

# AGENDA

### **Council Meeting Agenda Forum**

Tuesday, 08 July 2025

#### **Notice of Meeting**

Mayor & Councillors

A Council Meeting Agenda Forum of the City of Nedlands is to be held on Tuesday, 08 July 2025 in the Council Chambers at 71 Stirling Highway Nedlands commencing at 7pm.

This meeting will be livestreamed <u>Livestreaming Council & Committee Meetings » City</u> of Nedlands

Parlinon

**Keri Shannon | Chief Executive Officer** 03 July 2025

#### 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 <a href="mailto:council@nedlands.wa.gov.au">council@nedlands.wa.gov.au</a>

#### **Public Question Time**

Public Questions are dealt with at the Ordinary Council Meeting.

#### **Deputations**

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: <a href="Public Address Registration Form | City of Nedlands">Public Address Registration Form | City of Nedlands</a>

#### **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

The Presiding Member will declare the meeting open at 7:00 pm and acknowledge the Whadjuk Nyoongar people, Traditional Custodians of the land on which we meet, and pay respect to Elders past, present and emerging. The Presiding Member will draw attention to the disclaimer on page 2 and advise the meeting is being livestreamed.

### 2. <u>PRESENT AND APOLOGIES AND LEAVE OF ABSENCE</u> (PREVIOUSLY APPROVED)

#### Leave of Absence

Councillor H Amiry

**Costal Ward** 

#### 3. PUBLIC QUESTION TIME (OCM)

Public questions will be dealt with at the Ordinary Council Meeting.

#### 4. **DEPUTATIONS (OCM)**

Deputations by members of the public who have completed Public Address Registration Forms.

#### 5. REQUESTS FOR LEAVE OF ABSENCE (OCM)

Any requests from Council Members for leave of absence will be dealt with at the Ordinary Council Meeting.

#### 6. PETITIONS (OCM)

Any petitions by members of the public will be dealt with at the Ordinary Council Meeting.

#### 7. DISCLOSURES OF FINANCIAL INTEREST

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

A declaration under this section requires that the nature of the interest must be disclosed. Consequently, a member who has made a declaration must not preside,

participate in, or be present during any discussion or decision-making procedure relating to the matter the subject of the declaration.

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

#### 8. <u>DISCLOSURES OF INTERESTS AFFECTING IMPARTIALITY</u>

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

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

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

"With regard to the matter in item x ..... I disclose that I have an association with the applicant (or person seeking a decision). This association is ..... (nature of the interest).

As a consequence, there may be a perception that my impartiality on the matter may be affected. I declare that I will consider this matter on its merits and vote accordingly."

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

### 9. <u>DECLARATIONS BY MEMBERS THAT THEY HAVE NOT GIVEN DUE</u> CONSIDERATION TO PAPERS (OCM)

This item will be dealt with at the Ordinary Council Meeting.

#### 10. CONFIRMATION OF MINUTES (OCM)

This item will be dealt with at the Ordinary Council Meeting.

## 11. ANNOUNCEMENTS OF THE PRESIDING MEMBER WITHOUT DISCUSSION (OCM)

This item will be dealt with at the Ordinary Council Meeting.

#### 12. MEMBERS ANNOUNCEMENTS WITHOUT DISCUSSION (OCM)

This item will be dealt with at the Ordinary Council Meeting.

#### 13. MATTERS FOR WHICH THE MEETING MAY BE CLOSED

For the convenience of the public, the following Confidential items are identified to be discussed behind closed doors, as the last items of business at this meeting.

#### 14. **EN BLOC (OCM)**

This item will be dealt with at the Ordinary Council Meeting.

## 15. MINUTES OF COUNCIL COMMITTEES AND ADMINISTRATIVE LIAISON WORKING GROUPS (OCM)

This item will be dealt with at the Ordinary Council Meeting.

### 15.1 MINUTES OF THE FOLLOWING COMMITTEE MEETINGS (IN DATE ORDER) ARE TO BE RECEIVED

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

This item will be dealt with at the Ordinary Council Meeting.

#### 16. DIVISIONAL REPORTS - PLANNING & DEVELOPMENT

### 16.1 CONSENT TO ADVERTISE AMENDMENTS TO LOCAL PLANNING POLICY 1.3: SUSTAINABLE DESIGN – RESIDENTIAL

Report Number	PD25.07.25
Meeting & Date	Council Meeting – 22 July 2025
Applicant	City of Nedlands
Employee	
Disclosure under	
section 5.70 Local	Nil
Government Act	
1995	
Report Author	Sergio Famiano – Manager Urban Planning & Development
Director	Bruce Thompson – Director Urban Planning & Development
Attachments	Attachment 1 – Draft Local Planning Policy 1.3: Sustainable
	Design - Residential
	Attachment 2 – Tracked Changes - Local Planning Policy 1.3:
	Sustainable Design - Residential

#### **Purpose**

The purpose of this report is for Council to consider and adopt for the purpose of advertising the draft Local Planning Policy 1.3: Sustainable Design – Residential, as per **Attachment 1.** 

#### **Administration Recommendation**

#### **That Council:**

- 1. ADOPTS the proposed amendments to Local Planning Policy 1.3: Sustainable Design Residential for the purpose of advertising in accordance with Clause 4 of the Deemed Provisions of Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015.
- 2. NOTES that the advertising period for the proposed amendments to Local Planning Policy 1.3: Sustainable Design Residential will be for a minimum of 21 days.

#### **Voting Requirement**

Simple Majority.

#### **Background**

Local Planning Policy 1.3: Sustainable Design – Residential (the policy) was adopted on the 27<sup>th</sup> of February 2024 to introduce supplementary sustainable design parameters for residential and mixed-use development applications. The current policy considers best practice standards for sustainable design and energy efficiency, providing landowners and applicants a choice of measures to include within their developments. To assist in this process the policy provides information about the requirements at each stage of the development process which typically includes Development Application, Building Permit and Practical Completion.

At its Ordinary Council Meeting held on the 25<sup>th</sup> of March 2025 a Notice of Motion was raised requesting a review of the City's sustainable development policy and the potential to align the policy closer to the City of Subiaco's sustainable development policy. Subiaco's *Local Planning Policy 1.3: Sustainable Development* utilises a checklist style layout where applicants are required to meet a certain number of points to achieve compliance with the policy. Specifically, Subiaco's policy requires either new developments to reach a minimum of 100 points or 75 points for alterations and additions.

Following a review of Subiaco's policy, officers have identified opportunity to integrate a similar layout into the City's policy to improve ease of use and effectiveness. A draft 'track changes' version of the policy with all the edits included (**Attachment 2**) will form part the topic of discussion for this report. Subsequent sections will summarise the proposed changes to the policy and the impact this will have on residential development within the City.

#### **Discussion**

The following changes have been made to each section of the policy to address the Notice of Motion submitted by Council. Please note that no changes are proposed for Sections 3 and 4 within this policy.

#### 1. Purpose

The purpose section of the policy has been expanded to include broader objectives relating to sustainability. New purpose statements related to the future proofing of developments, creating a flexible framework that considers site context and offering additional guidance beyond standard practice have been added.

#### 2. Application of Policy

A suggestion from the Notice of Motion and a key aspect of Subiaco's policy is the wide scope of application to all new residential and mixed-use development.

Previously the City's policy only applied to new dwellings and mixed-use development and excluded alterations or additions to existing dwellings. The amended policy is proposing to expand on this application to include minimum sustainability standards for significant residential alterations and additions. This would be applied through

Section 5 of the policy which provides provisions relating to roofing reflectivity and supplementary provisions allowing for like-for-like installation. It is important to note, this applies to those that increase the existing building footprint by at least 50% and includes new ancillary dwellings. The minimum 50% requirement was imposed to ensure smaller scale developments (carports, patios etc.) remain exempt from the policy, given their minor impact.

Further to the above it is noted that the policy will only apply if a development application is required in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* (the regulations). For instance, should a new single house be considered compliant with *State Planning Policy 7.3: Residential Design Codes* (R-Codes) and relevant local planning policies, a development application would not be required, and the policy would therefore not be applied.

#### 5-7. Development Standards

In accordance with the policy review, officers have amended the methodology to include the points-based assessment matrix that is in place within the City of Subiaco policy. Introducing the points-based system will ensure a high level of sustainable design on developments within each respective section of the policy. The amended methodology will ensure new developments are placing sustainability at the forefront of their designs rather than retrofitting measures at a later stage. By mandating supplementary features that exceed industry standards, the City will improve sustainable outcomes that will result in a higher quality of development.

Section 5 of the policy contains the standards applying to all development. The standards relating to roofing reflectivity remain, however the scope of this section has been expanded to include alterations and/or additions to existing dwellings. The standards have also been expanded to create provisions related to unlisted roofing structures including concrete that have a solar absorptance rating below 0.7. This encompasses roofing finishes considered 'Light' or 'Medium' under the National Construction Code of Australia. It is noted that while subject to the roofing requirements, significant alterations and additions are not required to attain a points score as this would be difficult to retrofit and result in potential financial burdens for residents.

The points-based assessment for all new residential and mixed-use development is outlined in this section and reinforced in each subsequent development standards section. The City's policy proposes to differentiate from Subiaco's by applying different points thresholds based on development type:

- Single houses and up to three (3) grouped dwellings must achieve 75 points;
- Grouped and multiple dwelling developments up to (9) dwellings require 100 points;
   and
- Developments proposing ten (10) or more dwellings will be required to obtain 150 points as per the policy.

The policy also removes most existing compulsory requirements across the listed development types, giving applicants more flexibility when choosing sustainability measures. Developments costing \$15M or more are required to achieve a minimum 5-

star Green Star Certification worth 100 points alone. If a development of this scale wishes to pursue an industry-leading 6-star Green Star Certification, it will earn the maximum 150 points and will not be eligible to acquire any further points under this policy. The sustainability initiatives listed in the policy are assigned point values based on installation difficulty and sustainability impact.

#### 8. Variations

The assessment of variations against the policy have been expanded to account for unlisted sustainability initiatives not present within the policy. Introducing this provision allows for scope to include site specific or new advances in sustainable technologies to be considered as part of the assessment process. Each unlisted provision will be assessed on its merits and awarded a points score consistent with the installation difficulty and sustainability impact. Developments not meeting the requisite points score under the respective sections of the policy will be treated as a variation to the policy and will be assessed against the policy objectives.

#### 9. Definitions

The amended policy seeks to add a definitions section to define the referenced standards and other terminology not widely used within the planning framework. The standards referred the policy will have their full titles displayed for ease of reference, while also adding definitions to 'Building Envelope', 'Significant Alterations and Additions,' "Regulated Trees,' 'Solar Absorptance' and 'Upfront Carbon.' These terms are being added as they are also not defined elsewhere in the WA planning framework.

#### Tables 1 and 2 – Sustainability Criteria Assessments

The most significant change to the policy is the introduction of sustainability measures though a points-based assessment matrix. The existing format of Table 1 has been maintained in this latest version of the policy with the addition of the points system. As previously mentioned, point allocation is based upon a variety of matters including installation difficulty, cost, product availability and overall sustainable benefits.

As part of the policy review, development scale and its associated sustainability requirements have been split into two separate tables. Table one contains design standards appropriate for single and grouped dwellings, whilst table two is exclusively for multiple dwellings and mixed-use development. The reasoning behind this change is to differentiate the requirements for smaller and larger development requirements. This ensures larger scale developments provide greater emphasis on long-term sustainable measures that may not be viable for smaller scale development. Overall, the amended policy proposes to add ten new sustainability initiatives and delete four existing measures bringing the total number to 26 (18 in Table 1 and 8 exclusively in Table 2). Holistically these additional initiatives have been implemented in a manner that will complement other policies within the City's framework to create a robust planning framework.

#### Impact on City's Development Assessment Processes

To ensure adequate consideration of the policy prior to lodgement, officers will develop a checklist that is to be submitted in conjunction with the initial application package. This checklist will ensure sustainable matters are not retrofitted and are instead taken into consideration early in the process where better outcomes can be achieved. This process will further assist planners when conducting assessments of development applications and ultimately ensure statutory timeframes are maintained. To assist applicants with the implementation the staging of requirements within the application process have been clearly identified to ensure that applicants are well informed on the matter.

#### Consultation

Should the amended policy be adopted for the purposes of advertising by Council it will be advertised for 21 days in accordance with the regulations and *Local Planning Policy 7.3 – Consultation of Planning Proposals.* Specifically, the policy will be advertised using the following methods:

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

#### 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 Planet

**Outcome** 5. Climate resilience.

Pillar Place

**Outcome** 6. Sustainable population growth with responsible urban planning.

Pillar Performance

**Outcome** 11. Effective leadership and governance.

#### **Budget/Financial Implications**

The costs associated with modifying *Local Planning Policy: 1.3 Sustainable Design – Residential* are contained within the Urban Planning Unit budget.

#### **Legislative and Policy Implications**

Clause 5(1) of the Deemed Provisions of Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015 allows the City to amend a Local Planning Policy. Once Council resolves to amend a Local Planning Policy, in accordance with Clause 4 of the Deemed Provisions it must publish a notice of the proposed policy for a period of not less than 21 days and seek submissions.

Following the advertising period, the Policy will be presented back to Council to consider any submissions received and to:

- a) Proceed with the policy without modification;
- b) Proceed with the policy with modification; or
- c) Not proceed with the policy.

#### **Decision Implications**

If Council resolves to adopt the amended local planning policy for the purposes of advertising, it would be advertised in accordance with the process outlined above.

If Council resolves not to endorse the recommendation, the policy will not be advertised. This will keep the current local planning policy in effect without the points system in place for new residential developments.

#### Conclusion

The policy has been reviewed to adopt a points-based assessment matrix in relation to the sustainability of new residential developments. It is recommended that Council adopts the recommendation to formally advertise the policy.

#### **Further Information**

Nil



#### LOCAL PLANNING POLICY 1.3: SUSTAINABLE DESIGN - RESIDENTIAL

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#### 1 PURPOSE

- 1.1 Set criteria and improve sustainable design of single houses, grouped dwellings, multiple dwellings, mixed use development, and sets achievable sustainable outcomes for residential alterations;
- 1.2 Provide local design guidance for applications seeking an assessment against Element 4.15: Energy Efficiency of Volume 2 of the Residential Design Codes (R-Codes);
- 1.3 Ensure environmentally sensitive development in Nedlands to protect the natural environment for future generations;
- 1.4 Provide a flexible framework for sustainable development tailored to specific site contexts; and
- 1.5 Offer additional sustainability guidance beyond standard practices in new dwellings.

#### 2 APPLICATION OF POLICY

- 2.1 This policy applies to all new development where it includes single houses, grouped dwellings, multiple dwellings and mixed-use developments within the City of Nedlands Local Planning Scheme No. 3 area. Significant alterations and/or additions that increase the existing building footprint by at least 50% (including ancillary dwellings) are subject to Part 5 of this policy.
- 2.2 Section 5 applies to all new residential development.
- 2.3 Section 6 applies to all new single houses and grouped dwellings.
- 2.4 Section 7 applies to all new multiple dwellings and mixed-use development assessed under Volumes 1 or 2 of the R-Codes.



#### 3 RELATIONSHIP TO OTHER POLICIES AND LEGISLATION

- 3.1 This Policy has been prepared under Clause 4 of the Deemed Provisions of Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015.
- 3.2 This Policy should be read in conjunction with the following planning instruments, and its requirements apply unless specifically stipulated elsewhere in any of the below:
  - 3.2.1 Planning and Development Act 2005
  - 3.2.2 Planning and Development (Local Planning Schemes) Regulations 2015
  - 3.2.3 City of Nedlands Local Planning Scheme No. 3
- 3.3 Where this Policy is inconsistent with a lower sustainability standard within a Local Development Plan or Local Planning Policy, this Policy prevails.

#### 4. OBJECTIVES

- 4.1 To ensure that new development is constructed and functions in an environmentally sustainable manner, with a focus on minimising environmental impact, maximising resource efficiency and reducing or eliminating reliance on non-renewable energy without undue detrimental impact on the amenity of the locality.
- 4.2 To require design features that assist in reducing the urban heat island effect, provide alternate forms of transportation, and positively impact occupant health.

#### 5. ALL RESIDENTIAL DEVELOPMENT

**Note:** This section applies to all new development with a residential component (including new ancillary dwellings and significant alterations and/or additions to existing developments).

5.1 All new residential and mixed use developments (excluding significant alterations and/or additions) must reach a minimum points threshold as per Sections 6 and 7 of this policy, assessed under **Tables 1 or 2**;



- 5.2 All sustainability initiatives under **Table 1 or 2** will be assessed and conditioned to the satisfaction of the City;
- 5.3 To reduce the urban heat island effect, roof structures (excluding solar roofs and the like) are to have the following maximum solar absorptance ratings (refer to manufacturer's specifications) unless otherwise required by a specific local planning policy, local development plan, structure plan, or the colours would be inconsistent with the heritage requirements of a heritage-protected place:
  - 5.3.1 Metal flat roofs that are not visible from the street or adjacent properties: 0.4.
  - 5.3.2 Metal pitched roofs or metal roofs that are visible from the street or adjacent properties: 0.5.
  - 5.3.3 Tiled roof structures: 0.58
  - 5.3.4 Concrete roof structures or other unlisted roofing structures rated either 'Light' or 'Medium' under the National Construction Code: 0.7



Figure 1: Sample metal (Colorbond) colours with a solar absorptance rating maximum of 0.5\*



Figure 2: Sample tile colours with a solar absorptance rating maximum of 0.58\*



**Note:** Colours are indicative only and may vary by manufacturer. Manufacturer's specifications are to be provided demonstrating roof colour and material achieves the solar absorptance criteria.

5.4 Notwithstanding cl. 5.3 above, where a new ancillary dwelling or significant alterations and/or additions are constructed on a lot that contains an existing house, the roof colour may match the existing house.

#### 6. NEW SINGLE HOUSES AND GROUPED DWELLINGS

**Note:** This section applies to all new single houses and grouped dwellings but excludes additions and alterations to single houses and grouped dwellings.

- 6.1 New single houses and developments of no more than 3 grouped dwellings must achieve a **minimum** of **75 points** through sustainability measures as per **Table 1.**
- 6.2 New grouped dwelling developments of 4 or more dwellings must achieve a **minimum** of **100 points** through sustainability measures as per **Table 1.**
- 6.3 Grouped dwellings proposing 4 or more dwellings shall include a sustainability report by a suitably qualified practitioner demonstrating how the development achieves Design Principle 5: Sustainability from State Planning Policy 7.0. NOTE: This is required to be submitted as part of a development application and will not be awarded additional points through assessment.

#### 7. MIXED USE AND MULTIPLE DWELLINGS

**Note:** This section applies to all new mixed use and multiple dwellings assessed under Volume 1 or 2 of the R-Codes but excludes additions and alterations to mixed use or multiple dwellings.

7.1 Developments of between 9 or less multiple dwellings under this section must achieve a **minimum of 100 points** as per **Tables 1 or 2**;



- 7.2 Developments of 10 or more dwellings (including mixed use development) under this section must achieve a minimum of **150 points** as per **Tables 1 or 2**;
- 7.3 All development under this section must include at least **one** sustainability measure from **Table 2**.
- 7.4 For development costing less than \$15 million, the items in **Tables 1 or 2** of this Policy are preferred Design Guidance options.
- 7.5 For development with a cost of \$15 million and above, the Acceptable Outcome of Element 4.15 is considered to be achieved through a **minimum 5-star Green Star certification**. Equivalent alternative sustainability assessment certification may be considered where they are nationally or internationally recognised, compliant with applicable Australian or international standards and subject to oversight by a certifying body.
- 7.6 All development shall include a sustainability report by a suitably qualified practitioner demonstrating how the development achieves Design Principle 5: Sustainability from State Planning Policy 7.0. NOTE: This is required to be submitted as part of a development application and will not be awarded additional points through assessment.

#### 8. VARIATIONS TO THIS POLICY

- 8.1 Variations to this policy will be assessed against the objectives of this policy.
- 8.2 Development applications proposing sustainability measures not listed under **Tables 1 or 2** of this policy will be assessed on their merits to the satisfaction of the City and will be awarded a point score consistent with the barrier of installation and perceived sustainability impact.

#### 9. **DEFINITIONS**



9.1 The following terms are defined for the purpose of this policy.

Term Used	Definition
	The total area of a dwelling as enclosed by the exterior walls, including all
Building Envelope	enclosed attached and detached structures (excluding outbuildings).
NABERS	National Australian Built Environment Rating System
NatHERS	Nationwide House Energy Rating Scheme
Passivhaus	Voluntary standards which award a globally recognised certification to ultra energy efficient properties. This is achieved through high performing insulation, window glazing and other facets that assists properties in demonstrating a 90% reduction in heating and cooling energy outputs.
Regulated Tree	Defined as per Local Planning Policy 3.3 – Tree Retention and Local Planning Policy 3.4 – Tree Retention (R25 to R80)
Significant Alterations and Additions	Considers residential alterations and/or additions that add a minimum of 50% to the total floor area of a dwelling.
Solar Absorptance	The fraction of the total incident solar radiation that is absorbed by the roofing material, with the remainder being reflected.
Upfront Carbon	Refers to emissions generated within the initial stages of a building's life cycle (including construction)

Council Resolution Number	PD08.02.24		
Adoption Date	27 February 2024		
Date Reviewed/Modified	XX XX 2025		

Feature	Design Implications	Verification / Demonstration	Development Application Stage Requirement	Building Permit Stage Requirement	Practical Completion (Prior to Occupancy)	Points
) Exhaust of Pollutants	Provide ducted exhaust for all kitchens, laundries and toilets to the outside of the building.  No recirculating hoods to be used.	Require suitably qualified practitioner to certify compliance in accordance with AS1668.4.  For non-residential: General exhaust at the rate of 0.5 l/s per m² of occupied space of 3,000 l/s for any food tenancy. Discharge is to be fully compliant with AS 1668.2	Commitment from proponent and condition of approval.	Specific certification of compliance with AS1668.4 by mechanical engineer or suitably qualified practitioner.		10
2) Toxicity and Indoor Environment	Select products for internal finishes with low volatile organic compounds (VOC) and formaldehyde ratings.	Schedule of finishes including VOC / formaldehyde levels are to be submitted for all joinery, floor coverings, and paints.  Applicants to demonstrate the following:  a) 95% of painted surfaces are to be low VOC as defined by the	Commitment from proponent and condition of approval.	Proponent to submit schedule of finishes and certification demonstrating low VOC/formaldehyde levels.  Where products have specific adhesive / sealant	As-installed data sheets for paints, carpets, resilient flooring, timber flooring and joinery.	15

			Australian Paint Approval Scheme (APAS), being 49 g/L or less.  b) Carpets are to have a maximum VOC limit of 0.5 mg/m² per hour with a 4-PC limit of 0.05 mg/m² per hour.  c) low-formaldehyde joinery a minimum of E1 (less than 1 m/L).		requirements (e.g. Corrian) also demonstrate compliance for these products.		
3)	Urban Heat Island	Utilise light finishes, incorporate landscape within the design, and avoid unshaded parking areas.	Proponents are to demonstrate that at least 75% of their site area, when viewed from directly above, is comprised of: a) Vegetation and green roofs b) Light roofs (3 Year solar reflectivity index (SRI)>64 for a flat roof and >34 (pitched roof) c) Shaded or light hardscaping (3 Year SRI > 34) d) Water bodies and/or water courses (excluding pools)	Marked up site plan demonstrating compliance and condition of approval.	Marked up site plan demonstrating compliance.	Marked up site plan demonstrating compliance with supporting photos for each relevant area.	30
4)	Energy and Water Use	Ensure any pool is provided with automated pool blanket.	Provide an automated pool blanket to cover all pools when not in use. Pool blanket must comply with NCC Section J performance requirements.	Shown on plans and condition of approval.	Design documentation to include pool blanket.	Commissioning report confirming operation of blanket.	20

5)	Energy Source	Avoid any fossil fuel use on site.	No gas is to be used within the development. Small allowance for BBQs and commercial kitchens. Diesel for fire systems is allowable.	Commitment from proponent and condition of approval.	Statement from building certifier and no gas fixtures shown on plans.  Certification of extent of gas use on site by hydraulic engineer.		40
6)	Water Use	Utilise low flow taps, toilets and showers for all sanitary tapware (kitchen sinks and laundries are excluded).	Design teams are to provide WELS certificates demonstrating fittings are within 1 star of the maximum WELS rating based on fitting.	Commitment from proponent and condition of approval.	Provision of fixtures schedule with WELS certificates.	Confirmation of installation.	25
7)	Sustainable Transport – Infrastructure	Comply with NCC 2022 provisions for electric vehicle parking now.	Compliance certification as part of electrical or sustainability CDC demonstrating the development meets NCC 2022 for spatial and performance allowances for EV chargers.	Show nominated EV provisions, including board locations. Condition of approval.	Certification of compliance. Identification of elements on plans and on electrical single line drawings.	Installed prior to occupation	40
8)	NatHERS	All dwellings exceed the minimum	All dwellings exceed the minimum NatHERS requirement (in reference to the lower benchmark of the	Demonstrate indicative star rating at	Demonstrate achievement through certified		50

	NatHERS requirement (in reference to the lower benchmark of the NCC) for apartments by 0.5 stars based on the NCC 2022 standard or a more recent standard.	NCC) for apartments by 0.5 stars based on the NCC 2022 standard or a more recent standard.	application stage. Condition of approval.	star rating with building documentation.		
9) Water Management	Water re-use system to be installed. Dwellings to install a 3000L rainwater tank or greywater collection system plumbed to the toilet or laundry.	Rain and storm water collection and re-use for irrigation or grey water.	Re-use system to be shown on plans. Condition of approval.	Tanks shown on plans. Grey water systems may require separate approval from City's EHOs.	Installed prior to occupation	30
10) Solar PV Systems	New dwellings to install a minimum 3kw solar photovoltaic	Details and location of solar panel installation to be shown on plans submitted for development approval.	Commitment from proponent through condition of	Commitment from proponent by listing on Certificate of Design Compliance	Confirmation of installation.	15

	solar panel system		development approval.			
11) Window glazing	Windows to the minimum standard of double glazing to be installed to all habitable rooms.	Plans to note all windows to be installed with double glazing at a minimum.	Commitment from proponent through condition of development approval.	Commitment from proponent, being shown on plans.	Confirmation of installation.	25 - Double glazing 35 - Triple glazing
12) Permeable Surfaces	A minimum 30% of the development constructed with permeable surfaces.	Details of surface finishes and the calculation of permeable area to be submitted with the development application and listed on plans.	Surface finish details to be approved on plans.	Commitment from proponent by listing on Certificate of Design Compliance	Confirmation of installation	20
13) Passivhaus	The dwelling design must be certified by a Passivhaus Institute Building Certifier.	Evidence of certification must be provided at the development application stage.	Commitment from proponent as condition of development approval.	Ensure the elements of Passivhaus design are listed on the Certificate of Design Compliance prior to construction.		100
14) Renewable Building Materials	The dwelling must utilise renewable	Details of the building materials are to be disclosed with the development application and noted	Commitment from proponent as	Ensure elements are listed on the Certificate of	Confirmation of the use of these materials	40 50 (Locally manufactured

	construction and	on plans (A minimum 50% of the	a condition of	Design	upon	renewable
	demolition	surface area of the dwelling).	development	Compliance and	submission of	materials)
	materials		approval.	listed on the plans	Notice of	
				where relevant.	Completion.	
15) Dual	The dwelling	Details to be submitted with the	Commitment	Drawings showing	Confirmation of	20
Plumbing	must include	development application.	from	plumbing systems	installation	
	dual plumbing		proponent as	to be submitted as	upon	
	that is connected		a condition of	part of Building	submission of	
	and available for		development	Permit application.	Notice of	
	the use of all		approval.		Completion.	
	residents.					
16) Solar Battery	The dwelling	Details to be submitted with the	Commitment	Drawings showing	Confirmation of	20
Storage	must include	development application.	from	battery storage to	installation	
	solar battery		proponent as	be submitted as	upon	
	storage of 6kWh		a condition of	part of Building	submission of	
	per dwelling		development	Permit application.	Notice of	
			approval.		Completion.	
17) Heat Pump	The dwelling	Details to be submitted with the	Commitment	Drawings showing	Confirmation of	20
Hot Water	must include a	development application.	from	hot water system	installation	
System	heat pump hot		proponent as	to be submitted as	upon	
	water system at a		a condition of	part of Building	submission of	
	minimum 300L		development	Permit application.	Notice of	
	capacity		approval.		Completion.	
18) Retention of	The dwelling	Details of trees on site to be	Commitment	Drawings showing	Confirmation of	10 (per
Significant	must retain	submitted with the development	from	trees to be retained	retention upon	Regulated
Trees			proponent as	as per the	submission of	

regula	lated trees	application with accompanying	a condition of	development	the Notice of	Tree
on sit	te.	arborist report	development	approval must be	Completion	retained)
			approval.	shown on the		
				drawings		
				submitted as part		
				of a building permit		
				application.		

