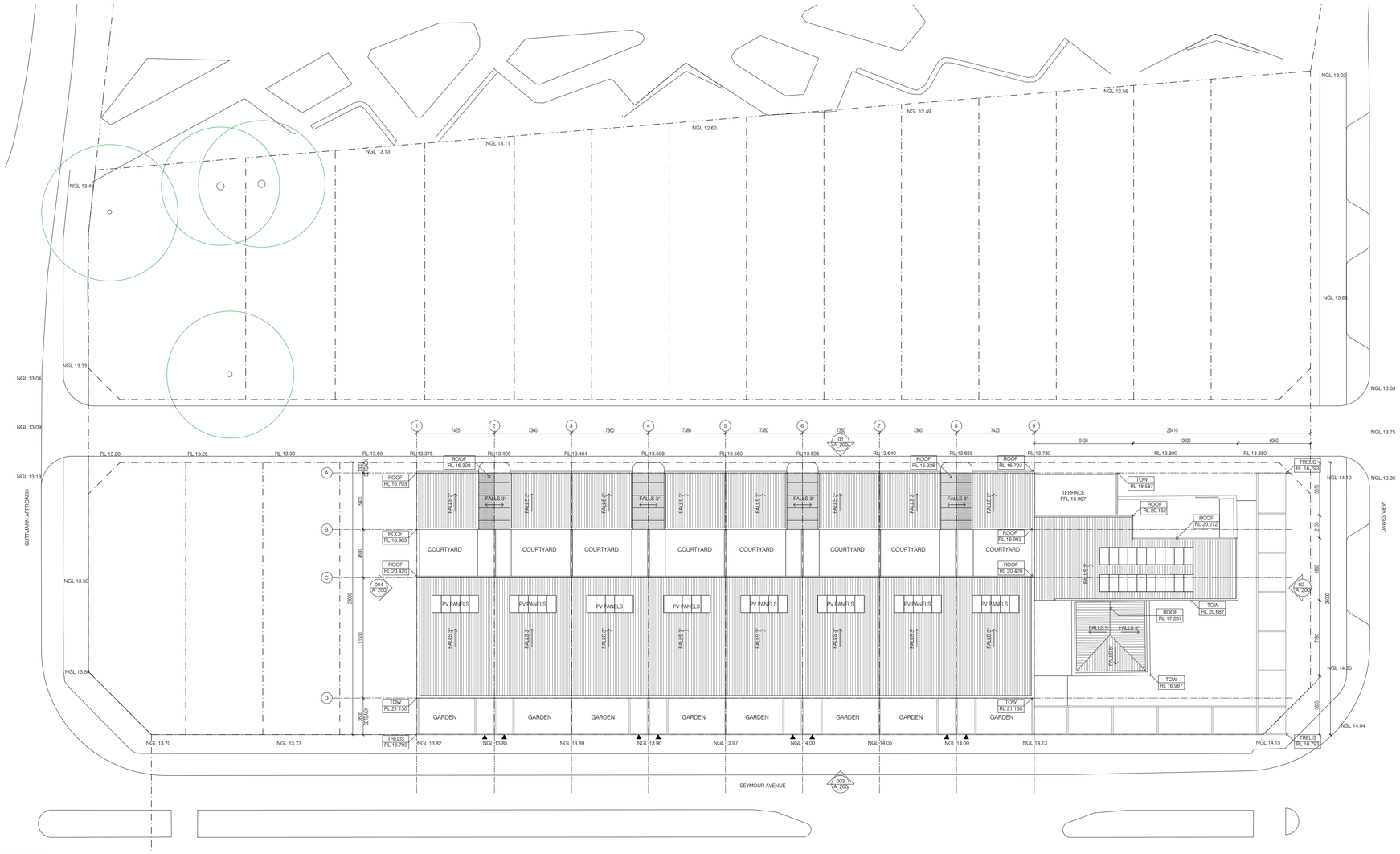
Section 8.9 Policies Relating to Services and Renewable Energy Systems

Section 8.10 Policies Relating to Interpretation

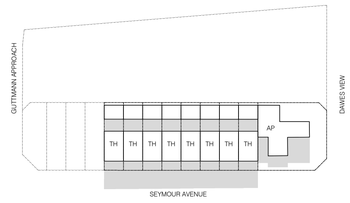
Section 8.11 Other Policies

APPENDIX C

Architectural Drawings of Proposed Development: *'Block G – Montario Quarter',* Drawings A-100 and A-200, Revision A, 04.08.25, OfficerWoods.



SITE / ROOF PLAN



SHADOW ANALYSIS 1:1000
June 21 - 12:00PM

Revision	Issued	Date
A	Issued for Information	04.08.2025

Use figured dimensions at all times. Do not scale or measure off drawings. All dimensions and levels to be checked on site by the Contractor prior to commencing. If discrepancies are found notify the Architect and seek direction prior to proceeding.

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10/31 Pakenham Street Fremantle WA 6160
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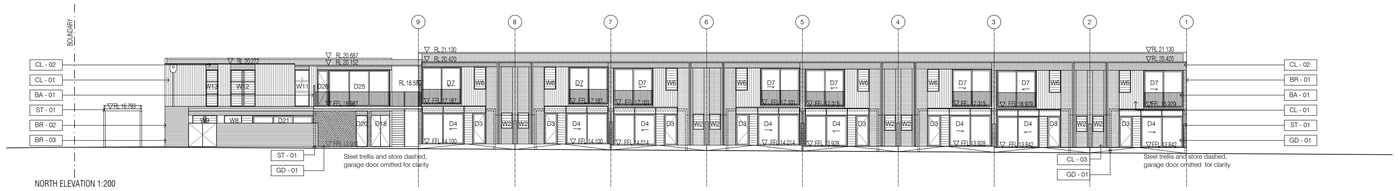
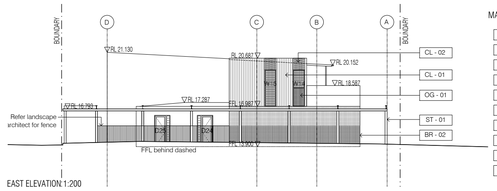
PROJECT	BLOCK G - MONTARIO QUARTER		
DRAWING	SITE PLAN		
PROJECT NUMBER: OW_191	SCALE: 1 : 200 AT A1	DATE: 04.08.25	
DRAWING STATUS: ISSUED FOR INFORMATION	DRAWING NUMBER: A_100	REVISION: A	



NORTH ELEVATION 1:200

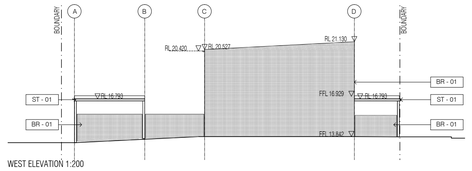


EAST ELEVATION 1:200

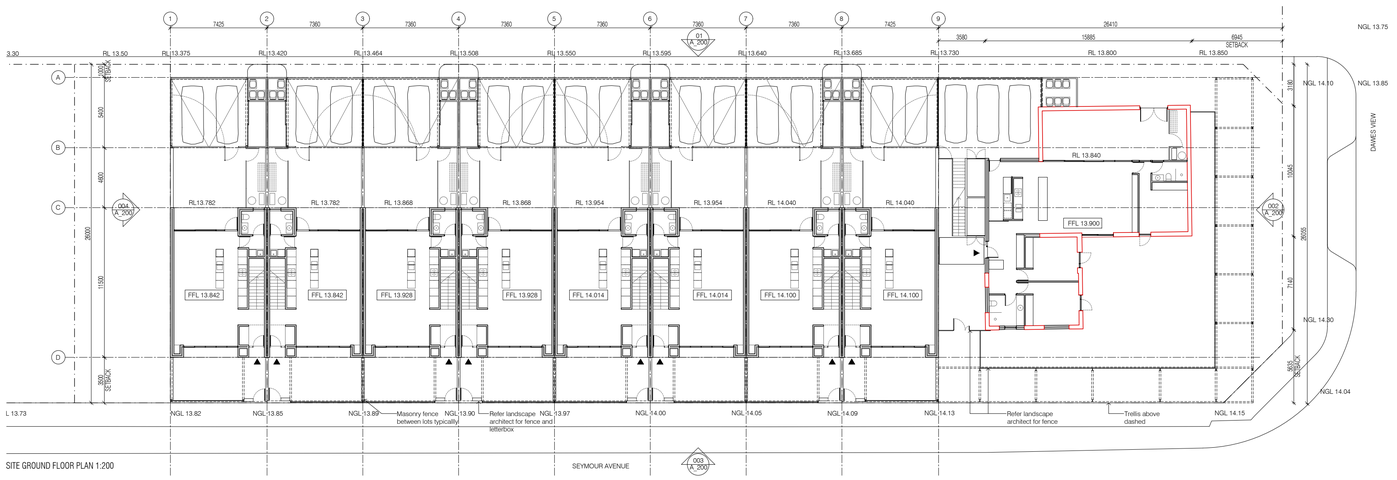
MATERIAL KEY

BR - 01	Brick
BR - 02	Brick, heritage
BR - 03	Brick, rendered
BA - 01	Balustrade, metal
CL - 01	Cladding, profiled galvanised metal
CL - 02	Cladding, pan galvanised metal
CL - 03	Cladding, CFC
ST - 01	Steel Trellis, painted
GD - 01	Garage Door, metal mesh
OG - 01	Obscure Glass

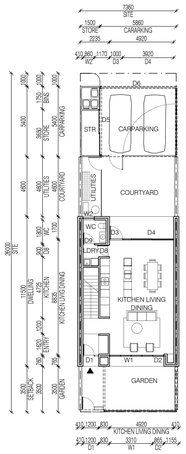
SOUTH ELEVATION 1:200



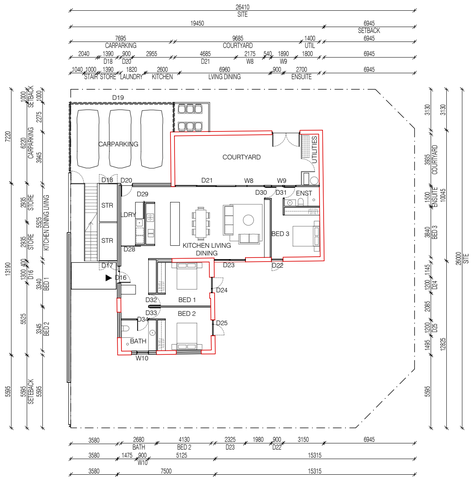
WEST ELEVATION 1:200



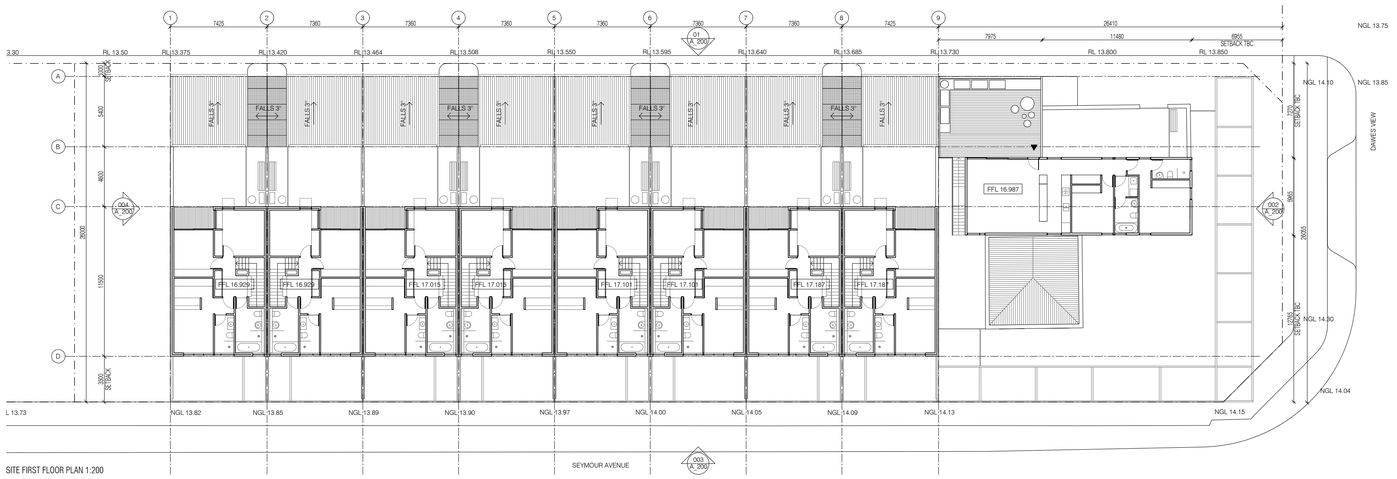
SITE GROUND FLOOR PLAN 1:200



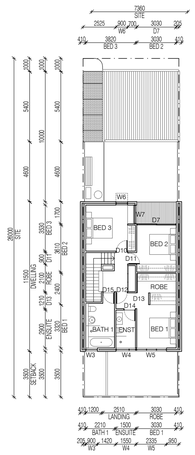
TOWNHOUSE GROUND FLOOR PLAN 1:200



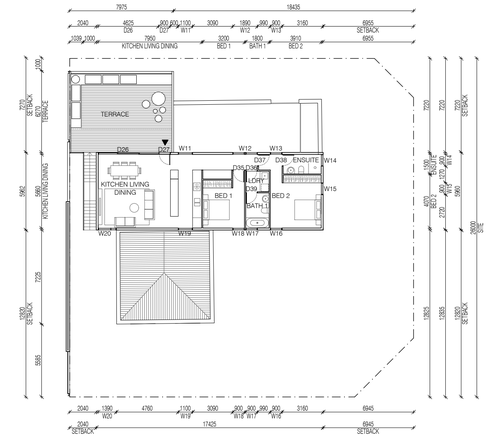
APARTMENT GROUND FLOOR PLAN 1:200



SITE FIRST FLOOR PLAN 1:200



TOWNHOUSE FIRST FLOOR PLAN 1:200



APARTMENT FIRST FLOOR PLAN 1:200

Revision	Issued	Date
A	Issued for Information	04.08.2025

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N

HERITAGE WALLS RETAINED ILLUSTRATED IN RED

10/31 Pakenham Street Fremantle WA 6160
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e [redacted]

PROJECT: BLOCK G - MONTARIO QUARTER

DRAWING: FLOOR PLANS / ELEVATIONS

PROJECT NUMBER	SCALE	DATE
OW_191	1 :200 AT A1	04.08.25
DRAWING STATUS: ISSUED FOR PLANNING	DRAWING NUMBER: A_200	REVISION: A

APPENDIX D

Landscape Architectural Drawings of Proposed Development: *'Schematic Design for Heritage Council'*, 04.08.25, CaPA.

Schematic Design

Lot 34 Montario Quarter
Shenton Park WA

04.08.2025	**Schematic Design for Heritage Council**
01.08.2025	Schematic Design for Client Review
24.07.2025	Schematic Design Update Presentation
24.07.2025	Schematic Design Update
17.07.2025	Schematic Design Revision Review
06.06.2025	Concept Ideas (Therapeutic Garden)
03.07.2025	Concept Design for Client Discussion
04.07.2025	Concept Design Review with markup

Landscape
CaPA + Architecture
Officer Woods Architects + Developer
H—U

Therapeutic Garden _*re* Interpretation

Therapeutic gardens are generally created to fulfil the specific needs of a particular group of people. In this case, the New Therapeutic Garden will be required to speak to its original function as part of the former Paraplegic Unit facilities, while also engaging with its new and current context. The Proposed Development intends to relocate the Therapeutic Garden to the north-western corner of Lot 34, to take advantage of a group of mature existing trees. The New Therapeutic Garden is designed to enhance the character of the area, incorporating aspects of the original Therapeutic Garden while also acting as a centre for direct and passive interpretative devices.

The design ambition is to provide a shared space of refuge and reflection, differing from other public parks in Montario Quarter which are focused upon physical and social activities.
By locating the New Therapeutic Garden amongst the small grove of mature endemic trees, the space will provide a calm and protected spatial experience for the public. To further enhance this sensory focus for visitors, plantings will be selected to be engaging on multiple levels; texture, colour and fragrance. Seating will be located on intentional vista points to encourage engagement with the garden's vegetation and the adjacent surrounding landscape.

Universal accessibility is fundamental to the New Therapeutic Garden, with wide paved paths, inclusive seating arrangements and tactile surfaces integrated into the design. Ecologically, the garden will also contribute to improved bio-diversity outcomes with its variety of native selections and scaled plantings.

The New Therapeutic Garden design amplifies the important relationship of built environment and outdoor amenities found in the existing therapeutic garden through orchestration of built elements with the landscape. Steel follies, which represent key to the places' architecture, will be constructed from steel recovered from the Block G building, acting as rigid anchor surrounds to a series of centrally located seat walls. The softscape will also feature the retention of some existing Jarrah trees which will provide continuity and canopy cover.

Furthermore, the materiality of the renovated and re-purposed elements of the existing fabric will be key to linking the New Therapeutic Garden with the proposed Block G residential development. Investigations are currently underway to ascertain the feasibility of reusing other material to be recovered from the Block G building. This includes utilising recovered chocolate bricks to construct the seat walls and incorporating terrazzo lintels into new seating.

Overall Landscape Plan

CaPA + Officer Woods Architects + H-U Schematic Design, Lot 34 Montario Quarter 04.08.2025 Scale 1:400 Page 3

Landscape Plan _ Therapeutic Garden

CaPA + Officer Woods Architects + H-U Schematic Design, Lot 34 Montario Quarter 04.08.2025 Scale 1:200 Page 4

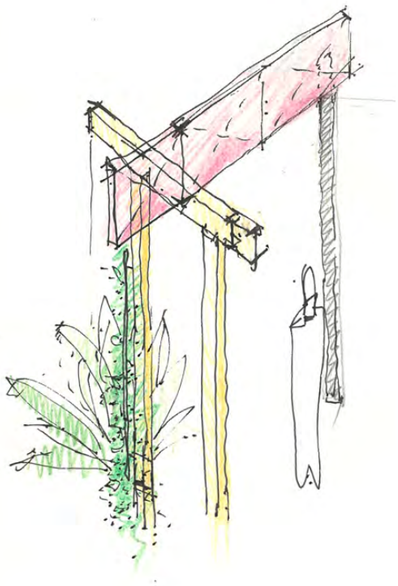
Element 1_
Archway

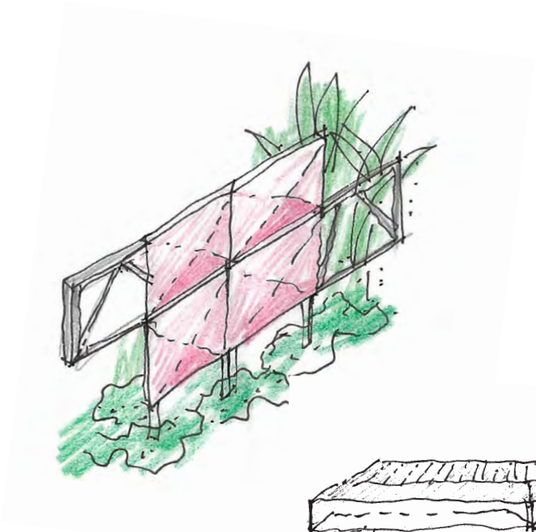
Element 5_
lintol seats

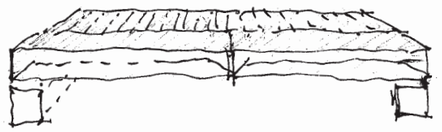
Element 4_
brick seats with stone top.
Opportunity for direct heritage information to be engraved on the stone top.

Element 3_
Ground Level

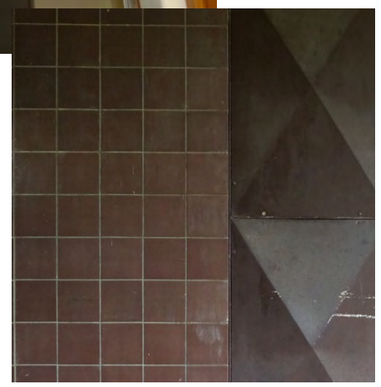
Element 2_
Pylon







Seating Elements
Re-using building elements (lintol)



existing building elements

Elements
Reconstructed building elements
fused with landscape

paving echoing darker tones of
existing brickwork

paving pattern
radial pattern radiation from centre
of the garden

re-using brown bricks for seating

Landscape Plan

CaPA + Officer Woods Architects + H-U Schematic Design, Lot 34 Montario Quarter 04.08.2025 Scale 1:200 Page 8

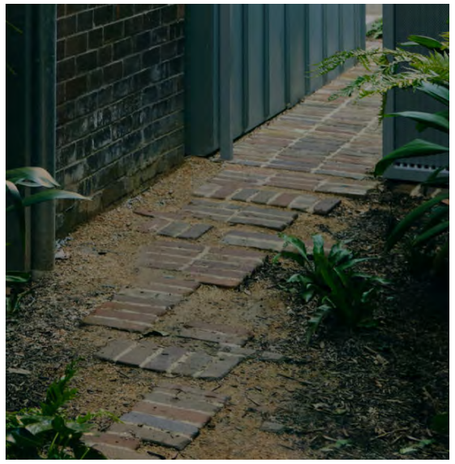
Sketch_Dawes View Corner

Steel columns and abor interpreting existing building elements, colour and path connection.