Feature	Design Implications	Verification / Demonstration	Development Application Stage Requirement	Building Permit Stage Requirement	Practical Completion (Prior to Occupancy)	Points
I) Performance Targets	Minimal	A) Achieve minimum 5.0 NABERS rating.  OR  B) Proponent to set operational performance targets for gas and electricity usage. Usage to be below the current year WA Average Energy Intensity By Space Use Type set out by the Commonwealth Government. It shall also be demonstrated how usage will be managed in operation.	A) For NABERS: Copy of executed Commitment Agreement between developer and NABERS OR B) Commitment from proponent and condition of approval.	A) For NABERS: Copy of NABERS report provided to the City. OR B) Project targets to be submitted with Building Permit Application. This shall also include the measurement strategy.	Verification that measurement systems are in place.	50

2) Embedded	Embedded meter	Proponent is to demonstrate an	Commitment	Single line	Commissioning	50
Meter	network with	embedded meter network	from	drawings for	report, including	
Network	energy monitors	including private meters tracking	proponent and	electrical and	verification of	
Network		J .	condition of			
	capable of	energy performance for		water services	meter operation.	
	tracking individual	apartments and major building	approval.	showing meter		
	units.	uses.		provisions.		
3) Amenities	Provide a	Provide a space (or spaces) within	Calculation of	Drawings	Installed prior to	50
	minimum of 10m <sup>2</sup>	the building for use by occupants	occupants	demonstrating	occupation	
	floor area of	to promote community and	(based on	provision of		
	amenity space (ie:	wellbeing. Spaces should be:	bedrooms),	space.		
	Per Number of	* Freely accessible	location and	Verification from		
	bedrooms).	* Naturally ventilated and air	description of	acoustic		
	,	conditioned	spaces within	consultant of		
		* Compliant with AS 2107	the	compliance with		
		(Acoustics) for apartments	development.	AS 2107.		
		* Designated to promote physical	acvolopiniona.	710 21071		
		and mental health and wellbeing				
		(i.e. meditation rooms, gyms,				
		external delineated recreation				
		space)				
		* Maintained by strata complex				
4) Upfront	Employ a Life	Provide a report demonstrating	Initial target-	Completed	Certification that	40
Carbon	Cycle Assessment	performance meets 20%	setting report	report with	the report	
Reduction	(LCA) professional	reduction from baseline	as prepared	feature list.	recommendations	
	to demonstrate	performance.	and peer	Report is to be	been	
	the building's	Report is to have been peer	reviewed by	certified for	implemented.	
	upfront carbon	reviewed and is to include a clear	the LCA.	compliance by	Where proposed	
	'			, ,	, , ,	

	emissions are at least 20% less than those of a comparative reference building - including any demolition works.	list of design and construction assumptions made to achieve performance.	Condition of approval.	suitably qualified professionals and demonstrate that the physical features and services design have been included in the building.	compliance path has changed, provide a new, peer reviewed support and new features list for certification.	
5) Renewable Energy	Provide sufficient on-site renewable generation to equate to net zero energy use for common facilities such as:  - Lights - Lifts - Pools - Car Park lighting and ventilation - Amenities  Not applicable to small power, air conditioning and	Suitably qualified professional to provide an estimate of operating energy for development common areas and demonstrate sufficient solar (PV) to balance annual usage.  Energy estimate does not require a dynamic 3D model.  Consumption to be based on rated power draw and anticipated run times. A suitable diversity factor can be applied.  Show solar panels or other renewable generation on site.  Allow at least 1m² of unshaded panel per apartment.	Show solar panels on drawings. Provide energy rate and consumption estimates.  Condition of approval.	Calculation and certification from sustainability consultant demonstrating expected generation potential and likely common area power draw.	Solar panels installed prior to occupation	40

	lighting within apartments and commercial tenancies.					
6) Sustainable Transport – Car Share	Provide a vehicle and bay for ride share scheme.	1 dedicated share bay per 20 dwellings or part thereof over 10 to facilitate a ride share scheme. For non-residential: 1 ride share bay and vehicle per 2000m² over 1,000m².	Show bays and waiting area. Details of ride share scheme to be included such as how it will be implemented and maintained.	Drawings showing bays, waiting area(s) and proposed signage.	Bays are line- marked and signed. Appropriate number of shared bays are provided. Details of scheme to be adhered to for the life of the development.	60
7) Green Star Certification	All dwellings to achieve a 5 or 6 star Green Star Certification at the design stage (respective points totals listed as part of this item).	Details to be submitted with development application.	Commitment from proponent as a condition of development approval.	Ensure elements are listed on the Certificate of Design Compliance and listed on the plans where relevant.		100 – 5-Star rating 150 – 6- Star rating
	NOTE: Applications					

	applying for a 6- star assessment under the Green- Star Certification pathway will not be eligible for additional points under Tables 1 or 2					
8) On-Structure Gardens	Installation of a rooftop garden on large multipledwelling developments with conditions in place for maintenance and installation.	Details to be submitted as part of development application including a landscaping plan with listed species for installation.	Commitment from proponent as a conditions of development approval including stamped approval on landscaping plans	Ensure elements are listed on the Certificate of Design Compliance and listed on the plans where relevant.	Confirmation of installation at practical completion stage.	50



#### <u> PP 1.3: Sustainable Design - Residential</u>

#### **LOCAL PLANNING POLICY 1.3: SUSTAINABLE DESIGN - RESIDENTIAL**

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#### LPP 1.3: Sustainable Design - Residential

#### 4.1 PURPOSESPURPOSE

a) The purposes of this Policy are to:

a)1.1 Set criteria and improve sustainable design of single houses, grouped dwellings, multiple dwellings and, mixed use development; and, and sets achievable sustainable outcomes for residential alterations;

- Provide local Design Guidance design guidance for applications seeking an assessment against Element 4.15: Energy Efficiency of Volume 2 of the Residential Design Codes (R-Codes)-):
- 1.3 Ensure environmentally sensitive development in Nedlands to protect the natural environment for future generations;
- 1.4 Provide a flexible framework for sustainable development tailored to specific site contexts; and
- b)1.5 Offer additional sustainability guidance beyond standard practices in new dwellings,

#### 2-2 APPLICATION OF POLICY

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#### LPP 1.3: Sustainable Design - Residential

a)2.1 This policy applies to all new development where it includes single houses, grouped dwellings, and/or multiple dwellings and mixed-use developments within the City of Nedlands Local Planning Scheme No. 3 area. Significant alterations and/or additions that increase the existing building footprint by at least 50% (including ancillary dwellings) are subject to Part 5 of this policy.

b)2.2 Section 5 applies to all new residential development.

2.3 Section 6 applies to all new single houses and grouped dwellings.

- d)—Section 7 applies to all new multiple dwellings and mixed-use development assessed under Volume Volumes 1 of the R-Codes.
- e) Section 8 applies to all new multiple dwellings and mixed use development assessed under Volumeor 2 of the R-Codes.

2.4

#### **3** RELATIONSHIP TO OTHER POLICIES AND LEGISLATION

- a)3.1 This Policy has been prepared under Clause 4 of the Deemed Provisions of Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015.
- b)3.2 This Policy should be read in conjunction with the following planning instruments, and its requirements apply unless specifically stipulated elsewhere in any of the below:
  - **43.2.1** Planning and Development Act 2005
  - <u>3.2.2</u> Planning and Development (Local Planning Schemes) Regulations 2015
  - •3.2.3 City of Nedlands Local Planning Scheme No. 3
- e)3.3 Where this Policy is inconsistent with a lower sustainability standard within a Local Development Plan or Local Planning Policy, this Policy prevails.

#### 4. OBJECTIVES

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### LPP 1.3: Sustainable Design - Residential

- a)4.1 To ensure that new development is constructed and functions in an environmentally sustainable manner, with a focus on minimising environmental impact, maximising resource efficiency and reducing or eliminating reliance on non-renewable energy without undue detrimental impact on the amenity of the locality.
- To require design features that assist in reducing the urban heat island effect, provide alternate forms of transportation, and positively impact occupant health.

4.2

### 5. ALL RESIDENTIAL DEVELOPMENT

Note: This section applies to all new development with a residential component (including new standalone ancillary dwellings) but excludes additions and significant alterations and/or additions to existing developments.

- 5.1 All new residential and mixed use developments (excluding significant alterations and/or additions) must reach a minimum points threshold as per Sections 6 and 7 of this policy, assessed under **Tables 1 or 2**;
- 5.2 All sustainability initiatives under **Table 1 or 2** will be assessed and conditioned to the satisfaction of the City:
- 5.45.3 To reduce the urban heat island effect, roof structures (excluding solar roofs and the like) are to have the following maximum solar absorptance ratings (refer to manufacturer's specifications) unless otherwise required by a specific local planning policy, local development plan, structure plan, or the colours would be inconsistent with the heritage requirements of a heritage-protected place:
  - a)5.3.1 Metal flat roofs that are not visible from the street or adjacent properties: 0.4.
  - b)5.3.2 Metal pitched roofs or metal roofs that are visible from the street or adjacent properties: 0.5.
  - c)5.3.3 Tiled roof structures: 0.58
  - 5.3.4 Concrete roof structures or other unlisted roofing structures rated either 'Light' or 'Medium' under the National Construction Code: 0.7

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### LPP 4.3: Sustainable Design - Residential



Figure 1: Sample metal (Colorbond) colours with a solar absorptance rating maximum of 0.5\*



Figure 2: Sample tile colours with a solar absorptance rating maximum of 0.58\*

<u>Note:</u> Colours are indicative only and may vary by manufacturer. Manufacturer's specifications are to be provided demonstrating roof colour and material achieves the solar absorptance criteria.

Notwithstanding cl. 5.43 above, where a new ancillary dwelling or similar standalone building issignificant alterations and/or additions are constructed on a lot that contains an existing house, the roof colour of the ancillary dwelling or standalone building may match the existing house.

5.4

### 6. <u>NEW\_SINGLE HOUSES AND GROUPED DWELLINGS</u>

**Note:** This section applies to all new single houses and grouped dwellings but excludes additions and alterations to single houses and grouped dwellings.

<u>a) Each new dwelling (excluding ancillaryNew single houses and developments of no more than 3 grouped dwellings) shall be provided with must achieve a minimum 3kw photovoltaic solar panel system.</u>

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### LPP 1.3: Sustainable Design - Residential

- 6.26.1 All water fittings such as taps, toilets and showers (excluding kitchen sinks and laundries) are to be within 1 star of the maximum Water Efficiency Labelling Standard (WELS) rating of 75 points through sustainability measures as per No. 13 in Table 1 of this Policy.
- Grouped dwellings are to include landscaping plans demonstrating achievement New grouped dwelling developments of No. 14: Irrigation Efficiency in Table 1 of this Policy.
  - 6.46.2 Grouped dwellings proposing 4 or more dwellings shall demonstrate achievement of No. 17: Sustainable Transport Infrastructure in Table 1 of the Policymust achieve a minimum of 100 points through sustainability measures as per Table 1.
- Grouped dwellings proposing 4 or more dwellings shall include a sustainability report by a suitably qualified practitioner demonstrating how the development achieves Design Principle 5: Sustainability from State Planning Policy 7.0.
  - 6.3 NOTE: This is required to be submitted as part of a development application and will not be awarded additional points through assessment.

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### 7. MIXED USE AND MULTIPLE DWELLINGS UNDER R-CODES VOLUME 1

This section applies to all new mixed use and multiple dwellings assessed under Volume 1 of the R-Codes but excludes additions and alterations to mixed use or multiple dwellings.

a) All development is to achieve the following from Table 1 of this Policy:

8) Urban Heat Island

13) Water Use

14) Irrigation Efficiency

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### LPP,1.3: Sustainable Design - Residential

### 17) Sustainable Transport - Infrastructure

Plus any two measures of the proponent's choice from Table 1 of this Policy which relate to the type of development proposed.

- b) For developments of greater than 10 dwellings, an additional requirement applies that at least one of the following from Table 1 of this Policy must be achieved:
  - 2) Building Envelope Pressure Testing
  - 3) Embedded Meter Network
  - 5) Exhaust of Pollutants
  - 6) Toxicity and Indoor Environment
  - 9) Upfront Carbon
  - 11) Energy Source
  - 18) Sustainable Transport Car Share
  - 19) NatHERS
- c) All development shall include a sustainability report by a suitably qualified practitioner demonstrating how the development achieves Design Principle 5: Sustainability from State Planning Policy 7.0.

### 8. MIXED USE AND MULTIPLE DWELLINGS UNDER R-CODES VOLUME 2

Note: This section applies to all new mixed use and multiple dwellings assessed under Volume 1 or 2 of the R-Codes but excludes additions and alterations to mixed use or multiple dwellings. The criteria below augments the Design Guidance of Clause 4.15 of the R-Codes Volume 2 by providing local objectives for housing design and development, and are the local government's preferred methods of achieving the Objectives.

- 7.1 Developments of between 9 or less multiple dwellings under this section must achieve a **minimum of 100 points** as per **Tables 1 or 2**:
- 7.2 Developments of 10 or more dwellings (including mixed use development) under this section must achieve a minimum of 150 points as per Tables 1 or 2;
- 7.3 All development under this section must include at least **one** sustainability measure from **Table 2**.
- 7.4 For development costing less than \$15 million, the items in Tables 1 or2 of this Policy are preferred Design Guidance options.

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### LPP 4.3: Sustainable Design - Residential

- 8.17.5 For development with a cost of \$15 million and above, the Acceptable Outcome of Element 4.15 is considered to be achieved through a minimum 5-star Green Star certification. Equivalent alternative sustainability assessment certification may be considered where they are nationally or internationally recognised, compliant with applicable Australian or international standards and subject to oversight by a certifying body.
- b) For development costing less than \$15 million, the items in green in Table 1 of this Policy are preferred Design Guidance options.
- All development shall include a sustainability report by a <u>suitably</u> qualified practitioner demonstrating how the development achieves Design Principle 5: Sustainability from State Planning Policy 7.0.
  - 7.6 NOTE: This is required to be submitted as part of a development application and will not be awarded additional points through assessment.

### 9.8. VARIATIONS TO THIS POLICY

- 9.18.1 Variations to this policy will be assessed against the objectives of this policy.
- 8.2 Development applications proposing sustainability measures not listed under **Tables 1 or 2** of this policy will be assessed on their merits to the satisfaction of the City and will be awarded a point score consistent with the barrier of installation and perceived sustainability impact,

### 9. **DEFINITIONS**

9.1 The following terms are defined for the purpose of this policy.

Term Used	<u>Definition</u>				
	The total area of a dwelling as enclosed				
	by the exterior walls, including all				
Building Envelope	enclosed attached and detached				
	structures (excluding outbuildings).				
	National Australian Built Environment				
NABERS	Rating System				

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### LPP 4.3: Sustainable Design - Residential

	Nationwide House Energy Rating	
NatHERS	Scheme  Voluntary standards which award a globally recognised certification to ultra energy efficient properties. This is achieved through high performing insulation, window glazing and other facets that assists properties in demonstrating a 90% reduction in heating and cooling energy outputs.  Defined as per Local Planning Policy 3.3 – Tree Retention and Local Planning Policy 3.4 – Tree Retention (R25 to R80)  Considers residential alterations and/or additions that add a minimum of 50% to the total floor area of a dwelling.  The fraction of the total incident solar radiation that is absorbed by the roofing material, with the remainder being reflected.	
	Voluntary standards which award a	
	globally recognised certification to ultra	
	energy efficient properties. This is	
	achieved through high performing	
Passivhaus	insulation, window glazing and other	
	facets that assists properties in	
	demonstrating a 90% reduction in	
	heating and cooling energy outputs.	
	Defined as per Local Planning Policy 3.3	
Regulated Tree	- Tree Retention and Local Planning	
Tregulated Tree	Policy 3.4 - Tree Retention (R25 to R80)	
	Considers residential alterations and/or	
Significant Alterations and Additions	additions that add a minimum of 50% to	
Olgrimeant / Mediations and / Additions	the total floor area of a dwelling.	
	The fraction of the total incident solar	
	radiation that is absorbed by the roofing	
Solar Absorptance	material, with the remainder being	
	reflected.	
	Refers to emissions generated within the	
<u>Upfront Carbon</u>	initial stages of a building's life cycle	
Ophone Odrbon	(including construction)	

Council Resolution Number	PD08.02.24
Adoption Date	27 February 2024
Date Reviewed/Modified	XX XX 2025

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	Table 1: Sustainabilit	<del>y Criteria</del> TABLE	1: SUSTAINABILITY	CRITERIA (ALL DE	EVELOPMENT)	
L) Performance Targets	Design ImplicationsType of Development Residential development with strata-controlled areas	Verification / Demonstratio n Design Implications  Minimal	Application Stage Requirement Verification / Demonstration  A) Achieve minimum 5.0 NABERS rating.  OR  B) Proponent to set operational performance targets for gas and electricity usage. Usage to be below the current year WA Average Energy Intensity By Space Use Type set out by the Commonwealth Government. It shall also be demonstrated how usage will be managed in operation.	ApplicationBuilding Permit Stage Requirement  A) For NABERS: Copy of executed Commitment Agreement between developer and NABERS  OR  B)Commitment from proponent and condition of approval.	Building Permit Stage RequirementPractic al Completion (Prior to Occupancy)  A) For NABERS: Copy of NABERS report provided to the City. OR  B) Project targets to be submitted with Building Permit Application. This shall also include the measurement strategy.	Practical Completion (Prior to Occupancy)Points  Verification that measurement systems are in place.
2) Building Envelope Pressure Testing	> 10 dwellings	Minimal	Project teams would be required to test building envelope pressure on at least 10% of dwellings prior to practical	Commitment from proponent and condition of approval.	Commitment from proponent.	Provide Building Envelope pressure test report.

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			completion in accordance			
			with Section J of the NCC,			
			J <del>1V4. Apartments must</del>			
			achieve no more than			
			<del>10m3/hr.m2 @ 50Pa.</del>			
3) Embedded	>10 dwellings	Embedded	Proponent is to	Commitment from	Single line drawings	Commissioning
-,	<del>&gt;10 aweiiings</del>	2111000000			for electrical and	
Meter		meter network	<del>demonstrate an</del>	proponent and condition		report, including
Network		with energy	embedded meter	<del>of approval.</del>	water services	vermeation or
		monitors	network including private		showing meter	meter operation.
		<del>capable of</del>	meters tracking energy		<del>provisions.</del>	
		tracking	<del>performance for</del>			
		individual units.	<del>apartments and major</del>			
			building uses.			
<del>4) Natural</del>	<del>Development with a</del>	Ensure all	Show air circulation on	Commitment from	Specific certification	-
<b>Ventilation</b>	residential	<del>bedrooms,</del>	<del>plans.</del>	proponent and condition	of compliance with	
	component	kitchens and		of approval.	AS1668.4 by	
		living areas	Require suitably qualified		mechanical engineer.	
		comply with	<del>practitioner to certify</del>			
		AS1668.4 for	compliance in accordance			
		direct natural	with AS1668.4.			
		ventilation.				
		Ensure all rooms				
		which are likely				
		to be occupied				
		have openable				
		windows.				
<del>5)</del> 1) Exhaust of	Provide ducted	<u>Require</u>	Commitment from	Specific certification of	_ <del>Specific</del>	- <u>10</u>
Pollutants	exhaust for all	<u>suitably</u>	proponent and	compliance with	<del>certification of</del>	
	kitchens, laundries	<u>qualified</u>	condition of	AS1668.4 by	compliance with	
	1				<u>'</u>	

and toilets to the	practitioner to	approval.Require	mechanical engineer	AS1668.4 by	
outside of the	<u>certify</u>	suitably qualified	or suitably qualified	mechanical	
building.	compliance in	<del>practitioner to certify</del>	practitioner.Commitme	engineer or suitably	
No vesive detine	<u>accordance</u>	<del>compliance in</del>	nt from proponent and	<del>qualified</del>	
No recirculating hoods to be used.All	with AS1668.4.	accordance with	<del>condition of approval.</del>	<del>practitioner.</del>	
development	Fornon	AS1668.4.			
<del>development</del>	For non- residential:	For non-residential:			
	General	General exhaust at the			
	exhaust at the	rate of 0.5 l/s per m <sup>2</sup> of			
	rate of 0.5 l/s	occupied space of			
	per m <sup>2</sup> of	3,000 l/s for any food			
	occupied space	tenancy. Discharge is to			
	of 3,000 l/s for	be fully compliant with			
	any food	AS 1668.2			
	tenancy.	A0 1000.2			
	Discharge is to				
	be fully				
	compliant with				
	AS				
	1668.2 <del>Provide</del>				
	ducted exhaust				
	for all kitchens,				
	laundries and				
	toilets to the				
	outside of the				
	building.				
	Ŭ				
	<del>No</del>				
	<del>recirculating</del>				

and Indoor Environmen t	All  developmentSelect products for internal finishes with low volatile organic compounds (VOC) and formaldehyde ratings,	hoods to be used.  Select products for internal Schedul e of finishes with low volatile organic compounds (including VOC) and // formaldehyde ratings, levels are to be submitted for all joinery, floor coverings, and paints.  Applicants to demonstrate the following: a) 95% of painted surfaces are to be low VOC as defined by the Australian	Commitment from proponent and condition of approval, Schedule of finishes including VOC / formaldehyde levels are to be submitted for all joinery, floor coverings, and paints.  Applicants to demonstrate the following: a) 95% of painted surfaces are to be low VOC as defined by the Australian Paint Approval Scheme (APAS), being 49 g/L or less. b) Carpets are to have a maximum VOC limit of 0.5 mg/m²-per hour with a 4 PC limit of 0.05 mg/m² per hour.	Proponent to submit schedule of finishes and certification demonstrating low VOC/formaldehyde levels.  Where products have specific adhesive / sealant requirements (e.g. Corrian) also demonstrate compliance for these products. Commitment from proponent and condition of approval.	Proponent to submit schedule of finishes and certification demonstrating low VOC/formaldehyde levels.  Where products have specific adhesive / sealant requirements (e.g. Corrian) also demonstrate compliance for these products. As-installed data sheets for paints, carpets, resilient flooring, timber flooring and joinery,	As installed data sheets for paints, carpets, resilient flooring, timber flooring and joinery.15		Formatted: Font: Acumin Pro  Formatted: Font: Acumin Pro	
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		Paint Approval	c) low-formaldehyde				
		<u>Scheme</u>	joinery a minimum of E1				
		(APAS), being	(less than 1 m/L).				Formatted: Font: Acumin Pro
		49 g/L or less.					
		b) Carpets are					
		to have a					
		maximum VOC					
		limit of 0.5					
		mg/m² per					
		hour with a 4-					
		PC limit of 0.05					
		mg/m² per					
		hour.					
		c) low-					
		<u>formaldehyde</u>					
		•					
		joinery a					
		minimum of E1					
		(less than 1					
		<u>m/L),</u>					Formatted: Font: Acumin Pro
<del>7) Amenities</del>	<del>&gt;30 bedrooms</del>	<del>Provide a</del>	Provide a space (or	Calculation of occupants	<del>Drawings</del>	Installed prior to	
		minimum of	spaces) within the	<del>(based on bedrooms),</del>	demonstrating	occupation	
		<del>10m² floor area</del>	<del>building for use by</del>	location and description	<del>provision of space.</del>		
		of amenity space	occupants to promote	of spaces within the	Verification from		
		<del>per residential</del>	community and	development.	acoustic consultant		
		occupant (ie:	wellbeing. Spaces should		of compliance with		
		Number of	<del>be:</del>		AS 2107.		
		<del>bedrooms).</del>	* Freely accessible				
			* Naturally ventilated and				

				air conditioned			
				* Compliant with AS 2107			
				<del>(Acoustics) for</del>			
				<del>apartments</del>			
				* Designated to promote			
				<del>physical and mental</del>			
				health and wellbeing (i.e.			
				meditation rooms, gyms,			
				external delineated			
				<del>recreation space)</del>			
				* Maintained by strata			
				complex			
<del>8)</del> 3) .U	rban	Utilise light finishes,	Proponents are	Marked up site plan	Marked up site plan	Marked up site plan	Marked up site
Heat I		incorporate	to demonstrate	demonstrating	demonstrating	demonstrating	<del>plan</del>
Пеаст	Siariu	· · · · · · · · · · · · · · · · · · ·					demonstrating
		landscape within	that at least	compliance and	compliance and	compliance with	compliance with
		the design, and	75% of their	condition of	condition of approval.	supporting photos	supporting
		avoid unshaded	site area, when	approval.Proponents		<u>for each relevant</u>	photos for each
		parking areas.All	viewed from	are to demonstrate that		area.	relevant area. 30
		development	directly above,	at least 75% of their site			reievant area. <u>50</u>
			is comprised	area, when viewed from			
			<u>of:</u>	<del>directly above, is</del>			
			a) Vegetation	<del>comprised of:</del>			
			and green	a) Vegetation and			
			<u>roofs</u>	<del>green roofs</del>			
			b) Light roofs	b) Light roofs (3 Year			
			(3 Year solar	solar reflectivity index			
			reflectivity	(SRI)>64 for a flat roof			
			index (SRI)>64	and >34 (pitched roof)			
			for a flat roof	c) Shaded or light			
			IUI A HAL TUUL	<del>c) onducu or right</del>			