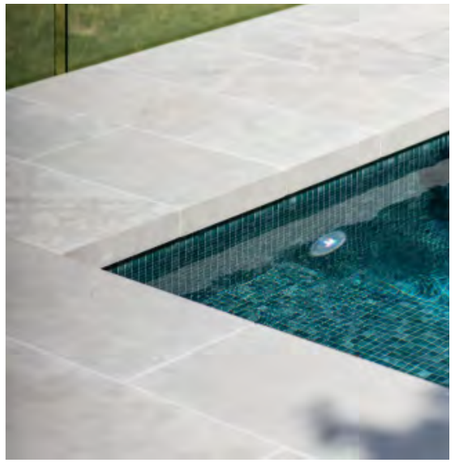
Element 6_ corner ghost pathway. Opportunity for direct heritage information

Sketch_Seymour Ave. Elevation

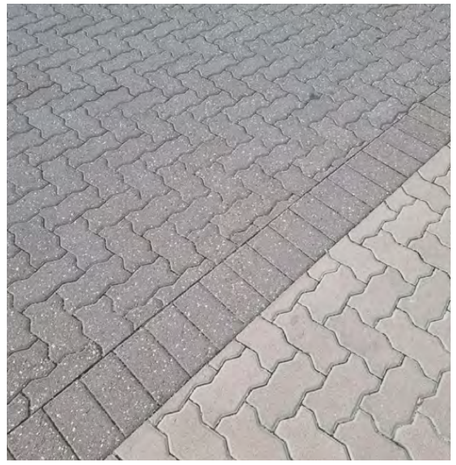
Hardscape Elements



SOUTHERN TOWNHOUSE + APARTMENT ENTRY PAVING
Clay paver reminiscent of the original brickwork mortared as larger paving elements as per drawings. Material: Bowral - Hamlet Ash paver. Reference image above - Former workmens' dwellings (Neeson Murcutt Neille & Jane Irwin landscape Architecture)

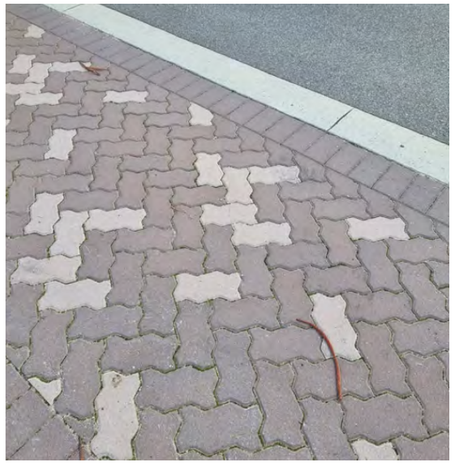


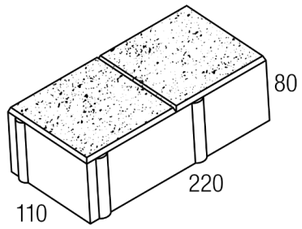
SOUTHERN TOWNHOUSE PAVING OPTIONS
Segmental paver design options. 600 × 300mm format



SEGMENTAL CONCRETE TRAFFICABLE
Range: Trafficable 80
Colour: Various (4 tones)
Finish: Stonewash
Supplier: Midland Brick O.A.E.

LANEWAY HERITAGE STRIPES

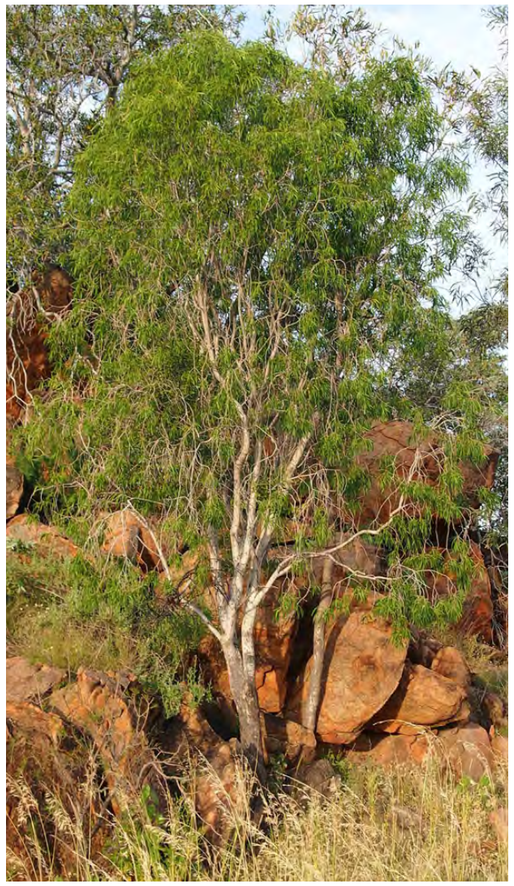




SOUTHERN LOT LANEWAY THRESHOLD
Range: Easilock 80 (Cobble style)
Colour: Grey
Finish: Stonewash
Supplier: Midland Brick O.A.E.k

PERMEABLE PAVING
PER-01
Aqua Tri Pave, size 171 × 198 × 80
Midland Brick

Softscape



TERRACE HOUSES COURTYARD
Pittosporum angustifolium 'Weeping Pittosporum' or 'Native Apricot'
8m h x 4m w

AUS native

LANEWAY
Melaleuca rhaphiophylla 'Swamp paperbark'
6m h x 3m w

WA endemic

HERITAGE COURTYARD
Michelia alba
6m h x 4m w (slow growing)

HERITAGE COURTYARD
Decidous Tree - Crepe Myrtle
4-5m h x 2-4m w

Softscape Palette

Flowering shrub
Alyogyne huegellii 'Native Hibiscus'
2m h x 2m w
Aus native

Shrub
Correa alba
1.5m h x 1.5m w
Aus native

Feature shrub
Zamia furfuracea
1m h x 1m w

Shrub
Banksia nivea 'Honeypot dryandra'
1m h x 1m w
Aus native

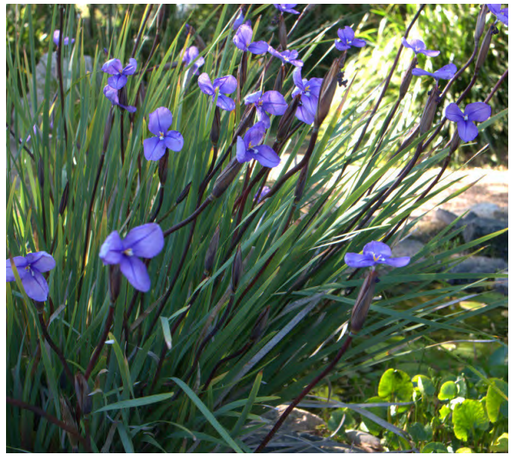
Native grass
Ficinia nodosa
1.5m h x 1.5m w
Aus native

Upright shrub
Dianella revoluta
1m h x 1.5m w
Aus native

Feature plant
Cyathea cooperi 'AustralianTree fern'
5m h x 3m w
Aus native

Native shrub
Hypocalymma robustum 'Swan River Myrtle'
1.5m h x 1.5m w
Aus native

Softscape Palette

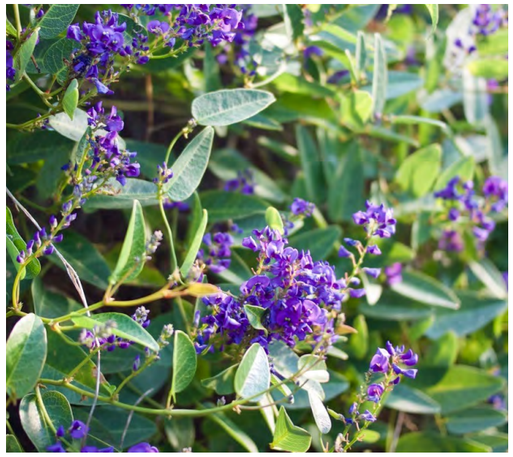


Shrub
patersonia sp.
0.8m h x 0.6m w
Aus native

Climber
Pandirea Lady Di
3.5m w climber
Aus native

Climber
Kennedia beckxiana 'Cape arid climber'
10m w climber
WA native

Climber
Billardiera heterophylla 'Bleu bell creeper'
4m w climber
Aus native



Climber
Hardenburgia violacea 'Native sarsaparilla'
5m h x 3m w
Aus native

Climber
Trachelospermum jasminoides 'Star jasmine'
5m w
Aus native

16 DIVISIONAL REPORTS - CITY PERFORMANCE AND COMMUNITY DEVELOPMENT

16.1 Monthly Financial Report - August 2026

Report Number	**PCD28.10.2026**
Applicant	City of Nedlands
Disclosure of Interest	Nil
Voting Requirements	Absolute Majority
Authority/Discretion	Executive
Contributing Officer	Mark Ponton - Accountant
Responsible Officer	Thushara Wijesiri – Manager Financial Services
Director	Noelene Jennings - Acting Director City Performance and Community Development
Attachments	1. Cover - August 2026 [**16.1.1**] 2. Stmt of Financial Activity- August 2026 [**16.1.2**] 3. Stmt of Financial Position - August 2026 [**16.1.3**] 4. Note 1 Basis of Preparation - August 2026 [**16.1.4**] 5. Note 2 Net Current Assets - August 2026 [**16.1.5**] 6. Note 3 Reserve Accounts - August 2026 [**16.1.6**] 7. Note 4 Borrowings - August 2026 [**16.1.7**] 8. Note 5 Capital Works - August 2026 [**16.1.8**] 9. 2025-26 Carry Forward [**16.1.9**]

Purpose

Officers are required to provide Council with a monthly financial report in accordance with regulation 34(1) of the *Local Government (Financial Management) Regulations 1996*. Material variances are highlighted to Council in the attached Monthly Financial Report.

Officer Recommendation

That Council

1. **RECEIVES the Monthly Financial Report for 31 August 2026.**
1. **APPROVES the following additions to the 2025/26 Carry Forwards as detailed in Attachment 16.1.9:**
   a) Roads – The Avenue – traffic calming project - $55,934;
   b) Roads – Kennedia Laneway Stage 2&3 - $147,466; and
   c) Parks – David Cruickshank Reserve Floodlighting - $8,113.
2. **NOTES that the Municipal funds have been replenished resulting in there being no requirement to use Council restricted reserve funds for working capital.**

Background

All opening positions are from the unaudited draft closing positions for the prior year, ended 30 June 2026.

This monthly financial report has been prepared on the same basis as any other month in the reporting cycle and does not include final year end accounting or audit adjustments. These accounting and audit adjustments will be made in the accounting ledger in Period 13 which preserves the integrity of monthly reporting to Council within the current financial year.

The 31 August 2026 Financial Statements report variances of actuals against the Adopted budget approved at the Special Council Meeting held on August 12, 2026. The monthly financial report meets the requirements of regulation 34(1), 34(3), and 34(5) of the *Local Government (Financial Management) Regulations 1996*.

The attached report shows the month end position as at the end of 31 August 2026.

The Statement of Financial Activity (SOFA) presents City's closing surplus as of 31 August 2026 as $36,335,660 which is favourable compared to a budgeted surplus for the same period of $33,764,698.

The operating revenue at the end of August 2026 was $40,210,131 which represents a $57,503 unfavourable variance compared to the year-to-date budget of $40,267,634.

The operating expense at the end of August 2026 was $6,714,184 which represents a $1,484,121 favourable variance compared to the year-to-date budget of $8,198,305.

The attached SOFA compares Actuals with Year to Date Adopted Budget by Nature or Type as per regulation 34(3) of the *Local Government (Financial Management) Regulations 1996*. Material variances from the budget as defined under Financial Budget Implications are explained for revenue and expenditure.

<u>Operating Activities</u>

Interest revenue
Unfavourable variance of $80,849 compared to the year-to-date budget of $168,038, due to rates being levied late August which delayed cash inflows resulting a low investment portfolio.

Employee costs
Favourable variance of $389,204 compared to the year-to-date budget of $3,552,956 is primarily due to budgeted wage price index increase in employee salaries and wages not applied yet ($102,000), provision for underpayments ($42,000), general vacancies ($50,000), timing difference in corporate training actual expenditure ($42,000) and timing differences in accrual of salaries and wages at the beginning of the year ($142,000).

Materials and contracts
Favourable variance of $883,019 compared to the year-to-date budget of $2,230,919 with the variances in contract services ($446,000), consultancy ($134,000), material supplies ($94,000), legal expenses ($17,000), intranet and telephone ($27,000), waste

collection and cleaning ($47,000), repairs and maintenance ($31,000), agency staff ($21,000), traffic management ($17,000) explained primarily as timing differences.

Other Expenditure
Favourable variance of $97,510 compared to the year-to-date budget of $209,403 primarily due to timing of contributions to sporting clubs.

Investing Activities

Capital grants, subsidies and contributions
Favourable variance of $27,273 primarily due to budgeting of grant receipts towards end of the financial year.

Acquisition of Infrastructure
Actual spend is lower than budget by $132,141 primarily due to timing differences.

Rates Receivable
Rates debtors (net of any rebates) are $31,958,672 at the end of 31 August 2026, compared to $681,854 for the same period in the prior year (when rates were struck in September 2025). Breakdown is as follows:

Receivable	31 August 2026 ($)	31 August 2025 ($)	Variance ($)
Rates	31,958,672	681,854	31,276,818
UGP	667,351	1,937	665,414
Rubbish & Pool	5,107,804	59,071	5,048,733
Deferred (Pensioners)	352,939	344,373	8,556
ESL	4,633,709	50,309	4,583,400
Total	**42,720,475**	**1,137,544**	**41,582,931**

Carry Forward Adjustments
As part of the annual capital budget development process, officers estimate the funds that are expected to remain unspent at the end of each financial year and will be required to continue or complete their projects in the following year. These unspent funds, known as carry forwards, are included in the new financial year's capital works program.

At the 2026/27 budget adoption time, 2025/26 carry forwards was estimated to be $1.1m (11 projects).

The carry forward figure adopted by Council as part of the budget adoption process is an estimate only. Once the previous year's expenditure figures have been finalised, the carry forward estimates need to be adjusted to account for the actual expenditure on each project. After reviewing it is proposed that the revised carry forwards amount is $1.3m (14 projects) for 2025/26.

The following three projects have been added to the final carry forward:

- Roads - The Avenue - Traffic Calming (Black Spot) - $55,934

- Roads - Kennedia Laneway Stage 2 & 3 - $147,466
- Parks - David Cruickshank Reserve Floodlighting - $8,113

A final list of 2025/26 carry forward budget is shown in **Attachment 16.1.9.**

Consultation

The report has been prepared in consultation with relevant officers.

Strategic Implications

This item is strategically aligned to the City of Nedlands Council Plan 2023-33 vision and desired outcomes as follows:

Vision: Sustainable and responsible for a bright future

Performance
11. Effective leadership and governance.

Financial Implications

At the Special Council Meeting on 12 August 2026, Council adopted the following thresholds for the reporting of material financial variances in the monthly SOFA reports:

a. Operating items – Greater than 10% and a value greater than $20,000
b. Capital items – Greater than 10% and a value greater than $50,000

Legislative and Policy Compliance

Administration is required to provide Council with a monthly financial report in accordance with regulation 34(1), 34(2), 34(3), and 34(4) of the *Local Government (Financial Management) Regulations 1996*. Material variances are highlighted to Council in the attached Monthly Financial Report.

Risk Considerations

Risk Category	Adopted Risk Appetite Rating	Comment on Risk
Financial	Moderate	Monthly reporting is a key control in ensuring that the City prudently manages its financial position with due regard to anticipating and mitigating financial risks.

Analysis and Conclusion

The year to date adopted budget closing funding position is in surplus mainly due to the striking of rates for the 2026/27 financial year in August.

The year-to-date actual closing surplus as of 31 August 2026 is $36,335,660 which is favourable compared to a budgeted closing surplus for the same period of $33,764,698. The favourable position is primarily due to new financial year rates and underspent in materials & contracts and acquisition of property, plant & equipment and infrastructure as the budget was adopted in the second week of August 2026. It should also be noted that the year-to-date closing position may vary significantly from the 31 August 2026 position due to FY26 year-end final adjustments and any audit adjustments.

It should be noted that the 2026/27 Budget authorised the use of City's restricted reserve funds for working capital purposes until Municipal funds were replenished. However, this has not been required to date, as sufficient Municipal funds have been available for daily operations.

The operating revenue at the end of August 2026 was $40,210,131 which represents a $57,503 unfavourable variance compared to the year-to-date budget of $40,267,634.

The operating expense at the end of August 2026 was $6,714,184 which represents a $1,484,121 favourable variance compared to the year-to-date budget of $8,198,305.

CITY OF NEDLANDS

MONTHLY FINANCIAL REPORT

(Containing the required statement of financial activity and statement of financial position)

For the Period Ended 31 August 2026

LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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Statement of financial position

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Note 2 Net current assets information

Note 3 Reserve accounts

Note 4 Borrowings

Note 5 Capital Works Program

CITY OF NEDLANDS
STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2026

	Note	Full Year Adopted Budget (a)	YTD Adopted Budget (b)	YTD Actual (c)	Variance $ (c) - (b)	Variance % ((c) - (b))/(b)	Var.
		$	$	$	$	%	
OPERATING ACTIVITIES							
Revenue from operating activities							
General rates		34,261,272	33,877,642	**33,808,945**	(68,697)	(0%)	
Grants, subsidies and contributions		465,555	57,096	**50,076**	(7,020)	(12%)	
Fees and charges		9,520,902	6,155,325	**6,235,007**	79,682	1%	
Service charges		0	0	**3,183**	3,183		
Interest revenue		1,008,229	168,038	**87,189**	(80,849)	(48%)	▼
Other revenue		197,200	9,533	**25,731**	16,198	170%	
		45,453,158	**40,267,634**	**40,210,131**	**(57,503)**	(0%)	
Expenditure from operating activities							
Employee costs		(21,395,634)	(3,552,956)	**(3,163,752)**	389,204	11%	▲
Materials and contracts		(18,878,292)	(2,230,919)	**(1,347,900)**	883,019	40%	▲
Utility charges		(1,045,308)	(174,218)	**(193,829)**	(19,611)	(11%)	
Depreciation		(11,369,848)	(1,909,103)	**(1,782,639)**	126,464	7%	
Finance costs		(223,659)	(37,277)	**(32,652)**	4,625	12%	
Insurance		(506,572)	(84,429)	**(81,519)**	2,910	3%	
Other expenditure		(922,282)	(209,403)	**(111,893)**	97,510	47%	▲
		(54,341,595)	**(8,198,305)**	**(6,714,184)**	**1,484,121**	18%	
Amounts excluded from operating activities	2(c)	11,812,667	2,351,922	**2,397,648**	45,726	2%	
Amount attributable to operating activities		**2,924,230**	**34,421,251**	**35,893,595**	**1,472,344**	4%	
INVESTING ACTIVITIES							
Inflows from investing activities							
Proceeds from capital grants, subsidies and contributions		2,773,374	0	**27,273**	27,273		▲
		2,773,374	**0**	**27,273**	**27,273**		
Outflows from investing activities							
Acquisition of property, plant and equipment		(571,730)	0	**(2,518)**	(2,518)		
Acquisition of infrastructure		(6,306,209)	(139,678)	**(7,537)**	132,141	95%	▲
		(6,877,939)	**(139,678)**	**(10,055)**	**129,623**	93%	
Amount attributable to investing activities		**(4,104,565)**	**(139,678)**	**17,218**	**156,896**	112%	
FINANCING ACTIVITIES							
Inflows from financing activities							
Proceeds from new borrowings		2,000,000	0	**0**	0		
Transfer from reserves		4,529,524	3,398,523	**3,398,523**	0	0%	
		6,529,524	**3,398,523**	**3,398,523**	**0**	0%	
Outflows from financing activities							
Repayment of borrowings		(1,284,587)	(301,754)	**(301,754)**	0	0%	
Payments for principal portion of lease liabilities		(100,864)	(29,326)	**(29,326)**	0	0%	
Transfer to reserves		(4,282,462)	(3,443,079)	**(3,443,079)**	0	0%	
		(5,667,913)	**(3,774,160)**	**(3,774,160)**	**0**	0%	
Amount attributable to financing activities		**861,611**	**(375,636)**	**(375,636)**	**0**	0%	
MOVEMENT IN SURPLUS OR DEFICIT							
Surplus or deficit at the start of the financial year	2(a)	301,580	301,580	**800,483**	498,903	165%	▲
Amount attributable to operating activities		2,924,230	34,421,251	**35,893,595**	1,472,344	4%	
Amount attributable to investing activities		(4,104,565)	(139,678)	**17,218**	156,896	112%	▲
Amount attributable to financing activities		861,611	(375,636)	**(375,636)**	0	0%	
Surplus or deficit after imposition of general rates		**(17,144)**	**34,207,517**	**36,335,660**	**2,128,143**	6%	

KEY INFORMATION

▲▼ Indicates a variance between Year to Date (YTD) Budget and YTD Actual data outside the adopted materiality threshold.
▲ Indicates a variance with a positive impact on the financial position.
▼ Indicates a variance with a negative impact on the financial position.
Refer to Note 3 for an explanation of the reasons for the variance.

This statement is to be read in conjunction with the accompanying notes.

CITY OF NEDLANDS
STATEMENT OF FINANCIAL POSITION
FOR THE PERIOD ENDED 31 AUGUST 2026

	Actual 30 June 2026	Actual as at 31 August 2026
	$	$
CURRENT ASSETS		
Cash and cash equivalents	12,296,883	7,839,693
Trade and other receivables	2,169,630	44,593,988
Other financial assets	3,260,667	3,262,687
Other assets	951,275	984,328
TOTAL CURRENT ASSETS	18,678,455	56,680,696
NON-CURRENT ASSETS		
Trade and other receivables	2,877,761	2,262,752
Other financial assets	310,356	310,356
Property, plant and equipment	98,438,233	97,866,929
Infrastructure	233,596,958	232,381,941
Right-of-use assets	131,955	104,416
TOTAL NON-CURRENT ASSETS	335,355,263	332,926,394
TOTAL ASSETS	354,033,718	389,607,090
CURRENT LIABILITIES		
Trade and other payables	6,752,012	9,019,622
Capital grant/contributions liabilities	576,135	796,135
Lease liabilities	89,028	64,382
Borrowings	1,053,223	751,468
Employee related provisions	2,376,106	2,318,621
TOTAL CURRENT LIABILITIES	10,846,504	12,950,228
NON-CURRENT LIABILITIES		
Lease liabilities	57,254	52,575
Borrowings	2,755,646	2,755,646
Employee related provisions	587,277	587,277
TOTAL NON-CURRENT LIABILITIES	3,400,177	3,395,498
TOTAL LIABILITIES	14,246,681	16,345,726
NET ASSETS	**339,787,038**	**373,261,364**
EQUITY		
Retained surplus	64,405,460	97,835,230
Reserve accounts	8,222,289	8,266,845
Revaluation surplus	267,159,289	267,159,289
TOTAL EQUITY	**339,787,038**	**373,261,364**

This statement is to be read in conjunction with the accompanying notes.

CITY OF NEDLANDS
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2026

1 BASIS OF PREPARATION AND MATERIAL ACCOUNTING POLICIES

BASIS OF PREPARATION

This prescribed financial report has been prepared in accordance with the *Local Government Act 1995* and accompanying regulations.

Local Government Act 1995 requirements
Section 6.4(2) of the Local Government Act 1995 read with the *Local Government (Financial Management) Regulations 1996,* prescribe that the financial report be prepared in accordance with the *Local Government Act 1995* and, to the extent that they are not inconsistent with the Act, the Australian Accounting Standards. The Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board were applied with exception to the following:

The *Local Government (Financial Management) Regulations 1996* specify that vested land is a right-of-use asset to be measured at cost, and is considered a zero cost concessionary lease. All right-of-use assets under zero cost concessionary leases are measured at zero cost rather than at fair value, except for vested improvements on concessionary land leases such as roads, buildings or other infrastructure which continue to be reported at fair value, as opposed to the vested land which is measured at zero cost. The measurement of vested improvements at fair value is a departure from AASB 16 which would have required the City to measure any vested improvements at zero cost.

Local Government (Financial Management) Regulations 1996, regulation 34 prescribes contents of the financial report. Supplementary information does not form part of the financial report.

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 financial 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.

PREPARATION TIMING AND REVIEW
Date prepared: All known transactions up to 05-Oct-2026

The local government reporting entity
All funds through which the City controls resources to carry on its functions have been included in the financial statements forming part of this financial report.

All monies held in the Trust Fund are excluded from the financial statements.

Material accounting policies
Material accounting policies utilised in the preparation of these statements are as described within the 2026-27 Annual Budget. Please refer to the adopted budget document for details of these policies.

Critical accounting estimates and judgements
The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses.

The estimates and associated assumptions are based on historical experience and various other factors 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.

As with all estimates, the use of different assumptions could lead to material changes in the amounts reported in the financial report.

The following are estimates and assumptions that have a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities within the next financial year and further information on their nature and impact can be found in the relevant note:
- Fair value measurement of assets carried at reportable value including:
  - Property, plant and equipment
  - Infrastructure
- Impairment losses of non-financial assets
- Expected credit losses on financial assets
- Assets held for sale
- Investment property
- Estimated useful life of intangible assets
- Measurement of employee benefits
- Measurement of provisions
- Estimation uncertainties and judgements made in relation to lease accounting

CITY OF NEDLANDS
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 AUGUST 2026

2 NET CURRENT ASSETS INFORMATION

(a) Net current assets used in the Statement of Financial Activity

	Note	Actual as at 30 June 2026	Actual as at 31 August 2026
Current assets		**$**	**$**
Cash and cash equivalents		12,296,883	7,839,693
Trade and other receivables		2,169,630	44,593,988
Other financial assets (Term Deposits)		3,260,667	3,262,687
Other assets		951,275	984,328
		18,678,455	56,680,696
Less: current liabilities			
Trade and other payables		(6,752,012)	(9,019,622)
Other liabilities		(576,135)	(796,135)
Lease liabilities		(89,028)	(64,382)
Borrowings		(1,053,223)	(751,468)
Employee related provisions		(2,376,106)	(2,318,621)
		(10,846,504)	(12,950,228)
Net current assets		**7,831,951**	**43,730,468**
Less: Total adjustments to net current assets	2(b)	(7,031,468)	(7,394,808)
Closing funding surplus / (deficit)		**800,483**	**36,335,660**

(b) Current assets and liabilities excluded from budgeted deficiency

Adjustments to net current assets			
Less: Reserve accounts		(8,222,289)	(8,266,845)
Add: Current liabilities not expected to be cleared at the end of the year			
- Current portion of lease liabilities		89,028	64,382
- Current portion of borrowings		1,053,223	751,468
Add: Current liabilities covered by funds held in reserve account			
- Current portion of Adjs		48,570	56,187
Total adjustments to net current assets	2(a)	**(7,031,468)**	**(7,394,808)**

(c) Amounts excluded from operating activities

	YTD Budget Estimates 31 August 2026	YTD Actual 31 August 2026
	$	**$**
Add: Depreciation	1,909,103	1,782,639
Non-cash movements in non-current assets and liabilities:		
- Pensioner deferred rates	0	(9,934)
- Other receivables - UGP non-current	442,819	624,943
Total amounts excluded from operating activities	**2,351,922**	**2,397,648**

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. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the local governments' operational cycle.

CITY OF NEDLANDS
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 AUGUST 2026

3 RESERVE ACCOUNTS

		Adopted Budget				Actual			
CoN No	Reserve account name	Opening Balance	Transfers In (+)	Transfers Out (-)	Closing Balance	Opening Balance	Transfers In (+)	Transfers Out (-)	Closing Balance
		$	$	$	$	$	$	$	$
	Reserve accounts restricted by legislation								
1016	Cash-in-lieu of Public Open Space	368,333	22,579	0	390,912	589,700	2,268	0	591,968
	Reserve accounts restricted by Council								
1001	Plant Replacement	292,395	67,924	0	360,319	292,395	1,801	0	294,196
1002	City Development	299,687	0	(299,687)	0	299,686	0	(299,686)	0
1003	North Street	158,951	9,744	0	168,695	158,951	979	0	159,930
1004	Welfare	369,884	22,674	0	392,558	369,884	2,278	0	372,162
1005	Strategic projects (Formerly Service reserve)	28,968	1,776	0	30,744	28,969	178	0	29,147
1006	Insurance	67,939	4,165	0	72,104	67,939	418	0	68,357
1007	Underground Power Projects	195,668	11,995	0	207,663	195,669	1,205	0	196,874
1008	Waste Management	2,830,292	586,303	0	3,416,595	2,830,292	19,675	0	2,849,967
1009	Building Replacement	955,315	0	(955,315)	0	955,315	0	(955,315)	0
1010	Swanbourne Development	128,490	7,877	0	136,367	128,490	791	0	129,281
1011	Public Art	47,334	2,902	0	50,236	47,334	292	0	47,626
1012	Business System	114,143	6,997	0	121,140	114,143	703	0	114,846
1013	All Ability Play Space	442,251	0	(442,251)	0	442,251	0	(442,251)	0
1014	Major Projects	996,817	0	(996,817)	0	996,817	0	(996,817)	0
1018	Riverwall Maintenance	104,454	0	(104,454)	0	104,454	0	(104,454)	(0)
1020	Laneway Reserve	600,000	0	(600,000)	0	600,000	0	(600,000)	0
1021	Assets management Reserve	0	3,537,526	(1,131,000)	2,406,526	0	3,412,490	0	3,412,490
1022	Carry forward projects	0	0	0	0	0	0	0	0
		8,000,921	**4,282,462**	**(4,529,524)**	**7,753,859**	**8,222,289**	**3,443,079**	**(3,398,523)**	**8,266,845**

Name of reserve account	Purpose of the reserve account
Restricted by legislation/agreement	
Cash-in-lieu of Public Open Space	To fund Public Open Space
Restricted by council	
Plant Replacement	To fund replacement of plant and equipment so the cost is spread over a number of years.
City Development	To fund improvement and purchases of property, plant and equipment and infrastructure.
North Street	To fund operational and capital costs of community and recreational facilities at Mt Claremont and Swanbourne, and infrastructure generally.
Welfare	To fund the operational and capital costs to welfare services.
Strategic projects (Formerly Service reserve)	To fund the Citywide strategic operational and capital activities to ensure strategic budget objective of intergenerational equity.
Insurance	To fund any excess that may arise from having a performance based workers compensation premium.
Underground Power	To fund underground power projects.
Waste Management	To fund operational and capital costs to ensure the continued provision of waste management services to the community.
Building Replacement	To fund the upgrade and/or replacement of council buildings.
City Development - Swanbourne	To fund capital works in the Swanbourne area associated with the Swanbourne Masterplan. Set-up with proceeds of the insurance claim arising from the fire of council prioperty in Swanbourne.
Public Art	To fund works of art in the City of Nedlands.
Business System	To fund councils business system.
All Ability Play Space	To fund the annual operating and maintenance cost of the All Abilities Play Space.
Major projects	To fund capital works from proceeds from sale of major assets.
Riverwall Maintenance	To fund riverwall capital and maintenance works.
Laneway	To fund laneway road projects.
Assets management reserve	To facilitate assets operations, renewal, upgrade and new assets.
Carry forward projects reserve	To fund carry forwards projects from previous financial year.

CITY OF NEDLANDS
SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 AUGUST 2026

4 BORROWINGS

Repayments - borrowings

	Information on borrowings			New Loans		Principal Repayments		Principal Outstanding	
	Particulars	**Loan No.**	**1 July 2026**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**
			$	**$**	**$**	**$**	**$**	**$**	**$**
100011	Underground Power - West Hollywood	188	158,031	0	0	(77,821)	(77,821)	80,210	80,210
100012	Underground Power - Alfred & Mt Claremont	189	23,081	0	0	(11,366)	(11,366)	11,715	11,715
100013	Underground Power - Alderbury	190	16,392	0	0	(8,072)	(8,072)	8,320	8,320
100014	Underground Power - Nedlands North	191	3,075,864	0	0	(204,495)	(831,512)	2,871,369	2,244,352
100015	Underground Power - Nedlands West	132	535,500	0	0	0	(124,452)	535,500	411,048
100016	Capital Works	192	0	0	2,000,000	0	(231,364)	0	1,768,636
	Total		**3,808,869**	**0**	**2,000,000**	**(301,754)**	**(1,284,587)**	**3,507,114**	**4,524,282**
	Current borrowings		1,053,223					751,468	
	Non-current borrowings		2,755,646					2,755,646	
			3,808,869					**3,507,114**	

All debenture repayments were financed by general purpose revenue.

KEY INFORMATION
The City has elected to recognise borrowing costs as an expense when incurred regardless of how the borrowings are applied.

Fair values of borrowings are not materially different to their carrying amounts, since the interest payable on those borrowings is either close to current market rates or the borrowings are of a short term nature.

SUPPLEMENTARY INFORMATION
FOR THE PERIOD ENDED 31 AUGUST 2026
5 CAPITAL WORKS PROGRAM

Project Class	Full Year Adopted Budget	YTD Adopted Budget (b)	YTD Actual (c)
		$	$
Buildings	273,730	-	2,518
TOTAL LAND AND BUILDINGS	**273,730**	**-**	**2,518**
Computer equipment	298,000	-	-
TOTAL PLANT AND EQUIPMENT	**298,000**	**-**	**-**
TOTAL BUILDINGS, PLANT AND EQUIPMENT	**571,730**	**-**	**2,518**
Roads	3,041,916	-	7,537
TOTAL INFRASTRUCTURE ROADS	**3,041,916**	**-**	**7,537**
Footpath	40,000	-	-
Drainage	1,178,699	50,000	-
Park development	2,045,594	89,678	-
TOTAL INFRASTRUCTURE OTHER	**3,264,293**	**139,678**	**-**
TOTAL INFRASTRUCTURE	**6,306,209**	**139,678**	**7,537**
Total Capital Works	**6,877,939**	**139,678**	**10,055**

City of Nedlands
Carry Forwards from 2025/26 Financial Year

Project Detail	Estimated Carry Forward $	Changes $	Final Carry Forward $	Funding Source - Municipal $
Network equipment replacement	250,000	0	250,000	250,000
Additional Network Access Points	30,000	0	30,000	30,000
CCTV upgrade - hardware to replace EOL (9 sites)	18,000	0	18,000	18,000
Retaining walls and fence John XXIII Depot remedy unstable slopes incl design and construction	273,730	0	273,730	273,730
Drainage Improvement - Jenkins Ave Catchment (Taylor Road)	98,699	0	98,699	98,699
Roads - Asquith St (Stage 1)	272,218	0	272,218	272,218
Foreshore Management Design - WATERWISE INITIATIVE next stage after endorsement (increase Community Capital; Ensure Quality Open Space; Improve ecological health)	21,352	0	21,352	21,352
Swanbourne Beach shelter replacement	3,216	0	3,216	3,216
Enviroscape Plans - multiple - College Park,, Lawler Park, Leslie Graham, Masons Gardens, Mt Claremont Oval - WATERWISE INITIATIVE	8,000	0	8,000	8,000
Parks - College Park Reserve Floodlighting	44,107	0	44,107	44,107
Foreshore Reserve 28307 Greenway Development	89,678	0	89,678	89,678
Roads - The Avenue - Traffic Calming (Black Spot)	0	55,934	55,934	55,934
Roads - Kennedia Laneway Stage 2 & 3	0	147,466	147,466	147,466
Parks - David Cruickshank Reserve Floodlighting	0	8,113	8,113	8,113
Total	**1,109,000**	**211,513**	**1,320,513**	**1,320,513**

Carry Forward Adjustments

1. 6500-80196-6311-8000 = The Avenue (City Projects & Programs)
   The remaining project works were not completed and fully invoiced in the 2025/26 financial year.
   The outstanding works include signs and pavement marking, delivery and installation of the replacement tree, irrigation, soil preparation and associated landscaping works.
   The project is fully funded through the Black Spot Program.
   Action to Finance:
   Please carry forward $55,934 to the 2026/27 financial year and allocate the full amount in October 2026.
   $55,934 in October

Budget reporting -

•80196 The Avenue - Black Spot -Carry-forward funds of $55,934 are required in 2026/27 to complete the remaining project works, including signs and pavement marking, delivery and installation of the replacement tree, irrigation, soil preparation and associated landscaping and reinstatement works. The project is fully funded through the Black Spot Program, with the corresponding grant funding to be received by the City. No additional municipal funding is required.

2. 6500-80198-6311-8000 = Kennedia Lane – Section 1,2&3 (City Projects & Programs)

   The remaining project commitment from the 2025/26 financial year is $162,212.35 incl. GST, relating to construction works, associated project support costs and retention payments.

   Of this amount, $120,472.11 incl. GST has already been invoiced/processed in the 2026/27 financial year, with the remaining balance required to meet outstanding project and retention obligations, including the retention held for Section 3 pending Final Certification.

   Action to Finance:

Please carry forward $162,212.35 from the 2025/26 project budget to the 2026/27 financial year.

16.2 Monthly Accounts Paid - September 2026

Report Number	**PCD29.10.2026**
Applicant	City of Nedlands
Disclosure of Interest	Nil
Voting Requirements	Simple Majority
Authority/Discretion	Executive
Contributing Officer	Mark Ponton – Accountant
Responsible Officer	Thushara Wijesiri – Manager Financial Services
Director	Noelene Jennings - Acting Director City Performance and Community Development
Attachments	1. List of Accounts Paid Council Report - Sep 26 [**16.2.1**] 2. Fuel Card Report - Sep 26 [**16.2.2**] 3. Purchase Card - Sep 26 [**16.2.3**]

Purpose

The purpose of this report is to consider a list of accounts paid for the month of September 2026, as detailed in this report.

Officer Recommendation

That Council RECEIVES the List of Accounts Paid Report for the month of September 2026.

Background

Regulation 13 of the Local Government (Financial Management) Regulations 1996 requires a list of accounts paid to be prepared each month, showing each account paid since the last list was prepared. This list is to include the following information:

1. the payee's name;
2. the amount of the payment:
3. the date of the payment; and
4. sufficient information to identify the transaction.

Consultation

Nil.

Strategic Implications

This item is strategically aligned to the City of Nedlands Council Plan 2023-33 vision and desired outcomes as follows:

Vision: Sustainable and responsible for a bright future

Performance
11. Effective leadership and governance.

Financial Implications

Nil

Legislative and Policy Compliance

In accordance with regulation 13 of the Local Government (Financial Management) Regulations 1996 the administration is required to present the List of Accounts Paid to Council.

Risk Considerations

Risk Category	Adopted Risk Appetite Rating	Comment on Risk
Financial	Moderate	Monthly reporting is a key control in ensuring that the City prudently manages its financial position with due regard to anticipating and mitigating financial risks.

Analysis and Conclusion

That, in accordance with regulation 13 of the Local Government (Financial Management) Regulations 1996, Council RECEIVES the list of payments drawn for the month of September 2026, as detailed in this report.

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
Creditor EFT					**4,107,491.43**
116192	**3/09/2026**	**10013**	**Alinta Energy**		**94.00**
977901950	977901950			94.00	
116193	**3/09/2026**	**10027**	**Construction Training Fund**		**3,241.61**
INV-381678-D5V9Y8	BCITF LEVY TAX INVOICE - JULY2026			3,241.61	
116194	**3/09/2026**	**10103**	**Post Newspapers Pty Ltd**		**655.77**
INV-00156367	Advertising Differential Rates 2026/27			655.77	
116195	**3/09/2026**	**10138**	**City Toyota**		**433.71**
S146055152	Supply/Fit cargo barrier to van			433.71	
116196	**3/09/2026**	**10183**	**Water Corporation**		**3,583.95**
9001419939	Bill ID 0166			379.91	
9001426506	Bill ID 0159			1,659.20	
9001418629	Bill ID 0164			904.78	
9001418733	Bill ID 0160			236.75	
9001419920	Bill ID 0153			347.81	
9025213935	Bill ID - 0016			55.50	
116197	**3/09/2026**	**10185**	**Western Chainwire**		**5,654.00**
00006599	Repair to playground fences and gates			3,487.00	
00006598	Swanbourne Beach playground			2,167.00	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116198	**3/09/2026**	**10210**	**NVMS Pty Ltd**		**964.70**
1000-2806-2026	NATA Calibration - HBK SLM			964.70	
116199	**3/09/2026**	**10211**	**WA Rangers Association**		**1,650.00**
INV-0568	Attendance to WARA Conference			1,650.00	
116200	**3/09/2026**	**10261**	**Donegan Enterprises Pty Ltd**		**357.50**
00007940	Repair Damage Swing at Allen Park			357.50	
116201	**3/09/2026**	**10288**	**Nutrien Water (Total Eden Pty Ltd)**		**333.90**
414106970	Irrigation parts for roundabouts			333.90	
116202	**3/09/2026**	**10329**	**Flexipole Industries Pty Ltd**		**1,350.53**
00003124	Bollard repairs at St Peter's Sq Gdns			690.53	
00003123	Sunset F/shore gate and C.Court bollards			660.00	
116203	**3/09/2026**	**10398**	**Centurion Temporary Fencing**		**82.50**
50544	Temp fencing j23rd holding yard			82.50	
116204	**3/09/2026**	**10405**	**C Marinovich Caroline**		**1,364.00**
T22040CMA	TAC - Tutor Fees - C Marinovich			1,364.00	
116205	**3/09/2026**	**10504**	**Ms S Hibbert**		**1,860.00**
0431251	TAC - Tutor Fees - S Hibbert			1,860.00	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116206	**3/09/2026**	**10512**	**West Coast Turf**		**2,277.00**
95884471	CHARLES COURT 144.95m2 RETURFING			2,277.00	
116207	**3/09/2026**	**10553**	**Mr I De Souza**		**240.00**
M1326 _04	Life Models for Life Drawing Thursdays			240.00	
116208	**3/09/2026**	**10617**	**Aus Chill Technical Services Pty Ltd**		**3,102.00**
16868	A/C Service Quarterly All Locations			181.50	
16879	A/C Service Quarterly All Locations			214.50	
16869	A/C Service Quarterly All Locations			181.50	
16881	A/C Service Quarterly All Locations			181.50	
16882	A/C Service Quarterly All Locations			181.50	
16877	A/C Service Quarterly All Locations			192.50	
16883	A/C Service Quarterly All Locations			181.50	
16888	A/C Service Quarterly All Locations			121.00	
16891	A/C Service Quarterly All Locations			869.00	
16893	A/C Service Quarterly All Locations			676.50	
17199	A/C Service Quarterly All Locations			121.00	
116209	**3/09/2026**	**10688**	**Officeworks Ltd**		**284.20**
631280348	Stationery			106.20	
631305409	Logitech Zone 300 Wireless Headset Black			178.00	
116210	**3/09/2026**	**10692**	**Total Green Recycling Pty Ltd**		**713.86**
INV21011	E-waste disposal: bulk collection 25-26			713.86	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name	Payment Amount
116211	**3/09/2026**	**10693**	**Boyan Electrical Services Boyan Electrical Services**	**802.03**
61165	New lights Depot meeting room		802.03	
116212	**3/09/2026**	**10735**	**WINC Australia Pty Ltd (Previous name**	**56.69**
9051026838	Winc Order Library 20 July 2026		56.69	
116213	**3/09/2026**	**10815**	**Stephanie Reisch**	**1,364.00**
2620	TAC - Tutor Fees - Stephanie Reisch		1,364.00	
116214	**3/09/2026**	**11171**	**Tomomi Yamamoto**	**226.00**
T3SHTY	TAC - Tutor Fees		226.00	
116215	**3/09/2026**	**11192**	**Veolia Recycling & Recovery Pty Ltd (Suez)**	**816.22**
8101355679	Bulk commercial bulk bins		816.22	
116216	**3/09/2026**	**11215**	**Richard Read**	**603.00**
RR T3 2601	TAC - Lecture Fees - Richard Read		603.00	
116217	**3/09/2026**	**11456**	**Paperbark Technologies Pty Ltd**	**880.00**
00010659	Review development applications		880.00	
116218	**3/09/2026**	**11532**	**Rent A Fence Pty Ltd**	**211.76**
RF 884439	Security Fencing		211.76	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116219	**3/09/2026**	**11543**	**John Paul**		**1,344.00**
JPT32026A	TAC Tutor Fees John Paul			1,344.00	
116220	**3/09/2026**	**11557**	**Ms Megan Jane McKinlay**		**880.00**
W467	3 Junior author presentations			880.00	
116221	**3/09/2026**	**11630**	**Bobs Odd Jobs AU Pty. Ltd.**		**473.00**
INV-0788	Illegal dumping - Allen Park Pavilion			198.00	
INV-0789	Illegal dumping - Bruce Street			275.00	
116222	**3/09/2026**	**11673**	**Nola Britton**		**90.00**
213	Life Drawing Social			90.00	
116223	**3/09/2026**	**11758**	**Cynthia Forrest**		**90.00**
221	Life Drawing Social			90.00	
116224	**3/09/2026**	**11797**	**Helene Pty LTD T/AS Lo-Go Appointments**		**3,297.28**
H7356	Wages for agency staff - Civil Maintenance			3,297.28	
116225	**3/09/2026**	**11805**	**Aqua Filtration Enterprises Pty Ltd**		**2,865.00**
INV-2985	Filter Change, Rental & Maintenance			2,865.00	
116226	**3/09/2026**	**11905**	**Luxworks Traffic Control and Management PTY LTI**		**1,810.20**
19313	LUX TCM City wide standing order			423.15	
19305	Standing order for Lux TM			1,387.05	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116227	**3/09/2026**	**11925**	**ELLENBY TREE FARM**		**11,842.60**
42419	Tree Stock for 2026 Program			11,842.60	
116228	**3/09/2026**	**11930**	**Coles Supermarkets Australia Pty Ltd**		**236.82**
273203394	Council Agenda Briefings OCMs Aug SFO			123.82	
272654533	24 Mixed biscuits trays			113.00	
116229	**3/09/2026**	**11931**	**McLeods Lawyers**		**10,065.00**
153189	Legal Advice			536.80	
153186	Legal Advice			1,207.80	
153196	Legal Advice			7,515.20	
153193	Legal Advice			805.20	
116230	**3/09/2026**	**11935**	**Miya Maeda**		**1,656.00**
0016	TAC - Tutor Fees - Art Classes			1,656.00	
116231	**3/09/2026**	**11955**	**Australian Agribusiness (Holdings) Pty Ltd - Nuturf**		**25,906.10**
000002	FUNGICDE SUPPLY & APPLY			25,906.10	
116232	**3/09/2026**	**11993**	**Office Solutions IT PTY LTD**		**24,580.79**
184136	Monthly Services - Private Cloud 6Months			3,293.40	
185688	Standard Wildcard SSL Certificate			455.39	
185941	Standing Order OSIT			14,899.50	
186477	Monthly Services - Private Cloud 6Months			3,293.40	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
184135	Standing Order OSIT			1,158.48	
186476	Standing Order OSIT			1,158.48	
183487	Azure Hosting Plan - Modern Commerce			157.84	
185741	Azure Hosting Plan - Modern Commerce			164.30	
116233	**3/09/2026**	**12010**	**ELM WA PTY LTD**		**7,733.96**
INV-5600	ELM 2026-27			7,733.96	
116234	**3/09/2026**	**12032**	**Driva Pty Ltd**		**126.44**
PP3262027	Adjustment INV-B0SMU9CDNP			63.22	
PP4262027	Adjustment INV-OOLQ29MKY5			63.22	
116235	**3/09/2026**	**12122**	**Kyocera Leasing Account Kyocera Document Solut**		**479.60**
INV-318038-J8B3J4	Principal repayment of lease - Plotter			479.60	
116236	**3/09/2026**	**12148**	**Estudio Ana DE SOUSA ROSA, ANA DULCE**		**434.00**
00021	TAC - Tutor Fees - Art Classes			434.00	
116237	**3/09/2026**	**12150**	**Proarb WA Pty Ltd**		**5,940.00**
3126	Carrington Park.Boundary prune.			1,452.00	
3692	Dead tree removal at Montario Quarter			4,488.00	
116238	**3/09/2026**	**12163**	**Elizabeth Wright A.B WRIGHT & E.H WRIGHT**		**620.00**
TR003	TAC - Tutor Fees - Liz Wright			620.00	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116239	**3/09/2026**	**12171**	**Managed IT Pty Ltd**		**729.76**
301008	Fortinet FortiGate FG-60F Rental			729.76	
116240	**3/09/2026**	**12183**	**MARSHALL KUSINSKI DESIGN CONSULTANTS TRI**		**1,167.65**
181005	Work place planning			1,167.65	
116241	**3/09/2026**	**12187**	**CRAYON AUSTRALIA PTY LTD**		**1,224.23**
4403030620	Microsoft 365 Copilot x 3 additional +2			494.34	
4403030838	Power Apps Premium - prorated to Dec2026			729.89	
116242	**3/09/2026**	**12220**	**REL Artizan Studio Robyn Eloise Laycock**		**968.00**
PO10011554	TAC - Tutor Fees S.H. T3 Program 2026			224.00	
20082026	TAC - Tutor Fees Robyn Laycock			744.00	
116243	**3/09/2026**	**12234**	**Arty Ceramics Rebecca Tester**		**744.00**
04000	TAC - Tutor Fees - Rebecca Tester			744.00	
116244	**3/09/2026**	**12279**	**Information Proficiency PROFICIENCY GROUP PTY**		**990.00**
4932	PRIS Training for Elected Members			990.00	
116245	**3/09/2026**	**12309**	**BAGDASAROVA, ADELINA ALEKSANDROVNA**		**2,712.00**
INV-001	TAC - Tutor Fees - Adelina Bagdasarova			2,712.00	
116247	**10/09/2026**	**10001**	**Australian Taxation Office**		**165,227.00**
FORTNIGHT 04/09/2026	Withholding Tax (PAYG)			7,198.00	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
FORTNIGHT 06/09/2026	Withholding Tax (PAYG)			151,177.00	
FORTNIGHT 06/09/2026	Extra Tax			1,648.00	
FORTNIGHT 06/09/2026	HELP			3,300.00	
FORTNIGHT 06/09/2026	TSL			730.00	
FORTNIGHT 06/09/2026	Withholding Tax (PAYG)			1,174.00	
116248	**10/09/2026**	**10002**	**Child Support Registrar**		**561.22**
FORTNIGHT 04/09/2026	Child Support Agency			561.22	
116249	**10/09/2026**	**10003**	**Australian Services Union**		**190.50**
FORTNIGHT 06/09/2026	Australian Services Union			190.50	
116250	**10/09/2026**	**10005**	**Easi**		**4,536.06**
FORTNIGHT 06/09/2026	Novated Lease Easifleet - Pre Tax			2,827.99	
FORTNIGHT 06/09/2026	Novated Lease Easifleet- Post Tax			1,708.07	
116251	**10/09/2026**	**10006**	**Westpac Banking Corporation**		**97,956.54**
FORTNIGHT 04/09/2026	SGC Employer Contribution			138.95	
FORTNIGHT 06/09/2026	Employee Additional Contrib Pre Tax ($)			2,501.53	
FORTNIGHT 06/09/2026	Employee Additional Contrib Pre Tax (%)			8,769.60	
FORTNIGHT 06/09/2026	Employee Additional Contrib Post Tax (%)			260.81	
FORTNIGHT 06/09/2026	Employee Additional Contrib Pre Tax (%)			59.12	
FORTNIGHT 06/09/2026	SGC Employer Contribution			3,164.51	
FORTNIGHT 06/09/2026	SGC Employer Contribution			608.88	
FORTNIGHT 06/09/2026	SGC Employer Contribution			1,340.65	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name	Payment Amount
FORTNIGHT 06/09/2026	SGC Employer Contribution			4,127.93
FORTNIGHT 06/09/2026	SGC Employer Contribution			1,444.04
FORTNIGHT 06/09/2026	SGC Employer Contribution			695.76
FORTNIGHT 06/09/2026	SGC Employer Contribution			7,954.13
FORTNIGHT 06/09/2026	SGC Employer Contribution			489.46
FORTNIGHT 06/09/2026	SGC Employer Contribution			820.15
FORTNIGHT 06/09/2026	SGC Employer Contribution			1,615.39
FORTNIGHT 06/09/2026	SGC Employer Contribution			2,732.97
FORTNIGHT 06/09/2026	SGC Employer Contribution			946.09
FORTNIGHT 06/09/2026	SGC Employer Contribution			1,003.27
FORTNIGHT 06/09/2026	SGC Employer Contribution			1,667.70
FORTNIGHT 06/09/2026	SGC Employer Contribution			1,857.67
FORTNIGHT 06/09/2026	SGC Employer Contribution			4,318.65
FORTNIGHT 06/09/2026	SGC Employer Contribution			1,573.66
FORTNIGHT 06/09/2026	SGC Employer Contribution			391.10
FORTNIGHT 06/09/2026	SGC Employer Contribution			941.29
FORTNIGHT 06/09/2026	SGC Employer Contribution			507.69
FORTNIGHT 06/09/2026	SGC Employer Contribution			415.59
FORTNIGHT 06/09/2026	SGC Employer Contribution			1,765.25
FORTNIGHT 06/09/2026	SGC Employer Contribution			3,506.67
FORTNIGHT 06/09/2026	SGC Employer Contribution			1,625.57
FORTNIGHT 06/09/2026	SGC Employer Contribution			1,083.76
FORTNIGHT 06/09/2026	SGC Employer Contribution			2,985.76
FORTNIGHT 06/09/2026	SGC Employer Contribution			467.98
FORTNIGHT 06/09/2026	SGC Employer Contribution			3,300.00