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		and >34 (pitched roof) c) Shaded or	hardscaping (3 Year SRI > 34) d) Water bodies and/or				
		<u>light</u>	water courses				
		hardscaping (3	(excluding pools)				
		Year SRI > 34)	e) Solar PV or thermal				
		d) Water	collectors				 Formatted: Font: Acumin Pro
		bodies and/or	Concetora				Tomattea. Font. Acamin 110
		water courses					
		(excluding					
		pools)					
		<u>e) Solar PV or</u>					 Formatted: Font: Acumin Pro, Strikethrough
		thermal					Tornatted. Fort. Admin'r 10, Striketinough
		collectorsUtilis					
		e light finishes,					
		incorporate					
		landscape					
		within the					
		design, and					
		avoid					
		unshaded					
		<del>parking areas.</del>					
9)—Upfront	>10 dwellings	Employ a Life	Provide a report	Initial target-setting	Completed report	Certification that	
<del>Carbon</del>		<del>Cycle</del>	demonstrating	report as prepared and	with feature list.	the report	
Reduction		Assessment (LCA)	performance meets 20% reduction from baseline	peer reviewed by the LCA.	Report is to be certified for	recommendation s been	
		<del>professional to</del>	performance.		compliance by	<del>s been</del> <del>implemented.</del>	
		demonstrate the	Report is to have been	Condition of approval.	suitably qualified	Where proposed	
		demonstrate the	report is to have been		Saltably qualified	Where proposed	

		building's upfront carbon emissions are at least 20% less than those of a comparative reference building including any demolition works.	peer reviewed and is to include a clear list of design and construction assumptions made to achieve performance.		professionals and demonstrate that the physical features and services design have been included in the building.	compliance path has changed, provide a new, peer reviewed support and new features list for certification.
and Water Use	Pool in development Ensure any pool is provided with automated pool blanket,	Ensure any pool is provided with Provide an automated pool blanket-to cover all pools when not in use. Pool blanket must comply with NCC Section J performance requirements.	Provide an automated pool blanket to cover all pools when not in use. Pool blanket must comply with NCC Section J performance requirements. Shown on plans and condition of approval,	Shown on plans and condition of approval. Design documentation to include pool blanket.	Design documentation to include peelCommissioning report confirming operation of blanket.	Commissioning report confirming operation of blanket. 20
11)5) Energy Source	Avoid any fossil fuel use on site.All development	No gas is to be used within the development.	Commitment from proponent and condition of approval, No gas is to	from proponent building certifier and condition gas	Statement from building certifier and no gas fixtures shown on plans.	-40

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		allowance for BBQs and commercial kitchens. Diesel for fire systems is allowable. Avoid any fossil fuel use on site.	be used within the development. Small allowance for BBQs and commercial kitchens. Diesel for fire systems is allowable.	fixtures shown on plans.  Certification of approval extent of gas use on site by hydraulic engineer.	Certification of extent of gas use on site by hydraulic engineer.	
12) Renewable Energy	-30 bedrooms	Provide sufficient on site renewable generation to equate to net zero energy use for common facilities such as:  Lights Lifts Pools Car Park lighting and ventilation Amenities  Not applicable to small power, air conditioning and lighting within apartments and	Suitably qualified professional to provide an estimate of operating energy for development common areas and demonstrate sufficient solar (PV) to balance annual usage.  Energy estimate does not require a dynamic 3D model. Consumption to be based on rated power draw and anticipated run times. A suitable diversity factor can be applied.  Show solar panels or other renewable generation on site. Allow at least 1m² of unshaded panel per apartment.	Show solar panels on drawings. Provide energy rate and consumption estimates.  Condition of approval.	Calculation and certification from sustainability consultant demonstrating expected generation potential and likely common area power draw.	Solar panels installed prior to occupation

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			<del>commercial</del> <del>tenancies.</del>					
<del>13)</del> (	<u>6)</u> Water	<u>Utilise low flow</u>	<u>Design teams</u>	Commitment from	Provision of fixtures	Confirmation of	25Confirmation	 Formatted: Font: Acumin Pro
	Use	taps, toilets and	are to provide	proponent and	schedule with WELS	installation.	<del>of installation.</del>	
		showers for all	<u>WELS</u>	condition of	certificates.	Provision of fixtures		
		sanitary tapware	certificates	approval. Design teams	Commitment from	schedule with		
		(kitchen sinks and	demonstrating	are to provide WELS	<del>proponent and</del>	WELS certificates.		
		laundries are	fittings are	<del>certificates</del>	condition of approval.			
		excluded).All	within 1 star of	demonstrating fittings are within 1 star of the				
		development	the maximum	maximum WELS rating.				 Formatted: Font: Acumin Pro
			WELS rating	maximum vvecs rating.				Formatted: Font: Acumin Pro
			based on					
			fitting.Utilise					
			<del>low flow taps,</del>					
			toilets and showers for all					
			<del>sanitary</del>					
			tapware (kitchen sinks					
			and laundries					
			are excluded).					
			arc <del>-cxcludedy.</del>					

14)-Irrigation	All development	<del>Waterwise</del>	Landscaping details to	Landscaping plan to form	Irrigation design	Demonstration
<b>Efficiency</b>		landscaping to	include information on	part of approval.	<del>drawings shown on</del>	that landscaping
		<del>be implemented,</del>	<del>details such as drip</del>		the building permit.	<del>plan has been</del>
		including:	irrigation, timers, and			implemented.
		-) ^	<del>appropriate plant</del>			
		a) Avoiding large	selection. Waterwise			
		areas or turn.	<del>plant species are to be</del>			
		b) Using sub-soil	used, with a preference			
		drip irrigation	for natives where			
		for all planting	<del>appropriate.</del>			
		requiring				
		irrigation.				
		c) Providing				
		automatic				
		moisture sensing				
		for irrigation				
		<del>control.</del>				
		d) Diverting				
		rainfall to				
		irrigate any				
		planting in rain				
		<del>shadows or</del>				
		under-cover.				
1						

15)-Active Living Support	Development with a non-residential component	Provide secure bike parking, showers and lockers for commercial staff on site.	Proponent to demonstrate provision of amenities for staff, which is to include: a) 5 Staff for café / F&B tenancy b) 1 Person per 15m2 for office tenancies	Show staff amenities on plans.	Show staff amenities on plans.	Installed prior to occupation
			c) 1 shower per 50 staff. d) 1 locker per 8 Staff e) 1 bike rack per 10 staff			
16) Bike Storage	Development with a residential component	Provide at least one bike park per dwelling. Bike parking may be communal or located within apartment stores, however, an AS 2970 compliant rack must be provided at completion. Where bike parking is included in apartment stores, increase store area by	Design team to show bike parking provisions on drawings.	Shown on plans and included as condition of approval.	Shown on plans	Installed prior to occupation

17+77   Sustain   Comply with NCC   Compliance   Show nominated EV   Certification of   Certification of   Certification of   Certification of   Certification of   Certification of   Compliance   Co
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		option expires when NCC 2022 comes into full effect)					Formatted: Font: Acumin Pro
18) Sustainable Transport – Car Share	>10 dwellings OR Non-residential	Provide a vehicle and bay for ride share scheme.	1 dedicated share bay per 20 dwellings or part thereof over 10 to facilitate a ride share scheme. For non- residential: 1 ride share bay and vehicle per 2000m²-over 1,000m²-	Show bays and waiting area. Details of ride share scheme to be included such as how it will be implemented and maintained.	Drawings showing bays, waiting area(s) and proposed signage.	Bays are line- marked and signed. Appropriate number of shared bays are provided. Details of scheme to be adhered to for the life of the development.	
<del>19)</del> 8) NatHE	All dwellings	All dwellings	Demonstrate indicative	Demonstrate	<del>Demonstrate</del>	<u>50</u>	Formatted: Font: Acumin Pro
RS	exceed the	exceed the	star rating at	indicative achievement	achievement through		Formatted: Font: Acumin Pro
	minimum NatHERS	minimum					
			application stage.	through certified star	oci tili ca otal Tatillo		 Formatted: Font: Acumin Pro
	requirement (in reference to the	NatHERS requirement (in	Condition of approval All dwellings	rating <del>at application</del> stage. Condition of	with building documentation.		Formatted: Font: Acumin Pro Formatted: Font: Acumin Pro
	reference to the lower benchmark of	NatHERS requirement (in reference to	Condition of approval All dwellings exceed the minimum	rating at application stage. Condition of approval with building	with building		Formatted: Font: Acumin Pro
	reference to the lower benchmark of the NCC) for	NatHERS requirement (in reference to the lower	Condition of approval All dwellings exceed the minimum NatHERS requirement	rating <del>at application</del> stage. Condition of	with building		
	reference to the lower benchmark of the NCC) for apartments by 0.5	NatHERS requirement (in reference to the lower benchmark of	Condition of approval All dwellings exceed the minimum	rating at application stage. Condition of approval with building	with building		Formatted: Font: Acumin Pro
	reference to the lower benchmark of the NCC) for	NatHERS requirement (in reference to the lower	Condition of approval All dwellings exceed the minimum NatHERS requirement (in reference to the	rating at application stage. Condition of approval with building	with building		Formatted: Font: Acumin Pro
	reference to the lower benchmark of the NCC) for apartments by 0.5 stars based on the	NatHERS requirement (in reference to the lower benchmark of the NCC) for	Condition of approval All dwellings exceed the minimum NatHERS requirement (in reference to the lower benchmark of the	rating at application stage. Condition of approval with building	with building		Formatted: Font: Acumin Pro
	reference to the lower benchmark of the NCC) for apartments by 0.5 stars based on the NCC 2022 standard	NatHERS requirement (in reference to the lower benchmark of the NCC) for apartments by	Condition of approval All dwellings exceed the minimum NatHERS requirement (in reference to the lower benchmark of the NCC) for apartments by	rating at application stage. Condition of approval with building	with building		Formatted: Font: Acumin Pro

	nt with a residential component	or a more recent standard.				
20)9) Water Manageme nt	Water re-use system to be installed.All development Dwellings to install a 3000L rainwater tank or greywater collection system plumbed to the toilet or laundry.	Rain and storm water collection and re-use for irrigation or grey water.Water re- use system to be installed.	Re-use system to be shown on plans. Condition of approval.Rain and storm water collection and re-use for irrigation or grey water.	Re use system to beTanks shown on plans, Condition ofGrey water systems may require separate approval from City's EHOs,	Tanks shown on plans. Grey water systems may require separate approval from City's  EHOs.Installed prior to occupation	Installed prior to occupation 30
10) Solar PV Systems	New dwellings to install a minimum 3kw solar photovoltaic solar panel system	Details and location of solar panel installation to be shown on plans submitted for development approval.	Commitment from proponent through condition of development approval.	Commitment from proponent by listing on Certificate of Design Compliance	Confirmation of installation.	<u>15</u>
11) Window glazing	Windows to the minimum standard of double glazing to	Plans to note all windows to be installed with double	Commitment from proponent through condition of development approval.	Commitment from proponent, being shown on plans.	Confirmation of installation.	25 – Double glazing  35 – Triple glazing

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	be installed to all habitable rooms.	glazing at a minimum.				
12) Permeable Surfaces	A minimum 30% of the development constructed with permeable surfaces.	Details of surface finishes and the calculation of permeable area to be submitted with the development application and listed on plans.	Surface finish details to be approved on plans.	Commitment from proponent by listing on Certificate of Design Compliance	Confirmation of installation	20
13) Passivhaus	The dwelling design must be certified by a Passivhaus Institute Building Certifier.	Evidence of certification must be provided at the development application stage.	Commitment from proponent as condition of development approval.	Ensure the elements of Passivhaus design are listed on the Certificate of Design Compliance prior to construction.		100
14) Renewable Building Materials	The dwelling must utilise renewable construction and demolition materials	Details of the building materials are to be disclosed with the development application and	Commitment from proponent as a condition of development approval.	Ensure elements are listed on the Certificate of Design Compliance and listed on the plans where relevant.	Confirmation of the use of these materials upon submission of Notice of Completion.	50 (Locally manufactured renewable materials)

		noted on plans (A minimum 50% of the surface area of the dwelling).				
15) Dual Plumbing	The dwelling must include dual plumbing that is connected and available for the use of all residents.	Details to be submitted with the development application.	Commitment from proponent as a condition of development approval.	Drawings showing plumbing systems to be submitted as part of Building Permit application.	Confirmation of installation upon submission of Notice of Completion.	20
16) Solar Battery Storage	The dwelling must include solar battery storage of 6kWh per dwelling	Details to be submitted with the development application.	Commitment from proponent as a condition of development approval.	Drawings showing battery storage to be submitted as part of Building Permit application.	Confirmation of installation upon submission of Notice of Completion.	20
17) Heat Pump Hot Water System	The dwelling must include a heat pump hot water system at a minimum 300L capacity	Details to be submitted with the development application.	Commitment from proponent as a condition of development approval.	Drawings showing hot water system to be submitted as part of Building Permit application.	Confirmation of installation upon submission of Notice of Completion.	20
18) Retention of Significant Trees	The dwelling must retain regulated trees on site.	Details of trees on site to be submitted with the	Commitment from proponent as a condition of development approval.	Drawings showing trees to be retained as per the development approval must be	Confirmation of retention upon submission of the	10 (per Regulated Tree retained)

<u>development</u>	shown on the	Notice of
<u>application</u>	drawings submitted as	Completion
<u>with</u>	part of a building	
accompanying	permit application.	
arborist report		
· ·		

TABLE 2: SUS	TAINABILIT	Y CRITERIA (MULTIPLE DW	ELLINGS AN	D MIXED-USE	DEVELOPMEN	IT ONLY)
Feature  1) Performance	Design Implications	Verification / Demonstration  A) Achieve minimum 5.0 NABERS	Development Application Stage Requirement A) For	Building Permit Stage Requirement A) For	Practical Completion (Prior to Occupancy) Verification that	Points 50
Targets		rating.  OR  B) Proponent to set operational performance targets for gas and electricity usage. Usage to be below the current year WA Average Energy Intensity By Space Use Type set out by the Commonwealth Government. It shall also be demonstrated how usage will be managed in operation.	NABERS: Copy of executed Commitment Agreement between developer and NABERS OR B) Commitment from proponent and condition of approval.	NABERS: Copy of NABERS report provided to the City. OR B) Project targets to be submitted with Building Permit Application. This shall also include the measurement strategy.	measurement systems are in place.	

2) Embedded Meter Network	Embedded meter network with energy monitors capable of tracking individual units.	Proponent is to demonstrate an embedded meter network including private meters tracking energy performance for apartments and major building uses.	Commitment from proponent and condition of approval.	Single line drawings for electrical and water services showing meter provisions.	Commissioning report, including verification of meter operation.	<u>50</u>
3) Amenities	Provide a minimum of 10m² floor area of amenity space (ie: Per Number of bedrooms).	Provide a space (or spaces) within the building for use by occupants to promote community and wellbeing. Spaces should be:  * Freely accessible  * Naturally ventilated and air conditioned  * Compliant with AS 2107 (Acoustics) for apartments  * Designated to promote physical and mental health and wellbeing (i.e. meditation rooms, gyms, external delineated recreation space)  * Maintained by strata complex	Calculation of occupants (based on bedrooms), location and description of spaces within the development.	Drawings demonstrating provision of space. Verification from acoustic consultant of compliance with AS 2107.	Installed prior to occupation	<u>50</u>
4) Upfront Carbon Reduction	Employ a Life Cycle Assessment (LCA)	Provide a report demonstrating performance meets 20% reduction from baseline performance.	Initial target- setting report as prepared and peer	Completed report with feature list. Report is to be	Certification that the report recommendations been	40

	professional to demonstrate the building's upfront carbon emissions are at least 20% less than those of a comparative reference building - including any demolition works.	Report is to have been peer reviewed and is to include a clear list of design and construction assumptions made to achieve performance.	reviewed by the LCA.  Condition of approval.	certified for compliance by suitably qualified professionals and demonstrate that the physical features and services design have been included in the building.	implemented. Where proposed compliance path has changed, provide a new, peer reviewed support and new features list for certification.	
5) Renewable Energy	Provide sufficient on- site renewable generation to equate to net zero energy use for common facilities such as: - Lights - Lifts	Suitably qualified professional to provide an estimate of operating energy for development common areas and demonstrate sufficient solar (PV) to balance annual usage.  Energy estimate does not require a dynamic 3D model.  Consumption to be based on rated power draw and anticipated run times. A suitable diversity factor can be applied.	Show solar panels on drawings. Provide energy rate and consumption estimates.  Condition of approval.	Calculation and certification from sustainability consultant demonstrating expected generation potential and likely common area power draw.	Solar panels installed prior to occupation	40

		- Pools - Car Park lighting and ventilation - Amenities  Not applicable to small power, air conditioning and lighting within apartments and commercial tenancies.	Show solar panels or other renewable generation on site. Allow at least 1m² of unshaded panel per apartment.				
Tra	ustainable ransport – Car nare	Provide a vehicle and bay for ride share scheme.	1 dedicated share bay per 20 dwellings or part thereof over 10 to facilitate a ride share scheme. For non-residential: 1 ride share bay and vehicle per 2000m² over 1,000m².	Show bays and waiting area. Details of ride share scheme to be included such as how it will be implemented and maintained.	Drawings showing bays, waiting area(s) and proposed signage.	Bays are line- marked and signed. Appropriate number of shared bays are provided. Details of scheme to be adhered to for the life of the development.	60

7) Green Star	All dwellings	Details to be submitted with	Commitment	<u>Ensure</u>	<u> 100 – 5-Star</u>
Certification	to achieve a 5	development application.	from	elements are	rating
	or 6 star		proponent as a	listed on the	
	Green Star		condition of	Certificate of	<u>150 – 6- Star</u>
	Certification		development	Design	rating
	at the design		approval.	Compliance and	
	stage			listed on the	
	(respective			plans where	
	points totals			<u>relevant.</u>	
	listed as part				
	of this item).				
	NOTE:				
	<u>Applications</u>				
	applying for a				
	<u>6-star</u>				
	assessment				
	under the				
	Green-Star				
	<u>Certification</u>				
	<u>pathway will</u>				
	not be				
	eligible for				
	<u>additional</u>				
	points under				
	Tables 1 or 2				
11	I				

8) On-Structure	Installation of	Details to be submitted as part of	Commitment	<u>Ensure</u>	Confirmation of	<u>50</u>
<u>Gardens</u>	<u>a rooftop</u>	development application including	<u>from</u>	elements are	installation at	
	garden on	a landscaping plan with listed	proponent as a	listed on the	<u>practical</u>	
	large multiple-	species for installation.	conditions of	Certificate of	completion stage.	
	dwelling		<u>development</u>	<u>Design</u>		
	<u>developments</u>		<u>approval</u>	Compliance and		
	<u>with</u>		including	listed on the		
	conditions in		<u>stamped</u>	plans where		
	place for		approval on	<u>relevant.</u>		
	<u>maintenance</u>		<u>landscaping</u>			
	<u>and</u>		<u>plans</u>			
	installation.					

# 16.2 CONSIDERATION OF AMENDMENT NO. 16 TO LOCAL PLANNING SCHEME NO. 3 – FAST FOOD OUTLETS

Report Number	PD26.07.25			
Meeting & Date	Council Meeting – 22 July 2025			
Applicant	City of Nedlands			
Employee				
Disclosure under				
section 5.70 Local	Nil			
Government Act				
1995				
Report Author	Sergio Famiano – Manager Urban Planning & Development			
Director	Bruce Thompson – Director Urban Planning & Development			
Attachments	Attachment 1 - Scheme Amendment Report   Scheme			
	Amendment No.16: Fast-Food Outlets			
	Attachment 2 - Schedule of Submissions   Scheme			
	Amendment No.16: Advertising (July 2021)			

## **Purpose**

For Council to consider discontinuing Scheme Amendment No.16 and consider alternative mechanisms in the planning framework to resolve the land use issues associated with fast-food outlets.

### Administration Recommendation

### That Council:

- RESOLVES that in accordance with Part 5, Division 3, Regulation 50 3(c) of the Planning and Development (local planning scheme) Regulations 2015, to recommend to the Western Australian Planning Commission to NOT SUPPORT proposed Amendment No. 16 Fast Food Outlets' to Local Planning Scheme No.3. based on advice received from the Department of Planning Lands and Heritage.
- 2. NOTES that the City's administration will advise the Department of Planning Lands and Heritage in writing of Council's resolution.

## **Voting Requirement**

Simple Majority.

## **Background**

The history of Scheme Amendment No. 16 can be summarised as follows:

- **February 2021** Council endorsed, for the purposes of advertising, Scheme Amendment No. 16, which sought to make the use of 'Fast Food' an 'X' use in the Mixed Use and Neighbourhood Centre Zones. The amendment was subsequently advertised.
- **June 2021** An extension of time was requested by the City to the Department of Planning, Lands and Heritage (DPLH), to undertake a review of the implications of the scheme amendment in the backdrop of a relatively new local planning scheme. The extension of time was granted until December 2021.

At its **November 2021** Council meeting, Council resolved to defer consideration of Amendment No.16 (**Attachment 1**) to the City of Nedlands Local Planning Scheme No.3 (LPS3) for the following reasons:

- 1. To allow further investigations to be undertaken by Administration with respect to the potential amenity impacts, urban design considerations, community health outcomes and other relevant planning considerations.
- 2. To allow further engagement between Administration and other local governments and the Department of Planning, Lands and Heritage particularly in relation to definitions under the Planning Framework; and
- 3. To allow Administration to investigate a suitable planning mechanism to guide the development of fast-food outlets subject to meeting appropriate assessment criteria to ensure the amenity of nearby residential properties is retained.

Since this deferral resolution was actioned, the City has lodged two further requests to extend the consideration time of this proposed amendment with the DPLH, with the most recent extension approved in 2023. To date no further recommendations have been made by the Administration to Council on this matter.

It is noted as per Part 6 of the *Planning and Development (Local Planning Schemes)* Regulations 2015 (the regulations) there are no consideration timeframes for basic, standard and complex amendments. Therefore, in the absence of relevant provisions a determination recommendation can still be made by Council to the DPLH without the need for further community consultation.

### **Discussion**

In response to Point One (1) of Council's previous resolution, amenity impacts from fast-food outlets adjoining residential areas include cooking odours, light spill, and traffic noise. This is especially the case where fast-food outlets have longer operating hours or are 24-hour operations. Drive-through services further exacerbate these issues, particularly in the evenings due to increased traffic noise and idling engines. Additionally, drive-through services can pose safety risks from traffic queuing out onto busy streets such as Stirling Highway. These concerns reflect Council's original intent behind actioning this scheme amendment in February 2021.

Since the amendment's original consideration in 2021, significant advances with Scheme Amendment No. 13 to amend mixed-use zones to residential zoning within

the Nedlands Stirling Highway Activity Centre (NSHAC) have occurred. If supported these changes will rezone approximately 80% of the mixed-use properties between Archdeacon/Meriwa Street to Doonan Road/Weld Street on Stirling Highway. Currently under consideration by the Western Australian Planning Commission (WAPC), should this amendment be approved, it would significantly reduce the number of lots available for fast-food outlets. Adoption of this amendment would ensure fast food businesses are located closer to established centres like Broadway and Claremont. This would support a gradual transition to areas with established residential character mitigating traffic impacts on Stirling Highway in the process.

In relation to Point Two (2) of Council's previous resolution, a key issue identified is the unintended exclusion of smaller fast-food outlets such as pizza, kebab and fish and chip shops, which also fall under the Model Scheme Text definition of fast food. These businesses offer local convenience and employment, and their exclusion would negatively impact the local economy. This stance would also impact on the emergence of similarly constructed outlets offering healthier food options in commercial areas. While the primary intent of the amendment is to limit larger fast-food chains; echoing similar concerns of other local governments regarding the health impacts of these food offerings, it would inadvertently restrict these smaller, community focused operators. The City has consulted the DPLH on this matter multiple times with the latest contact in March 2025, and the DPLH has consistently advised that Scheme Amendment No. 16 would not be supported for a range of reasons based in legality.

The DPLH position on fast-food outlets is based on the principle of equity as similar land uses falling within a definition in the planning framework must all be treated equally in terms of permissibility. Basing decisions on the type of products sold is considered arbitrary and not orderly and proper planning. Local Planning Scheme No. 3 currently enforces consultation and allows Council to exercise discretion in approving fast-food outlets, provided decisions are based on planning merit and site context, not the nature of products being sold.