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name	Payment Amount
FORTNIGHT 06/09/2026	SGC Employer Contribution			1,364.19
FORTNIGHT 06/09/2026	SGC Employer Contribution			1,167.55
FORTNIGHT 06/09/2026	SGC Employer Contribution			1,475.72
FORTNIGHT 06/09/2026	SGC Employer Contribution			832.48
FORTNIGHT 06/09/2026	SGC Employer Contribution			2,929.74
FORTNIGHT 06/09/2026	SGC Employer Contribution			1,548.77
FORTNIGHT 06/09/2026	SGC Employer Contribution			1,956.04
FORTNIGHT 06/09/2026	SGC Employer Contribution			6,335.60
FORTNIGHT 06/09/2026	SGC Employer Contribution			1,977.52
FORTNIGHT 06/09/2026	SGC Employer Contribution			2,605.53
FORTNIGHT 06/09/2026	SGC Employer Contribution			540.63
FORTNIGHT 06/09/2026	SGC Employer Contribution			985.48
FORTNIGHT 06/09/2026	SGC Employer Contribution			2,155.19
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			431.92
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			60.51
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			225.19
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			71.15
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			552.77
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			115.38
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			67.59
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			103.05
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			190.65
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			39.11
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			98.40
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			115.38

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name	Payment Amount
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			65.18
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			134.77
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			84.62
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			69.27
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			236.91
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			179.37
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			115.44
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			271.47
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			78.00
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			229.28
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			180.77
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			138.75
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			100.00
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			164.69
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			260.83
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			222.11
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			144.56
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			294.94
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			75.83
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			77.30
FORTNIGHT 06/09/2026	SGC Employer Contribution			118.23
FORTNIGHT 06/09/2026	Employer Contribution (Additional)			19.70
TUTOR-T3W4	Term3 Wk4 - 21/08/2026			1,667.40

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116252	**10/09/2026**	**10013**	**Alinta Energy**		**1,051.65**
530105310	22 May 2026 to 20 Aug 2026			117.55	
441535710	11 May 2026 to 10 Aug 2026			120.45	
129840030	2 Jun 2026 to 1 Sep 2026			648.85	
282000794	29 May 2026 to 31 Aug 2026			49.50	
921344190	29 May 2026 to 31 Aug 2026			115.30	
116253	**10/09/2026**	**10028**	**Bunnings Group Limited**		**270.94**
2433/01154316	Standing Order Bunnings Materials			270.94	
116254	**10/09/2026**	**10053**	**Landgate**		**525.27**
1607909	Cert of Title and Land transfer deeds			101.70	
78474112	Schedule revaluation 26/27			423.57	
116255	**10/09/2026**	**10057**	**Elliotts Filtration (Previously**		**679.80**
F37785	Filtration servicing - Montario			679.80	
116256	**10/09/2026**	**10073**	**John Hughes**		**326.70**
5689078	Parts as per Quote			326.70	
116257	**10/09/2026**	**10076**	**Kleenit Pty Ltd**		**374.00**
189972	Graffiti removal - Negal Pass			143.00	
189979	Graffiti removal - Brockway Road			231.00	
116258	**10/09/2026**	**10082**	**Main Roads Western Australia**		**25,233.81**
8024647	Signs and Line Marking on The Avenue			25,233.81	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116259	**10/09/2026**	**10139**	**Western Metropolitan Regional Council**		**1,286.01**
M-2608413	Bushcare greenwaste disposal - July/Aug			1,286.01	
116260	**10/09/2026**	**10183**	**Water Corporation**		**491.74**
9016775055	Bill ID - 0090			218.55	
9001453424	Bill ID - 029			273.19	
116261	**10/09/2026**	**10223**	**Local Government Professionals Australia (WA)**		**180.00**
48242	Job Advertisement			180.00	
116262	**10/09/2026**	**10229**	**WALGA**		**3,737.80**
LGC26-217	WALGA Local Government Convention 2026			3,737.80	
116263	**10/09/2026**	**10261**	**Donegan Enterprises Pty Ltd**		**396.00**
00007948	Replace and coat missing timber rail			396.00	
116264	**10/09/2026**	**10288**	**Nutrien Water (Total Eden Pty Ltd)**		**1,764.26**
414111248	Valves for Nedlands Park			1,764.26	
116265	**10/09/2026**	**10304**	**Synergy**		**9,037.48**
471871210	Invoice 2564017408			187.03	
801870080	Invoice 3041000753			5,134.94	
982976450	Invoice 2660023094			387.07	
661436990	Invoice 2010708136			467.95	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
034081140	Invoice 2132526627			514.90	
968214430	Invoice 2196548713			186.48	
856995430	Invoice 2748018703			2,159.11	
116266	**10/09/2026**	**10374**	**Dept of Transport - Information Fees Application**		**178.50**
8100927	Disclosure of Information Fees			178.50	
116267	**10/09/2026**	**10397**	**Mowmaster Turf Equipment**		**233.69**
00072338	Supply adjuster rod			233.69	
116268	**10/09/2026**	**10402**	**DU Electrical Pty Ltd**		**561.00**
00019282	Disconnect and reconnect pumps			561.00	
116269	**10/09/2026**	**10429**	**Sonic HealthPlus Pty Ltd**		**315.70**
4040357	Pre-Employment Medical - TKBS			315.70	
116270	**10/09/2026**	**10457**	**Instant Products Hire**		**227.32**
236008	Toilet hire john 23rd holding yard			227.32	
116271	**10/09/2026**	**10467**	**The Information Management Group Pty Ltd**		**2,113.85**
94359008	Record Archive, Storage & Digitisation			943.15	
94359007	Record Archive, Storage & Digitisation			1,170.70	
116272	**10/09/2026**	**10483**	**DFS Industrial & Environmental Services Pty Ltd Dı**		**5,024.27**
00027022	City wide sweeping			5,024.27	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116273	**10/09/2026**	**10506**	**Dept of Planning, Lands and Heritage - DAP Applica**		**278.00**
782617	DAP Fees for Lot 380 & 381			278.00	
116274	**10/09/2026**	**10517**	**Insight Enterprises Australia Pty Ltd**		**2,395.95**
100587809	AZURE PLAN CONSUMPTION			1,212.76	
100594391	AZURE PLAN CONSUMPTION			1,183.19	
116275	**10/09/2026**	**10608**	**Corsign WA Pty Ltd**		**2,208.80**
00106479	Fixing street name plates city wide			2,208.80	
116276	**10/09/2026**	**10614**	**Surveytech Traffic Surveys Pty Ltd**		**3,520.00**
260809	Traffic Counts Nedlands and Dalkeith			3,520.00	
116277	**10/09/2026**	**10626**	**Byprogress Pty Ltd T/A Monsterball**		**1,169.00**
72488919B	2026 Inflatable Sports Day			1,169.00	
116278	**10/09/2026**	**10654**	**Tree Care Machinery Bandit Tree Equipment**		**1,858.60**
8BCSW2584	Sharpen Blades			177.10	
8BCSW2576	Machine Service			1,681.50	
116279	**10/09/2026**	**10688**	**Officeworks Ltd**		**192.95**
631386997	Apple 20W USB-C Power Adapter			34.95	
631463850	SanDisk 256GB Extreme microSDXC			158.00	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name	Payment Amount
116280	**10/09/2026**	**10693**	**Boyan Electrical Services Boyan Electrical Services**	**2,412.16**
61661	Electrical repairs		112.56	
61538	Swanbourne Beach BBq Repairs		197.48	
61627	Allen Park Heritage Area replace lamp		288.59	
61536	Blain Park - BBQ Repairs		160.73	
61339	Swanbourne Beach Playground light repair		409.07	
61537	Lawler Park BBQ repairs		260.37	
61620	5&8 Riverview Ct Fix x2 CON streetlights		619.36	
61749	Electrical repairs		197.73	
61566	Caladenia Gardens Walkway light repairs		166.27	
116281	**10/09/2026**	**10735**	**WINC Australia Pty Ltd (Previous name**	**818.83**
9051099746	Kitchen consumables FY26/27		229.50	
9051110412	Winc Order Library 17 August 2026		589.33	
116282	**10/09/2026**	**10766**	**Inlogik Pty Ltd**	**586.75**
IN000108283	Promaster/ Expenseme Pro software		586.75	
116283	**10/09/2026**	**10881**	**New Ground Water Services Pty ltd**	**962.50**
1338245	Service Daran Park Irrigation Filter		962.50	
116284	**10/09/2026**	**10925**	**Westend Plumbing & Gas**	**2,959.00**
INV-17220	Plumbing repairs July		2,959.00	
116285	**10/09/2026**	**11172**	**Aerometrex Ltd**	**15,950.00**
43793	MetroMap 2D Enterprise Annual 2026/2027		15,950.00	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name	Payment Amount
116286	**10/09/2026**	**11192**	**Veolia Recycling & Recovery Pty Ltd (Suez)**	**248,659.16**
168388	Residential Waste collection		248,659.16	
116287	**10/09/2026**	**11398**	**Totally Workwear Mt Hawthorn R & J Marinich Pty I**	**510.44**
0001-00032994	PPE - Irrigation Staff		62.10	
0001-00032993	Uniforms		448.34	
116288	**10/09/2026**	**11413**	**Shin-I Tang**	**24.00**
03092026	4 brushes for TAC glaze buckets		24.00	
116289	**10/09/2026**	**11525**	**Civil Sciences and Engineering**	**14,190.00**
INV-00703	Engineering Design Standards Package		14,190.00	
116290	**10/09/2026**	**11573**	**Veale Auto Parts**	**169.70**
23465722	Automotive electrical consumables		126.70	
23465706	Tensioner Pulleys		43.00	
116291	**10/09/2026**	**11639**	**Telstra Limited**	**55.00**
AUGUST 2026	T 311		55.00	
116292	**10/09/2026**	**11673**	**Nola Britton**	**90.00**
214	Life Drawing Social		90.00	
116293	**10/09/2026**	**11752**	**Bing Technologies Pty Ltd**	**322.04**
279017	Broadway Advertising		322.04	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116294	**10/09/2026**	**11758**	**Cynthia Forrest**		**90.00**
222	Life Drawing Social			90.00	
116295	**10/09/2026**	**11773**	**The Fruit Box Group Pty Ltd**		**210.94**
3560656	Milk and Fruit for Depot: Standing Order			210.94	
116296	**10/09/2026**	**11797**	**Helene Pty LTD T/AS Lo-Go Appointments**		**2,599.04**
H7393	Wages for agency staff -Civil Maintenance			2,599.04	
116297	**10/09/2026**	**11827**	**Brightmark Group Pty Ltd**		**2,392.01**
0007252	BBQ cleaning Final invoice			2,392.01	
116298	**10/09/2026**	**11834**	**West-Sure Security**		**127.51**
36359	West sure Group Monthly FY26-27			127.51	
116299	**10/09/2026**	**11841**	**PROMO FACTORY**		**206.58**
00001440	CoN Polo Tops			206.58	
116300	**10/09/2026**	**11873**	**Sydney Tools Pty Ltd**		**33.40**
22427095	Slings/straps for lifting/secure loads			33.40	
116301	**10/09/2026**	**11905**	**Luxworks Traffic Control and Management PTY LTI**		**3,255.00**
19510	TCM city wide - Standing Order			905.83	
19503	Standing order for Lux TM			1,234.33	
INV-1593	Standing order for Lux Traffic mgmt			1,114.84	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116302	**10/09/2026**	**11930**	**Coles Supermarkets Australia Pty Ltd**		**278.80**
273197363	Coles September Kitchen Order			278.80	
116303	**10/09/2026**	**11971**	**iPrintPlus**		**254.10**
86935	2026 Sept Citizenship Programs			254.10	
116304	**10/09/2026**	**11979**	**J & K HOPKINS HOPKINS AUS PTY LTD**		**2,094.00**
T40843	Admin Reception renovation			2,094.00	
116305	**10/09/2026**	**12032**	**Driva Pty Ltd**		**632.23**
FORTNIGHT 06/09/2026	Novated Lease Driva - Pre Tax			632.23	
116306	**10/09/2026**	**12121**	**DEPARTMENT OF LOCAL GOVERNMENT, INDUSTF**		**18,868.99**
JULY 2026	BSL July 2026			18,868.99	
116307	**10/09/2026**	**12130**	**Watteva Towing A.J WATTS & L.M WATTS**		**253.00**
1814	Collect Broken down machine			253.00	
116308	**10/09/2026**	**12150**	**Proarb WA Pty Ltd**		**4,488.00**
3649	Emergency call out by Proarb			4,488.00	
116309	**10/09/2026**	**12171**	**Managed IT Pty Ltd**		**1,981.38**
301087	Fortinet FortiGate FG-60F Rental			729.76	
301086	FortiGate 70G Firewall Rentals x4 + ship			1,251.62	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116310	**10/09/2026**	**12239**	**Dell Australia Pty Limited**		**1,353.00**
2412907743	Dell Pro P 24 Monitor - P2426H			1,353.00	
116311	**10/09/2026**	**12248**	**Mars Recruitment Mars Partnership Pty Ltd**		**9,509.38**
083207	Asset Accountant Contractor			9,509.38	
116312	**10/09/2026**	**12317**	**CORLETT, DANIEL JAMES DJ Chucky**		**1,292.00**
001220	Various auto/elect./accessory work			1,292.00	
116318	**17/09/2026**	**10001**	**Australian Taxation Office**		**374.00**
FORTNIGHT 06/09/2026	Withholding Tax (PAYG)			374.00	
116319	**17/09/2026**	**10006**	**Westpac Banking Corporation**		**276.92**
FORTNIGHT 06/09/2026	SGC Employer Contribution			276.92	
116320	**17/09/2026**	**10025**	**Boc Limited**		**23.91**
4042504537	Gas bottle lease			23.91	
116321	**17/09/2026**	**10028**	**Bunnings Group Limited**		**27.32**
2433/00752114	Standing Order Bunnings Materials			17.56	
2433/01155312	Standing Order Bunnings Materials			9.76	
116322	**17/09/2026**	**10070**	**J Blackwood & Son Ltd**		**539.98**
SI16023601	HARDWARE SUPPLIES			257.14	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
SI16010135	FIRST AID SUPPLIES			109.30	
SI16000420	FIRST AID SUPPLIES			173.54	
116323	**17/09/2026**	**10076**	**Kleenit Pty Ltd**		**330.00**
190196	Graffiti removal - Guttmann Playground			198.00	
190272	Graffiti removal - Mt Claremont Oval			132.00	
116324	**17/09/2026**	**10120**	**Swanbourne Veterinary Centre**		**939.50**
8165545	Boarding Fees Imp Dogs			939.50	
116325	**17/09/2026**	**10129**	**Landgate - GRV**		**161,469.25**
78180785	GRV Revaluation year Invoice (2026-29)			161,469.25	
116326	**17/09/2026**	**10131**	**Dept of Fire and Emergency Services**		**1,621,796.28**
161591	2026/27 ESL Quarter 1			1,621,796.28	
116327	**17/09/2026**	**10151**	**Civica Pty Ltd**		**5,498.90**
C/LG049459	PPS Credit			5,498.90	
116328	**17/09/2026**	**10183**	**Water Corporation**		**5,211.30**
9001409431	Bill ID - 0148			5,211.30	
116329	**17/09/2026**	**10192**	**Australia Post - 670192 - Replied Paid Account**		**11,229.28**
1014936031	Postage August 2026			11,229.28	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116330	**17/09/2026**	**10304**	**Synergy**		**39,161.63**
214579230	Invoice 2484019648			39,161.63	
116331	**17/09/2026**	**10332**	**Natural Area Consulting Management**		**3,664.34**
00029203	Shenton weed control			3,664.34	
116332	**17/09/2026**	**10483**	**DFS Industrial & Environmental Services Pty Ltd Dı**		**5,740.37**
00027055	City wide sweeping			3,228.23	
00026923	City wide sweeping			2,512.14	
116333	**17/09/2026**	**10608**	**Corsign WA Pty Ltd**		**302.50**
00106720	Steel Rail to cover Valve box in pathway			302.50	
116334	**17/09/2026**	**10688**	**Officeworks Ltd**		**222.86**
631610790	Stationery for Depot (26/27 FY)			222.86	
116335	**17/09/2026**	**10689**	**Illion Australia Pty Ltd**		**369.60**
NEDLAN-775730	Tender Advertisement			184.80	
NEDLAN-775731	Tender Advertisement			184.80	
116336	**17/09/2026**	**10709**	**Pos Plaza**		**707.95**
2026-5919	Epson TM-T88VII			707.95	
116337	**17/09/2026**	**10785**	**WA Library Supplies**		**273.50**
00146654	WA Library Supplies Order 20 August 2026			273.50	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116338	**17/09/2026**	**11016**	**Cr R A Coghlan**		**875.00**
2025/26	ICT Allowance Quarterly Payment 2025/26			875.00	
116339	**17/09/2026**	**11398**	**Totally Workwear Mt Hawthorn R & J Marinich Pty l**		**2,817.68**
0001-00033201	PPE - Irrigation Staff			225.00	
0001-00033127	PPE - Irrigation Staff			467.40	
0001-00033137	PPE			858.68	
0001-00029801	Razor Bizcool Navy Polo Shirt			1,266.60	
116340	**17/09/2026**	**11441**	**Complete Tyre Solutions**		**1,015.30**
366027	Supply/Fit new Tyre to Rim			1,015.30	
116341	**17/09/2026**	**11456**	**Paperbark Technologies Pty Ltd**		**440.00**
00010698	Review development applications			440.00	
116342	**17/09/2026**	**11523**	**SAI Global Australia Pty Ltd**		**7,697.79**
SAIG1IS-1441173	Aust Stand Subs Renew 26 27 FY (Year 1)			7,697.79	
116343	**17/09/2026**	**11525**	**Civil Sciences and Engineering**		**4,224.00**
INV-00713	Stubbs Terrace stage 1 - Foamed Bitumen			4,224.00	
116344	**17/09/2026**	**11773**	**The Fruit Box Group Pty Ltd**		**744.70**
3555339	Nedlands Library - July to August - Milk			125.00	
3521548	Milk			328.13	
3555305	Milk			291.57	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116345	**17/09/2026**	**11797**	**Helene Pty LTD T/AS Lo-Go Appointments**		**3,297.28**
H7060	Casual wages			3,297.28	
116346	**17/09/2026**	**11862**	**Motorpass**		**14,130.49**
33	Fuel Card ending 8 Sept 2026			14,130.49	
116347	**17/09/2026**	**11873**	**Sydney Tools Pty Ltd**		**1,077.30**
22322836	Drills and receipt saw for Irrigation			1,077.30	
116348	**17/09/2026**	**11899**	**KS BLACK PTY LTD**		**34,705.00**
7874	Service David Cruickshank bore			20,813.10	
7875	Service Pump at Montario Quarter			12,076.90	
7864	Remove & assess pump at David Cruikshanc			1,815.00	
116349	**17/09/2026**	**11905**	**Luxworks Traffic Control and Management PTY LTI**		**664.49**
19656	TCM city wide - Standing Order			664.49	
116350	**17/09/2026**	**11930**	**Coles Supermarkets Australia Pty Ltd**		**89.20**
276150306	Nedlands Library Coles Order 1 September			89.20	
116351	**17/09/2026**	**11971**	**iPrintPlus**		**377.30**
86973	Trace Elements exhibition banner			377.30	
116352	**17/09/2026**	**12010**	**ELM WA PTY LTD**		**7,733.96**
INV-5651	ELM 2026-27			7,733.96	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116353	**17/09/2026**	**12121**	**DEPARTMENT OF LOCAL GOVERNMENT, INDUSTF**		**47,168.91**
AUGUST 2026	BSL Payment - August 2026			47,168.91	
116354	**17/09/2026**	**12199**	**TBB PLANNING PTY LTD**		**2,401.30**
34971	CoN Laneway Audit			2,401.30	
116355	**17/09/2026**	**12239**	**Dell Australia Pty Limited**		**2,294.60**
2412910966	Dell Pro Micro QCM1250 (210-BPQJ)			2,294.60	
116356	**17/09/2026**	**12249**	**Mayor L. Browner**		**875.00**
2025/26	ICT Allowance Quarterly Payment 2025/26			875.00	
116357	**17/09/2026**	**12250**	**Cr S.C. Kobelke**		**875.00**
2025/26	ICT Allowance Quarterly Payment 2025/26			875.00	
116358	**17/09/2026**	**12251**	**Cr R. M. Kristensen**		**875.00**
2025/26	ICT Allowance Quarterly Payment 2025/26			875.00	
116359	**17/09/2026**	**12252**	**Cr J. Mathews**		**875.00**
2025/26	ICT Allowance Quarterly Payment 2025/26			875.00	
116360	**17/09/2026**	**12253**	**Cr G.A. Ruscoe**		**875.00**
2025/26	ICT Allowance Quarterly Payment 2025/26			875.00	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116361	**17/09/2026**	**12256**	**Cr E. Clapin**		**875.00**
2025/26	ICT Allowance Quarterly Payment 2025/26			875.00	
116362	**17/09/2026**	**12257**	**Cr J. Coleman**		**875.00**
2025/26	ICT Allowance Quarterly Payment 2025/26			875.00	
116363	**17/09/2026**	**12262**	**Cr C. Pan**		**875.00**
2025/26	ICT Allowance Quarterly Payment 2025/26			875.00	
116364	**17/09/2026**	**12297**	**Foley Carol**		**257.00**
8724012	Author talk – Worlds Witthin a World			257.00	
116365	**17/09/2026**	**12312**	**Susan Joy Lu**		**389.00**
INV-120	Junior author talk for Book Week			389.00	
116369	**23/09/2026**	**10001**	**Australian Taxation Office**		**157,979.00**
FORTNIGHT 06/09/2026	Withholding Tax (PAYG)			1,842.00	
FORTNIGHT 20/09/2026	Withholding Tax (PAYG)			150,419.00	
FORTNIGHT 20/09/2026	Extra Tax			1,398.00	
FORTNIGHT 20/09/2026	HELP			3,118.00	
FORTNIGHT 20/09/2026	TSL			764.00	
FORTNIGHT 20/09/2026	Withholding Tax (PAYG)			438.00	
116370	**23/09/2026**	**10003**	**Australian Services Union**		**218.00**
FORTNIGHT 20/09/2026	Australian Services Union			218.00	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116371	**23/09/2026**	**10005**	**Easi**		**4,536.06**
FORTNIGHT 20/09/2026	Novated Lease Easifleet - Pre Tax			2,827.99	
FORTNIGHT 20/09/2026	Novated Lease Easifleet- Post Tax			1,708.07	
116372	**23/09/2026**	**10006**	**Westpac Banking Corporation**		**96,776.38**
FORTNIGHT 20/09/2026	Employee Additional Contrib Pre Tax ($)			3,101.53	
FORTNIGHT 20/09/2026	Employee Additional Contrib Pre Tax (%)			8,625.33	
FORTNIGHT 20/09/2026	Employee Additional Contrib Post Tax (%)			264.63	
FORTNIGHT 20/09/2026	SGC Employer Contribution			3,164.51	
FORTNIGHT 20/09/2026	SGC Employer Contribution			645.61	
FORTNIGHT 20/09/2026	SGC Employer Contribution			1,340.65	
FORTNIGHT 20/09/2026	SGC Employer Contribution			4,095.74	
FORTNIGHT 20/09/2026	SGC Employer Contribution			1,455.58	
FORTNIGHT 20/09/2026	SGC Employer Contribution			488.07	
FORTNIGHT 20/09/2026	SGC Employer Contribution			8,089.58	
FORTNIGHT 20/09/2026	SGC Employer Contribution			484.42	
FORTNIGHT 20/09/2026	SGC Employer Contribution			820.15	
FORTNIGHT 20/09/2026	SGC Employer Contribution			1,615.39	
FORTNIGHT 20/09/2026	SGC Employer Contribution			2,732.97	
FORTNIGHT 20/09/2026	SGC Employer Contribution			946.09	
FORTNIGHT 20/09/2026	SGC Employer Contribution			1,003.27	
FORTNIGHT 20/09/2026	SGC Employer Contribution			1,667.70	
FORTNIGHT 20/09/2026	SGC Employer Contribution			1,942.49	
FORTNIGHT 20/09/2026	SGC Employer Contribution			4,216.26	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name	Payment Amount
FORTNIGHT 20/09/2026	SGC Employer Contribution			1,573.66
FORTNIGHT 20/09/2026	SGC Employer Contribution			391.10
FORTNIGHT 20/09/2026	SGC Employer Contribution			1,178.57
FORTNIGHT 20/09/2026	SGC Employer Contribution			507.69
FORTNIGHT 20/09/2026	SGC Employer Contribution			415.59
FORTNIGHT 20/09/2026	SGC Employer Contribution			1,647.71
FORTNIGHT 20/09/2026	SGC Employer Contribution			3,766.45
FORTNIGHT 20/09/2026	SGC Employer Contribution			1,625.57
FORTNIGHT 20/09/2026	SGC Employer Contribution			1,083.76
FORTNIGHT 20/09/2026	SGC Employer Contribution			2,819.53
FORTNIGHT 20/09/2026	SGC Employer Contribution			467.98
FORTNIGHT 20/09/2026	SGC Employer Contribution			3,272.30
FORTNIGHT 20/09/2026	SGC Employer Contribution			1,364.19
FORTNIGHT 20/09/2026	SGC Employer Contribution			1,167.55
FORTNIGHT 20/09/2026	SGC Employer Contribution			1,475.72
FORTNIGHT 20/09/2026	SGC Employer Contribution			832.48
FORTNIGHT 20/09/2026	SGC Employer Contribution			2,901.74
FORTNIGHT 20/09/2026	SGC Employer Contribution			1,849.26
FORTNIGHT 20/09/2026	SGC Employer Contribution			1,956.04
FORTNIGHT 20/09/2026	SGC Employer Contribution			5,799.85
FORTNIGHT 20/09/2026	SGC Employer Contribution			1,977.52
FORTNIGHT 20/09/2026	SGC Employer Contribution			2,605.53
FORTNIGHT 20/09/2026	SGC Employer Contribution			540.63
FORTNIGHT 20/09/2026	SGC Employer Contribution			985.48
FORTNIGHT 20/09/2026	SGC Employer Contribution			2,271.55

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name	Payment Amount
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			431.92
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			60.51
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			225.19
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			73.08
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			552.77
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			115.38
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			67.59
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			103.05
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			190.65
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			26.86
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			98.36
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			115.38
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			65.18
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			157.12
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			84.62
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			69.27
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			217.32
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			179.37
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			115.44
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			259.93
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			78.00
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			229.28
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			180.77
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			138.75
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			100.00

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			164.69	
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			260.83	
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			274.97	
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			144.56	
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			294.94	
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			75.83	
FORTNIGHT 20/09/2026	Employer Contribution (Additional)			96.69	
FORTNIGHT 20/09/2026	SGC Employer Contribution			350.66	
116373	**23/09/2026**	**10013**	**Alinta Energy**		**288.00**
751974110	12 Jun 2026 to 11 Sep 2026			288.00	
116374	**23/09/2026**	**10028**	**Bunnings Group Limited**		**62.97**
2433/00757720	Standing Order Bunnings Materials			62.97	
116375	**23/09/2026**	**10029**	**Bunzl Limited**		**4,281.37**
Z517307	Hygiene supplies			4,281.37	
116376	**23/09/2026**	**10046**	**Team Global Express Pty Ltd**		**613.25**
P60862343	Team Global Express Monthly FY26-27			613.25	
116377	**23/09/2026**	**10053**	**Landgate**		**5,801.49**
78579682	Schedule revaluation 26/27			5,801.49	
116378	**23/09/2026**	**10093**	**LGISWA**		**4,056.94**
100-166039	Scheme Protection - Motor Vehicle			4,056.94	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116379	**23/09/2026**	**10099**	**Optus Billing Services Pty Ltd**		**2,776.91**
000592697868	Optus Mobile-Shared Data & Teams Calling			2,776.91	
116380	**23/09/2026**	**10136**	**Westbooks**		**441.72**
358540	Nedlands Junior Local Stock			13.99	
358539	Nedlands Junior Local Stock			165.33	
358541	Nedlands local stock item			262.40	
116381	**23/09/2026**	**10143**	**Zipform Pty Ltd**		**16,295.02**
228467	2026-27 Annual rates Notice production			16,295.02	
116382	**23/09/2026**	**10164**	**Australian Library & Information**		**500.00**
75535	Library Corporate Membership			500.00	
116383	**23/09/2026**	**10178**	**State Library of WA**		**966.14**
RI043595	Better Beginnings Program 2026/2027			966.14	
116384	**23/09/2026**	**10183**	**Water Corporation**		**3,009.03**
9001448625	Bill ID - 0135			12.00	
9001444608	Bill ID - 0163			445.39	
9001453731	Bill ID - 0162			233.80	
9016473946	Bill ID - 0091			972.32	
9001453432	Bill ID - 0165			402.23	
9001450303	Bill ID - 0136			6.00	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
9001449345	Bill ID - 0177			236.56	
9001442397	Bill ID - 0165			613.70	
9001459017	Bill ID - 0141			87.03	
116385	**23/09/2026**	**10215**	**Western Australian Electoral Commission**		**129,627.60**
3945	Appointment of WA Electoral Commission			129,627.60	
116386	**23/09/2026**	**10216**	**WORK HEALTH & SAFETY FOUNDATION IFAP**		**990.00**
AXI17406	WHS Representative Training			990.00	
116387	**23/09/2026**	**10229**	**WALGA**		**297.00**
SI-020335	WALGA Training			297.00	
116388	**23/09/2026**	**10296**	**Connect Call Centre Services (Previous**		**516.12**
00122791	Connect Call Centre FY 26-27			516.12	
116389	**23/09/2026**	**10304**	**Synergy**		**20,742.01**
239411960	Invoice 2388019324			548.41	
443627070	2784022272			955.58	
392417010	Invoice 2356021112			2,534.42	
313447070	Invoice 2528026646			59.61	
380380790	Invoice 2376020100			1,186.72	
380380410	Invoice 2376020099			2,429.52	
319160610	Invoice 2364019236			324.53	
401930490	Invoice 2680023048			357.53	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
401930540	Invoice 2680023049			388.25	
401930300	Invoice 2680023047			195.15	
471871350	Invoice 2632024594			386.62	
801340050	Invoice 3178000004			6,379.05	
380380220	Invoice 2792020238			2,690.77	
380380600	Invoice 2792020239			2,305.85	
116390	**23/09/2026**	**10374**	**Dept of Transport - Information Fees Application**		**2,279.70**
8103129	Dept of Transport - Owners Details Fee			2,279.70	
116391	**23/09/2026**	**10402**	**DU Electrical Pty Ltd**		**837.10**
00019315	Repair probes at Charles Court Res			837.10	
116392	**23/09/2026**	**10446**	**Kool Digital Graphics**		**858.00**
B0517	Tresillian Arts Centre Quarterly Program			858.00	
116393	**23/09/2026**	**10506**	**Dept of Planning, Lands and Heritage - DAP Applica**		**278.00**
784671	DAP Fees			278.00	
116394	**23/09/2026**	**10518**	**Ms J Rogers**		**960.00**
495	Trace Elements Exhibition 2026			960.00	
116395	**23/09/2026**	**10549**	**JB Hi-Fi Group Pty Ltd**		**1,909.00**
00232467	Apple iPhone 17 Pro Max 256GB			1,909.00	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116396	**23/09/2026**	**10599**	**Quik Impressions**		**674.30**
124663	C5 PLAIN PEEL & SEAL ENV 1 COLOUR			674.30	
116397	**23/09/2026**	**10688**	**Officeworks Ltd**		**396.03**
631732917	Officeworks Admin August Order			396.03	
116398	**23/09/2026**	**10693**	**Boyan Electrical Services Boyan Electrical Services**		**25,711.51**
60862	Electrical / Network Cabling Works Depot			6,584.60	
61805	Blain Park - Initial inspection/repairs			419.03	
61183	Commemorative Streetlight repair S/HWY			8,169.99	
61646	Dawes View Park			125.79	
61726	Street Lighting			1,927.56	
61643	Hampden Lane Bollards lights			220.39	
61642	Education Art Supplies, Hampden art work			817.17	
61641	Dot Bennet Park up lights			747.67	
61640	Sunset foreshore bollard lights			288.59	
61632	David Cruickshank Oval Carparks lights			1,642.74	
61636	Peace Rose Memorial flood light			934.74	
61648	Moss Vale Gardens light pole			136.79	
61639	Beaton Park Solar lights			377.17	
61638	Paul Hasluck Reserve bollard lights			288.59	
61637	Charles Court Reserve Blister island			513.57	
61633	Adelma and Waratah roundabout lights			1,306.67	
61628	Lyons and Odern roundabout light			924.97	
61647	Montario Quarter, Goatcher Vista lights			285.48	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116399	**23/09/2026**	**11214**	**Roof Checks W.A.**		**2,740.00**
452	Gutter Cleaning FY26/27 City Wide			2,740.00	
116400	**23/09/2026**	**11268**	**Kyocera Document Solutions Pty Ltd**		**1,371.89**
91542133	Kyocera Extension			1,371.89	
116401	**23/09/2026**	**11441**	**Complete Tyre Solutions**		**1,503.98**
366523	Supply/Replace 2 x rear tyres			1,503.98	
116402	**23/09/2026**	**11629**	**Tool Kit Depot Bunnings Group Limited**		**1,859.41**
SI360032	Welder			1,859.41	
116403	**23/09/2026**	**11630**	**Bobs Odd Jobs AU Pty. Ltd.**		**374.00**
INV-0148	Illegal dumping - Esplanade (Tawarri)			242.00	
INV-0149	Illegal dumping - Allen Park Pavilion			132.00	
116404	**23/09/2026**	**11695**	**Tyrell Cafe Pty Ltd**		**316.80**
INV-0023	Tyrell Cafe			316.80	
116405	**23/09/2026**	**11737**	**BY WORD OF MOUTH**		**880.00**
00015532	2026 Sept Citizenship Catering			880.00	
116406	**23/09/2026**	**11773**	**The Fruit Box Group Pty Ltd**		**761.79**
3525853	fruit			325.69	
3540395	Milk and Fruit for Depot: Standing Order			436.10	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116407	**23/09/2026**	**11797**	**Helene Pty LTD T/AS Lo-Go Appointments**		**5,896.32**
H7464	Casual wages			2,599.04	
H7429	Casual wages			3,297.28	
116408	**23/09/2026**	**11805**	**Aqua Filtration Enterprises Pty Ltd**		**55.00**
INV-3007	Filter Change, Rental & Maintenance			55.00	
116409	**23/09/2026**	**11827**	**Brightmark Group Pty Ltd**		**31,799.13**
0007719	Provision of Cleaning Services			25,731.72	
0007720	Provision of Cleaning Services			6,067.41	
116410	**23/09/2026**	**11899**	**KS BLACK PTY LTD**		**3,965.50**
7878	Remove & assess pump at Lawler Park			2,084.50	
7879	Remove & assess pump at Genesta Park			1,881.00	
116411	**23/09/2026**	**11905**	**Luxworks Traffic Control and Management PTY LTI**		**647.39**
19847	TCM city wide - Standing Order			647.39	
116412	**23/09/2026**	**11930**	**Coles Supermarkets Australia Pty Ltd**		**110.49**
276319692	Council Agenda Briefings OCMs Sept SFO			110.49	
116413	**23/09/2026**	**11955**	**Australian Agribusiness (Holdings) Pty Ltd - Nuturf**		**3,840.10**
SI113813	INSECTICIDE SUPPLY & DELIVERY			3,840.10	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116414	**23/09/2026**	**11971**	**iPrintPlus**		**742.50**
86993	TAC Studio Tutor Exhibition DL + Banners			742.50	
116415	**23/09/2026**	**12015**	**MT CLAREMONT NEWS RAMRAJ DISTRIBUTORS F**		**244.84**
339751	Mt Claremont newspaper delivery			244.84	
116416	**23/09/2026**	**12032**	**Driva Pty Ltd**		**632.23**
FORTNIGHT 20/09/2026	Novated Lease Driva - Pre Tax			632.23	
116417	**23/09/2026**	**12046**	**PAYWISE PTY LTD**		**473.43**
FORTNIGHT 20/09/2026	Novated Lease Paywise - Pre Tax			473.43	
116418	**23/09/2026**	**12069**	**Resolve Legal Solutions**		**3,342.90**
INV-0550	Retainer Agreement			3,342.90	
116419	**23/09/2026**	**12080**	**Chatsworth Flowers Co Pty Ltd Chatsworth Family**		**63.95**
27458	2026 Sept Citizenship Florals			63.95	
116420	**23/09/2026**	**12085**	**Games World Gamesworld (WA) Ptd Ltd**		**123.28**
WEB-56008	Positive Ageing Activity Equipment			123.28	
116421	**23/09/2026**	**12146**	**The Trustee for Mapien Unit Trust**		**13,693.42**
INV-52677	Sponsorship deposit			13,693.42	
116422	**23/09/2026**	**12149**	**Insight Urbanism Pty Ltd The B A Wood-Gush Fami**		**2,250.00**
INV-CON-DRP-006	Design Review Panel Member Sitting Fees			2,250.00	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116423	**23/09/2026**	**12150**	**Proarb WA Pty Ltd**		**3,366.00**
3521	Remove dead tuart tree & stump grind			3,366.00	
116424	**23/09/2026**	**12172**	**CDM Australia Pty Ltd**		**281.60**
P17168	Logitech ZONE 300 Wireless Headset			281.60	
116425	**23/09/2026**	**12204**	**ERNST & YOUNG**		**11,000.00**
AU91AL00354437	Payroll Wage Code, Superannuation Review			11,000.00	
116426	**23/09/2026**	**12227**	**Solas Solutions DRISCOLL, LORRAINE MARY**		**9,800.00**
260902	Corporate Services Contract Work			4,900.00	
260901	Corporate Services Contract Work			4,900.00	
116427	**23/09/2026**	**12232**	**Holty's Hiab The Trustee for HOLT INVESTMENTS T**		**707.85**
2982	CRANE TRUCK HIRE - WINTER SPORTS GOALS			707.85	
116428	**23/09/2026**	**12239**	**Dell Australia Pty Limited**		**2,741.20**
2412915282	Dell Pro P 24 USB-C Hub Monitor			1,971.20	
2412918146	Dell Pro Wired Headset - WH3024			770.00	
116429	**23/09/2026**	**12248**	**Mars Recruitment Mars Partnership Pty Ltd**		**5,032.46**
083479	Asset Accountant Contractor			5,032.46	
116430	**23/09/2026**	**12313**	**Birdbooks Pty Ltd Paper Bird Children's Books and**		**2,030.60**
INV-1269	3 Junior author presentations for Book W			2,030.60	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116434	**30/09/2026**	**10001**	**Australian Taxation Office**		**728.00**
FORTNIGHT 25/09/2026	Withholding Tax (PAYG)			728.00	
116435	**30/09/2026**	**10006**	**Westpac Banking Corporation**		**3,434.40**
SEPTEMBER 2026 - SUPER/	Councillor Superannuation			3,164.23	
FORTNIGHT 25/09/2026	SGC Employer Contribution			270.17	
116436	**30/09/2026**	**10048**	**Dalkeith Nedlands Bowling Club**		**115.74**
I0005807	PRCC Electricity Bill- July			115.74	
116437	**30/09/2026**	**10067**	**Mrs B L Hunt**		**1,344.00**
2026T3BHUNT	TAC - Tutor Fees - Mrs B L Hunt			1,344.00	
116438	**30/09/2026**	**10070**	**J Blackwood & Son Ltd**		**378.40**
SI16099632	PPE RESTOCK			154.00	
SI16099187	PPE RESTOCK			154.00	
SI16092057	PPE RESTOCK			70.40	
116439	**30/09/2026**	**10076**	**Kleenit Pty Ltd**		**594.00**
190457	Graffiti removal - West Coast Hwy			253.00	
190594	Graffiti removal - Selby Street bus stop			165.00	
190593	Graffiti removal - Stubbs Terrace			176.00	
116440	**30/09/2026**	**10123**	**The Potters Market**		**46.80**
FR-21236	The Potters Market			46.80	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116441	**30/09/2026**	**10126**	**Town of Claremont**		**19,043.64**
2736	LSL Payment			19,043.64	
116442	**30/09/2026**	**10127**	**Martins Trailer Parts Pty Ltd**		**168.25**
1569761	Jockey Stand for excavator			168.25	
116443	**30/09/2026**	**10136**	**Westbooks**		**381.92**
358808	Nedlands Junior Local Stock			121.72	
358807	Mt Claremont Junior Local Stock			260.20	
116444	**30/09/2026**	**10139**	**Western Metropolitan Regional Council**		**297.90**
M-2609113	City greenwaste disposal - July/August			297.90	
116445	**30/09/2026**	**10271**	**U N Nolli Ughetta Nolli**		**4,640.00**
UN 03	TAC - Tutor Fees Italian - U N Nolli			4,640.00	
116446	**30/09/2026**	**10272**	**Capital Recycling**		**5,768.69**
CSD17434-J19951	Recycling Materials			5,768.69	
116447	**30/09/2026**	**10273**	**West Tip Waste Control Pty Ltd**		**491.37**
39714	Red hook skip bin general waste			491.37	
116448	**30/09/2026**	**10280**	**GHD Pty Ltd**		**10,556.70**
112-0292610	Jenkins–Bulimba–Taylor Drainage Upgrade			10,556.70	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116449	**30/09/2026**	**10325**	**AILSA EVANS**		**501.50**
26T3001	TAC - Tutor Fees- AILSA EVANS			501.50	
116450	**30/09/2026**	**10332**	**Natural Area Consulting Management**		**4,290.00**
00029933	Removal of illegal BMX tracks			4,290.00	
116451	**30/09/2026**	**10397**	**Mowmaster Turf Equipment**		**390.00**
00072378	Supply brush cutter heads			390.00	
116452	**30/09/2026**	**10405**	**C Marinovich Caroline**		**1,364.00**