Regarding Point Three (3) of Council's resolution, the City has the ability to implement a planning policy to manage the statutory requirements surrounding the design and layout of fast-food outlets. Should a policy be perused, it would establish clear and consistent criteria for assessing these outlets and define what design mechanisms can be utilised to make sound planning considerations. However, it is important to note that this policy could not overrule the zoning permissibility nor dictate the quantity of fast-food outlets located within the Mixed Use or Neighbourhood Centre Zones. Planning policies are due regard documents and ultimately the City's LPS3 zoning table and corresponding objectives will hold greater statutory weight.

It is noted that the City is about to commence a review of its Local Planning Strategy and later amend Local Planning Scheme No. 3. Through these processes the administration has the ability to further investigate controls elsewhere in the planning framework to limit the number of traditional fast-food offerings. This could be achieved through provisions relating to built form and amenity within the local planning framework. This ensures that restrictions on these businesses are in response to planning issues as opposed to public health outcomes which fall outside the jurisdiction of local and state planning frameworks.

### Consultation

The proposed scheme amendment has not progressed beyond the formal advertising stage of the scheme amendment process. If Council resolves to discontinue draft Scheme Amendment No. 16 to Local Planning Scheme No. 3 there is no requirement to advertise this decision under the *Planning and Development Act WA 2005*. A copy of the Schedule of Submissions during the advertising period for the amendment which took place in 2021 can be found in **Attachment 2**. This was presented to the November 2021 Ordinary Council Meeting for consideration.

In accordance with Regulation 38 (3)(a) of the regulations and *Local Planning Policy* 7.3 – *Consultation of Planning Proposals*, Amendment No. 16 (a 'Complex' Amendment) was publicly advertised on the YourVoice Nedlands web page and the Post Newspaper for the minimum period of 60 days. Advertising commenced on 3 April 2021 and concluded on 9 June 2021.

A total of 22 submissions were received (19 in support, 3 objecting). Key themes raised in the submissions were:

- Fast-food outlets are not aligned with the City's values and result in anti-social behaviour, obesity, noise, odour, traffic congestion, excessive signage and litter.
- There are already enough fast-food Outlets in nearby centres.
- There is a large proportion of students in the area who would benefit from the availability of fast food.

It must be noted that many of the submissions in support of the amendment noted reasons relating to public health with only 7 of the 19 objections noting planning and amenity concerns within their submissions in support of the amendment.

## **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 Place

**Outcome** 6. Sustainable population growth with responsible urban planning.

Pillar Prosperity

**Outcome** 9. A vibrant local economy.

## **Budget/Financial Implications**

There are no costs associated with not proceeding with proposed Scheme Amendment No. 16 'Fast-Food Outlets.'

## **Legislative and Policy Implications**

Nil

## **Decision Implications**

There are no direct implications should Council resolve to discontinue with Scheme Amendment No. 16 as the amenity issues can be dealt with through decisions based upon planning merits and site context.

### Conclusion

Given the complexities surrounding the ability to ban fast-food outlets under Local Planning Scheme No.3, it is recommended other mechanisms are explored to reduce the amenity-based impacts correlating from fast food outlets. Officers note that Scheme Amendment No.13 is currently in final stages of being assessed by the WAPC which may inadvertently reduce the permissible areas of fast-food outlets. There is also a further opportunity to explore this issue with DPLH when the City engages in its upcoming review of its Local Planning Strategy and Local Planning Scheme No.3. This process could be used in part to further explore other opportunities to reconsider this issue. On this basis, it is recommended that Council consider adopting the recommendation to discontinue Scheme Amendment No.16 and advise the Department for Planning, Lands and Heritage accordingly.

### **Further Information**

Nil

**COVER PAGE** 



# City of Nedlands Local Planning Scheme No. 3

### **Amendment No. 16**

Scheme Amendment altering land use permissibility within Table 3 – Zoning table of the City of Nedlands Local Planning Scheme No.3, for a Fast Food Outlet to be an 'X' use in the Mixed Use and Neighbourhood Centre zones.

FORM 2A

### Planning and Development Act 2005

## RESOLUTION TO PREPARE LOCAL PLANNING SCHEME AMENDMENT City of Nedlands

Local Planning Scheme No. 3 - Amendment No. 16

Resolved that the Local Government pursuant to section 75 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

Altering use permissibility in Table 3 – Zoning table for Fast Food Outlet to an 'X' use in the Mixed Use and Neighbourhood Centre zones.

The amendment is complex under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reason(s):

- (a) an amendment that is not consistent with a local planning strategy for the scheme that has been endorsed by the Commission;
- (b) an amendment that is not addressed by any local planning strategy;
- (c) an amendment relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality;

Dated this	day of	20	
			(Chief Executive Officer

### **City of Nedlands**

### Local Planning Scheme No. 3 – Scheme Amendment No. 16

### **Scheme Amendment Report**

### 1.0 INTRODUCTION

The City proposes to amend Local Planning Scheme No.3 (the Scheme) by modifying Table 3 – Zoning table as follows:

Altering land use permissibility within Table 3 – Zoning table of Local Planning Scheme No.3, for a Fast Food Outlet to be an 'X' use in the Mixed Use and Neighbourhood Centre zones.

This Scheme Amendment would see Fast Food Outlets become an 'X' use in all zones within the Scheme area, except for the Urban Development zone.

### 2.0 BACKGROUND

The Scheme was gazetted on 16 April 2019, changing the definition of Fast Food Outlet from that within former Town Planning Scheme No. 2 (TPS2):

"means land and buildings used for the preparation, sale and serving of food to customers in a form ready to be eaten without further preparation primarily off the premises."

To the following definition:

"means premises, including premises with a facility for drive-through service, used for the preparation, sale and serving of food to customers in a form ready to be eaten —

- (a) Without further preparation; and
- (b) Primarily off the premises."

Modifications also changed the land use permissibility of Fast Food Outlets from a non-permissible (X use) in all zones (except for the Urban Development zone) where it was previously an 'AA' (discretionary with mandatory adverting) use under TPS2.

In the current Scheme, Fast Food Outlet became a non-permissible use (X use) in the Residential, Local Centre, Service Commercial and Private Community Purposes zones, and a discretionary use requiring advertising (A use) in the Mixed Use and

Neighbourhood Centre zones. In the Urban Development Zone, the permissibility of a Fast Food Outlet is subject to the approval of a structure plan, activity centre plan or local development plan, as per Clause 18(7) of the Scheme.

The City now proposes to make Fast Food Outlets a non-permissible use (X use) in all Zones, except for the Urban Development zone.

### 3.0 LOCAL PLANNING CONTEXT

### **Local Planning Scheme No 3 – Zone Objectives**

The objectives of the Mixed Use zone within the Scheme are:

- To provide for a significant residential component as part of any new development.
- To facilitate well designed development of an appropriate scale which is sympathetic to the desired character of the area.
- To provide for a variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.
- To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.

The objectives of the Neighbourhood Centre zone within the Scheme are:

- To provide a community focal point for people, services, employment and leisure that are highly accessible and do not adversely impact on adjoining residential areas.
- To provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services.
- To encourage diversity of land uses within the Centre to provide a broad range of employment opportunities.
- To facilitate a mix of commercial and residential development, which provides for activity and accessibility at the street level and supports the provision of public transport and pedestrian links. To provide for a range of quality medium and high-density residential development, to meet the diverse needs of the community.
- To ensure non-residential uses are located at street level and are compatible with adjoining residential uses.

The objectives of both of the Mixed Use zone and the Neighbourhood Centre zone zone encourage the diversification of commercial land uses. However, it is stated that these uses should be compatible with residential land uses, and not generate nuisances detrimental to the amenity of the area. The built form and busy nature of Fast Food Outlets is considered to be incompatible with the Residential zoning abutting the City's Mixed Use zones, Neighbourhood Centre zones and the single residential component required in new mixed use developments.

### 4.0 PROPOSAL

### 4.1 Planning Justification

### 4.1.1 Local Planning Strategy

The City's Local Planning Strategy (the Strategy) was endorsed by the Western Australian Planning Commission (WAPC) on 26 September 2017 and includes guiding planning principles that represent best practice urban planning for the Scheme area. These planning principles include the facilitation of good public health outcomes and to protect and enhance the City's local character and amenity.

### Facilitate good public health outcomes

The Western Australian Local Government Act 1995 (the Act) states that Local Government is required to be actively concerned with the social, economic and environmental needs of their communities.

Considering these guiding principles and the requirements of the Act, the City is committed to planning for good public health outcomes for its residents. Under the former TPS2, the City pursued good public health outcomes through Fast Food Outlets being a non permitted use in the majority of zones within the Scheme area. In 2019, the Mitchell Institute at Victoria University released statistics which highlighted that Nedlands has the lowest obesity rate in Australia. There may be a correlation between the absence of drive through fast food businesses and the low rates of obesity within the City. The proposed Scheme Amendment No 16 relates to the City's capacity to advocate and legislate for better health and environmental outcomes for the community, as per the requirements of the Local Government Act 1995. It is also aligned with the guiding planning principles laid out in the City's Local Planning Strategy. For these reasons, the City considers that the proposed Scheme Amendment No 16 will result in positive public health outcomes for the Nedlands community.

### Protect and enhance local character and amenity

The built form outcomes associated with Fast Food Outlets do not satisfy the planning principal to protect and enhance the local character and amenity of the area. The built form associated with a drive through fast food outlet is incompatible with the existing and desired character of the Mixed-Use areas of the City. A stand alone, 'box' style outlet with drive through facilities will not be complementary to the proposed mix of

commercial and residential land uses that will define these areas. The potential for the intensification of land use that is associated with fast food outlets, including increased noise and traffic, will have a negative impact on the amenity of the Mixed Use zone. Administration's recent experience with development applications for box style commercial developments on major thoroughfares is that the proponent is not seeking to provide a significant residential component (if any) as part of the development. This inhibits the City from meeting its dwelling targets along major corridors that are zoned for Mixed Use, such as Stirling Highway, Broadway and on a smaller scale, Waratah Avenue. This potential built form outcome does not align with the objectives of the zone, or the desired future character of the area.

### 4.2 Complex Amendment Justification

(a) an amendment that is not consistent with a local planning strategy for the scheme that has been endorsed by the Commission;

The City of Nedlands Local Planning Strategy was endorsed by the Western Australian Planning Commission in September 2017.

The proposed Amendment is not consistent with the Strategy's intent to increase the retail and commercial floorspace within appropriate areas of the City. The Strategy seeks to increase the diversity of commercial offerings within key precincts through transparent and considered planning:

"The City should be willing to consider any development or change of use proposal that would improve the condition and/or performance of an existing local activity centre."

The Strategy also encourages the application of State Planning Policy 4.2 Activity Centres and its 'mix of land use' provisions, in neighbourhood and local activity centres where practicable, even though they are not specifically required for these classes of centre by SPP 4.2.

The City's Local Planning Strategy outlines that the City seeks to increase its Mixed Use and Commercial centres, and the diversity of commercial uses on offer within these areas.

Prohibiting a specific commercial land use does not align with the vision of the endorsed Strategy as it intends to decrease the potential diversity of commercial uses within the Mixed Use and Neighbourhood Centre zones.

(b) an amendment that is not addressed by any local planning strategy;	The proposed Amendment is therefore not consistent with the City's Local Planning Strategy.  The Local Planning Strategy does not propose to prohibit Fast Food Outlets from the Scheme Area, and therefore the Scheme Amendment is not addressed by the Strategy.
(c) an amendment relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality;	The proposed Amendment relates to a style of development/land use that may have a significant impact on the surrounding development in the Scheme Area. The prohibition or approval of a Fast-Food Outlet in Nedlands is a style of development that can be considered significant within the context of the City, and therefore aligns with the classification of Complex.

### 5.0 CONCLUSION

The information and justification provided in this report is submitted to support the amendment of the Scheme, to make Fast Food Outlet an 'X' use in the Mixed Use and Neighbourhood Centre zones. This will require modification of the permissibility for the Mixed Use and Neighbourhood Centre zones within Table 3 – Zoning table of the Scheme.

The proposed amendment aligns with the requirements of the *WA Local Government Act 1995*, requiring a Local Government to be actively concerned with the needs of the community, and provides an avenue to care for their wellbeing through planning legislation. It is also intended to provide development controls that will result in take away food outlets that are in keeping with the desired future character of the area and the objectives of the relevant zones.

The City requests that the WAPC support the changes to Table 3 – Zoning table specified within this report and support the changes to the landscape of the Mixed-Use zones that it proposes.

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### **COUNCIL ADOPTION**

This Complex Amendment was adopted by resolution of the Council of the City of Nedlands at the Ordinary Meeting of the Council held on the Twenty-third day of February, 2021.
MAYOR
CHIEF EXECUTIVE OFFICER
COUNCIL RESOLUTION TO ADVERTISE
By resolution of the Council of the City of Nedlands at the Ordinary Meeting of the Council held on the Twenty-third day of February, 2021, proceed to advertise this Amendment.
MAYOR
MAYOR
CHIEF EXECUTIVE OFFICER
COUNCIL RECOMMENDATION
This Amendment is recommended for support by resolution of the City of Nedlands at the Ordinary Meeting of the Council held on the Twenty-third day of November, 2021 and the Common Seal of the City of Nedlands was hereunto affixed by the authority of a resolution of the Council in the presence of:
MAYOR
CHIEF EXECUTIVE OFFICER

WAPC ENDORSEMENT (r.63)	
	DELEGATED UNDER S.16 OF THE P&D ACT 2005
	DATEFORM 6A - CONTINUED
APPROVAL GRANTED	
	MINISTER FOR PLANNING
	DATE

Cubmissions Dessived				
Submissions Received				
Disclaimer: the following is a summa				
Submitter numbers do not relate to the	he date order in which submissions were received, no	or do they		
relate to any hierarchy of importance				
Where two submissions were received	ed from the same address they were summarised se	parately.		
Submitter Number:	1			
Submitter Name:				
Submitter Address:				
Support/Object/Comment:	Support			
Summary of Submission:				
1. Does not want to see fast fo	od outlets within the City because they attra	ct anti-		
social behaviour, noise and litter.				
Response to Submission				
1. Noted.				

Submissions Received				
Disclaimer: the following is a summa				
Submitter numbers do not relate to tl		h submissio	ns were received, i	nor do they
relate to any hierarchy of importance				
Where two submissions were receive	ed from the same ad	dress they w	vere summarised s	eparately.
Submitter Number:	2			
Submitter Name:				
Submitter Address:				
Support/Object/Comment:	Object		-	
Summary of Submission:				
1. There is a large proportion o	of students in the	area, who	would benefit fr	om the
availability of fast food.				
<ol><li>Younger people frequenting</li></ol>	fast food outlets	are more	aware of what th	ney eat and
proper litter disposal compared	d to the older gen	erations.		
3. The presence of fast food or	utlets will not dam	nage the ir	npact of the	
neighbourhood.		_	-	
Personee to Submission				

# Submissions Received Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. Submitter Number: Submitter Name: Submitter Address: Support/Object/Comment: Support Summary of Submission: 1. Drive-through outlets result in noise, traffic congestion, rubbish and inappropriate signage. 2. Food offerings are not in line with healthy living. Response to Submission 1.

Submissions Received	
Disclaimer: the following is a summa	
Submitter numbers do not relate to tl	the date order in which submissions were received, nor do they
relate to any hierarchy of importance	
Where two submissions were receive	ed from the same address they were summarised separately.
Submitter Number:	4
Submitter Name:	
Submitter Address:	
Support/Object/Comment:	Object
Summary of Submission:	
No comment provided.	
Response to Submission	
1	

Submissions Received Disclaimer: the following is a summa Submitter numbers do not relate to the relate to any hierarchy of importance Where two submissions were received.	he date order in e.	which submiss		-	
Submitter Number:	5				
Submitter Name:					
Submitter Address:					
Support/Object/Comment:	Support		_		
Summary of Submission:	•				
No comment provided.					
Response to Submission					
1					

Submissions Received						
Disclaimer: the following is a summa	Disclaimer: the following is a summary of submissions received.					
Submitter numbers do not relate to t	he date order in which submissions were received, nor do they					
relate to any hierarchy of importance						
Where two submissions were received	ed from the same address they were summarised separately.					
Submitter Number:	<u> </u>					
Submitter Name:						
Submitter Address:						
Support/Object/Comment:	Support					
Summary of Submission:						
1. There is clear evidence that	proximity to fast food outlets increases consumption					

- and obesity.
- 2. With the advent of food delivery services, there is no need to physically locate fast food outlets within the City.
- 3. Fast food outlets should not be located near sporting or school venues.

  4. The presence of fast food outlets in the City would send the wrong message to visitors about what the City supports and values.

Response to Submission	
1.	

Submissions Received				
Disclaimer: the following is a summa				
Submitter numbers do not relate to tl	he date order in wh	nich submissi	ons were receive	ed, nor do they
relate to any hierarchy of importance				
Where two submissions were receive	ed from the same	address they	were summaris	ed separately.
Submitter Number:	7			
Submitter Name:				
Submitter Address:				
Support/Object/Comment:	Support			
Summary of Submission:				
No comment provided.				
Response to Submission				
1				

Submissions Received		
	nmary of submissions received.	
Submitter numbers do not relat relate to any hierarchy of impor	to the date order in which submissi	ons were received, nor do tr
	ceived from the same address they	were summarised separatel
Submitter Number:	8	•
Submitter Name:		
Submitter Address:		

Support/Object/Comment: Support
Summary of Submission:

- 1. Fast food outlets result in noise, traffic congestion, parking issues, rubbish and inappropriate signage.
- 2. Stirling Highway is increasingly busy as it is.
- 3. Local businesses should be supported instead of multinationals.
- 4. There is clear evidence that proximity to fast food outlets increases consumption and obesity.

Respo	onse	to	Sub	miss	ion
ixespi	JIISC	ı	Jub	111133	

1

### Submissions Received

Disclaimer: the following is a summary of submissions received.

Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance.

Where two submissions were received from the same address they were summarised separately.

				-
Submitter Number:	9			
Submitter Name:				
Submitter Address:				
Support/Object/Comment:	Support			
Summary of Submission:				
1 Fast food outlets in the City	are not needed	as there a	re already enough in	

1. Fast food outlets in the City are not needed, as there are already enough in neighbouring Council areas, such as Claremont and Subiaco.

### Response to Submission

1

Submissions Received				
Disclaimer: the following is a summary of submissions received.				
Submitter numbers do not relate to the date order in which submissions were received, nor do they				
relate to any hierarchy of importance				
Where two submissions were received	ed from the same a	ddress they were sumr	narised separately.	
Submitter Number:	10			
Submitter Name:			_	
Submitter Address:				
Support/Object/Comment:	Support			
Summary of Submission:				
Fast food outlets are not suitable for the Broadway Mixed Use zone.				
Decrease to Cubmission				

Submissions Received				
Disclaimer: the following is a summa				
Submitter numbers do not relate to the date order in which submissions were received, nor do they				
relate to any hierarchy of importance				
Where two submissions were received	yed from the same address they were summarised separately.			
Submitter Number:	<u></u>			
Submitter Name:				
Submitter Address:				
Support/Object/Comment:	Support			
Summary of Submission:				
1. There is clear evidence that proximity to fast food outlets increases consumption				
and obesity.				
<ol><li>The environmental impact o</li></ol>	of takeaway packaging is also a serious concern.			
Response to Submission				

# Submissions Received Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. Submitter Number: 12 Submitter Name: Submitter Address: Support/Object/Comment: Support Summary of Submission: 1. Fast food consumption contributes to obesity. 2. Fast food outlets result in littering, noise and antisocial behaviour. Response to Submission

### Submissions Received

Disclaimer: the following is a summary of submissions received.

Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance.

Where two submissions were receive	ed from the same address they were summarised separately.
Submitter Number:	13
Submitter Name:	
Submitter Address:	
Support/Object/Comment:	Support
Summary of Submission:	
1. Concerned with traffic and c	obesity associated with fast food outlets.
Response to Submission	
1.	

Submissions Received			
Disclaimer: the following is a summa	ry of submission	ns received.	
Submitter numbers do not relate to t	he date order in	which submission	s were received, nor do they
relate to any hierarchy of importance			
Where two submissions were receiv	ed from the sam	e address they we	ere summarised separately.
Submitter Number:	]14		
Submitter Name:			
Submitter Address:			
Support/Object/Comment:	Support		
Summary of Submission:	•		
1. No further takeaway outlets	are required	in the City.	
Response to Submission			
1			<u> </u>

Submissions Received			
Disclaimer: the following is a summa	ry of submission	ns received.	
Submitter numbers do not relate to the			s were received, nor do they
relate to any hierarchy of importance			-
Where two submissions were receive	ed from the sam	e address they we	re summarised separately.
Submitter Number:	15		
Submitter Name:			
Submitter Address:			
Support/Object/Comment:	Support		•
Summary of Submission:	•		
1. Concerned with traffic and c	besity associ	ated with fast fo	ood outlets.
Response to Submission			
1.			

# Submissions Received Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. Submitter Number: Submitter Name: Submitter Address: Support/Object/Comment: Support Summary of Submission:

1. No takeaway outlets are required or wanted in the City.	
Response to Submission	
1.	

Submissions Received				
Disclaimer: the following is a summary of submissions received.				
Submitter numbers do not relate to t	he date order in which submissions were received, nor do they			
relate to any hierarchy of importance				
Where two submissions were received	ed from the same address they were summarised separately.			
Submitter Number:				
Submitter Name:				
Submitter Address:				
Support/Object/Comment:	Support			
Summary of Submission:				
1. No takeaway outlets are rec	quired or wanted in the City.			
2. Concerned with traffic, smell	Il and litter associated with fast food outlets.			
Response to Submission				
1.				

ne date order in w	hich submissio	ns were received, nor do they
ed from the same	address they v	vere summarised separately.
18		
		_
Support		
uired or wante	d in the City.	
iated with fast	food outlets	
	ne date order in well and from the same 18 Support uired or wante	ed from the same address they v

Submissions Received	
Disclaimer: the following is a summa	ry of submissions received.
Submitter numbers do not relate to t	he date order in which submissions were received, nor do they
relate to any hierarchy of importance	
Where two submissions were receive	ed from the same address they were summarised separately.
Submitter Number:	19
Submitter Name:	
Submitter Address:	
Support/Object/Comment:	Object
Summary of Submission:	
No comment provided.	
Response to Submission	
1.	

### Submissions Received

Disclaimer: the following is a summary of submissions received.

Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance.

Where two submissions were received from the same address they were summarised separately.

Submitter Number: 20

Submitter Name:

Submitter Address:

Support/Object/Comment: Support

### Summary of Submission:

- 1. Concerned with late night noise and disruption associated with fast food outlets.
- Fast food outlets are best clustered together.

### Response to Submission

1.

### Submissions Received

Disclaimer: the following is a summary of submissions received.

Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance.

Where two submissions were received from the same address they were summarised separately.

Submitter Number: 21

Submitter Name:

Submitter Address:

Support/Object/Comment: Support

### Summary of Submission:

- 1. The scheme amendment will result in positive public health outcomes.
- 2. The built form and busy nature of fast food outlets is incompatible with the Residential zoning abutting the City's Mixed Use and potential Neighbourhood Centre zones.

### Response to Submission

1

### Submissions Received

Disclaimer: the following is a summary of submissions received.

Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance.

Where two submissions were received from the same address they were summarised separately.

Submitter Number: 22

Submitter Name:

Submitter Address:

Support/Object/Comment: Support

Summary of Submission:

- No takeaway outlets are required or wanted in the City.
- Concerned with traffic associated with fast food outlets.

### Response to Submission

1

# 16.3 CONSIDERATION OF FUTURE DEVELOPMENT AT 69 WEBSTER STREET, NEDLANDS

Report Number	PD27.07.25
Meeting & Date	Council Meeting – 22 July 2025
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil
Report Author	Sergio Famiano – Manager Urban Planning & Development
Director	Bruce Thompson – Director Urban Planning & Development
Attachments	Nil

### **Purpose**

For Council to note that the City will liaise with the proponent (Hall and Prior) of 69 Webster Street, Nedlands to discuss the best possible way forward to progress the redevelopment of the site that balances commercial needs and community benefits. This includes the possibility of retaining part of the site for community purpose and public open space, with the remainder of the site developed for medical and residential aged care purposes.

### Administration Recommendation

### That Council:

- 1. NOTES that the properties identified as 69 Webster Street, Nedlands have been acquired by Hall and Prior. The proponent will be seeking to redevelopment the site for medical and residential aged care purposes.
- 2. NOTES that the properties identified as 69 Webster Street, Nedlands is currently zoned 'Private Community Purpose' and will likely need to be rezoned under Local Planning Scheme No.3 to enable medical and residential aged care type land uses.
- 3. NOTE that the City's administration will liaise with the proponent of 69 Webster Street, Nedlands to consider the best approach to consider the future use of the site. This could include the following:
  - Concept planning and rezoning that forms part of the City's review of its Local Planning Strategy and Local Planning Scheme No.3 which will commence in second half of 2025;
  - b. Concept planning and rezoning that forms part of a 'standalone' amendment to Local Planning Scheme No.3 City's administration advises the Department of Planning Lands and Heritage in writing of Council's decision.
- 4. AUTHORISES the Chief Executive Officer and the Director of Development Services to engage in preliminary discussions with Hall and Prior to

consider the City's aspirations for the development site and to discuss the process for planning and development moving forward.

### **Voting Requirement**

Simple Majority

### **Background**

The properties collectively identified as 69 Webster Street, Nedlands (see figure 1 below) have historically been used as a Primary School by community provider - Loreto. The development includes an area set aside for open space, primary school buildings, including a state heritage listed building and playing fields to support the school function of the site. The properties are within a residential setting, with 'single' residential housing identified along all boundaries of the site.