T22041CMA	TAC - Tutor Fees - C Marinovich			1,364.00	
116453	**30/09/2026**	**10429**	**Sonic HealthPlus Pty Ltd**		**410.00**
WP472114	Medical Appointment x2			205.00	
WP469614	Medical Appointment x2			205.00	
116454	**30/09/2026**	**10430**	**South East Regional Centre for Urban**		**1,188.50**
00007830	Swanbourne Rubbish			1,188.50	
116455	**30/09/2026**	**10483**	**DFS Industrial & Environmental Services Pty Ltd Dı**		**5,566.28**
00027207	Eduction			2,897.13	
00027147	Eduction			2,669.15	
116456	**30/09/2026**	**10504**	**Ms S Hibbert**		**1,860.00**
0431252	TAC - Tutor Fees - S Hibbert			1,860.00	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116457	**30/09/2026**	**10518**	**Ms J Rogers**		**5,559.00**
0038	Emerge Curation			3,575.00	
0039	TAC - Tutor Fees - J Rogers			1,984.00	
116458	**30/09/2026**	**10521**	**Univerus Software Pty Ltd (AssetFinda)**		**1,760.00**
PSI000052	Managed Service Agreement			880.00	
PSI000063	Managed Service Agreement			880.00	
116459	**30/09/2026**	**10549**	**JB Hi-Fi Group Pty Ltd**		**1,450.35**
00239988	Samsung Galaxy A27 5G 128GB (Black)			1,450.35	
116460	**30/09/2026**	**10553**	**Mr I De Souza**		**2,976.00**
TAC/ IDE S /TERM 03/26	TAC - Tutor Fees - Mr I De Souza			2,976.00	
116461	**30/09/2026**	**10667**	**CTI Couriers Pty Ltd**		**765.20**
CISC4923628	Library Courier - six months			765.20	
116462	**30/09/2026**	**10688**	**Officeworks Ltd**		**392.70**
631809328	Opel Mobile Rugged 60Q 4G Smartphone			347.00	
631892716	Keji USB-A to Lightning Cable 2m White			17.95	
631851252	Stationery for Depot (26/27 FY)			27.75	
116463	**30/09/2026**	**10693**	**Boyan Electrical Services Boyan Electrical Services**		**1,328.64**
61871	Electrical repairs			103.36	
61622	Electrical repairs			1,225.28	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116464	**30/09/2026**	**10735**	**WINC Australia Pty Ltd (Previous name**		**95.25**
9051252094	Electrical equipment			95.25	
116465	**30/09/2026**	**10766**	**Inlogik Pty Ltd**		**586.75**
IN000109305	Promaster/ Expenseme Pro software			586.75	
116466	**30/09/2026**	**10772**	**Ream Clean Property Service**		**110.00**
01/J/S/26	Recycling Station disposal 2026/27			110.00	
116467	**30/09/2026**	**10815**	**Stephanie Reisch**		**1,364.00**
2624	TAC - Tutor Fees - Stephanie Reisch			1,364.00	
116468	**30/09/2026**	**10860**	**GPC Asia Pacific Pty Ltd - Repco**		**427.79**
1970348902	Supply Engin Filters for cricket rollers			71.39	
1970349464	SLIMLINE AMBER BEACON MAG MT			356.40	
116469	**30/09/2026**	**10866**	**Initial Hygiene - Rentokil Initial Pty**		**2,066.46**
98573043	Hygiene Maintenance FY 26/27			2,066.46	
116470	**30/09/2026**	**10983**	**Michelle Kelly**		**567.00**
178	TAC - Tutor Fees - Michelle Kelly			567.00	
116471	**30/09/2026**	**11016**	**Cr R A Coghlan**		**2,244.25**
SEPTEMBER 2026	Councillor Allowance - September 2026			2,244.25	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116472	**30/09/2026**	**11054**	**Office of the Auditor General**		**93,941.10**
INV-2067	2025 Audit Fees			93,941.10	
116473	**30/09/2026**	**11056**	**Dr K Tan Bee K C Tan**		**2,480.00**
003/2006	TAC - Tutor Fees - Dr K Tan			2,480.00	
116474	**30/09/2026**	**11093**	**Myra Staffa**		**1,344.00**
MS32026	TAC - Tutor Fees - Myra Staffa			1,344.00	
116475	**30/09/2026**	**11167**	**Debora Gregorio**		**108.00**
T3SHDG	TAC - Tutor Fees - Art Classes			108.00	
116476	**30/09/2026**	**11192**	**Veolia Recycling & Recovery Pty Ltd (Suez)**		**284,661.01**
61937657	Waste Disposal - Res&comm			46,415.16	
8101425882	Waste Disposal - Res&comm			1,355.83	
61941461	Waste Disposal - Res&comm			3,625.66	
168438	Residential Waste collection			233,264.36	
116477	**30/09/2026**	**11266**	**Richard Gunning**		**1,091.20**
22	TAC - Tutor Fees - Richard Gunning			1,091.20	
116478	**30/09/2026**	**11375**	**Pip Hoy**		**2,728.00**
INV-360	Tutor Fees - Pip Hoy			2,728.00	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name	Payment Amount
116479	**30/09/2026**	**11398**	**Totally Workwear Mt Hawthorn R & J Marinich Pty l**	**2,444.85**
0001-00033878	PPE		179.10	
0001-00033906	Uniforms		68.95	
0001-00033764	UNIFORM ORDER		76.50	
0001-00033765	UNIFORM ORDER		76.50	
0001-00033763	UNIFORM ORDER		1,005.20	
0001-00033762	UNIFORM ORDER		1,038.60	
116480	**30/09/2026**	**11401**	**Strategy 8 Pty Ltd**	**440.00**
INV-0467	2026 Sept Citizenship Photography		440.00	
116481	**30/09/2026**	**11413**	**Shin-I Tang**	**1,581.00**
2026T3JT	TAC - Tutor Fees - Shin-I Tang		1,581.00	
116482	**30/09/2026**	**11468**	**Level 5 Design Pty Ltd**	**15,482.50**
1753	Parking Management Strategy		15,482.50	
116483	**30/09/2026**	**11488**	**Chen He**	**1,488.00**
00426	TAC - Tutor Fees - Chen He		1,488.00	
116484	**30/09/2026**	**11525**	**Civil Sciences and Engineering**	**13,530.00**
INV-00728	Stubbs Terrace Stage 1		3,256.00	
INV-00729	Stubbs Terrace - Drainage Design		10,274.00	
116485	**30/09/2026**	**11532**	**Rent A Fence Pty Ltd**	**727.35**
RF 893574	Security fencing at Hackett Hall		515.59	
RF 893573	Security Fencing		211.76	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116486	**30/09/2026**	**11543**	**John Paul**		**1,344.00**
JPT32026B	TAC Tutor Fees John Paul			1,344.00	
116487	**30/09/2026**	**11552**	**Ric Burkitt**		**2,976.00**
0143	TAC - Tutor Fees - Ric Burkitt			2,976.00	
116488	**30/09/2026**	**11573**	**Veale Auto Parts**		**110.20**
23499658	Supply Engine Pulley belt			110.20	
116489	**30/09/2026**	**11576**	**Perth Tactiles Pty Ltd**		**1,991.55**
INV-1053	Tactile replacement. updated creditor			1,991.55	
116490	**30/09/2026**	**11587**	**Narelle Higson**		**1,302.00**
20261	TAC - Tutor Fees - Narelle Higson			1,302.00	
116491	**30/09/2026**	**11593**	**Swalo Ceramics Ronel Koen**		**1,581.00**
INV-0009	TAC - Tutor Fees - Ronel Koen			1,581.00	
116492	**30/09/2026**	**11630**	**Bobs Odd Jobs AU Pty. Ltd.**		**165.00**
INV-0795	Illegal dumping - Princess Road bus stop			165.00	
116493	**30/09/2026**	**11647**	**Kirsten Hocking**		**1,116.00**
26T3KH	TAC - Tutor Fees - Kirsten Hocking			1,116.00	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116494	**30/09/2026**	**11654**	**Alex Kyriakacis**		**1,271.00**
100	TAC - Tutor Fees - Alex Kyriakacis			1,271.00	
116495	**30/09/2026**	**11706**	**Baroness Holdings Pty Ltd t/as Tree Planting and W**		**56,249.99**
INV-2845	2026 Winter Tree Planting Install			42,490.14	
INV-2854	2026 DPIRD grant funded tree planting			13,759.85	
116496	**30/09/2026**	**11728**	**Patricia Jane Barwell**		**1,120.00**
0115	TAC - Tutor Fees Patricia Barwell			1,120.00	
116497	**30/09/2026**	**11731**	**STIHL Shop Osborne Park**		**1,609.80**
88156 #4	Supply Chainsaw chains			777.40	
88145 #4	Supply Carburettor			185.05	
88282 #4	Various as per quote 16437 #4			647.35	
116498	**30/09/2026**	**11770**	**Ms Rhonda Ann Hickey**		**1,680.00**
2026T3RHICKEY	TAC - Tutor Fees - Rhonda Ann Hickey			1,680.00	
116499	**30/09/2026**	**11778**	**Omnicom Media Group Australia Pty Ltd**		**788.02**
1974055	Advertising RFT 2026-27.03			788.02	
116500	**30/09/2026**	**11797**	**Helene Pty LTD T/AS Lo-Go Appointments**		**3,297.28**
H7498	Casual wages			3,297.28	
116501	**30/09/2026**	**11838**	**Morley City**		**235.83**
42258449	Parts as per Quote			235.83	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name	Payment Amount
116502	**30/09/2026**	**11864**	**JP Martin Art**	**2,898.50**
61	TAC - Tutor Fees - JP Martin Art		2,898.50	
116503	**30/09/2026**	**11905**	**Luxworks Traffic Control and Management PTY LTI**	**632.96**
19866	TCM city wide - Standing Order		632.96	
116504	**30/09/2026**	**11971**	**iPrintPlus**	**3,184.50**
87038	TAC Course Booklet Printing		3,184.50	
116505	**30/09/2026**	**11977**	**John D Bullock**	**1,645.00**
T3JB26	TAC - Tutor Fees - John D Bullock		1,645.00	
116506	**30/09/2026**	**12002**	**Ozipond Solutions Enford Works PTY LTD**	**2,200.00**
1409	Soil Zyme for Daran Park		2,200.00	
116507	**30/09/2026**	**12023**	**LOCHNESS LANDSCAPE SERVICES LLS AUST PTY**	**31,213.44**
91858	TURF MAINT. AUGUST 2026 SERVICES		990.23	
91853	BROADACRE MOWING		11,175.33	
91857	PARK/TURF MAINTENANCE - Cut #1		19,047.88	
116508	**30/09/2026**	**12024**	**Hazel Gearing**	**2,976.00**
07	TAC - Tutor Fees - Hazel Gearing		2,976.00	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116509	**30/09/2026**	**12032**	**Driva Pty Ltd**		**126.44**
PP6202627	Adjustment INV-ZS0PDHVITR			63.22	
PP5202627	Adjustment INV-T2582W80QC			63.22	
116510	**30/09/2026**	**12046**	**PAYWISE PTY LTD**		**47.35**
PP6202627	Inv 618961			47.35	
116511	**30/09/2026**	**12094**	**Margherita Cavani**		**1,808.00**
2026 23MC	TAC - Tutor Fees Italian			1,808.00	
116512	**30/09/2026**	**12148**	**Estudio Ana DE SOUSA ROSA, ANA DULCE**		**4,805.00**
00022	TAC - Tutor Fees - Ana de Sousa Rosa			4,805.00	
116513	**30/09/2026**	**12153**	**Firm Fencing Pty Ltd**		**1,650.00**
INV-0710	Fencing repairs			1,650.00	
116514	**30/09/2026**	**12163**	**Elizabeth Wright A.B WRIGHT & E.H WRIGHT**		**620.00**
TR002	TAC - Tutor Fees - Liz Wright			620.00	
116515	**30/09/2026**	**12165**	**CD & P PTY LTD CDP Town Planning & Urban Desi**		**17,417.40**
INV-10446	Local Planning Strategy Review			17,417.40	
116516	**30/09/2026**	**12180**	**Kore Design Liz Berry**		**1,581.00**
00002174	TAC - Tutor Fees - Kore Design			1,581.00	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116517	**30/09/2026**	**12220**	**REL Artizan Studio Robyn Eloise Laycock**		**744.00**
18092026	TAC - Tutor Fees Robyn Laycock			744.00	
116518	**30/09/2026**	**12234**	**Arty Ceramics Rebecca Tester**		**1,131.50**
05000	TAC - Tutor Fees - Rebecca Tester			1,131.50	
116519	**30/09/2026**	**12248**	**Mars Recruitment Mars Partnership Pty Ltd**		**5,130.49**
083773	Asset Accountant Contractor			5,130.49	
116520	**30/09/2026**	**12249**	**Mayor L. Browner**		**9,128.91**
SEPTMBER 2026	Mayor Allowance - September 2026			9,128.91	
116521	**30/09/2026**	**12250**	**Cr S.C. Kobelke**		**2,244.25**
SEPTEMBER 2026	Councillor Allowance - September 2026			2,244.25	
116522	**30/09/2026**	**12251**	**Cr R. M. Kristensen**		**2,244.25**
SEPTEMBER 2026	Councillor Allowance - September 2026			2,244.25	
116523	**30/09/2026**	**12252**	**Cr J. Mathews**		**3,774.17**
SEPTEMBER 2026	Deputy Mayor Allowance - September 2026			3,774.17	
116524	**30/09/2026**	**12253**	**Cr G.A. Ruscoe**		**2,244.25**
SEPTEMBER 2026	Councillor Allowance - September 2026			2,244.25	
116525	**30/09/2026**	**12256**	**Cr E. Clapin**		**2,244.25**
SEPTEMBER 2026	Councillor Allowance - September 2026			2,244.25	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116526	**30/09/2026**	**12257**	**Cr J. Coleman**		**2,244.25**
SEPTEMBER 2026	Councillor Allowance - September 2026			2,244.25	
116527	**30/09/2026**	**12262**	**Cr C. Pan**		**2,244.25**
SEPTEMBER 2026	Councillor Allowance - September 2026			2,244.25	
116528	**30/09/2026**	**12265**	**Tanya Cain Abbs T/as OLD GREY HOUSE OLD GRE**		**1,240.00**
00112	Tutor Fees - Tanya Cain-Abbs			1,240.00	
116529	**30/09/2026**	**12269**	**OCCUHEALTH PTY LTD**		**1,980.00**
P3316	Asbestos register online platform			1,980.00	
116530	**30/09/2026**	**12282**	**BEC BARTELL ARTIST STEWART-BARTELL, REBE**		**1,116.00**
0016	TAC - Tutor Fees Rebecca Bartell			1,116.00	
116531	**30/09/2026**	**12309**	**BAGDASAROVA, ADELINA ALEKSANDROVNA**		**2,712.00**
INV-002	TAC - Tutor Fees - Adelina Bagdasarova			2,712.00	
116532	**30/09/2026**	**12311**	**Lesli Burns**		**1,296.00**
LB001	TAC - Tutor Fees - Lesli Burns			1,296.00	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
Sundry EFT					18,028.87
116246	**3/09/2026**	**99998**	**P Knox**		**150.80**
31082026	Reimbursement			150.80	
116313	**10/09/2026**	**99998**	**G Chaudhari**		**250.00**
04092026	Youth Grant			250.00	
116314	**10/09/2026**	**99998**	**D & J Ferguson**		**250.00**
04092026 (2)	Youth Grant			250.00	
116315	**10/09/2026**	**99998**	**Mt Claremont Primary School P & C Assoc**		**1,000.00**
04092026 (3)				1,000.00	
116316	**10/09/2026**	**99998**	**Dasco Building Group**		**1,700.00**
565037	Verge Bond Refund			1,700.00	
116317	**10/09/2026**	**99998**	**Oswald Homes Pty Ltd**		**1,700.00**
586966	Verge Bond Refund			1,700.00	
116366	**17/09/2026**	**99998**	**L Smith**		**45.07**
179051	Reimbursement Parking			45.07	
116367	**17/09/2026**	**99998**	**Z Williamson**		**500.00**
507	Emerge Youth Art Awards			500.00	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
116368	**17/09/2026**	**99998**	**Atrium Homes (WA)**		**1,700.00**
600525	Verge Bond Refund			1,700.00	
116431	**23/09/2026**	**99998**	**C Higginson**		**150.00**
754629	Room Hire Bond Refund			150.00	
116432	**23/09/2026**	**99998**	**P Ciemitis**		**8,883.00**
494	The Trace Elements Exhibition 2026			8,883.00	
116433	**23/09/2026**	**99998**	**C Wilson**		**1,700.00**
666357	Bond Refund			1,700.00	
Direct Debit					**9,706.34**
100756	**1/09/2026**	**10141**	**Westpac Banking Corporation**		**485.91**
ACTIVITY F	Activity Fee - Refer Analysis & Fee STM			485.91	
100757	**1/09/2026**	**10141**	**Westpac Banking Corporation**		**2,793.46**
MERCH FEES	Westpac Merchant fees			2,793.46	
100758	**1/09/2026**	**10141**	**Westpac Banking Corporation**		**5,634.52**
Purchase Card				5,634.52	
100759	**3/09/2026**	**11506**	**Commonwealth Bank Australia (CBA)**		**513.47**
MFEE AUG26	CBA Merch Fee Aug 2026			513.47	
100760	**15/09/2026**	**11506**	**Commonwealth Bank Australia (CBA)**		**156.58**
BPOINT FEE	Bpoint Transaction Fees			156.58	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
100761	**15/09/2026**	**10133**	**West Australian Newspaper Ltd**		**122.40**
Subscription West Australian Newspaper				122.40	
Cancelled Payments					**0.00**
0		**0**	**0**		**0.00**
Payroll					**1,010,069.99**
FORTNIGHT 04/09/2026	**4/09/2026**	**109000900010010**	**City of Nedlands**		**15,681.64**
FORTNIGHT 04/09/2026	Net Pay			15,681.64	
FORTNIGHT 06/09/2026	**6/09/2026**	**109000900010010**	**City of Nedlands**		**499,502.16**
FORTNIGHT 06/09/2026	Additional Bank 1			8,557.45	
FORTNIGHT 06/09/2026	Additional Bank 2			2,500.00	
FORTNIGHT 06/09/2026	Net Pay			478,528.11	
FORTNIGHT 06/09/2026	Net Pay			3,238.90	
FORTNIGHT 06/09/2026	Net Pay			1,933.70	
FORTNIGHT 06/09/2026	Net Pay			4,744.00	
FORTNIGHT 20/09/2026	**20/09/2026**	**109000900010010**	**City of Nedlands**		**493,362.75**
FORTNIGHT 20/09/2026	Additional Bank 1			8,557.45	
FORTNIGHT 20/09/2026	Additional Bank 2			2,500.00	
FORTNIGHT 20/09/2026	Net Pay			479,756.47	
FORTNIGHT 20/09/2026	Net Pay			2,548.83	