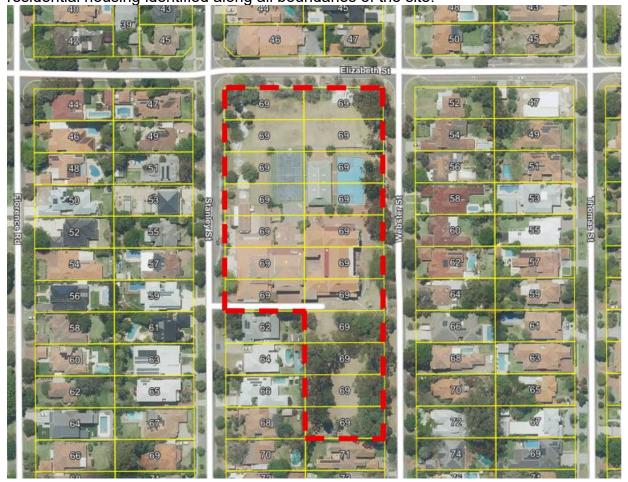


Figure 1 – Location of 69 Webster Street, Nedlands

Under the City's Local Planning Scheme No.3, the property is current zoned 'Private Community Purpose' (see figure 2). This zoning classification enables community type land uses to operate from the site, including land uses such as 'civic use,' 'club premises', 'community purpose', education establishment', 'place of worship' and

'reception centre' to mention a few. The surrounding area is zoned Residential with a density of R10. This density provides for traditional 'single' residential housing.



Figure 2 - 'Community Purpose' zoning under Local Planning Scheme No.3

The property has been recently purchased by Hall and Prior. The proponent has indicated their initial intent to rezone the land from 'Community Purpose' to a possible residential zoning that may enable 'residential aged care', and 'medical' type uses utilising the significance of the heritage building and its 'open ground' setting.

### **Discussion**

To enable a change of zoning, to facilitate 'residential aged care', and 'medical' type uses, it is expected that the proponent will need to undertake the following process as a minimum:

- Preparation of a Concept Plan that would outline the land use, future development and subdivision of the site.
- Preparation of an amendment to Local Planning Scheme No.3, supported by the concept plan, to rezone the site from 'Community Purpose' to a suitable

zoning to support residential aged care, and medical type land use. The amendment would require Council endorsement followed by support from the Western Australian Planning Commission and then approval by the Minister for Planning. The amendment process will include engagement with elected members and the broader community.

- Preparation of a subdivision plan that would require the City's support and the approval of the Western Australian Planning Commission.
- The construction phase will involve the issue of approvals of detailed civil works, demolition, planning and building approvals from the City. The support of the City and approval of the Western Australian Planning Commission (heritage arm) will be required for plans that outline the retention and restoration of the state heritage listed building.

The above can be considered through two different planning processes. Firstly, the concept plan preparation and recommendation to rezone the land could be included as part of the City's review of its Local Planning Strategy and Local Planning Scheme No.3 which is underway through the 'Scheme Review Report' which was adopted by Council at its June meeting. The second option involves the applicant submitting for the City's consideration a 'standalone' amendment to Local Planning Scheme No.3.

The City has identified an opportunity to work with the proponent to optimise a development outcome that achieves commercial outcomes (residential aged care and medical development), and possible community purpose type uses. This includes the possibility for the City to work with the applicant to design part of the site for public open space and for this area to be ceded 'free or cost' or at part cost to the City for community use. The City has recently prepared a draft Public Open Space Strategy for the suburbs of Dalkeith and Nedlands which identifies that there is a shortfall of local public open space in these suburbs.

### Consultation

The preparation of a concept plan and initiation of an amendment to Local Planning Scheme No.3 will involve community and stakeholder engagement in accordance with the *Planning and Development (local planning scheme) Regulations 2015*. The City intends to work closely with the proponent to consider community benefits for the site, and this is likely to involve further stakeholder and community engagement in addition to the formal 'statutory' planning processes identified in the *Planning and Development (local planning scheme) Regulations 2015*.

### **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 Place

**Outcome** 6. Sustainable population growth with responsible urban planning.

Pillar Prosperity

**Outcome** 9. A vibrant local economy.

### **Budget/Financial Implications**

If an amendment to Local Planning Scheme No.3 was to be lodged with the City, by the proponent, a fee would apply in accordance with the City's 'fees and charges'. The assessment would be undertaken by the City's Strategic Planning team and would be completed without additional cost to the City's budget.

### **Legislative and Policy Implications**

Nil

### **Decision Implications**

The purpose of this report is to inform the City of a possible amendment to Local Planning Scheme No.3. At this present time there are no direct implications for Council as this report is for noting only.

### Conclusion

The acquisition of the land parcels collectively known as 69 Webster Street, Nedlands, presents an opportunity for the City to work with the proponent – Hall and Prior, to consider a multi-purpose development which could support residential aged care and medical type uses. The state heritage listed building which is in very good condition presents an opportunity for the suitable reuse of the building for community and / or commercial purposes which could add significantly to the amenity of the surrounding area.

The City is keen to work closely with the proponent to develop a concept plan as the basis for a Local Planning Schee No.3 amendment, either through a 'standalone' amendment or through the City's Local Planning Strategy and Local Planning Scheme review process. The City will engage further with the proponent to explore the best way forward for the development.

### **Further Information**

Nil

# 16.4 MINOR AMENDMENTS TO LOCAL PLANNING POLICY 7.3 - CONSULTATION OF PLANNING PROPOSALS

Report Number	PD28.07.25
Meeting & Date	Council Meeting – 22 July 2025
Applicant	City of Nedlands
Employee	
Disclosure under	
section 5.70 Local	Nil
Government Act	
1995	
Report Author	Sergio Famiano – Manager Urban Planning & Development
Director	Bruce Thompson – Director Urban Planning & Development
Attachments	Attachment 1 – Draft Local Planning Policy 7.3 – Consultation
	of Planning Proposals
	Attachment 2 – Tracked Changes - Draft Local Planning Policy
	7.3 – Consultation of Planning Proposals

### **Purpose**

To respond to a Notice of Motion raised at the June 2025 Ordinary Council Meeting to make minor amendments to *Local Planning Policy 7.3 – Consultation of Planning Proposals* (the policy).

### Administration Recommendation

That Council ADOPTS draft amendments to Local Planning Policy 7.3 – Consultation of Planning Proposals (Attachment 1) in accordance with Clause 4 of the Deemed Provisions of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* to introduce a requirement for registered mail to be sent to landowners directly impacted by planning proposals.

### **Voting Requirement**

Simple Majority

### **Background**

At its meeting held on Tuesday the 12<sup>th</sup> of June 2025, following a Notice of Motion (Item 22.3), Council resolved:

That Council PROVIDES notices to properties that border properties that need to be informed of developmental applications are to be done by registered mail.

This measure is to ensure homeowners and ratepayers are receiving consultation letters on developments that may impact them as well as providing reassurance to the City that the recipient has received the relevant material.

To enact this Notice of Motion, Council is required to amend *Local Planning Policy 7.3* – *Consultation of Planning Proposals* to update terminology and introduce provisions that reference the use of registered mail.

### **Discussion**

The implementation of registered mail for public consultation of development applications will ensure directly adjoining properties are receiving notification of proposed works. Among many additional benefits, registered post requires a signature on delivery which provides the City with clarity that notification has been received.

To action the implementation of registered mail, Section 5.1 of the policy requires amending to include an additional provision that reads as follows:

5.1.1 – In accordance with Table 1 **Directly Adjoining Properties** shall be contacted by registered mail.

The integration of this provision ensures registered mail is only pertinent for properties sharing a boundary with the subject site rather than extending to all 'adjoining properties', as illustrated in Figure 1 of the policy (Attachment 1). This is consistent with the specifics of the Notice of Motion and is considered important to differentiate due to the higher costs associated with registering mail.

Differentiating the letter types will ensure consultation remain cost appropriate, noting the City bears the costs of consultation for proposals of less than ten properties. As a result, current mail procedures will remain in place for all other properties deemed not to meet the definition of 'directly adjoining properties'.

The definition of directly adjoining properties will be integrated within Section 4 of this policy and will read as follows:

Properties sharing a side or rear boundary to a lot(s) subject to a Development Application or Complex Development Application.

The insertion of this definition sets clear parameters for use of registered mail during the consultation period of a Development Application or Complex Development Application. Development Applications were individually identified to ensure there was no confusion with the consultation of some strategic documents that encompass numerous lots and often many consultation letters.

### Consultation

The *Planning and Development (Local Planning Schemes) Regulations 2015* provides Local Governments ability to waive public consultation should an amendment to a Local Planning Policy be deemed minor. Given the amendments proposed, Officers deem the amendments minor in nature and do not recommend community consultation.

### 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 Performance

Outcome 12. A happy, well-informed and engaged community.

### **Budget/Financial Implications**

As previously mentioned, registered mail will carry an additional cost for the City. Currently the City pays \$1.75 per item for standard letters using the City branded envelopes however, this will increase to \$5.25 per letter through registered mail. The additional mailing costs will need to be factored into the 25/26 Budget that will also be presented at the July 2025 OCM.

### **Legislative and Policy Implications**

This report considers minor amendments to the existing policy only. Council should note that future improvements to the policy are flagged and included in the 'Schedule of Strategic Planning Proposals', allowing capacity to review this minor amendment should it be required.

Council must resolve to:

- a) Proceed with the policy amendment without modification;
- b) Proceed with the policy amendment with modification' or
- c) Not proceed with the policy amendment.

### **Decision Implications**

If Council resolves to proceed with the policy amendment, it will be adopted and take effect once a notice has been placed on the City's website.

If Council resolves not to proceed, the existing policy will remain in use by the City and registered mail will not be introduced for directly adjoining properties impacted by planning proposals.

### Conclusion

The minor amendment to the policy has been actioned in accordance with a Notice of Motion by Council to integrate registered mail into public consultation for immediately adjoining properties. This will ensure residents, potentially most impacted by proposed developments, are notified whilst providing the City with confidence that they have received notification.

It is recommended that Council adopts the recommendation to amend this policy.

### **Further Information**

Nil



### LOCAL PLANNING POLICY - CONSULTATION OF PLANNING PROPOSALS

### 1.0 PURPOSE

1.1 This policy provides guidance on the exercise of discretion under Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations) and Local Planning Scheme No. 3 (Scheme) in terms of when public consultation is undertaken for planning proposals, and the means and duration of public consultation periods where these are not prescribed by the Deemed Provisions or the Scheme. The policy also provides guidance on the exercise of discretion under the Regulations in terms of the means of public consultation for scheme amendments and strategic proposals (e.g. public open space strategy) where not expressly prescribed by the Regulations.

### 2.0 APPLICATION OF POLICY

2.1 This policy applies to all planning proposals within the Scheme area of the City of Nedlands and includes Strategic Planning proposals, Scheme Amendments, Activity Centre Plans, Structure Plans, Local Planning Policies, Local Development Plans and Development Applications.

### 3.0 OBJECTIVES

- 3.1 To recognise the importance of community and stakeholder engagement in the assessment of and determination of planning proposals.
- 3.2 To provide a consistent approach to the methodology in which the City undertakes engagement in relation to the form and duration of public consultation periods for planning proposals.
- 3.3 To recognise that discretion should be applied on a case-by-case basis given the varying degree of significance, scale and nature of planning proposals in the undertaking of public consultation with the community.

### 4.0 DEFINITIONS

4.1 For the purpose of this Policy the following definitions apply:

Complex Developmed Application	A Complex Development Application is defined by the following criteria:						
	(a) Involves multiple dwellings; or						
	(b) Where the City deems there is wider community significance requiring a greater level of consultation.						
Directly Adjoining Properties	Properties sharing a side or rear boundary to a lot(s) subject to a Development Application or Complex Development Application.						

### | Local Planning Policy

### 5.0 POLICY MEASURES

- 5.1 In addition to the requirements of Regulations, Scheme, Residential Design Codes (R-Codes) and any relevant Local Planning Policy, consultation of planning proposals shall be undertaken in accordance with Table 1.
- 5.1.1 In accordance with Table 1 Directly Adjoining Properties shall be contacted by registered mail.

**Table 1 – Consultation of planning proposals** 

Planning Proposal Type		Minimum advertising period	Minimum advertising radius	Letters to owners and occupiers	Sign on site	Local newspaper notice	Notice boards	Website notice	Community information sessions	Social media
Strategic Propos	als	21 days	#1	#1	#1	Yes	Yes	Yes	Yes	Yes
Structure Plans		Min. 14 days Max. 28 days*	200 metres	#2	#2	#2	Yes	#2	Yes	#1
Scheme Amendment	Basic	Nil* Unless directed by the Minister for Planning	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Standard	42 days*	100 metres	Yes	Yes	Yes*	Yes*	Yes*	#1	Yes
	Complex	60 days*	200 metres	Yes	Yes	Yes*	Yes*	Yes*	Yes	Yes
Local Planning P	Policy	21 days*	N/A	N/A	N/A	Yes*	Yes	Yes	#1	Yes
Activity Centre Plan		Min. 14 days Max. 28 days*	200 metres	#2	#2	#2	Yes	#2	Yes	Yes
Local Developme	ent Plan	14 days*	#1	#2	#2	#2	Yes	#2	#1	#1
		14 days*	Refer to Clauses 5.2.3 & 5.3.1	#2	#2	#2	N/A	#2	N/A	N/A
Complex Development Applications		21 days	200 metres	Yes	Yes	Yes	Yes	Yes	Yes	Yes

<sup>\*</sup> Required under the Planning and Development (Local Planning Schemes) Regulations 2015

<sup>#1</sup> At the Discretion of the City of Nedlands

<sup>#2</sup> A minimum of one consultation method is to be used - as prescribed by the Regulations

### | Local Planning Policy

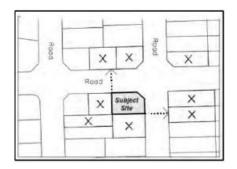
### Supplementary information to Table 1

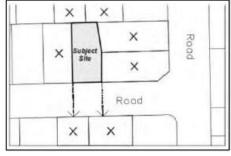
- 5.2 Development applications (R-Codes)
- 5.2.1 Where a development application is required to be assessed under the R-Codes, it will be advertised to only those properties, which in the opinion of the City, are likely to be directly affected by the proposal.
- 5.2.2 In respect to this, a planning assessment is a matter of technical opinion and where in the opinion of the City there is no adverse impact on an adjoining residential property owner/occupier, advertising will not be undertaken.
- 5.2.3 Table 2 and Figure 1 contains the method and distance for advertising in relation to R-Code proposals.
- 5.2.4 Where not specified in Table 2, Elements or Parts of the R-codes will not be advertised, unless in the opinion of the City, the proposal is considered to have an adverse impact on adjoining properties.

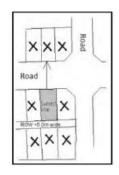
Table 2 – Development application advertising requirements R-Codes

Proposal	Advertising requirement				
Boundary wall height/length	To affected adjoining owners only.				
Building Height	To affected adjoining owners only.				
Visual Privacy	To affected adjoining owners only.				
Open Space	To affected adjoining owners only.				
Boundary fence	To affected adjoining owners only.				
Lot boundary setbacks	To affected adjoining owners only including diagonally to the rear if a rear setback variation is proposed.				
Front setback	To affected adjoining landowner/s or occupiers, within 5 properties in either direction of the subject site, on both sides of the street.				
Site works	To affected adjoining landowners/ occupiers directly adjacent and across the street if the site works variation is within the front setback area as per Figure 1 below.				
Overshadowing	To affected adjoining owners only.				
External fixtures and Utilities and Facilities	At officer discretion and to affected adjoining landowners/ occupiers directly adjacent and across the street as per Figure 1 below.				

Figure 1 – Adjoining / adjacent landowners









- 5.3 Development applications (Other)
- 5.3.1 Development applications that require community engagement, other than those assessed under the R-Codes, are to be advertised for a minimum radius of 100m. These include (but are not limited to) the following applications:
  - Changes to a non-conforming use;
  - Variations to site and development requirements of the Scheme or a Local Planning Policy requirement;
  - Uses not specified in the Zoning Table of the Scheme; and
  - A proposed land use which is identified as 'A' in the Zoning Table of the Scheme.
- 5.4 Minor amendments to structure plans & activity centre plans
- 5.4.1 Under Schedule 2, Part 4, Clause 29(3) and Part 6, Clause 45 (3) of the Regulations, the City will consider an amendment to an approved Structure Plan or Activity Centre Plan as minor and not requiring consultation where the proposed amendment does not:
  - (a) Materially alter the purpose and intent of the plan; and
  - (b) Adversely impact on the amenity of adjoining landowners or surrounding area.

Note: Consent from the Western Australian Planning Commission (WAPC) is also required for amendments to Structure Plans and Activity Centre Plans to be considered minor and not require advertising.

### 5.5 Social media

- 5.5.1 In accordance with Table 1, the City will provide broadcast of a planning proposal via social media outlets. Comments or posts on Social Media are not considered submissions or formal responses.
- 5.6 Community information sessions
- 5.6.1 The City, where a proposal is deemed to be complex or of community significance, will undertake a Community Information Session for the community and elected members. The information session consists of the following:
  - (a) 1-hour information drop-in session, held at the City of Nedlands Administration Building or otherwise designated location as agreed to by the City.
  - (b) Plans and details of the proposal to be made available by the applicant for display.
  - (c) City's technical officers to be available to answer any questions, take questions on notice and/or to explain and educate the community on specific details of an application.



- (d) Meeting to provide the community and elected members the opportunity to hear what the community has to say, to discuss issues and to direct questions towards the applicant (when present).
- (e) No presentations are required for Community Information Sessions.
- (f) Information session to be held outside of business hours, usually between 5pm-7pm on a nominated weeknight.

### 5.7 Signs on site

- 5.7.1 Table 1 references planning proposal types which require a sign to be placed on the subject site(s). Where this is required, the following shall apply:
  - (a) The applicant is responsible for the cost of on-site signage as required by this policy.
  - (b) The sign shall be erected wholly within the property boundaries in a prominent location that can be easily viewed by passers-by from the street(s). In the case of corner sites 2 signs may be required, one to each street frontage.
  - (c) The sign shall remain on site for the entirety of the advertising period.
  - (d) The dimensions of the sign shall be a minimum of 1500mm in length x 1500mm in width.
  - (e) The sign shall be removed within 7 days of the conclusion of the consultation period.

### **General requirements**

- 5.8 Advertising period
- 5.8.1 The commencement date of consultation is to be two days after the date notification letters are sent to the community.
- 5.8.2 Submissions are deemed to have closed at 5pm (close of business) on the date shown on the notification relating to the planning proposal.
- 5.8.3 The minimum number of days for consultation specified in this Policy are taken to be days in succession and not to be taken as business days.
- 5.8.4 A development application may not be progressed until the consultation period has ended regardless of whether submissions have been received from neighbours, stakeholders or other affected parties.
- 5.9 Additional public notice of proposal previously advertised
- 5.9.1 Additional public notice may be given where:
  - (a) A planning proposal is subsequently modified prior to its final determination (including under Section 31 requests for reconsideration) and additional variations arise from the modifications; or



- (b) An application to amend an existing planning approval is received under clause 77 of the Deemed Provisions, and additional variations arise from the proposed amendments.
- 5.9.2 Additional public notice shall be given in the same manner under the provisions of this policy as if the modified/amended proposal was received as a new development application.
- 5.10 Form and content of submissions
- 5.10.1 For comments to have validity, submissions shall be in the following format:
  - (a) Submissions must be in writing, either submitted in electronic format in a "Your Voice" submission (preferred by the City) or an email or in hard copy format delivered in person to the City's offices or via the post; and
  - (b) Submissions must be legible, signed by all submitters, dated and include the submitters full name, impacted property address, email address and/or the capacity in which they make the submission (e.g.: visitor/business owner/resident) and postal address (if different to the impacted property address).
- 5.10.2 The City has a duty to take into account all valid planning considerations and to ensure that any irrelevant considerations do not influence the decision. Valid planning considerations include:
  - (a) matters to be considered by the City under Clause 67 of Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations); and/or
  - (b) The requirements of Local Planning Scheme No. 3 or applicable Planning Instrument (Structure Plan, Local Development Plan or Planning Policy which requires the decision maker to exercise judgement; and/or
  - (c) Any development standard requiring the decision maker to exercise judgement against the Design Principles of the R-Codes.
- 5.11 Applicant opportunity to respond to submissions
- 5.11.1 Where submissions are received on a planning proposal, the City's officers will compile a summary of submission themes which upon request will be provided to the applicant and invite the applicant to provide a response to submissions and/or revised plans to address any issues raised during the consultation. If the applicant elects to provide a response to the submissions and the application is referred to Council for determination or referral to JDAP or WAPC (where applicable), this response will be included in the report to Council (as either report content or an attachment).



### 5.12 Submission reporting

- 5.12.1 Where an application is referred to Council or JDAP for determination the officers report or Responsible Authority Report (RAR) will include an attachment summarising the submissions received and officer comments relating to the issue / theme raised. The authors personal details will not be identified. Full copies of submissions will be made available to Elected Members as a confidential attachment but will not be available to members of the public unless required by law.
- 5.13 Holiday periods consultation exclusion period(s)
- 5.13.1 The City will not undertake consultation of planning proposals during the following dates:
  - December 15th January 15th
  - Between one (1) week prior to, and (1) week after, Easter Sunday.
- 5.13.2 Where advertising is due to commence during these periods, consultation will begin at the last day of the exclusion period. No advertising time frames will be permitted to close or commence during the exclusion period(s).
- 5.13.3 An exception to this requirement may be applied at the discretion of the City upon receipt of a request for extenuating circumstance. In such circumstances the advertising period may begin before the exclusion period and recommence once the exclusion period has lapsed. Days during the advertising period will not be counted towards number of days advertised.
- 5.13.4 Where a consultation period falls over a declared public holiday, additional advertising days shall be added to the prescribed period, equal to the number of public holidays.
- 5.14 Landowners and occupiers
- 5.14.1 The City will send correspondence to both landowners and occupiers in accordance with the requirements of Table 1 of this policy.

Note: Landowners and occupiers can register to receive electronic notifications only by subscribing to electronic community engagement via the City of Nedlands Planning Department.

### 5.15 Late submissions

5.15.2 The City will consider late submissions only where these are received in sufficient time to allow for their reporting. Where this occurs, the City will note submissions which have been received after the closing of the advertising period.



- 5.16 Availability of documents for viewing by the public
- 5.16.1 Plans and documents (including technical reports) are subject to Copyright laws, as such, the reproduction (including photographs and screenshots) of plans or reports is not authorised.
- 5.16.2 Plans and relevant documents to a planning proposal will only be made available during the consultation period. Such plans and documents will not be available to the public after the consultation period unless they appear on a public agenda or minutes.
- 5.16.3 Requests for copies of plans must be accompanied with written and signed approval from the author of those plans or documents and/or consent from the current property owner of the site in question.

### 6.0 VARIATIONS TO POLICY

- 6.1 Variations to this Policy shall be assessed against the objectives of this Policy.
- 6.2 Applicants seeking variations to this Policy are required to submit a detailed written statement addressing each of the objectives of this policy for the City's assessment.

### 7.0 ADDITIONAL DEVELOPMENT APPLICATION REQUIREMENTS

- 7.1 Notwithstanding the above, the city may waive the consultation requirements in respect of residential planning applications involving the exercise of discretion under the R-Codes or this policy in cases where:
  - (a) The applicant provides a copy of the plan including a certification by the owners and occupiers of the adjoining property stating that they have no objections to the proposal. Signatures should include all persons shown as owners on the Certificate of Title. The certification must include:
    - The full name of the owner/s and occupier/s certifying non-objection clearly printed with their signature;
    - A printed statement of no objection to the proposal;
    - A copy of the proposed development plans signed by the owner/s and occupier/s; and
    - A current contact address and a contact telephone number.
  - (b) As part of assessment of the application, the assessing officer will confirm by phone to verify the non-objection.

### 8.0 RELATED LEGISLATION

8.1 This policy has been prepared in accordance with Schedule 2 Part 2 Clause 4 of the Planning and Development (Local Planning Schemes) Regulations 2015.





- 8.2 This policy should be read in conjunction with the following additional planning instruments and its requirements apply unless specifically stipulated elsewhere in any of the below:
  - Planning and Development (Local Planning Schemes) Regulations 2015
  - Planning and Development (Development Assessment Panels) Regulations 2011
  - City of Nedlands Local Planning Scheme No. 3
  - State Planning Policy 7.3 Residential Design Codes
  - City of Nedlands Community Engagement Policy

Council Resolution Number	SCM Item 6				
Adoption Date	2 May 2019 Special Council Meeting				
Date Reviewed/Modified	24 September 2019				



### LOCAL PLANNING POLICY - CONSULTATION OF PLANNING PROPOSALS

### 1.0 PURPOSE

1.1 This policy provides guidance on the exercise of discretion under Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations) and Local Planning Scheme No. 3 (Scheme) in terms of when public consultation is undertaken for planning proposals, and the means and duration of public consultation periods where these are not prescribed by the Deemed Provisions or the Scheme. The policy also provides guidance on the exercise of discretion under the Regulations in terms of the means of public consultation for scheme amendments and strategic proposals (e.g. public open space strategy) where not expressly prescribed by the Regulations.

### 2.0 APPLICATION OF POLICY

2.1 This policy applies to all planning proposals within the Scheme area of the City of Nedlands and includes Strategic Planning proposals, Scheme Amendments, Activity Centre Plans, Structure Plans, Local Planning Policies, Local Development Plans and Development Applications.

### 3.0 OBJECTIVES

- 3.1 To recognise the importance of community and stakeholder engagement in the assessment of and determination of planning proposals.
- 3.2 To provide a consistent approach to the methodology in which the City undertakes engagement in relation to the form and duration of public consultation periods for planning proposals.
- 3.3 To recognise that discretion should be applied on a case-by-case basis given the varying degree of significance, scale and nature of planning proposals in the undertaking of public consultation with the community.

### 4.0 DEFINITIONS

4.1 For the purpose of this Policy the following definitions apply:

Complex Development Application	A Complex Development Application is defined by the following criteria:						
	(a) Involves multiple dwellings; or						
	(b) Where the City deems there is wider community significance requiring a greater level of consultation.						
Directly Adjoining Properties	Properties sharing a side or rear boundary to a lot(s) subject to a Development Application or Complex Development Application.						

### | Local Planning Policy

### 5.0 POLICY MEASURES

- 5.1 In addition to the requirements of Regulations, Scheme, Residential Design Codes (R-Codes) and any relevant Local Planning Policy, consultation of planning proposals shall be undertaken in accordance with Table 1.
- 5.1.1 In accordance with Table 1 Directly Adjoining Properties shall be contacted by registered mail.

**Table 1 – Consultation of planning proposals** 

Planning Proposal Type		Minimum advertising period	Minimum advertising radius	Letters to owners and occupiers	Sign on site	Local newspaper notice	Notice boards	Website notice	Community information sessions	Social media
Strategic Proposa	als	21 days	#1	#1	#1	Yes	Yes	Yes	Yes	Yes
Structure Plans		Min. 14 days Max. 28 days*	200 metres	#2	#2	#2	Yes	#2	Yes	#1
Scheme Amendment	Basic	Nil* Unless directed by the Minister for Planning	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Standard	42 days*	100 metres	Yes	Yes	Yes*	Yes*	Yes*	#1	Yes
	Complex	60 days*	200 metres	Yes	Yes	Yes*	Yes*	Yes*	Yes	Yes
Local Planning Po	olicy	21 days*	N/A	N/A	N/A	Yes*	Yes	Yes	#1	Yes
Activity Centre Plan		Min. 14 days Max. 28 days*	200 metres	#2	#2	#2	Yes	#2	Yes	Yes
Local Developme	nt Plan	14 days*	#1	#2	#2	#2	Yes	#2	#1	#1
		14 days*	Refer to Clauses 5.2.3 & 5.3.1	#2	#2	#2	N/A	#2	N/A	N/A
Complex Development Applications		21 days	200 metres	Yes	Yes	Yes	Yes	Yes	Yes	Yes

<sup>\*</sup> Required under the Planning and Development (Local Planning Schemes) Regulations 2015

<sup>#1</sup> At the Discretion of the City of Nedlands

<sup>#2</sup> A minimum of one consultation method is to be used - as prescribed by the Regulations

# | Local Planning Policy

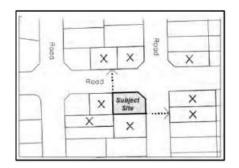
#### Supplementary information to Table 1

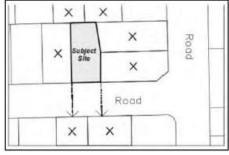
- 5.2 Development applications (R-Codes)
- 5.2.1 Where a development application is required to be assessed under the R-Codes, it will be advertised to only those properties, which in the opinion of the City, are likely to be directly affected by the proposal.
- 5.2.2 In respect to this, a planning assessment is a matter of technical opinion and where in the opinion of the City there is no adverse impact on an adjoining residential property owner/occupier, advertising will not be undertaken.
- 5.2.3 Table 2 and Figure 1 contains the method and distance for advertising in relation to R-Code proposals.
- 5.2.4 Where not specified in Table 2, Elements or Parts of the R-codes will not be advertised, unless in the opinion of the City, the proposal is considered to have an adverse impact on adjoining properties.

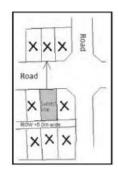
Table 2 – Development application advertising requirements R-Codes

Proposal	Advertising requirement
Boundary wall height/length	To affected adjoining owners only.
Building Height	To affected adjoining owners only.
Visual Privacy	To affected adjoining owners only.
Open Space	To affected adjoining owners only.
Boundary fence	To affected adjoining owners only.
Lot boundary setbacks	To affected adjoining owners only including diagonally to the rear if a rear setback variation is proposed.
Front setback	To affected adjoining landowner/s or occupiers, within 5 properties in either direction of the subject site, on both sides of the street.
Site works	To affected adjoining landowners/ occupiers directly adjacent and across the street if the site works variation is within the front setback area as per Figure 1 below.
Overshadowing	To affected adjoining owners only.
External fixtures and Utilities and Facilities	At officer discretion and to affected adjoining landowners/ occupiers directly adjacent and across the street as per Figure 1 below.

Figure 1 – Adjoining / adjacent landowners









- 5.3 Development applications (Other)
- 5.3.1 Development applications that require community engagement, other than those assessed under the R-Codes, are to be advertised for a minimum radius of 100m. These include (but are not limited to) the following applications:
  - Changes to a non-conforming use;
  - Variations to site and development requirements of the Scheme or a Local Planning Policy requirement;
  - Uses not specified in the Zoning Table of the Scheme; and
  - A proposed land use which is identified as 'A' in the Zoning Table of the Scheme.
- 5.4 Minor amendments to structure plans & activity centre plans
- 5.4.1 Under Schedule 2, Part 4, Clause 29(3) and Part 6, Clause 45 (3) of the Regulations, the City will consider an amendment to an approved Structure Plan or Activity Centre Plan as minor and not requiring consultation where the proposed amendment does not:
  - (a) Materially alter the purpose and intent of the plan; and
  - (b) Adversely impact on the amenity of adjoining landowners or surrounding area.

Note: Consent from the Western Australian Planning Commission (WAPC) is also required for amendments to Structure Plans and Activity Centre Plans to be considered minor and not require advertising.

#### 5.5 Social media

- 5.5.1 In accordance with Table 1, the City will provide broadcast of a planning proposal via social media outlets. Comments or posts on Social Media are not considered submissions or formal responses.
- 5.6 Community information sessions
- 5.6.1 The City, where a proposal is deemed to be complex or of community significance, will undertake a Community Information Session for the community and elected members. The information session consists of the following:
  - (a) 1-hour information drop-in session, held at the City of Nedlands Administration Building or otherwise designated location as agreed to by the City.
  - (b) Plans and details of the proposal to be made available by the applicant for display.
  - (c) City's technical officers to be available to answer any questions, take questions on notice and/or to explain and educate the community on specific details of an application.



- (d) Meeting to provide the community and elected members the opportunity to hear what the community has to say, to discuss issues and to direct questions towards the applicant (when present).
- (e) No presentations are required for Community Information Sessions.
- (f) Information session to be held outside of business hours, usually between 5pm-7pm on a nominated weeknight.

#### 5.7 Signs on site

- 5.7.1 Table 1 references planning proposal types which require a sign to be placed on the subject site(s). Where this is required, the following shall apply:
  - (a) The applicant is responsible for the cost of on-site signage as required by this policy.
  - (b) The sign shall be erected wholly within the property boundaries in a prominent location that can be easily viewed by passers-by from the street(s). In the case of corner sites 2 signs may be required, one to each street frontage.
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#### **General requirements**

- 5.8 Advertising period
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  - (a) Submissions must be in writing, either submitted in electronic format in a "Your Voice" submission (preferred by the City) or an email or in hard copy format delivered in person to the City's offices or via the post; and
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Note: Landowners and occupiers can register to receive electronic notifications only by subscribing to electronic community engagement via the City of Nedlands Planning Department.

- 5.15 Late submissions
- 5.15.2 The City will consider late submissions only where these are received in sufficient time to allow for their reporting. Where this occurs, the City will note submissions which have been received after the closing of the advertising period.



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- 5.16.3 Requests for copies of plans must be accompanied with written and signed approval from the author of those plans or documents and/or consent from the current property owner of the site in question.

#### 6.0 VARIATIONS TO POLICY

- 6.1 Variations to this Policy shall be assessed against the objectives of this Policy.
- 6.2 Applicants seeking variations to this Policy are required to submit a detailed written statement addressing each of the objectives of this policy for the City's assessment.

#### 7.0 ADDITIONAL DEVELOPMENT APPLICATION REQUIREMENTS

- 7.1 Notwithstanding the above, the city may waive the consultation requirements in respect of residential planning applications involving the exercise of discretion under the R-Codes or this policy in cases where:
  - (a) The applicant provides a copy of the plan including a certification by the owners and occupiers of the adjoining property stating that they have no objections to the proposal. Signatures should include all persons shown as owners on the Certificate of Title. The certification must include:
    - The full name of the owner/s and occupier/s certifying non-objection clearly printed with their signature;
    - A printed statement of no objection to the proposal;
    - A copy of the proposed development plans signed by the owner/s and occupier/s; and
    - A current contact address and a contact telephone number.
  - (b) As part of assessment of the application, the assessing officer will confirm by phone to verify the non-objection.

#### 8.0 RELATED LEGISLATION

8.1 This policy has been prepared in accordance with Schedule 2 Part 2 Clause 4 of the Planning and Development (Local Planning Schemes) Regulations 2015.



- 8.2 This policy should be read in conjunction with the following additional planning instruments and its requirements apply unless specifically stipulated elsewhere in any of the below:
  - Planning and Development (Local Planning Schemes) Regulations 2015
  - Planning and Development (Development Assessment Panels) Regulations 2011
  - City of Nedlands Local Planning Scheme No. 3
  - State Planning Policy 7.3 Residential Design Codes
  - City of Nedlands Community Engagement Policy

Council Resolution Number	SCM Item 6
Adoption Date	2 May 2019 Special Council Meeting
Date Reviewed/Modified	24 September 2019



### 17. <u>DIVISIONAL REPORTS - CORPORATE SERVICES</u>

#### 17.1 David Cruickshank Reserve - Variation of licence

Report Number	CPS38.07.25
Meeting & Date	Council Meeting - 22 July 2025
Applicant	City of Nedlands
Employee	
Disclosure under	
section 5.70 Local	Nil
Government Act	
1995	
Report Author	Anita Stirrat - Land and Property Officer
Director	Keri Shannon – Chief Executive Officer
Attachments	Attachment 1 – CONFIDENTIAL

### **Purpose**

This item seeks Council endorsement to vary the current management licence agreement with Collegians Amateur Football Club (CAFC). CAFC have lodged a request with the City to support adding the Dalkeith Nedlands Junior Football Club as a licencee to the current management licence and extending the term.

The Dalkeith Nedlands Junior Football Club football club has provided financial commitment to the lighting project (endorsed by Council – Special meeting 30<sup>th</sup> January 2024) therefore are seeking assurance of tenure by be added as a named licencee to the management licence.

#### **Administration Recommendation**

That Council APPROVE the variation of the current management licence to include the Dalkeith Nedlands Junior Football Club as named Licencees.

# **Voting Requirement**

Absolute Majority

# **Background**

David Cruickshank reserve is a Class 'A' Reserve (Reserve 1668) set aside for the purpose of 'Recreation', with the City of Nedlands (City) enjoying the benefit of a management order with power to lease, sub-lease or licence for any term up to 21 years, subject to the consent of the Minister for Lands.

David Cruickshank Reserve is the home ground for Dalkeith Nedlands Junior Football Club and Collegians Amateur Football Club (CAFC) as well as a popular community reserve for dog walkers and general community members. CAFC is a longstanding club within the City, having commenced at David Cruickshank Reserve in 1972. In 2016 the City and CAFC entered into a Management licence agreement for a 7 year term (7 consecutive Winter sports seasons) with two further seven (7) year terms to expire 30 September 2036. The CAFC season starts on the 01 April and ends 30 September each year.

The current rental fee is \$6737.85 per annum.

The existing sports lighting was installed in the 70s/80s and originally consisted of six light poles, approximately 18m tall. Lighting upgrades have been considered since at least 2015 and likely longer. In 2016, when the Adam Armstrong Pavilion was built, three of the existing light poles were removed on one side of the oval. CAFC were told the oval lighting would be replaced in 2018, however it was subsequently delayed due to both COVID related impacts and a lack of funding.

Due to this, Council on the 30<sup>th</sup> January 2024 through a special meeting endorsed Collegians Amateur Football Club to meet all capital costs incurred in excess of funding received, during this time the Dalkeith Nedlands Junior Football Club have made a commitment to fund 50% of the lighting project which includes, the installation of a 50-lux compliant design of 4 x 30m poles at DC Cruickshank Reserve.

#### **Discussion**

Land and Property Officer has approached Department of Land and Heritage regarding Collegians request to extend the current management term for a longer term. Unfortunately, due to the current management licence being for a 21 year term, broken up into 3 x 7 year options, if the City was to provide a further term to Collegians Amateur Football club the City would be required to terminate the current management licence early and seek approval from the Minister for Lands to enter into a new management licence for 21 year term, (3x7 years)

It is recommended that the City vary the current management licence to include the Dalkeith Nedlands Junior Football Club as named licencees and at the end of the 2026 Winter season, the City evaluate the collaboration of the clubhouses and if successful without complaint, the City begin negotiations with both clubhouses and provide the draft management licence to the Minister of Lands for approval.

#### Consultation

Not applicable

# **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 7. Attractive and welcoming places.

Pillar Prosperity

**Outcome** 10. Active participation in education and lifelong learning.

## **Budget/Financial Implications**

There is no expected impact on the City's financial position with regard to this application.

### **Legislative and Policy Implications**

Section 18 of the Land Administration Act 1997 requires the grant of an interest in Crown Land to first receive Ministerial approval. Hence the City as management body of Crown Reserve Land will apply for Ministerial in-principle consent before executing any agreement of Licence or Lease.

# **Decision Implications**

Should Council support the recommendations, the City will commence a variation to the current management licence to include the adding of Dalkeith Nedlands Junior Football Club as licencee.

The City at the end of the Winter season 2026 will seek consent from the Minster Minister for Lands under the *Land Administration Act* 1997 for the new licence of 21 years.

If Council does not support the recommendations, the management licence will remain as it is currently with only Collegians Amateur Football Club named as licencee and the current expiry date of 30 September 2036.

#### Conclusion

It is recommended that the City vary the current management licence to include the Dalkeith Nedlands Junior Football Club as named licencees and at the end of the 2026 Winter season, the City reassess the request of furthering the current management licence.

## **Further Information**

Nil

# 17.2 Appointment of Presiding Member to Audit Risk and Improvement Committee

Report Number	CPS39.07.25
Meeting & Date	Council Meeting - 22 July 2025
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil
Report Author	Alyce Martin – Coordinator Governance Legal and Risk
Director	John Vojkovich – Acting Director Corporate Services
Attachments	Nil

## **Purpose**

The purpose of this report is to appoint the presiding member to the Audit Risk and Improvement Committee.

A change to the *Local Government Act 1995* (WA) as of 7 December 2024 requires that presiding members for committees must be appointed by the local government and not the committee.

#### Administration Recommendation

That Council APPOINTS Richard Burnell as the presiding member of the Audit Risk and Improvement Committee.

# **Voting Requirement**

**Absolute Majority** 

# **Background**

The Audit Risk and Improvement Committee (Audit Committee as it was previously known) had appointed a Chair at the first formal committee meeting following its reestablishment in May 2024. The presiding member elected at that meeting was Cr Amiry.

A change to the *Local Government Act 1995* (WA) on 7 December 2024 now requires that the presiding member of committees be appointed by the local government rather than by the committee.

#### **Discussion**

On 7 December 2024 s5.12 of the *Local Government Act 1995* (WA) was amended. This section now requires that the appointment of a presiding member of a committee is now a function of the local government and such appointment requires an absolute majority.

s5.12 Local Government Act 1995 (WA) is extracted below:

### 5.12. Presiding members and deputies

- The local government must appoint\* a member of a committee to be the presiding member of the committee.
  - \* Absolute majority required.
- (2) The local government may appoint\* a member of a committee to be the deputy presiding member of the committee.
  - \* Absolute majority required.

[Section 5.12 inserted: No. 47 of 2024 s. 39.]

Although this requirement came in on 7 December 2024 transitional provisions included in the Local Government Act 1995 (WA) which relate to existing committees require at subclause (2), that for each of its existing committees a local government must make its first appointment of the presiding member under new section 5.12(1) no later than 1 July 2025. The full clause is extracted below:

#### 67. Presiding members

(1) In this clause —

amendment day means the day on which section 39 of the 2024 amendment Act comes into operation;

existing committee means a committee of the council of a local government that is in place immediately before amendment day;

new section 5.12(1) means section 5.12(1) as inserted by section 39 of the 2024 amendment Act.

- (2) For each of its existing committees, a local government must make its first appointment of the presiding member under new section 5.12(1) no later than 1 July 2025.
- (3) Until the first appointment is made, the person who, immediately before amendment day, is the presiding member of the existing committee may continue to be the presiding member.
- (4) If that person goes out of office before the first appointment is made, the person's replacement as presiding member must be appointed by the local government under new section 5.12(1) as soon as practicable (but no later than 1 July 2025).

[Clause 67 inserted: No. 47 of 2024 s. 159.]

A report was included as part of the June Ordinary Council Meeting on 24 June 2025 for the appointment of the presiding member to the Audit Risk and Improvement Committee but did not meet the voting requirements of an absolute majority with the votes being cast as follows:

**For:** Mayor Argyle, Deputy Mayor Smyth, Cr Coghlan, Cr Brackenridge **Against:** Cr Bennett, Cr Youngman, Cr Hodsdon

A report was also included as part of the July Special Council Meeting on 1 July 2025 for the appointment of the presiding member to the Audit Risk and Improvement Committee. This meeting failed to achieve quorum.

The members of the Audit Risk and Improvement Committee are:

- Cr Amiry,
- Cr Coghlan,
- Cr Brackenridge,
- · Deputy Mayor Smyth,
- Cr Bennett,
- Cr Youngman,
- Mayor Argyle, and
- Mr Richard Burnell

#### Consultation

An email was sent on 13 June 2025 to all committee members calling for nominations to be the presiding member. Nominations were requested to be submitted by 18 June 2025.

A single nomination was received from Mr Richard Burnell.

# **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 Performance

**Outcome** 11. Effective leadership and governance.

# **Budget/Financial Implications**

There will be no budget implications from this decision.

## **Legislative and Policy Implications**

Local Government Act 1995 (WA) Local Government Act 1995 - [07-ao0-00].pdf

## **Decision Implications**

The appointment of a presiding member will ensure good governance of the Audit Risk and Improvement Committee.

Should the appointment of the presiding member not be made the local government will have failed to comply with the requirements of clause 67, Division 7, Schedule 9.3 of the *Local Government Act 1995* (WA)

#### Conclusion

It is recommended that Council appoint a presiding member to the Audit Risk and Improvement Committee.

#### **Further Information**

Nil

# 17.3 Acknowledgment of Submissions Received for Differential Rates 2025/2026

Report Number	CPS40.07.25
Meeting & Date	Ordinary Council Meeting – 22 July 2025
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act	Nil
1995	
Report Author	John Vojkovich – Acting Director Corporate Services
Director/ CEO	Keri Shannon – Chief Executive Officer
Attachments	Attachment 1 – Copy of Advertisements Attachment 2 – Submission Table

### **Purpose**

The purpose of the report is to provide to Council details of the submissions received and for Council to adopt the

#### **Administration Recommendation**

That Council RECEIVES the submissions on the differential rates as contained in attachment 2.

# **Voting Requirement**

Simple Majority

# **Key points**

The purpose of this report is to consider any feedback provided during the public notice period on advertise the proposed differential rates and minimums for 2025/26.

- 1. The advertising of differential rates for 2025/26 was approved by Council at a Special Council Meeting on 3 June 2025.
- 2. Advertisements in accordance with section 6.36 were placed on 7 June 2025 inviting submissions from electors and ratepayers.
- 3. The closing date for submission is 29 June 2025. As at the time of publication of this report, no submissions have been received.
- 4. In adopting the 2025/26 Budget, the City is required to consider and provide a response to the submissions received.

### **Background**

Under the section 6.33 of the Local Government Act, a local government may impose differential general rates according to any, or a combination, of the following characteristics—

- (a) the purpose for which the land is zoned, whether or not under a local planning scheme or improvement scheme in force under the Planning and Development Act 2005; or
- (b) a purpose for which the land is held or used as determined by the local government; or
- (c) whether or not the land is vacant land; or
- (d) any other characteristic or combination of characteristics prescribed

Currently, the City uses 3 differential rate classifications as detailed below:

- 1. Residential
- 2. Residential Vacant
- 3. Non-Residential

The City also establishes a minimum rate for each differential rating classification to ensure that all ratepayers make a reasonable contribution to the cost of providing services and infrastructure by the City.

#### **Discussion**

Rate increases of 4.8% referred to in this report use the 2024/25 rates in the dollar for Gross Rental Value (GRV) valued properties and 2024/25 rates revenue for minimum valued properties as the base for the increase.

Each year where the City of Nedlands seeks to impose differential rates, it is required under section 6.36 of the Local Government Act 1995 to advertise the proposed differential rates by local public notice for a period of at least 21 days, seeking submissions. Section 6.36(4) of the Local Government Act 1995 requires the local government to consider any submissions.

The Council approved the following differential rates to advertise for public comment:

Differential Rate	Minimum Rate Proposed	Rate in the Dollar Proposed
Residential	\$1,652	\$0.063456
Non-Residential	\$2,178	\$0.078298
Residential Vacant	\$2,008	\$0.083959

#### Consultation

As required by the *Local Government Act 1995*, the City commenced advertising of the proposed differential rates on 7 June 2025 with the submission period closing on 29 June 2025, inviting comments over a period of 21 days.

No submissions were received at publication of the agenda on 27 June 2025; therefore, rates are proposed to keep by the amount advertised.

## **Strategic Implications**

This item relates to the following elements from the City's Council Plan.

Vision Sustainable and responsible for a bright future

All pillars will be supported

## **Budget/Financial Implications**

Proposed differential rates for the 2025/26 budget with an increase of 4.8% will provide additional revenue of approximately \$1.7m to the 2024/25 budget total rates to the City.

# **Legislative and Policy Implications**

WALW - Local Government (Financial Management) Regulations 1996 - Home Page WALW - Local Government Act 1995 - Home Page

# **Decision Implications**

Should Council endorse the recommendation then the City will fulfill its Statutory obligations under s6.36 of the Local Government Act 1995 to advertise proposed differential rates for 2025/26 by giving Local Public Notice for 21 days and consider any submissions received.

Should Council not endorse the recommendation, this would result in delays to the adoption of the final budget for 2025/26.

#### Conclusion

Council's approval will complete the statutory obligation to advertise the proposed rate in the dollar and minimum rates for 21 days for public comments and consider and provide a response to the submissions received.

# **Further Information**

Nil



nedlands.wa.gov.au

# Notice of Intention to Impose Differential Rates for 2025/26

In accordance with Section 6.36 of the *Local Government Act 1995*, notice of the Council's Intention to Levy Differential Rates for the 2024/25 Financial Year on various categories of properties within the City is hereby given.

The following differential rates are to be levied in accordance with Sections 6.33 of the *Local Government Act* 1995.

Differential Rate	Minimum Rate Proposed	Rate in the Dollar (\$) Proposed
Residential	\$1,652	\$0.063456
Non-Residential	\$2,178	\$0.078298
Residential Vacant	\$2,008	\$0.083959

A copy of the objects and reasons for each of the differential rates can be found on the City of Nedlands website at www.nedlands.wa.gov.au/publicnotices Electors and ratepayers of the City of Nedlands are invited to submit their comments on the above rates in writing no later than I 1.59pm 29 June 2025. Submissions should be addressed to the Chief Executive Officer, City of Nedlands, PO Box 9, Nedlands WA 6909 or council@nedlands.wa.gov.au, with "Differential Rates" in the subject line.

Keri Shannon
CHIEF EXECUTIVE OFFICER



#### Notice of Intention to Impose Differential Rates for 2025/26

In accordance with Section 6.36 of the Local Government Act 1995, notice of the Council's Intention to Levy Differential Rates for the 2025/26 Financial Year on various categories of properties within the City is hereby given.

The following differential rates are to be levied in accordance with Section 6.33 of the Local Government Act 1995.

Differential Rate Residential Minimum Rate Proposed \$1,652 Rate in the Dollar Proposed \$0.063456

Differential Rate Non-Residential Minimum Rate Proposed \$2,178 Rate in the Dollar Proposed \$0.078298

Differential Rate Residential Vacant Minimum Rate Proposed \$2,008 Rate in the Dollar Proposed \$0.083959

A copy of the objects and reasons for each of the differential rates can be found on the City of Nedlands website at www.nedlands.wa.gov.au/publicnotices

Electors and ratepayers of the City of Nedlands are invited to submit their comments on the above rates in writing and must be received no later than 11:59pm on 29 June 2025.

Submissions should be addressed to the Chief Executive Officer, City of Nedlands, PO Box 9, Nedlands WA 6909 or council@nedlands.wa.gov.au, with "Differential Rates" in the subject line.

Keri Shannon Chief Executive Officer



Public Submissions for Differential Rates – Budget 2025/26 Special Council Meeting Tuesday, 1 July 2025

#### **Details of Submissions Received and Responses.**

There was 1 submission received in response to the advertisement for the differential rates. This submission was received from a community group and not a ratepayer or elector. The text of the submission is set out on the following page.

The submission was not in favour of the proposed rates increase on the basis that it was insufficient to support the operating activities of the City (with more information about the budget being required).

An analysis comparing responses in this budget period to last period:

	For	Against	More info
FY25 Diff Rates Response	1	64	2
FY26 Diff Rates Response	0	1	0

#### **RESPONSE 1: (COMMUNITY GROUP - REDACTED)**

The community has been invited to comment on the minimum rates set in order to carry out the City's programs, services and obligations over the next 12 months.

We have not been able to find any budget figures to guide us to make comment, other than being informed that there is a possibility that the Environmental Conservation (EC) budget is to be reduced by 10%. This is not a good sign, as it suggests that there will be the culling of certain operations to meet the target, whatever that might be as at present, it is unknown. Incidents such as the recent collapse of the river wall on the Nedlands Foreshore for instance, amount to a big cost that needs to be accounted for, and if the budget for EC is so tight, the revenue will need to be sourced from somewhere else in the City's coffers.

How will the City of Nedlands be able to afford to pay for all the unfinished projects and undelivered promises if they propose a rate of 4.8%, (including the one off 2% for IT) if that's what the City settles on? It will be irresponsible for the City to initiate new projects when there's such a backlog of work not yet undertaken.

As no information has been forthcoming following Councillor briefings held during April and May, (according to the report in the June 2nd agenda) how can one make comment if there are no budget figures to relate to? I attempted to submit questions on behalf of relating to the upcoming budget at the June 2nd Special Council Meeting and was advised "that your questions are not relevant to the matters that are being addressed for discussion this evening. Tonight's agenda is exclusively focused on differential advertising rates". To be told that the questions were not relevant to the meeting is absurd.

What I wanted to convey, was to avoid a repeat of the debacle that unfolded last year, following the Administration's determination to target a 47% reduction in the EC budget.

#### Listed below are the specific areas of concern

#### 1) Environmental Conservation Operational Budget 2025/26

It has been another very challenging year climatically. Throughout Perth, including Nedlands, increasingly, trees and shrubs are dying or under incredible stress, not only in natural areas and public open spaces, but on street verges too. In order for the City to meet its obligations and deliver services to all its bushland, coastal and river reserves, and greenways (aligned with the City's commitment to grow the Urban Canopy), and in such trying conditions, the budget must be maintained without any reduction, to meet all those costs and expectations.