City of Nedlands - List of Accounts Paid

For the Period 01-Sep-2026 to 30-Sep-2026

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
FORTNIGHT 25/09/2026	**25/09/2026**	**109000900010010**	**City of Nedlands**		**1,523.44**
FORTNIGHT 25/09/2026	Additional Bank 1			600.00	
FORTNIGHT 25/09/2026	Net Pay			923.44	
				TOTAL PAYMENTS	**5,145,296.63**

City of Nedlands - Purchasing Card - Fuel

For the Period 9 August 2026 to 8 September 2026

WEX Australia Pty Ltd ABN: 68 005 970 570

Transaction Date	Amount	Merchant Name	Card Description	Product Name
10/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 106
14/08/2026	2.25	BP ROSEGARDEN	SURCHARGE	FLEET 106
14/08/2026	140.69	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 106
14/08/2026	-1.13	BP ROSEGARDEN	DISC. (NO GST)	FLEET 106
14/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 106
31/08/2026	2.27	BP ROSEGARDEN	SURCHARGE	FLEET 106
31/08/2026	142.06	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 106
31/08/2026	-1.1	BP ROSEGARDEN	DISC. (NO GST)	FLEET 106
31/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 106
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 106
10/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 107
13/08/2026	4.61	BP ROSEGARDEN	SURCHARGE	FLEET 107
13/08/2026	288.66	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 107
13/08/2026	-2.35	BP ROSEGARDEN	DISC. (NO GST)	FLEET 107
13/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 107
27/08/2026	4.23	BP ROSEGARDEN	SURCHARGE	FLEET 107
27/08/2026	264.62	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 107
27/08/2026	-2.04	BP ROSEGARDEN	DISC. (NO GST)	FLEET 107
27/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 107
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 107
18/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 512
3/09/2026	1.23	BP ROSEGARDEN	SURCHARGE	FLEET 512
3/09/2026	77.38	BP ROSEGARDEN	REGULAR ULP	FLEET 512
3/09/2026	-0.7	BP ROSEGARDEN	DISC. (NO GST)	FLEET 512
3/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 512
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 512
18/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 218
18/08/2026	2.34	BP ROSEGARDEN	SURCHARGE	FLEET 218
18/08/2026	146.45	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 218
18/08/2026	-1.16	BP ROSEGARDEN	DISC. (NO GST)	FLEET 218
18/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 218
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 218
18/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 644
24/08/2026	3.1	BP ROSEGARDEN	SURCHARGE	FLEET 644
24/08/2026	194.02	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 644
24/08/2026	-1.5	BP ROSEGARDEN	DISC. (NO GST)	FLEET 644
24/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 644
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 644
10/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 1373
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 1373
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 182
11/08/2026	2.92	BP ROSEGARDEN	SURCHARGE	FLEET 643
11/08/2026	182.52	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 643
11/08/2026	-1.44	BP ROSEGARDEN	DISC. (NO GST)	FLEET 643
11/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 643
18/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 643
21/08/2026	3.07	BP ROSEGARDEN	SURCHARGE	FLEET 643
21/08/2026	192	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 643
21/08/2026	-1.51	BP ROSEGARDEN	DISC. (NO GST)	FLEET 643
21/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 643
1/09/2026	2.78	BP ROSEGARDEN	SURCHARGE	FLEET 643
1/09/2026	174.01	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 643
1/09/2026	-1.34	BP ROSEGARDEN	DISC. (NO GST)	FLEET 643
1/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 643
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 643
14/08/2026	2.15	BP ROSEGARDEN	SURCHARGE	FLEET 201
14/08/2026	134.95	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 201
14/08/2026	-1.08	BP ROSEGARDEN	DISC. (NO GST)	FLEET 201
14/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 201
18/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 201
29/08/2026	151.9	CALTEX MADELEY	DIESEL	FLEET 201
29/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 201
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 201
11/08/2026	2.66	BP ROSEGARDEN	SURCHARGE	FLEET 868
11/08/2026	166.26	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 868
11/08/2026	-1.31	BP ROSEGARDEN	DISC. (NO GST)	FLEET 868
11/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 868
18/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 868
21/08/2026	1.32	BP ROSEGARDEN	SURCHARGE	FLEET 868
21/08/2026	82.76	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 868
21/08/2026	-0.65	BP ROSEGARDEN	DISC. (NO GST)	FLEET 868
21/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 868

Transaction Date	Amount	Merchant Name	Card Description	Product Name
10/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 106
14/08/2026	2.25	BP ROSEGARDEN	SURCHARGE	FLEET 106
27/08/2026	0.97	BP ROSEGARDEN	SURCHARGE	FLEET 868
27/08/2026	60.69	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 868
27/08/2026	-0.47	BP ROSEGARDEN	DISC. (NO GST)	FLEET 868
27/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 868
4/09/2026	2.61	BP ROSEGARDEN	SURCHARGE	FLEET 868
4/09/2026	163.14	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 868
4/09/2026	-1.28	BP ROSEGARDEN	DISC. (NO GST)	FLEET 868
4/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 868
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 868
10/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 1375
12/08/2026	1.6	BP ROSEGARDEN	SURCHARGE	FLEET 1375
12/08/2026	100	BP ROSEGARDEN	REGULAR ULP	FLEET 1375
12/08/2026	-0.93	BP ROSEGARDEN	DISC. (NO GST)	FLEET 1375
12/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1375
27/08/2026	97.59	AMPOL NEDLANDS	REGULAR ULP	FLEET 1375
27/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1375
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 1375
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	MINOR PLANT
11/08/2026	83.57	EG FUELCO MIRRABOOKA	REGULAR ULP	FLEET 1381
11/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1381
18/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 1381
31/08/2026	78.82	EG FUELCO MIRRABOOKA	REGULAR ULP	FLEET 1381
31/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1381
7/09/2026	87.74	EG FUELCO MIRRABOOKA	REGULAR ULP	FLEET 1381
7/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1381
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 1381
2/09/2026	152.52	REDDY EXPRESS JOLIMONT	DIESEL	FLEET 600
2/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 600
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 600
18/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 648
21/08/2026	2.4	BP ROSEGARDEN	SURCHARGE	FLEET 648
21/08/2026	150.16	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 648
21/08/2026	-1.17	BP ROSEGARDEN	DISC. (NO GST)	FLEET 648
21/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 648
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 648
18/08/2026	1.89	BP ROSEGARDEN	SURCHARGE	FLEET 901
18/08/2026	118.61	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 901
18/08/2026	-0.94	BP ROSEGARDEN	DISC. (NO GST)	FLEET 901
18/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 901
28/08/2026	22.83	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 901
1/09/2026	75.87	AMPOL BELMONT	DIESEL	FLEET 901
1/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 901
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 901
9/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 1600
11/08/2026	118.88	AMPOL LEEDERVILLE	PREMIUM	FLEET 1600
11/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1600
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 1600
18/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 200
18/08/2026	2.52	BP ROSEGARDEN	SURCHARGE	FLEET 200
18/08/2026	158.06	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 200
18/08/2026	-1.25	BP ROSEGARDEN	DISC. (NO GST)	FLEET 200
18/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 200
26/08/2026	2.54	BP CONNECT MYAREE	SURCHARGE	FLEET 200
26/08/2026	158.81	BP CONNECT MYAREE	ULS DIESEL (50)	FLEET 200
26/08/2026	-1.25	BP CONNECT MYAREE	DISC. (NO GST)	FLEET 200
26/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 200
4/09/2026	2.46	BP ROSEGARDEN	SURCHARGE	FLEET 200
4/09/2026	153.82	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 200
4/09/2026	-1.2	BP ROSEGARDEN	DISC. (NO GST)	FLEET 200
4/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 200
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 200
12/08/2026	2.28	BP ROSEGARDEN	SURCHARGE	FLEET 322
12/08/2026	142.94	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 322
12/08/2026	-1.14	BP ROSEGARDEN	DISC. (NO GST)	FLEET 322
12/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 322
19/08/2026	0.86	BP ROSEGARDEN	SURCHARGE	FLEET 322
19/08/2026	54.12	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 322
19/08/2026	-0.43	BP ROSEGARDEN	DISC. (NO GST)	FLEET 322
19/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 322
27/08/2026	2.36	BP ROSEGARDEN	SURCHARGE	FLEET 322
27/08/2026	147.73	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 322
27/08/2026	-1.14	BP ROSEGARDEN	DISC. (NO GST)	FLEET 322
27/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 322
4/09/2026	1.55	BP ROSEGARDEN	SURCHARGE	FLEET 322
4/09/2026	97.4	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 322
4/09/2026	-0.76	BP ROSEGARDEN	DISC. (NO GST)	FLEET 322
4/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 322

Transaction Date	Amount	Merchant Name	Card Description	Product Name
10/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 106
14/08/2026	2.25	BP ROSEGARDEN	SURCHARGE	FLEET 106
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 322
10/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 1001
19/08/2026	1.95	BP ROSEGARDEN	SURCHARGE	FLEET 1001
19/08/2026	122.31	BP ROSEGARDEN	PREMIUM	FLEET 1001
19/08/2026	-1.06	BP ROSEGARDEN	DISC. (NO GST)	FLEET 1001
19/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1001
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 1001
10/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 108
12/08/2026	4.88	BP ROSEGARDEN	SURCHARGE	FLEET 108
12/08/2026	305.35	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 108
12/08/2026	-2.44	BP ROSEGARDEN	DISC. (NO GST)	FLEET 108
12/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 108
19/08/2026	4.85	BP ROSEGARDEN	SURCHARGE	FLEET 108
19/08/2026	303.56	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 108
19/08/2026	-2.4	BP ROSEGARDEN	DISC. (NO GST)	FLEET 108
19/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 108
27/08/2026	5.62	BP ROSEGARDEN	SURCHARGE	FLEET 108
27/08/2026	351.51	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 108
27/08/2026	-2.72	BP ROSEGARDEN	DISC. (NO GST)	FLEET 108
27/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 108
4/09/2026	5.08	BP ROSEGARDEN	SURCHARGE	FLEET 108
4/09/2026	317.5	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 108
4/09/2026	-2.48	BP ROSEGARDEN	DISC. (NO GST)	FLEET 108
4/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 108
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 108
10/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 1374
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 1374
18/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 190
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 190
10/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 1371
11/08/2026	87.65	AMPOL NEDLANDS	REGULAR ULP	FLEET 1371
11/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1371
19/08/2026	96.81	AMPOL NEDLANDS	REGULAR ULP	FLEET 1371
19/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1371
28/08/2026	1.61	BP ROSEGARDEN	SURCHARGE	FLEET 1371
28/08/2026	101.09	BP ROSEGARDEN	PREMIUM	FLEET 1371
28/08/2026	-0.91	BP ROSEGARDEN	DISC. (NO GST)	FLEET 1371
28/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1371
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	MINOR PLANT
18/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 505
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 505
10/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 137
11/08/2026	178.43	AMPOL NEDLANDS	DIESEL	FLEET 137
11/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 137
19/08/2026	2.88	BP ROSEGARDEN	SURCHARGE	FLEET 137
19/08/2026	180.62	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 137
19/08/2026	-1.43	BP ROSEGARDEN	DISC. (NO GST)	FLEET 137
19/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 137
2/09/2026	3.01	BP ROSEGARDEN	SURCHARGE	FLEET 137
2/09/2026	188.57	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 137
2/09/2026	-1.47	BP ROSEGARDEN	DISC. (NO GST)	FLEET 137
2/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 137
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 137
20/08/2026	3.07	BP ROSEGARDEN	SURCHARGE	MINOR PLANT
20/08/2026	39.05	BP ROSEGARDEN	ULS DIESEL (50)	MINOR PLANT
20/08/2026	-0.31	BP ROSEGARDEN	DISC. (NO GST)	MINOR PLANT
20/08/2026	153.09	BP ROSEGARDEN	REGULAR ULP	MINOR PLANT
20/08/2026	-1.42	BP ROSEGARDEN	DISC. (NO GST)	MINOR PLANT
20/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	MINOR PLANT
3/09/2026	2.9	BP ROSEGARDEN	SURCHARGE	MINOR PLANT
3/09/2026	22.9	BP ROSEGARDEN	ULS DIESEL (50)	MINOR PLANT
3/09/2026	-0.18	BP ROSEGARDEN	DISC. (NO GST)	MINOR PLANT
3/09/2026	158.97	BP ROSEGARDEN	REGULAR ULP	MINOR PLANT
3/09/2026	-1.45	BP ROSEGARDEN	DISC. (NO GST)	MINOR PLANT
3/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	MINOR PLANT
4/09/2026	1.63	BP ROSEGARDEN	SURCHARGE	MINOR PLANT
4/09/2026	102.28	BP ROSEGARDEN	ULS DIESEL (50)	MINOR PLANT
4/09/2026	-0.8	BP ROSEGARDEN	DISC. (NO GST)	MINOR PLANT
4/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	MINOR PLANT
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	MINOR PLANT
10/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 1000
13/08/2026	110.28	AMPOL NEDLANDS	REGULAR ULP	FLEET 1000
13/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1000
21/08/2026	108.74	AMPOL NEDLANDS	REGULAR ULP	FLEET 1000
21/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1000
29/08/2026	83.12	AMPOL NEDLANDS	REGULAR ULP	FLEET 1000
29/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1000

Transaction Date	Amount	Merchant Name	Card Description	Product Name
10/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 106
14/08/2026	2.25	BP ROSEGARDEN	SURCHARGE	FLEET 106
3/09/2026	107.83	AMPOL NEDLANDS	REGULAR ULP	FLEET 1000
3/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1000
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 1000
20/08/2026	76.29	AMPOL NEDLANDS	REGULAR ULP	FLEET 1388
20/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1388
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 1388
12/08/2026	1.86	BP ROSEGARDEN	SURCHARGE	FLEET 1385
12/08/2026	116.39	BP ROSEGARDEN	REGULAR ULP	FLEET 1385
12/08/2026	-1.08	BP ROSEGARDEN	DISC. (NO GST)	FLEET 1385
12/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1385
19/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 1385
19/08/2026	121.74	AMPOL NEDLANDS	REGULAR ULP	FLEET 1385
19/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1385
26/08/2026	2.01	BP ROSEGARDEN	SURCHARGE	FLEET 1385
26/08/2026	125.83	BP ROSEGARDEN	REGULAR ULP	FLEET 1385
26/08/2026	-1.11	BP ROSEGARDEN	DISC. (NO GST)	FLEET 1385
26/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1385
4/09/2026	124.53	AMPOL NEDLANDS	REGULAR ULP	FLEET 1385
4/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1385
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 1385
18/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 616
27/08/2026	2.83	BP ROSEGARDEN	SURCHARGE	FLEET 616
27/08/2026	177	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 616
27/08/2026	-1.37	BP ROSEGARDEN	DISC. (NO GST)	FLEET 616
27/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 616
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 616
10/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 109
13/08/2026	4.66	BP ROSEGARDEN	SURCHARGE	FLEET 109
13/08/2026	291.64	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 109
13/08/2026	-2.37	BP ROSEGARDEN	DISC. (NO GST)	FLEET 109
13/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 109
27/08/2026	5.28	BP ROSEGARDEN	SURCHARGE	FLEET 109
27/08/2026	330.56	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 109
27/08/2026	-2.55	BP ROSEGARDEN	DISC. (NO GST)	FLEET 109
27/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 109
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 109
10/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 113
13/08/2026	2.65	BP ROSEGARDEN	SURCHARGE	FLEET 113
13/08/2026	165.96	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 113
13/08/2026	-1.35	BP ROSEGARDEN	DISC. (NO GST)	FLEET 113
13/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 113
28/08/2026	198.6	EG FUELCO FLOREAT	DIESEL	FLEET 113
28/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 113
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 113
18/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 191
25/08/2026	3.02	BP ROSEGARDEN	SURCHARGE	FLEET 191
25/08/2026	189.2	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 191
25/08/2026	-1.47	BP ROSEGARDEN	DISC. (NO GST)	FLEET 191
25/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 191
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 191
10/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 136
14/08/2026	2.74	BP ROSEGARDEN	SURCHARGE	FLEET 136
14/08/2026	171.48	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 136
14/08/2026	-1.37	BP ROSEGARDEN	DISC. (NO GST)	FLEET 136
14/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 136
24/08/2026	2.9	BP ROSEGARDEN	SURCHARGE	FLEET 136
24/08/2026	181.59	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 136
24/08/2026	-1.41	BP ROSEGARDEN	DISC. (NO GST)	FLEET 136
24/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 136
1/09/2026	2.77	BP ROSEGARDEN	SURCHARGE	FLEET 136
1/09/2026	173.5	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 136
1/09/2026	-1.36	BP ROSEGARDEN	DISC. (NO GST)	FLEET 136
1/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 136
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 136
11/08/2026	1.48	BP ROSEGARDEN	SURCHARGE	FLEET 100
11/08/2026	92.74	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 100
11/08/2026	-0.73	BP ROSEGARDEN	DISC. (NO GST)	FLEET 100
11/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 100
14/08/2026	1.37	BP ROSEGARDEN	SURCHARGE	FLEET 100
14/08/2026	85.67	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 100
14/08/2026	-0.69	BP ROSEGARDEN	DISC. (NO GST)	FLEET 100
14/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 100
19/08/2026	1.41	BP ROSEGARDEN	SURCHARGE	FLEET 100
19/08/2026	88.52	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 100
19/08/2026	-0.7	BP ROSEGARDEN	DISC. (NO GST)	FLEET 100
19/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 100
24/08/2026	1.48	BP ROSEGARDEN	SURCHARGE	FLEET 100

Transaction Date	Amount	Merchant Name	Card Description	Product Name
10/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 106
14/08/2026	2.25	BP ROSEGARDEN	SURCHARGE	FLEET 106
24/08/2026	93.05	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 100
24/08/2026	-0.72	BP ROSEGARDEN	DISC. (NO GST)	FLEET 100
24/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 100
27/08/2026	0.99	BP ROSEGARDEN	SURCHARGE	FLEET 100
27/08/2026	62.21	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 100
27/08/2026	-0.48	BP ROSEGARDEN	DISC. (NO GST)	FLEET 100
27/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 100
1/09/2026	0.67	BP ROSEGARDEN	SURCHARGE	FLEET 100
1/09/2026	41.92	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 100
1/09/2026	-0.33	BP ROSEGARDEN	DISC. (NO GST)	FLEET 100
1/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 100
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 100
10/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 1372
18/08/2026	1.39	BP ROSEGARDEN	SURCHARGE	FLEET 1372
18/08/2026	86.94	BP ROSEGARDEN	REGULAR ULP	FLEET 1372
18/08/2026	-0.9	BP ROSEGARDEN	DISC. (NO GST)	FLEET 1372
18/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1372
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 1372
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 646
19/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 1386
1/09/2026	2.13	BP CONNECT WEMBLEY	SURCHARGE	FLEET 1386
1/09/2026	40	BP CONNECT WEMBLEY	CAR WASH	FLEET 1386
1/09/2026	93.17	BP CONNECT WEMBLEY	ULTRA PULP	FLEET 1386
1/09/2026	-0.84	BP CONNECT WEMBLEY	DISC. (NO GST)	FLEET 1386
1/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1386
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 1386
18/08/2026	1.86	BP ROSEGARDEN	SURCHARGE	FLEET 202
18/08/2026	116.81	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 202
18/08/2026	-0.92	BP ROSEGARDEN	DISC. (NO GST)	FLEET 202
18/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 202
28/08/2026	2.58	BP ROSEGARDEN	SURCHARGE	FLEET 202
28/08/2026	161.79	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 202
28/08/2026	-1.25	BP ROSEGARDEN	DISC. (NO GST)	FLEET 202
28/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 202
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 202
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 111
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 1374
10/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 1002
11/08/2026	103.02	EG FUELCO CURRAMBINE	REGULAR ULP	FLEET 1002
11/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1002
18/08/2026	1.29	BP ROSEGARDEN	SURCHARGE	FLEET 1002
18/08/2026	81.21	BP ROSEGARDEN	REGULAR ULP	FLEET 1002
18/08/2026	-0.84	BP ROSEGARDEN	DISC. (NO GST)	FLEET 1002
18/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1002
25/08/2026	1.68	BP ROSEGARDEN	SURCHARGE	FLEET 1002
25/08/2026	105.21	BP ROSEGARDEN	REGULAR ULP	FLEET 1002
25/08/2026	-1.05	BP ROSEGARDEN	DISC. (NO GST)	FLEET 1002
25/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1002
1/09/2026	1.51	BP ROSEGARDEN	SURCHARGE	FLEET 1002
1/09/2026	94.85	BP ROSEGARDEN	REGULAR ULP	FLEET 1002
1/09/2026	-0.97	BP ROSEGARDEN	DISC. (NO GST)	FLEET 1002
1/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1002
7/09/2026	1.74	BP ROSEGARDEN	SURCHARGE	FLEET 1002
7/09/2026	108.8	BP ROSEGARDEN	REGULAR ULP	FLEET 1002
7/09/2026	-1.06	BP ROSEGARDEN	DISC. (NO GST)	FLEET 1002
7/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1002
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 1002
17/08/2026	76.55	REDDY EXPRESS CLAREMONT	REGULAR ULP	FLEET 1003
17/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1003
30/08/2026	77.1	AMPOL LIVINGSTON	REGULAR ULP	FLEET 1003
30/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1003
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 1003
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 500
18/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 1382
25/08/2026	1.47	BP ROSEGARDEN	SURCHARGE	FLEET 1382
25/08/2026	92.27	BP ROSEGARDEN	REGULAR ULP	FLEET 1382
25/08/2026	-0.92	BP ROSEGARDEN	DISC. (NO GST)	FLEET 1382
25/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1382
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 1382
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 102
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 103
4/09/2026	45	AMPOL NEDLANDS	REGULAR ULP	FLEET 1004
4/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 1004
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 1004
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 301
20/08/2026	5.11	BP ROSEGARDEN	SURCHARGE	FLEET 115
20/08/2026	319.43	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 115