The Natural Areas Management Plan for the City, as well as all the Management Plans for all the reserves are now out of date (2019-2024). They are necessary tools to guide management in each of the City's reserves. The plans are not a 'one size fits all'. Updating these plans will require consultants to undertake ground truthing to inform management for the next 5 years. The challenges are increasing as we face rising tidal surges on the beachfront as well as on the river foreshore,

reduced rainfall and stresses including pathogens impacting vegetation. The City will need to factor in the costs to provide these services.

Nedlands' bushland groups' efforts are increasingly directed towards ensuring plant survival which is a great demand on our volunteers' capabilities when considering the aging demographic. Allen Park received a hand up when water points were installed to assist with watering and is grateful for that. There are still the demands to bring water to the plants across the challenging landscape.

#### 2) Greenway Development (Capital Works Program page 6)

This was deferred from the 23/24 & 24/25 due to insufficient funding, impacting Mt Claremont and Foreshore Management Plan initiatives.

It has not been possible to establish how much money was allocated to bushcare in the 2024/25 financial year after the reinstatement of the budget last September, and how much has been spent. We do not know what the budget figure has been set for this year.

# 3) Norn Bidi (Allen Park Trail Path – Whadjuk Trail) (Capital Works Program page 9)24/25

Due to the current construction of the adjacent Children's Hospice, the allocation of \$140 000 (reserve fund) for construction of the new path at the Swanbourne Oval remains on hold.

**4) Allen Park Cottage (Capital Works Program page 15)** Stage Two Improvement of Allen Park Cottage (added as per Council Resolution) (Deferred from FY 23/24 & 24/25 inclusive due to Insufficient Funding). Listed as one of the major projects.

The Allen Park Cottage is one of the City's assets situated in the Heritage Precinct at Allen Park, and requires urgent attention. In 2017 the City presented a Structural Report regarding defects requiring attention. It is remiss of the City not to undertake the remediation of one of Swanbourne's oldest cottages (built in 1913), and the only original building in the Heritage Precinct. The Heritage Architect recommended the cottage to be listed on the register in accordance with the other cottages in the precinct. In July 2021, on advice from the administration, the cottage was vacated by and shortly thereafter hoarding was placed around the building. Information was circulated last November 2024 about initiating an EOI around the cottage's use and to inform the kind of restoration work to be done. On provided input without acknowledgement by the administration of receipt of that input, and heard nothing more.

- Is the hoarding owned by the City, or is it hired? If it's hired, what is that cost?
- When will the City commit much needed funds once and for all to fix the building?
- 24/25 Comm Bldging Major Allen Park Cottage Stage 2 Improvement.
   \$30,000 was allocated in the Capital Works Program 2024/2025 financial year. Where has it been spent?
- The Allen Park Cottage was listed in the Capital Works Program for 25/26
   Comm Bldging Major Allen Park Cottage Stage 2 Improvement.

Proposed Funding = \$570 000. Other Municipal (reserve, carry forward) = \$251 968. Municipal Funding Including Overheads = \$318 032
Will the City guarantee this work will be undertaken in the 2025/26 financial year?
In conclusion, there has been no discussion about the proposed budget at public meetings. With insufficient information available to inform ratepayers in relation to the City's advertisement about setting differential rates to deliver all that is expected of the City, we do not believe that the proposed rates will be adequate to meet the community's expectations. The bar needs to be set higher than that proposed.

# 17.4 Adoption of the City of Nedlands 2025/26 Annual Budget

Report Number	CPS41.07.25
Meeting & Date	Council Meeting – 22 July 2025
Applicant	City of Nedlands
Employee Disclosure under	
section 5.70 Local	Nil
Government Act	
1995	
Report Author	John Vojkovich – Acting Director Corporate Services
Director	Keri Shannon – Chief Executive Officer
Attachments	To be provided
	Attachment 1 – City of Nedlands 2025/26 Statutory Annual Budget Attachment 2 – City of Nedlands 2025/26 Fees and Charges Attachment 3 – City of Nedlands Draft 2024/25 Capital Works Program and Acquisitions

# 17.5 Underground Power (UGP) Update

Report Number	CPS42.07.25
Meeting & Date	Council Meeting – 22 July 2025
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil
Report Author	John Vojkovich – Acting Director Corporate Services
Director	Keri Shannon – Chief Executive Officer
Attachments	To be confirmed

# 17.6 Hardship Policy Review

Report Number	CPS43.07.25
Meeting & Date	Council Meeting – 22 July 2025
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil
Report Author	John Vojkovich – Acting Director Corporate Services
Director	Keri Shannon – Chief Executive Officer
Attachments	To be confirmed

# 17.7 Monthly Financial Report – May 2025

Report Number	CPS44.07.25
Meeting & Date	Council Meeting – 22 July 2025
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil
Report Author	John Vojkovich – Acting Director Corporate Services
Director	John Vojkovich – Acting Director Corporate Services
Attachments	To be confirmed

# 17.8 Monthly Investment Report - May 2025

Report Number	CPS45.07.25
Meeting & Date	Council Meeting – 22 July 2025
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil
Report Author	John Vojkovich – Acting Director Corporate Services
Director	John Vojkovich – Acting Director Corporate Services
Attachments	To be confirmed

# 17.9 List of Accounts Paid - May 2025

Report Number	CPS46.07.25
Meeting & Date	Council Meeting – 22 July 2025
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil
Report Author	John Vojkovich – Acting Director Corporate Services
Director	John Vojkovich – Acting Director Corporate Services
Attachments	To be confirmed

# 17.10 Monthly Financial Report – June 2025

Report Number	CPS47.07.25
Meeting & Date	Council Meeting – 22 July 2025
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil
Report Author	John Vojkovich – Acting Director Corporate Services
Director	John Vojkovich – Acting Director Corporate Services
Attachments	To be confirmed

# 17.11 Monthly Investment Report - June 2025

Report Number	CPS48.07.25
Meeting & Date	Council Meeting – 22 July 2025
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil
Report Author	John Vojkovich – Acting Director Corporate Services
Director	John Vojkovich – Acting Director Corporate Services
Attachments	To be confirmed

# 17.12 List of Accounts Paid - June 2025

Report Number	CPS49.07.25
Meeting & Date	Council Meeting – 22 July 2025
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil
Report Author	John Vojkovich – Acting Director Corporate Services
Director	John Vojkovich – Acting Director Corporate Services
Attachments	To be confirmed

### 18. <u>DIVISIONAL REPORTS – CHIEF EXECUTIVE OFFICER</u>

# 18.1 WALGA Regulations and Order Relating to Communications Agreements

Report Number	CEO31.07.25
Meeting & Date	Ordinary Council Meeting – 22 July 2025
Applicant	City of Nedlands
Employee	
Disclosure under	
section 5.70 Local	Nil
Government Act	
1995	
Report Author	Alyce Martin – Coordinator Governance Legal and Risk
Director	Keri Shannon – Chief Executive Officer
Attachments	Attachment 1 – WALGA Info Page on Communications
	Agreements Consultation
	Attachment 2 – DLGSC Communications Agreement
	Consultation paper
	Attachment 3 – Proposed City of Nedlands Response (to be
	provided as a late attachment)
	Attachment 4 – Consultation Draft: Local Government (Default
	Communications Agreement) Order 2025
	Attachment 5 – Consultation Draft: Local Government
	Regulations Amendment Regulations 2025

# **Purpose**

To seek Council's consideration and input on the WALGA Discussion Paper regarding Communications Agreements, to support the City's submission to WALGA.

#### **Administration Recommendation**

#### That Council:

- 1. NOTES the WALGA Discussion Paper on Communications Agreements and accompanying information page;
- 2. PROVIDES feedback on the proposed draft Regulations and default Communications Agreement via the attached response template; and
- 3. AUTHORISES the Chief Executive Officer to finalise and submit the City's response to WALGA by 28 July 2025.

# **Voting Requirement**

Simple Majority

## **Background**

The Local Government Amendment Act 2023 introduced new provisions (yet to commence) requiring all Local Governments to implement Communications Agreements between the Council and the CEO. These Agreements are intended to regulate the flow of information and define procedures for Councillors to access information and administrative support.

On 5 June 2025, the Department of Local Government, Sport and Cultural Industries (DLGSC) released draft Regulations and a Ministerial Order to operationalise these amendments. WALGA has prepared a Discussion Paper to facilitate sector-wide feedback and is inviting Local Governments to submit their responses by 4:00pm Monday, 28 July 2025.

#### **Discussion**

The default Communications Agreement will apply during transitional periods and in the absence of an agreed local agreement. As such, it is critical that the default provisions are practical, not overly prescriptive, and reflect the realities of Council operations in both large and small Local Governments.

#### Consultation

Internal review has been undertaken by the City's Governance Team. Councillor feedback is essential to ensure the City's submission reflects both operational realities and Elected Members' perspectives.

# 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 Prosperity

**Outcome** 9. A vibrant local economy.

Pillar Performance

**Outcome** 11. Effective leadership and governance.

# **Budget/Financial Implications**

Nil

#### **Legislative and Policy Implications**

Local Government Act 1995 through the Local Government Amendment Act 2023, specifically new sections 5.92A to 5.92C.

#### **Decision Implications**

Council's feedback on the WALGA Discussion Paper will inform the City's contribution to a sector-wide submission. The WALGA response will influence final decisions made by the Department of Local Government, Sport and Cultural Industries regarding the default Communications Agreement and supporting regulations.

Council's decision will also guide the City's preparations to implement the required agreement following the 2025 local government elections.

#### Conclusion

The introduction of Communications Agreements aims to formalise the interaction between Elected Members and the administration regarding access to information and administrative support.

Given the prescriptive nature of the proposed regulations and default agreement, it is important that the City provides feedback to WALGA to ensure the legislative framework is practical, efficient, and fit for purpose.

Council's consideration and input will ensure the City's operational needs and governance expectations are reflected in WALGA's final sector response.

#### **Further Information**

Nil



### **INFOPAGE**

To: All Local Governments From: Tony Brown,

**Executive Director Member Services** 

**Date**: 16 June 2025

**Subject**: Sector Feedback – Communications Agreements

Operational Area:	Governance	
Key Issues:	<ul> <li>Local Governments are requested to provide comments on the Department's Consultation process on Communications Agreements</li> <li>WALGA is seeking feedback to assist with a sector-wide response</li> </ul>	
Action Required:	Response to WALGA by <b>4:00pm Monday, 28 July 2025</b> Council consideration required.	

The *Local Government Amendment Act 2023* was assented to in May 2023. Provisions relating to Communications Agreements were included in this amending legislation but are yet to commence.

On 5 June 2025, the Department of Local Government, Sport and Cultural Industries (the Department) commenced a consultation process on draft regulations and a draft Ministerial Order that will give effect to the amendments.

The Department has extended the consultation period to conclude on 22 August 2025.

WALGA seeks feedback from Local Governments to assist in the composition of a sector-wide response to the Department's consultation. Provided with this Infopage is a Discussion Paper summarising the proposed regulatory amendments, together with commentary for your Local Government's consideration.

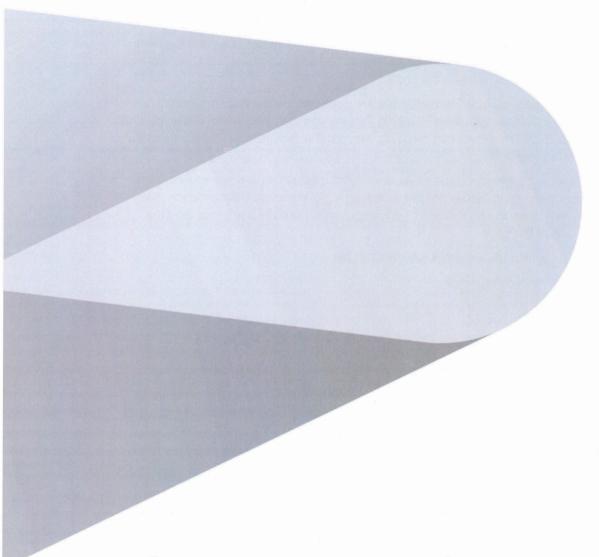
To inform an item for consideration by State Council, feedback is requested by 28 July 2025.

For more information, please contact Tony Brown on 9213 2051 or Felicity Morris on 9213 2093.

Please provide responses to governance@walga.asn.au.







# **Communications Agreement Consultation Paper**

**Local Government Reforms** 

#### **Background**

The Local Government Amendment Act 2023 (2023 Amendment Act) was passed by Parliament in May 2023 and made a series of amendments to the Local Government Act 1995 (the Act). The 2023 Amendment Act implements several key reforms, including those relating to local government elections, as well as some changes which are yet to commence. These include the requirement for a communications agreement between the council and the administration of a local government.

To implement these reforms, the Western Australian (WA) Government has prepared the draft Local Government Regulations Amendment Regulations 2025 and the draft Local Government (Default Communications Agreement) Order 2025.

These proposed draft regulations and the draft order are published on the Department of Local Government, Sport and Cultural Industries (DLGSC) website and are available for public comment until **Friday 22 August 2025**. This consultation paper sets out the aims of these reforms and the proposed legislative requirements.

DLGSC invites local governments, council members, CEOs, local government employees and members of the community to consider the proposed regulations and provide feedback. The feedback received will inform the finalisation of draft regulations and the draft order and the implementation of these changes.

Submissions can be made to DLGSC's Act Review team by:

- 1. email to actreview@dlgsc.wa.gov.au
- post to:
   DLGSC Act Review
   PO Box 8349
   PERTH BUSINESS CENTRE WA 6849

#### Your say and your privacy

Submissions will be treated as public documents unless explicitly requested otherwise.

If you do not consent to your submission being treated as a public document, you should mark it as confidential, or specifically identify the confidential information, and include an explanation.

Please note, even if your submission is treated as confidential by DLGSC, it may still be disclosed in accordance with the requirements of the *Freedom of Information Act 1995* (WA) or any other applicable written law.

DLGSC reserves the right to redact any content that could be regarded as racially vilifying, derogatory or defamatory to an individual or an organisation.

#### Establishing regulations for communications agreements

The communications agreement is intended to function as a fundamental governance instrument within each local government to set out minimum expectations for formal communications between council members and employees of the local government.

Communications agreements currently exist between each Minister of the WA Government and the agencies that support them. These agreements set out who Ministers and their staff may contact within an agency, what they may request, how they can expect their request to be dealt with and when they can expect a response.

In a local government context, new sections 5.92A – 5.92C inserted by the 2023 Amendment Act provide that:

- each local government must have a communications agreement which deals with the matters required by the Act and regulations
- a local government may adopt a communications agreement by the council and the CEO both
   agreeing to its terms
- if a local government does not adopt or is unable to adopt a communications agreement, the default communications agreement set out in a ministerial order applies.

The draft Local Government Regulations Amendment Regulations 2025 seek to address minimum requirements for and enforcement of communications agreements.

#### Administration Regulations (amending regulations 3 to 8)

Amending regulations 3 to 8 set out a series of amendments to the Local Government (Administration) Regulations 1996 to deal with communications agreements.

Amending regulation 4 inserts a definition of communications agreements into the regulations.

Amending regulation 5 clarifies that the regulations regarding the employee code of conduct apply to employees of the local government, not contractors.

Amending regulation 6 requires the employee code of conduct to require a local government employee to comply with the communications agreement.

Amending regulation 7 inserts new regulations 28C and 28D.

Regulation 28C provides that in addition to the matters set out in the to be proclaimed section 5.92A of the Act, a communications agreement needs to set out the circumstances in which correspondence sent by the Mayor or President on behalf of the local government must be provided to all council members by the CEO.

Regulation 28D provides that there must be certain minimum content in a communications agreement adopted by a local government and its CEO.

Subregulation (1) provides definitions of an administrative matter and a request for information.

Subregulation (2) provides that a communications agreement must address:

- how council members and committee members can make requests for information
- the time within which a response to a request for information must be given
- the way in which information must be provided in response to a request for information
- a dispute resolution process
- which local government employees, council members and committee members may communicate or have dealings with relating to requests for information.

Subregulation (3) clarifies that the communications agreement does not apply to:

- deliberations at a council or committee meeting
- the process that needs to be undertaken for the recruitment, performance review or employment termination of the CEO.

This recognises that a Mayor or President and duly authorised council members may need to communicate with employees or contractors of the local government other than through the CEO to facilitate the recruitment, performance review or termination process.

Subregulation (4) provides that a communications agreement must address:

- how council members and committee members can make request for administrative assistance
- the time within which a response to a request for administrative assistance must be given
- the way in which information must be provided in response to a request for administrative assistance
- which local government employees, council members and committee members may communicate or have dealings with relating to administrative matters.

Subregulation (5) provides for circumstances where commissioners are administering the local government. This regulation provides that the commissioner may request information or assistance in the manner determined by the commissioner from any local government employee and that, if requested, it must be provided to the commissioner as soon as practicable. Where there is a dispute, it is resolved by the commissioner (or the chair commissioner if there is more than one commissioner).

This reflects that the circumstances that require the appointment of commissioners are unique, and as a result a commissioner should typically not be constrained by a communications agreement when undertaking the process required to restore good government to a local government district.

Regulation 8 provides for the default communications agreement ministerial order to be made prior to 19 October 2025.

#### Model code of conduct (amending regulations 9 & 10)

To ensure council and committee members comply with the communications agreement, it is proposed that contraventions of the agreement be dealt with under the code of conduct for council members, committee members and candidates.

Amending regulation 10(1) provides that a contravention of section 5.92(3) of the Act, which states that a council member or committee member must comply with the communications agreement, will be a behavioural breach. This means that the breach is dealt with internally by the local government, rather than through the Local Government Standards Panel process. Circumstances where a council member involves themselves in the administration of the local government without authority, or where a council member seeks to direct a local government employee, will remain a rule of conduct breach.

Amending 10(2)-(3) makes an amendment to clause 20 of the model code of conduct. Clause 20 currently provides that a council member or candidate cannot direct a local government employee. This amendment clarifies that the rule of conduct against directing a local government employee does not apply where the council member is acting consistently with the communications agreement in seeking information or administrative assistance.

#### **Default Communications Agreement Order**

The 2023 Amendment Act inserted new section 5.92B, which provides for the Minister for Local Government, by order, to set out a form of default communications agreement. This will be considered the communications agreement of the local government at any time that the local government has not adopted a communications agreement of its own or the agreement has expired.

A local government's communications agreement will expire at the end of the local government's caretaker period following an ordinary election, or otherwise at the end of the employment of the CEO who agreed to that communications agreement.

It is important to note the range of circumstances where a local government will fall onto this default agreement. If unable to form an agreement of their own, a local government will be bound by this default agreement. If local governments and CEOs wish to alter something contained in the default agreement, they will need to reach an agreement on an alternative communications agreement.

The proposed default communications agreement is contained in Schedule 1 of the draft Local Government (Default Communications Agreement) Order 2025.

#### Preliminary provisions (Division 1 of the draft order)

The preliminary components of the agreement include definition and application clauses which address how the agreement is to be interpreted and applied.

The definition of an 'administrative matter' is important in that it clarifies what is considered an administrative matter for a council members' potential request.

Clause 3 (Application) provides that this agreement does not apply to:

- deliberations at a council or committee meeting (which to be dealt with by standardised meeting procedures)
- the process of CEO recruitment, performance reviews or termination of employment, in accordance with the CEO employment standards of the local government.

This covers practical situations, such as the Mayor or President needing to engage closely with the local government's human resources function and consultants in relation to certain instances of managing the employment of the CEO.

#### General provisions (Division 2 of the draft order)

Clauses 4 to 7 provide a series of general provisions.

Clause 4 addresses the general principles of the agreement:

- That the CEO supports council and committee members to fulfill their functions, including by providing information and administrative assistance that allows them to do so, and ensuring that employees communicate with council members in accordance with the agreement.
- That the council and committee members conduct themselves in accordance with the agreement to ensure the orderly running of the local government.

Clause 5 provides that, in general, all council members should receive a copy of formal correspondence sent by the Mayor or President on behalf of the local government. This reflects the Mayor or President's role of as a spokesperson of the local government, consistent with the decisions of the council. In exceptional circumstances the Mayor or President can decide it is not appropriate to provide such correspondence to all council members. If this is done where exceptional circumstances do not exist, it may constitute a breach of the agreement by the Mayor or President.

Clause 6 clarifies that requests for information or administrative should not be made during social or incidental dealings with employees or contractors, as these interactions are not an appropriate time to seek information.

Clause 7 clarifies that this agreement does not prevent social or incidental dealings or communications between council members and employees.

Clause 8 provides for the nomination of employees by the CEO, which is an important aspect of this agreement as it provides for who within the local government council members may speak with. This is similar to the approved contacts list used for WA Government communications agreements between Ministers and their agency(s).

These employees should be the most relevant employees for the council members to appropriately interact with, such as a local government's governance team, their directors (or equivalents), the executive assistant to the CEO, the communications manager or similar roles.

The clause specifies the number of employees to be nominated for each class of local government, reflecting the size of those local governments. It further clarifies that a CEO may specify that the employee is nominated for particular types of enquiries, such as nominating a communications manager for media enquiries. The CEO is required to maintain an up to date register for council and committee members of these employees and what they are able to be contacted for.

Clause 9 makes clear that the CEO determines who responds to a request for information.

Clause 10 further clarifies that nothing in this agreement requires a CEO or any other employee to respond to a request outside of office hours.

#### Requests for information generally (Division 3 of the draft order)

Clauses 11 to 16 deal with general requirements that apply to all requests for information.

Clause 11 provides for council and committee members to make requests for information.

Clause 12 sets out the types of information a member may request and the types of additional information a Mayor or President may request from the local government; however, this clause does not limit what information may be sought.

Clause 13 addresses certain things a council member must provide to assist the local government to respond to the request. This includes an appropriate scope, or a copy of correspondence received by the council member where they are seeking advice that relates to the correspondence.

Clause 14 deals with the circumstances where information does not need to be provided to a member, being:

- where the agreement has not been followed
- if the council member is not entitled to that information
- if the information is not held by the local government and unable to be reasonably obtained
- if in the CEO's view, preparing or providing the information would require substantial diversion of the local government's resources.

Clause 15 deals with disputes regarding the provision of information. This provision provides that a council member who is unhappy with a refusal of information may dispute the matter. Initially this should be sought to be resolved at a meeting between the council member, Mayor or President and CEO. If this does not resolve the matter, the council member should refer the matter to the council to resolve whether the information should be provided or not.

Clause 16 clarifies that the Mayor or President may discuss a media enquiry with the CEO or an appropriate nominate employee without making a request for information. This reflects that media enquiries often require urgent responses that are best dealt with promptly.

#### Responding to requests for information (Division 4 of the draft order)

Clause 17 to 24 deal with responding to requests for information that do not relate to administrative assistance.

Clause 17 provides that this division does not relate to an administrative request for information.

Clause 18 provides that a request for information is to be made to the CEO or an appropriate nominated employee in writing by email or such other electronic means approved by the CEO (such as a portal or similar).

Clause 19 requires the CEO to ensure that a request is acknowledged in writing within 2 working days of the request being made. This does not require the CEO to personally acknowledge the request, just ensure that a mechanism is established for their acknowledgement.

Clause 20 provides that for the purpose of responding to a request for information the CEO or other appropriate employee can discuss the request with the member for the purpose of clarifying the scope or subject of the request and enabling the request to be considered amended as a result of those discussions.

Clause 21 deals with the provision of a response to a request by providing:

- The request must be dealt with as soon as practicable.
- If a request relates to a matter on the agenda of an upcoming council or committee meeting, best endeavours are made to provide the response before that meeting.
- Requests are dealt with within 10 working days by either providing a final response or providing notice of when the final response will be given.
- Final responses should be in writing and include any advice or information relating to the request.
- If the final response is to refuse or partially refuse the request, the reasons for the refusal are given to the council member.

Clause 22 provides that a response to a request for information should generally be provided to all council members and relevant committee members, ensuring all members receive the same information. However, there are proposed exceptions to this where:

- The request is for advice on correspondence received by an individual council member. In these cases, the advice should only be given to the member or members who received the correspondence.
- The request relates to matters that only the Mayor or President can request; in which case those replies should only be given to the Mayor or President.
- The council member and the CEO agree that the matter should be treated confidentially because it is appropriate in the particular circumstances.

Clause 23 provides that the member may discuss the response to their request with the CEO or an appropriate nominated employee in order to clarify or address queries with the response.

Clause 24 provides that the CEO may arrange for a briefing, meeting or other discussion for members on the particular information requested. Members may be provided with information through these avenues, including members being able to seek further information following a briefing, meeting or other discussion.

#### Responding to administrative requests (Division 5 of the draft order)

Clause 25 to 28 deal with responding to administrative requests.

Clause 25 provides that administrative requests encompass an administrative request for information or a request for administrative assistance.

Clause 26 provides that a member may request administrative assistance regarding an administrative matter.

Clause 27 provides that these requests are:

- To be made to the CEO or the appropriate nominated employee.
- These requests may be made verbally, but the CEO or employee can refuse to deal with the request unless it is in writing.
- If a request is made in writing it must be made via email or other electronic means approved by the CEO (such as a portal).

Clause 28 deals with the provision of a response to an administrative request by providing:

- The request must be dealt with as soon as practicable.
- Requests are dealt with within 10 working days by either providing a final response or providing notice of when the final response will be given.
- Final responses to an administrative request may be verbally or in writing.

#### Commissioners (Division 6 of the draft order)

Clauses 29 and 30 deal with this agreement in relation to a commissioner appointed to administer a local government.

Clause 29 provides that the agreement applies to a commissioner as if the commissioner were the council and the Mayor or President.

Clause 30 provides that the commissioner:

- may request information from any local government employee for provision to the commissioner as soon as practicable
- where there is a dispute, it is to be resolved by the commissioner or the chair commissioner (if there is more than one commissioner).

This reflects that the circumstances that require the appointment of commissioners are unique, and as a result a commissioner should typically not be constrained by a communications agreement when undertaking the process required to restore good government to a local government district.

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#### Western Australia

# **Local Government (Default Communications Agreement) Order 2025**

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#### Local Government Act 1995

# **Local Government (Default Communications Agreement) Order 2025**

Made by the Minister under section 5.92B of the Act.