Transaction Date	Amount	Merchant Name	Card Description	Product Name
10/08/2026	9.08	WEX AUSTRALIA	ROADSIDE ASSIST	FLEET 106
14/08/2026	2.25	BP ROSEGARDEN	SURCHARGE	FLEET 106
20/08/2026	-2.52	BP ROSEGARDEN	DISC. (NO GST)	FLEET 115
20/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 115
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 115
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 101
8/09/2026	8		REPLACEMENT CARD	FLEET 1371
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 1371
11/08/2026	0.95	BP ROSEGARDEN	SURCHARGE	FLEET 300
11/08/2026	59.91	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 300
11/08/2026	-0.47	BP ROSEGARDEN	DISC. (NO GST)	FLEET 300
11/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 300
14/08/2026	1.2	BP ROSEGARDEN	SURCHARGE	FLEET 300
14/08/2026	75.54	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 300
14/08/2026	-0.6	BP ROSEGARDEN	DISC. (NO GST)	FLEET 300
14/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 300
20/08/2026	0.8	BP ROSEGARDEN	SURCHARGE	FLEET 300
20/08/2026	50.37	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 300
20/08/2026	-0.4	BP ROSEGARDEN	DISC. (NO GST)	FLEET 300
20/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 300
25/08/2026	0.85	BP ROSEGARDEN	SURCHARGE	FLEET 300
25/08/2026	53.2	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 300
25/08/2026	-0.41	BP ROSEGARDEN	DISC. (NO GST)	FLEET 300
25/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 300
27/08/2026	1.16	BP ROSEGARDEN	SURCHARGE	FLEET 300
27/08/2026	72.93	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 300
27/08/2026	-0.56	BP ROSEGARDEN	DISC. (NO GST)	FLEET 300
27/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 300
1/09/2026	1.15	BP ROSEGARDEN	SURCHARGE	FLEET 300
1/09/2026	71.96	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 300
1/09/2026	-0.56	BP ROSEGARDEN	DISC. (NO GST)	FLEET 300
1/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 300
2/09/2026	1.03	BP ROSEGARDEN	SURCHARGE	FLEET 300
2/09/2026	64.92	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 300
2/09/2026	-0.51	BP ROSEGARDEN	DISC. (NO GST)	FLEET 300
2/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 300
7/09/2026	0.89	BP ROSEGARDEN	SURCHARGE	FLEET 300
7/09/2026	55.76	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 300
7/09/2026	-0.43	BP ROSEGARDEN	DISC. (NO GST)	FLEET 300
7/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 300
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 300
1/09/2026	1.5	BP ROSEGARDEN	SURCHARGE	FLEET 701
1/09/2026	94.12	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 701
1/09/2026	-0.74	BP ROSEGARDEN	DISC. (NO GST)	FLEET 701
1/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 701
3/09/2026	1.47	BP ROSEGARDEN	SURCHARGE	FLEET 701
3/09/2026	92.46	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 701
3/09/2026	-0.72	BP ROSEGARDEN	DISC. (NO GST)	FLEET 701
3/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 701
3/09/2026	1.49	BP ROSEGARDEN	SURCHARGE	FLEET 701
3/09/2026	93.48	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 701
3/09/2026	-0.73	BP ROSEGARDEN	DISC. (NO GST)	FLEET 701
3/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 701
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 701
14/08/2026	1.79	BP ROSEGARDEN	SURCHARGE	FLEET 880
14/08/2026	112.01	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 880
14/08/2026	-0.9	BP ROSEGARDEN	DISC. (NO GST)	FLEET 880
14/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 880
20/08/2026	2.1	BP ROSEGARDEN	SURCHARGE	FLEET 880
20/08/2026	131.6	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 880
20/08/2026	-1.04	BP ROSEGARDEN	DISC. (NO GST)	FLEET 880
20/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 880
28/08/2026	1.82	BP ROSEGARDEN	SURCHARGE	FLEET 880
28/08/2026	114.05	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 880
28/08/2026	-0.88	BP ROSEGARDEN	DISC. (NO GST)	FLEET 880
28/08/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 880
2/09/2026	1.88	BP ROSEGARDEN	SURCHARGE	FLEET 880
2/09/2026	117.82	BP ROSEGARDEN	ULS DIESEL (50)	FLEET 880
2/09/2026	-0.92	BP ROSEGARDEN	DISC. (NO GST)	FLEET 880
2/09/2026	0.83	WEX AUSTRALIA	TRANSACTION FEE	FLEET 880
8/09/2026	3.58	WEX AUSTRALIA	MANAGEMENT FEE	FLEET 880
8/09/2026	9.67	WEX AUSTRALIA	EXPRESS DELIVERY FEE	
	$ 14,130.49			

City of Nedlands - Purchasing & Credit Card Payments September 2026

For the Period 28 August 2026 to 27 September 2026

Date	Supplier	Description	AUD	Comment
22/09/2026	BOC	Dry ice for mosquito surveillance	13.75	
27/09/2026	CARD FEE	CARD FEE	5.00	
27/09/2026	CARD FEE	CARD FEE	5.00	
27/09/2026	CARD FEE	CARD FEE	5.00	
27/09/2026	CARD FEE	CARD FEE	5.00	
8/09/2026	LinkedIn Recruiter P30832	Monthly subscription of Linkedin Recruiter	224.99	
18/09/2026	SKG Radiology	Scan for workplace injury of a dislocated finger	112.48	
27/09/2026	CARD FEE	CARD FEE	5.00	
18/09/2026	KMART	Ausway Steel Office Storage Cabinet 180 cm Lockable	420.53	
27/09/2026	CARD FEE	CARD FEE	5.00	
27/09/2026	CARD FEE	CARD FEE	5.00	
28/08/2026	POST NEDLANDS POST SHO	Postage and handling	16.50	
27/09/2026	CARD FEE	CARD FEE	5.00	
17/09/2026	BLITZFIELD ENTERPRIS	Ice for citizenship ceremony	4.99	
27/09/2026	CARD FEE	CARD FEE	5.00	
26/08/2026	BUNNINGS 483000	Health shed door handle replacement	122.09	
31/08/2026	BUNNINGS 483000	Water cooler repair materials	49.47	
7/09/2026	BUNNINGS 483000	Padlock replacement pump shed	19.31	
8/09/2026	BUNNINGS 483000	Storage cabinet - PA	299.00	
10/09/2026	SP HYPERGRIND COFFEE	Portafilter replacement	114.90	
10/09/2026	BUNNINGS 483000	Plant room access restriction materials	27.09	
21/09/2026	Jaycar Osborne Park	Admin cash drawer extension cable	11.95	
21/09/2026	SMP*TILLY S LIGHTS 20	Reception upgrades- under bench lighting	573.00	
22/09/2026	BUNNINGS 483000	MtCCC bin area gate repairs	67.67	
27/09/2026	CARD FEE	CARD FEE	5.00	
27/09/2026	CARD FEE	CARD FEE	5.00	
27/09/2026	CARD FEE	CARD FEE	5.00	
1/09/2026	Google Workspace_nedlands	Google Workspace Invoice 1 – 30 Sept 2026	46.20	
9/09/2026	MICROSOFT#G182986907	Usage Charges - Microsoft Azure Standard	643.73	
13/09/2026	Intuit	Mailchimp - Essentials plan - Monthly Subscription	105.48	
27/09/2026	CARD FEE	CARD FEE	5.00	
7/09/2026	ALGWA WA	ALGWA event tickets for Mayor Browner	60.50	
7/09/2026	ALGWA WA	ALGWA event tickets for Cr Clapin	60.50	
7/09/2026	ALGWA WA	ALGWA event tickets for Cr Kristensen	60.50	
21/09/2026	EB *2026 Bayswater Bus	2026 Bayswater Business Awards	195.00	
27/09/2026	CARD FEE	CARD FEE	5.00	
26/08/2026	BCF AUSTRALIA	Mahjong program	109.99	
11/09/2026	ALLSTAMPS.COM.AU	Replacement for library processing	63.80	
27/09/2026	CARD FEE	CARD FEE	5.00	
27/09/2026	CARD FEE	CARD FEE	5.00	
27/09/2026	CARD FEE	CARD FEE	5.00	
		$	**3,508.42**	

17 DIVISIONAL REPORTS - CHIEF EXECUTIVE OFFICER

Nil

18 DIVISIONAL REPORTS - CITY INFRASTRUCTURE AND ENVIRONMENT

18.1 RFT 2026-27.03 – Tender Award: Bulk Waste Collection and Disposal Services

Report Number	**IE14.10.26**
Applicant	City of Nedlands
Disclosure of Interest	Nil
Voting Requirements	Simple Majority
Authority/Discretion	Executive Legislative
Contributing Officer	Chaminda Mendis - Waste Minimisation Coordinator
Responsible Officer	Nemat Ghulami - Manager Assets
Director	Santosh Amasi - Director City Infrastructure and Environment
Attachments	1. CONFIDENTIAL REDACTED - Evaluation and Recommendation Report - Bulk Waste Collection and Disposal [**18.1.1**]

Purpose

The purpose of this report is for Council to award the contract for Bulk Waste Collection and Disposal Services for the City. This process has now been finalised and Council is requested to accept the evaluation and recommendation for award of the new collection contract to Respondent 3. The attached RFT 2026-27.03 Tender Evaluation and Recommendation Report is provided to assist you in your decision.

Officer Recommendation

That Council:

1. **APPROVES the award of the contract for Bulk Collection component of the tender to Respondent 3. In accordance with the City's Request for Tender number RFT 2026-27.03 and comprising of that request, the City's Conditions of Contract, the Respondent 3 tender submissions inclusive of the Schedule of Rates and all post tender clarifications and negotiations;**
2. **APPROVES the Bulk Disposal component of bulk waste to the Western Metropolitan Regional Council (WMRC) transfer station located at 60 Lemons Street, Brockway Road or an alternative suitable disposal facility identified through the procurement process;**
3. **REQUESTS the CEO arrange for a Letter of Acceptance and a Contract document to be sent to Respondent 3 to execute a contract for the initial three (3) year term;**
4. **Subject to performance to the satisfaction of the CEO, AUTHORISES the CEO to renew the contract for each of the two renewal terms of the contract; and**

5. **REQUESTS the CEO arrange for all other tender respondents to be advised of the tender outcome.**
6. **REQUESTS the CEO investigate options for providing tip/waste passes or alternative waste disposal arrangements to support residents during the transition to the proposed bulk waste collection model and present the findings to Council for consideration.**

Background

The City of Nedlands invited suitably qualified respondents through a public request for tender process to undertake bulk waste collection and disposal services for the City of Nedlands residents.

Previous Request for Tender (RFT) RFT 2026-07.03 Bulk Waste Collection and Disposal Services Contract with the previous supplier had one more extension provision before all extension options were exhausted.

During the planning for the extension, the previous contractor proposed a rate increase which was not included in the initial Contract. This proposed rate rise was considered excessive and unjustifiable, offering insufficient value for money to continue with the existing arrangement, therefore the City decided not to extend this arrangement and instead decided to re-tender for these services with the anticipation of seeking more value for money and/or alternative or contemporary options for bulk collection and disposal that are prevalent today.

The City has undertaken a formal RFT process, including individual and consensus evaluation of submission material, to identify the most suitable supplier for this service. This report seeks Council's approval of the City administration's recommendation to appoint the preferred supplier for the Contract

On Monday, 29 June 2026, the City of Nedlands called tenders for suitability licensed and experienced contractors for the provision of Bulk Waste Collection and Disposal Services.

The scope of the tender includes:

- Collection and Transport of Bulk Waste (hardwaste, greenwaste, e-waste and mattresses) ;

- Disposal of Bulk Waste (hardwasete, greenwaste, e-waste and mattresses)

The aim of the service is to collect bulk waste with minimal impact on the community (e.g., noise disruption, etc.) and dispose of it in an environmentally sensitive manner with the aim of maximising diversion from landfill.

Tenderers were able to submit proposals for collection only, disposal only, or both collection and disposal. With this tender, the City sought to test the market for different waste collection and disposal methods to find a solution that would be both convenient for residents and cost-effective for the City.

Discussion

The provision of waste management services is an essential City service and is a high-value contract with many components. This tender comprised of two provisioned services; the collection of bulk waste, and waste disposal services collection (BWCS)

To broaden the opportunity for a wider submission, the City invited submissions for 3 methodologies listed below. Each methodology consists of collection, transportation and disposal, where the tenderer had the opportunity to include or exclude disposal components in their submission.

- Methodology 1: Scheduled Loose on Verge BWCS
- Methodology 2: On-Demand Loose on Verge BWCS
- Methodology 3: On-Demand Containerised BWCS

Similarly, tenderers had the option to select and submit for either 1, 2 or all 3 methodologies. Under the terms of this tender, the City retains the option to pair the preferred collection service provider with its selected disposal facility.

Previously, the City operated a scheduled loose-on-verge BWCS.
Under this RFT 2026-27.03 request, alternative collection strategies were included in the scope to test the broader market. Including various methodologies and components not only provided tenderers with the flexibility to select options most suitable to their operations but also gave the City the opportunity to evaluate market trends and capability.

Tender Submission Table

	Section 1 Collection Contractor			Section 2 Disposal Contractor			
Respondent	Option 1 Scheduled Loose on Verge	Option 2 On Demand Loose on Verge	Option 3 On Demand Containerised	Option 1 Compacted Hardwaste	Option 2 Compacted Greenwaste	Option 3 Non-Compacted Hardwaste	Option 4 Non-Compacted Greenwaste
1		✓					
2		✓					
3		✓					

At the close of tenders, three (3) submissions were received for the collection component (focusing solely on the on-demand loose on verge BWCS model). It should be noted that no submissions were received for the City's previous Scheduled Loose on Verge BWCS and standalone Disposal Service components.

Evaluation Process

The procurement was undertaken through a competitive formal RFT process in accordance with the City's Procurement Policy and Local Government (Functions and General) Regulations 1996. Tender submissions were evaluated against the pre-

determined evaluation criteria by a nominated Evaluation Panel, facilitated by the Procurement Team. Each panel member independently assessed and scored the submissions before participating in a consensus evaluation meeting to agree on the final scores. The results are tabulated below.

Respondent	Final Score
Respondent 1	48.67 %
Respondent 2	31.50 %
Respondent 3 (Recommended)	**60 %**

A panel of three (3) officers from the City's Administration conducted the evaluation independently. All submissions were assessed against the selection criteria specified in the RFT documents. Probity and equity were strictly maintained throughout the process under the guidance and oversight of the City's Procurement Services team.

The results of the Evaluation Panel members assessment and subsequent recommendation for award is the purpose of this report- confidential Attachment 1.

Since there were no Waste Disposal submissions received, financial and operational evaluations were performed using the collection tenderers' pricing alongside disposal at the WMRC transfer station located at 60 Lemons Street (Brockway / Shenton Park) under the 2026/27 annual fees and charges for "Participating Councils & Commercial Customers".

This financial analysis is in align with Regulation 11(2)(e) of the Local Government (Functions and General) Regulations 1996 compliance.

Consultation

Nil

Strategic Implications

This item is strategically aligned to the City of Nedlands Council Plan 2023-33 vision and desired outcomes as follows:

Vision Sustainable and responsible for a bright future

Pillar **People**
Outcome 2. A healthy, active and safe community.

Pillar **Place**
Outcome 6. Sustainable population growth with responsible urban planning.

Pillar **Prosperity**
Outcome 9. A vibrant local economy.

Pillar	**Performance**
Outcome	11. Effective leadership and governance.

Financial Implications

Waste Management Services are an essential service and are budgeted for each financial year. Under the proposed On-Demand Loose on Verge BWCS (pre-booked) service annually residents will be entitled for;

- Two (2) bulk waste collection, up to three cubic meters (size restriction excludes mattresses and e-waste);
- Two (2) bulk green waste collection, up to three cubic meters;

RFT 2026-07.03 Bulk Waste Collection and Disposal tender consists of collection, transportations and disposal components. All three (3) Respondents made submissions for collection and transportation; however, no submissions were received for the disposal components.

Due to the change in methodology from Scheduled Loose on Verge BWCS to On-Demand Loose on Verge BWCS, City currently doesn't hold any data on the total volume or participation rates. However, our research based on contacting other Local Government who is using on-demand verge collection shows that, the participation rate ranges from 30 – 40%. Using this range the financial analysis has been completed based on the estimated participation rate of 40%.

This Contract will be accepted on a Schedule of Rates arrangement. Based on current expenditure, the estimated annual cost to the City for all three (3) components (collection, transport and disposal scope) are approximately $726,262 per financial year equating to an estimated total value of $3,631,310 over the potential five (5) year term, (inclusive of both extension options).

It is estimated that the expenditure for the remaining seven months of the 2026/27 financial year following the award of RFT 2026-07.03 will be approximately $420,000. The total allocated budget for bulk verge collection in the 2026/27 financial year is $603,566. Any available funds remaining within the allocated budget may be considered for allocation towards tip passes.

Future years expenditure will proposed and adopted through standard budgeting processes, in line with the updated financial year estimates.

Legislative and Policy Compliance

City of Nedlands Procurement Policy
Local Government (Functions and General) Regulations 1996

Risk Considerations

Risk Category	Risk Rating	Comment on Risk
Health	Low	The contractor shall maintain strict safety compliance under relevant Work Health and Safety (WHS) legislation. Transitioning to pre-booked on-demand verge collections reduces prolonged physical hazards, tripping risks, and glass/sharp exposures on footpaths compared to extended multi-week scheduled collections.
Financial	Moderate	Under Option 2, all operational cost increases will be managed by utilising available surplus funds from the City's 26/27 waste budget or current waste reserve. Further during the transition and formally incorporating the adjusted rate structure into the future annual waste budget,
Service Delivery	Low	Risk of service disruption during contractor transition is minimal. Respondent 3 is experienced in bulk collection, and interim disposal through the WMRC Brockway transfer station ensures seamless operational continuity under existing regional agreements.
Compliance	Low	Procured via a compliant, transparent public tender (RFT 2026-27.03) under supervision of City Procurement and Probity guidelines. Recommendation aligns with Regulation 11(2)(e) of the Local Government (Functions and General) Regulations 1996.
Reputational	Moderate	Moving from scheduled to on-demand collection requires a change in resident behaviour. This will be mitigated by launching an extensive community education and awareness campaign prior to service rollout. Long-term reputation will be enhanced through cleaner streetscapes and reduced illegal dumping.
Property/ICT/ Infrastructure	Low	Pre-booking requires integration with City customer service/CRM channels. The shorter presentation window for waste on verges minimises damage to footpaths, reticulation, and verge trees.
Environment	Low	Transitioning to on-demand collection reduces illegal dumping and scavenging. Disposing waste via WMRC ensures adherence to statutory resource recovery targets and maximizes landfill diversion in an environmentally responsible manner.
Project Time	Moderate	The contract award timeline allows adequate preparation for contractor onboarding, CRM integration, and rollout of community education prior to launch.
Project Cost	Low	Fixed contract schedule of rates from the preferred tenderer provides cost certainty for collection, transport, and processing. Re-testing the disposal

		market via a new tender aims to secure further long-term cost efficiencies.

Analysis and Conclusion

Based on the officer's recommendation, the methodology for collection and disposal services provided to residents will transition from traditional Scheduled Loose on Verge Bulk Waste Collection to On-Demand Loose on Verge Bulk Waste Collection. Consequently, a comprehensive communications and community education program will be rolled out prior to launch to inform residents about the new on-demand booking process and guidelines.

Bulk Waste Service Comparison – Scheduled Loose on Verge BWCS(previous) vs On-Demand Loose on Verge BWCS (proposed)

Bulk Waste Service Model Comparison & Impact Analysis

Comparative Analysis: Traditional Bulk Collection vs. Proposed On-Demand Model A

1. Key Parameters

Total Serviced Dwellings	8,400

2. Financial Comparison & Impact Summary

Financial Metric	Traditional Model (Last FY)	Proposed Model A	Variance ($)	Impact Description
Total Annual Expenditure	$490,494.00	$726,262.00	$235,768.00	Net annual budget increase
Annual Cost per Dwelling	$58.39	$86.46	$28.07	Additional cost per household / year

3. Executive Key Takeaways

Total Budget Variance	Transitioning to Proposed Model A results in an annual cost increase of $235,768.00 (+48.07%).
Household Cost Impact	The cost per dwelling increases by $28.07 per year (from $58.39 to $86.46 per household).
Model Scope & Service Level	Proposed Model A provides on-demand collection (2x Hard Waste & 2x Green Waste entitlements per dwelling) with a 40% hard waste and 30% green waste presentation

The operational cost increase of $235,768 per annum will result in an estimated additional charge of $28.07 per property to ensure full cost recovery. While this additional expenditure can be supported within the current adopted 2026/27 budget, the supplementary expenditure will be formally planned and reflected in the future years budget.

Amenity & Operational Benefits

The proposed on-demand model will significantly enhance local streetscapes by keeping verges free of clutter and reducing opportunistic scavenging, thereby preserving the visual amenity of the City. By transitioning to a pre-booked system, material will no longer be presented across entire suburbs for weeks at a time. The short presentation and rapid collection windows will discourage undesirable behaviours associated with the traditional scheduled service, specifically illegal dumping and scavenging. Furthermore, residents will no longer be restricted to fixed annual scheduled dates, providing them with the flexibility to request a collection at a time convenient to them. Under the current scheduled model, illegal dumping remains an ongoing challenge as both residents and non-residents dump waste prematurely in suburbs with upcoming collections. An on-demand service directly addresses this issue by eliminating broad collection windows and reducing opportunities for unauthorised dumping and overall waste collection tonnages.

To support residents through the transition to the proposed collection model, officers are investigating options for providing tip/waste passes to facilitate the disposal of bulk and green waste outside the on-demand collection service. This will help ensure residents retain access to alternative disposal options as the City moves away from

the traditional scheduled bulk verge collection model. The feasibility, cost and implementation arrangements of any tip/waste pass scheme will be further assessed before a final approach is determined. This will be reported back to the Council for its consideration.

Approving the recommendation secures Respondent 3 as the City's collection partner under RFT 2026-27.03, delivering optimal value and high amenity standards for residents. Interim disposal through the WMRC Brockway or alternative suitable disposal facility ensures seamless operational continuity under participating council rates. Concurrently, the City will re-test the market by issuing a new tender specifically for disposal services to capture wider industry interest and explore potential cost-saving options, as no pricing submissions were received for the disposal component during the initial tender process.

19 COUNCIL MEMBERS NOTICE OF MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

20 URGENT BUSINESS APPROVED BY THE PRESIDING MEMBER OR BY DECISION

This item will be dealt with at this point.

21 CONFIDENTIAL ITEMS

Nil

22 DECLARATION OF CLOSURE

There being no further business, the Presiding Member will declare the meeting closed.