#### 1. Citation

This order is the Local Government (Default Communications Agreement) Order 2025.

#### 2. Commencement

This order comes into operation on 19 October 2025.

#### 3. Default communications agreement

For the purposes of section 5.92B(1) of the Act, the form of communications agreement is set out in Schedule 1.

Note for this clause:

Under section 5.92B(2) of the Act, for the purposes of section 5.92A of the Act, the form of communications agreement set out in Schedule 1 is taken to be a local government's communications agreement at any time when the local government does not have a communications agreement of its own under section 5.92C of the Act.



Schedule 1

Default communications agreement

Division 1

Preliminary provisions

cl. 1

#### Schedule 1 — Default communications agreement

[cl. 3]

#### Division 1 — Preliminary provisions

#### 1. Introduction

For the purposes of section 5.92A of the *Local Government Act 1995* (the *Act*), this is the local government's communications agreement between the council of the local government (the *council*) and the chief executive officer of the local government (the *CEO*).

#### 2. Terms used

(1) In this agreement —

Act has the meaning given in clause 1;

*administrative matter*, in relation to a council member or committee member, means the following —

- (a) the scheduling of council meetings or committee meetings;
- (b) the council member's or committee member's compliance obligations under the Act, including in relation to disclosure of financial interests and gifts;
- (c) information technology support for the council member or committee member;
- (d) arrangements for the council member or committee member to attend training or a conference;
- (e) event invitations received by the council member or committee member;
- (f) the council member's or committee member's entitlement to a fee, allowance, reimbursement or superannuation contribution payment under the Act;
- (g) any other matter of an administrative nature;

administrative request has the meaning given in clause 25;

administrative request for information means a request for information that relates only to an administrative matter;

Default communications agreement Preliminary provisions Schedule 1
Division 1

cl. 2

#### adopted standards means —

- (a) the standards adopted by the local government under section 5.39B of the Act; or
- (b) if the local government has not adopted standards under section 5.39B of the Act the standards taken under section 5.39B(5) of the Act to be the local government's adopted standards;

#### appropriate nominated employee means the following —

- (a) in relation to a request for information an employee nominated under clause 8(1) and (3) in relation to
  - (i) all requests for information; or
  - (ii) a type of request for information that includes the request for information;
- (b) in relation to a media enquiry to be discussed under clause 16(1) an employee nominated under clause 8(1) and (4)(a) in relation to
  - (i) all media enquiries; or
  - (ii) a type of media enquiry that includes the media enquiry;
- (c) in relation to a request for administrative assistance an employee nominated under clause 8(1) and (4)(b) in relation to
  - (i) all requests for administrative assistance; or
  - (ii) a type of request for administrative assistance that includes the request for administrative assistance;

#### **CEO** has the meaning given in clause 1;

class 1 local government has the meaning given in the Local Government (Constitution) Regulations 1998 regulation 2A(a);

class 2 local government has the meaning given in the Local Government (Constitution) Regulations 1998 regulations 2A(b) and 2B(3);

class 3 local government has the meaning given in the Local Government (Constitution) Regulations 1998 regulations 2A(c) and 2B(4);



Schedule 1

Default communications agreement

Division 1

Preliminary provisions

cl. 3

class 4 local government has the meaning given in the Local Government (Constitution) Regulations 1998 regulations 2A(d) and 2B(5);

committee means a committee of the council;

council has the meaning given in clause 1;

employee means an employee of the local government;

*mayor or president* includes a councillor performing the functions of the mayor or president under Part 5 Division 3 of the Act;

request for administrative assistance has the meaning given in clause 26;

request for information has the meaning given in clause 11;

**requesting member**, in relation to a request for information or a request for administrative assistance, means the council member or committee member who made the request;

working day means a day other than —

- (a) a Saturday or a Sunday; or
- (b) a public holiday throughout the State; or
- (c) a public holiday in an area that is or includes the district or any part of the district.
- (2) If any other term used in this agreement is given a meaning in section 1.4 of the Act or the *Interpretation Act 1984* section 5, it has the same meaning in this agreement.
- A reference in this agreement to a council member or committee member performing a function under a written law other than the Act does not include a reference to the council member or committee member performing a function in a capacity other than that of council member or committee member under the Act.

#### 3. Application

- (1) This agreement applies to a person who is a council member, committee member or employee when acting in their capacity as such.
- (2) Despite subclause (1), this agreement does not apply to anything that a council member, committee member or employee does as part of
  - (a) the deliberations at a council or committee meeting; or

Default communications agreement

Schedule 1

General provisions

Division 2

cl. 4

(b) recruiting, reviewing the performance of or terminating the employment of the CEO in accordance with the adopted standards.

#### Division 2 — General provisions

#### 4. General principles

The council and the CEO agree to the following general principles —

- (a) the CEO will support council members and committee members to perform their functions under the Act and any other written law;
- (b) without limiting paragraph (a), the CEO will ensure that
  - (i) requests for information and requests for administrative assistance made by council members and committee members are responded to in accordance with this agreement; and
  - (ii) employees deal and communicate with council members and committee members in accordance with this agreement;
- (c) council members and committee members will ensure that
  - (i) their dealings and communications with employees are in accordance with this agreement; and
  - (ii) their requests for information and requests for administrative assistance are made in accordance with this agreement; and
  - (iii) they only request information that is relevant to their functions under the Act or any other written law.

### 5. Correspondence sent by mayor or president on behalf of local government

- (1) Correspondence sent by the mayor or president on behalf of the local government must be provided to all council members by the CEO.
- (2) Subclause (1) does not apply to correspondence if the mayor or president is satisfied that, because of particular circumstances, it is appropriate not to provide the correspondence to all council members.



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Schedule 1

Default communications agreement

Division 2

General provisions

cl. 6

### 6. Requests must not be made during social or incidental dealing or communication

A council member or committee member must not make a request for information or a request for administrative assistance during a social or incidental dealing or communication with an employee.

#### 7. Incidental or social interactions permitted

Subject to clause 6, nothing in this agreement prohibits social or incidental dealings or communications between —

- (a) a council member or committee member; and
- (b) an employee.

#### 8. Nominated employees

- (1) The CEO may nominate employees for the purposes of this agreement.
- (2) The CEO must nominate at least the following number of employees under subclause (1)
  - (a) if the local government is a class 1 local government 4 employees;
  - (b) if the local government is a class 2 local government 3 employees;
  - (c) if the local government is a class 3 local government 2 employees;
  - (d) if the local government is a class 4 local government 1 employee.
- (3) An employee nominated under subclause (1) must be nominated in relation to
  - (a) all requests for information; or
  - (b) a type of request for information.
- (4) An employee nominated under subclause (1) may be nominated in relation to either or both of the following
  - (a) all media enquiries or a type of media enquiry;
  - (b) all requests for administrative assistance or a type of request for administrative assistance.

Default communications agreement Requests for information generally Division 3

cl. 9

#### (5) The CEO must ensure that —

- (a) an up-to-date register of employees nominated under subclause (1) is available to council members and committee members; and
- (b) the register specifies, for each employee nominated under subclause (1), the matters in relation to which the employee is nominated under subclauses (3) and (4).

#### 9. CEO may direct who responds

Despite anything else in this agreement, the CEO may direct which employee is to respond to a particular request for information or request for administrative assistance.

#### 10. No response required out of hours

Nothing in this agreement requires the CEO or another employee to respond to a request for information or a request for administrative assistance outside of office hours.

#### Division 3 — Requests for information generally

### 11. Council member or committee member may make request for information

A council member or committee member may make a request (a request for information) for —

- (a) access to information held by the local government under section 5.92 of the Act or otherwise; or
- (b) other information.

#### 12. Information that may be requested

- (1) A request for information may be for advice or other information regarding any of the following
  - (a) a service, project or initiative being delivered by the local government;
  - (b) how the local government usually manages a particular matter, issue, service or query;

Schedule 1 Division 3

Default communications agreement Requests for information generally

cl. 13

- (c) budgeting or financial information, including details of the costs of any service, project or initiative delivered or proposed to be delivered by the local government;
- (d) an issue or situation of broad public concern or interest within the district;
- (e) preparing a motion to council or a committee;
- (f) correspondence received by the council member or committee member;
- (g) an administrative matter.
- (2) The mayor or president may make a request for information for advice or other information regarding any of the following
  - (a) publicly representing the local government at a media appearance or other event (including advice or other information in the form of a briefing or speaking notes);
  - (b) correspondence to be sent by the mayor or president;
  - (c) arranging a formal meeting or an official event.
- (3) This clause does not limit what information may be the subject of a request for information.

#### 13. Requirements applicable to requests for information

- (1) The information the subject of a request for information must be relevant to the functions of the requesting member under the Act or another written law.
- (2) A request for information must be
  - (a) limited in scope to the specific information that the council member or committee member requires; and
  - (b) accompanied by any supporting information that may assist the local government to respond to the request.
- (3) A request for information regarding correspondence received by the council member or committee member must include a copy of the correspondence.

Default communications agreement Requests for information generally Schedule 1
Division 3

cl. 14

#### 14. Certain information not required to be provided

Nothing in this agreement requires information to be provided to a council member or committee member in response to a request for information if —

- (a) the request for information is not made in accordance with this agreement; or
- (b) the information is information mentioned in section 5.92(4) of the Act; or
- (c) the information
  - (i) is not held by the local government; and
  - (ii) is held by a person or body other than the local government; and
  - (iii) cannot reasonably be obtained by the local government;

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(d) the CEO decides that preparing or providing the information would divert a substantial and unreasonable portion of the local government's resources away from its other functions.

#### 15. Disputes regarding final response to request for information

- (1) If the final response to a request for information includes a refusal to provide some or all of the information the subject of the request, the requesting member may notify the CEO in writing that there is a dispute regarding the final response.
- (2) A dispute regarding the final response to a request for information must be discussed at a meeting between the mayor or president, the CEO and the requesting member.
- (3) If the dispute is not resolved at the meeting
  - (a) the requesting member may refer the dispute to the council; and
  - (b) the council may determine the dispute.

Schedule 1

Default communications agreement

**Division 4** 

Requests for information other than administrative requests for

information

cl. 16

- (4) The council's determination of the dispute
  - (a) may override a decision made by the CEO under clause 14(d); and
  - (b) is final.

### 16. Mayor or president may discuss media enquiry without making request for information

- (1) The mayor or president may discuss a media enquiry with the CEO or an appropriate nominated employee, either verbally or in writing, without making a request for information.
- (2) Subclause (1) does not prevent the mayor or president from making a request for information in relation to a media enquiry.

### Division 4 — Requests for information other than administrative requests for information

#### 17. Application

This Division does not apply to or in relation to an administrative request for information.

#### 18. Making a request for information

- (1) A request for information must be made to the CEO or an appropriate nominated employee.
- (2) A request for information must be made in writing by
  - (a) email; or
  - (b) other electronic means approved by the CEO.

#### 19. Receipt of request must be acknowledged

The CEO must ensure that receipt of a request for information is acknowledged in writing within 2 working days after the day on which the request is made.

Default communications agreement Requests for information other than administrative requests for information

Schedule 1
Division 4

cl. 20

#### 20. Request may be discussed and amended

For the purposes of responding to a request for information, the CEO or an appropriate nominated employee may do either or both of the following —

- (a) discuss the request for information with the requesting member, including for the purpose of clarifying the scope of the information the subject of the request;
- (b) if the requesting member requests an amendment to the scope of the information the subject of the request for information deal with the request for information as if it were so amended.

#### 21. Responding to a request for information

- (1) The CEO must ensure that the requesting member is given a final response to their request for information as soon as practicable.
- (2) If a request for information relates to a matter included in the agenda for an upcoming council or committee meeting, the CEO must make best endeavours to ensure that the requesting member is given a final response to the request before the meeting.
- (3) Without limiting subclause (1) or (2), the CEO must ensure that, within 10 working days after the day on which a request for information is made, the requesting member is given
  - (a) a final response to the request; or
  - (b) notice that a final response cannot be given within that period and an estimate as to when a final response will be given.
- (4) The final response to a request for information must
  - (a) be in writing; and
  - (b) include any advice or other information provided in response to the request for information.
- (5) If the final response includes a refusal to provide some or all of the information the subject of the request for information, the response must set out the reasons for that refusal.

Schedule 1 Default communications agreement

**Division 4** Requests for information other than administrative requests for

information

cl. 22

#### 22. When final response must be provided to other members

- (1) A copy of the final response to a request for information given to the requesting member must be provided to
  - (a) all council members; and
  - (b) if the final response is relevant to the work of a committee any members of the committee who are not council members.
- (2) Subclause (1) does not apply if
  - (a) the request for information is a request for advice regarding correspondence and the final response is provided to all council members and committee members who received the correspondence; or
  - (b) the request for information is for advice or other information regarding any of the matters mentioned in clause 12(2); or
  - (c) the requesting member and the CEO agree that
    - (i) the final response is confidential; or
    - (ii) because of particular circumstances, it is appropriate not to provide the final response to all council members and relevant committee members under subclause (1).

#### 23. Requesting member may discuss final response

- (1) The requesting member may discuss the final response to their request for information with the CEO or an appropriate nominated employee, either verbally or in writing.
- (2) During a discussion under subclause (1), the requesting member may be provided with additional information for the purpose of clarifying, or addressing queries in relation to, the final response.

### 24. CEO may arrange for briefing, meeting or discussion in relation to final response

(1) The CEO may arrange for some or all council members and committee members to attend a briefing, meeting or other discussion in relation to a final response to a request for information.

Default communications agreement Administrative requests for information and requests for administrative assistance Schedule 1
Division 5

cl. 25

(2) During a briefing, meeting or other discussion arranged under subclause (1), council members and committee members may be provided with additional information for the purpose of clarifying, or addressing queries in relation to, the final response.

### Division 5 — Administrative requests for information and requests for administrative assistance

#### 25. Term used: administrative request

In this Division —

administrative request means a request that is either or both of the following —

- (a) an administrative request for information;
- (b) a request for administrative assistance.

### 26. Council member or committee member may request assistance regarding administrative matter

A council member or committee member may make a request (a *request for administrative assistance*) for assistance regarding an administrative matter.

#### 27. Making an administrative request

- (1) An administrative request must be made to the CEO or an appropriate nominated employee.
- (2) Subject to subclause (3), an administrative request may be made verbally or in writing.
- (3) If an administrative request is made verbally, the CEO or an appropriate nominated employee may refuse to deal with the request unless it is made in writing.
- (4) An administrative request that is in writing must be made by
  - (a) email; or
  - (b) other electronic means approved by the CEO.

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Schedule 1

Default communications agreement

Division 6

Provision in relation to commissioner

cl. 28

#### 28. Responding to an administrative request

- (1) The CEO must ensure that the requesting member is given a final response to their administrative request as soon as practicable.
- (2) Without limiting subclause (1), the CEO must ensure that, within 10 working days after the day on which an administrative request is made, the requesting member is given
  - (a) a final response to the request; or
  - (b) notice that a final response cannot be given within that period and an estimate as to when the response will be given.
- (3) A final response to an administrative request may be given verbally or in writing.

#### Division 6 — Provision in relation to commissioner

#### 29. Application of agreement to commissioner

This agreement applies to a commissioner of the local government as if the commissioner were the council and the mayor or president.

#### 30. Requests for information by commissioner

- (1) Despite clause 29, a commissioner of the local government may make a request for information or a request for administrative assistance to the CEO or another employee in the manner determined by the commissioner.
- (2) The CEO must ensure that the commissioner is given a final response to the request made under subclause (1)
  - (a) as soon as practicable; and
  - (b) in the manner requested by the commissioner (which may include in writing or in a briefing).
- (3) A dispute regarding a request made under subclause (1) must be determined by
  - (a) if there are joint commissioners and 1 of them is appointed to be the chairperson the chairperson; or
  - (b) otherwise the commissioner who made the request.

Default communications agreement

Schedule 1 **Division 6** 

Provision in relation to commissioner

cl. 30

- The chairperson's or commissioner's determination of the dispute
  - may override a decision made by the CEO under clause 14(d); and
  - (b) is final.

Minister for Local Government



#### Western Australia

# **Local Government Regulations Amendment Regulations 2025**

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#### Local Government Act 1995

# **Local Government Regulations Amendment Regulations 2025**

Made by the Governor in Executive Council.

#### Part 1 — Preliminary

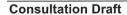
#### 1. Citation

These regulations are the Local Government Regulations Amendment Regulations 2025.

#### 2. Commencement

These regulations come into operation as follows —

- (a) Part 1 on the day on which these regulations are published on the WA legislation website (*publication day*);
- (b) Part 2 (but only regulations 3 and 8) on the day after publication day;
- (c) the rest of the regulations on 19 October 2025.



Part 2

Local Government (Administration) Regulations 1996

amended

r. 3

## Part 2 — Local Government (Administration) Regulations 1996 amended

#### 3. Regulations amended

This Part amends the Local Government (Administration) Regulations 1996.

#### 4. Regulation 3 amended

In regulation 3(1) insert in alphabetical order:

*communications agreement*, in relation to a local government, means —

- (a) the default communications agreement that is taken to be the local government's communications agreement under section 5.92B; or
- (b) the communications agreement adopted by the local government that has effect as the local government's communications agreement under section 5.92C;

#### 5. Regulation 19AA amended

In regulation 19AA delete the definition of *local government employee* and insert:

*local government employee* means an employee of the local government;



Local Government (Administration) Regulations 1996 amended

Part 2

r. 6

#### 6. Regulation 19ADA inserted

After regulation 19AD insert:

#### 19ADA. Compliance with communications agreement

A code of conduct must contain a requirement that a local government employee must (when acting in their capacity as such) comply with the local government's communications agreement.

#### 7. Regulations 28C and 28D inserted

At the beginning of Part 7 insert:

### 28C. Additional matters regulated by communications agreement (Act s. 5.92A(2)(d))

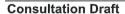
For the purposes of section 5.92A(2)(d), the circumstances in which correspondence sent by the mayor or president on behalf of the local government must be provided to all council members by the CEO is a prescribed matter.

### 28D. Content of communications agreement (Act s. 5.92A(4))

(1) In this regulation —

*administrative matter*, in relation to a council member or committee member, means the following —

- (a) the scheduling of council meetings or committee meetings;
- (b) the council member's or committee member's compliance obligations under the Act, including in relation to disclosure of financial interests and gifts;

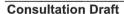


Part 2 Local Government (Administration) Regulations 1996 amended

#### r. 7

- (c) information technology support for the council member or committee member;
- (d) arrangements for the council member or committee member to attend training or a conference;
- (e) event invitations received by the council member or committee member;
- (f) the council member's or committee member's entitlement to a fee, allowance, reimbursement or superannuation contribution payment under the Act;
- (g) any other matter of an administrative nature; *request for information*, in relation to a local government, means a request for
  - (a) access to information held by the local government under section 5.92 or otherwise; or
  - (b) other information.
- (2) A local government's communications agreement must include content providing for
  - (a) council members and committee members to make requests for information; and
  - (b) the way in which, and the employees of the local government to whom, a request for information must be made; and
  - (c) time limits within which a response to a request for information must be given; and
  - (d) the way in which information must be provided in response to a request for information; and
  - (e) the way in which disputes regarding the response given to a request for information are to be resolved; and

- (f) the employees of the local government with whom council members and committee members may communicate or have dealings in relation to a request for information.
- (3) A local government's communications agreement must include content providing for the agreement not to apply to anything that a council member, committee member or employee of the local government does as part of
  - (a) the deliberations at a council or committee meeting; or
  - (b) recruiting, reviewing the performance of or terminating the employment of the CEO in accordance with the adopted standards.
- (4) A local government's communications agreement must include content providing for
  - (a) council members and committee members to make requests for assistance regarding administrative matters; and
  - (b) the way in which, and the employees of the local government to whom, a request for assistance regarding an administrative matter must be made; and
  - (c) time limits within which a response to a request for assistance regarding an administrative matter must be given; and
  - (d) the way in which information must be provided in response to a request for assistance regarding an administrative matter; and
  - (e) the employees of the local government with whom council members and committee members may communicate or have dealings in



Part 2 Local Government (Administration) Regulations 1996 amended

r. 7

relation to a request for assistance regarding an administrative matter.

- (5) A local government's communications agreement must include content providing for the following
  - (a) a request for information or a request for assistance regarding an administrative matter by a commissioner of the local government may be made to the CEO or another employee of the local government in the manner determined by the commissioner;
  - (b) the CEO must ensure that the commissioner is given a response to the request for information or request for assistance regarding an administrative matter
    - (i) as soon as practicable; and
    - (ii) in the manner requested by the commissioner (which may include in writing or in a briefing);
  - (c) disputes regarding the request for information or request for assistance regarding an administrative matter must be resolved by
    - (i) if there are joint commissioners and 1 of them is appointed to be the chairperson — the chairperson; or
    - (ii) otherwise the commissioner who made the request.

page 6

**Consultation Draft** 

Local Government (Administration) Regulations 1996 amended

r. 8

#### 8. Regulation 29E inserted

At the end of Part 7 insert:

### 29E. Transitional provision for Local Government Regulations Amendment Regulations 2025

For the purposes of Schedule 9.3 clause 62(2), regulations 28C and 28D, as to be inserted by the *Local Government Regulations Amendment Regulations 2025* regulation 7, apply in relation to the exercise before 19 October 2025, under the *Interpretation Act 1984* section 25(2), of the Minister's power to make an order under section 5.92B, as to be inserted by the *Local Government Amendment Act 2023* section 74.



#### Local Government Regulations Amendment Regulations 2025

Part 3

Local Government (Model Code of Conduct) Regulations 2021 amended

r. 9

# Part 3 — Local Government (Model Code of Conduct) Regulations 2021 amended

#### 9. Regulations amended

This Part amends the Local Government (Model Code of Conduct) Regulations 2021.

#### 10. Schedule 1 amended

(1) After Schedule 1 clause 10 insert:

#### 10A. Communications agreement

A council member or committee member must not contravene section 5.92A(3) of the Act.

(2) In Schedule 1 clause 20(1) insert in alphabetical order:

*administrative matter*, in relation to a council member or committee member, means the following —

- (a) the scheduling of council meetings or committee meetings;
- (b) the council member's or committee member's compliance obligations under the Act, including in relation to disclosure of financial interests and gifts;
- (c) information technology support for the council member or committee member;
- (d) arrangements for the council member or committee member to attend training or a conference;
- (e) event invitations received by the council member or committee member;
- (f) the council member's or committee member's entitlement to a fee, allowance, reimbursement or superannuation contribution payment under the Act;
- (g) any other matter of an administrative nature;



#### Local Government Regulations Amendment Regulations 2025

Local Government (Model Code of Conduct) Regulations 2021 amended

Part 3

r. 10

*communications agreement*, in relation to a local government, means —

- (a) the default communications agreement that is taken to be the local government's communications agreement under section 5.92B of the Act; or
- (b) the communications agreement adopted by the local government that has effect as the local government's communications agreement under section 5.92C of the Act;

request for information, in relation to a local government, means a request for —

- (a) access to information held by the local government under section 5.92 of the Act or otherwise; or
- (b) other information.
- (3) In Schedule 1 clause 20(1) in the definition of *local government employee* paragraph (b) delete "services." and insert:

services;

- (4) Delete Schedule 1 clause 20(3) and insert:
  - (3) Subclause (2)(a) does not apply to anything that a council member does as part of
    - (a) the deliberations at a council or committee meeting; or
    - (b) making a request for information or a request for assistance regarding an administrative matter in accordance with the local government's communications agreement.

Clerk of the Executive Council

**Consultation Draft** 

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## 18.2 Notice of WALGA Annual General Meeting and selection of delegate representatives

Report Number	CEO32.07.25
Meeting & Date	Ordinary Council Meeting – 22 July 2025
Applicant	City of Nedlands
Employee	
Disclosure under	
section 5.70 Local	Nil
<b>Government Act</b>	
1995	
Report Author	Alyce Martin – Coordinator Governance Legal and Risk
Director	Keri Shannon – Chief Executive Officer
Attachments	Attachment 1 – 2025 Notice of WALGA Annual General Meeting
	Attachment 2 – Guideline for the Submission of Member
	Motions
	Attachment 3 – 2025 AGM Member Motion template

### **Purpose**

The purpose of this report is to consider the nomination of Council representatives to attend the 2025 WALGA Annual General Meeting being held on Tuesday 23 September 2025 at 2:15pm.

#### **Administration Recommendation**

#### That Council:

- 1. CONFIRMS Deputy Mayor Smyth and Cr Coghlan as the Voting Delegates for the WALGA Annual General Meeting 2025; and
- 2. INSTRUCTS the CEO to register the Voting Delegates.

#### **Voting Requirement**

Simple majority

## **Background**

WALGA will hold its Annual General Meeting, to discuss and consider local government industry issues on Tuesday 23 September 2025 at 2:15pm.

Each member Council of WALGA has the ability to elect two (2) voting delegates to participate at the WALGA Annual General Meeting. Non-voting delegates are also able to attend.

#### **Discussion**

Nil

#### 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 Performance

**Outcome** 11. Effective leadership and governance.

## **Budget/Financial Implications**

Nil

## **Legislative and Policy Implications**

Nil

## **Decision Implications**

If Voting Delegates are not confirmed the City of Nedlands will not have representation at the WALGA Annual General Meeting.

#### Conclusion

It is recommended that Council appoint Voting Delegates.

#### **Further Information**

Nil



# 2025 Notice of WALGA Annual General Meeting

TUESDAY, 23 SEPTEMBER 2025 2:15PM AT PERTH CONVENTION AND EXHIBITION CENTRE 21 MOUNTS BAY RD, PERTH WA

The Annual General Meeting (AGM) of the Western Australian Local Government Association (WALGA) will be held at the Perth Convention and Exhibition Centre on **Tuesday, 23 September 2025 at 2:15pm**.

Attendance at the AGM is free for all Elected Members and officers from Member Local Governments. Voting Delegates and Proxies must be registered (registration information below).

The AGM is being held in conjunction with the Local Government Convention 2025 (the Convention). Further information on the Convention will be announced shortly.

#### **VOTING INFORMATION**

#### Voting entitlement

Each Member Local Government is entitled to be represented by two Voting Delegates. A Voting Delegate is entitled to one vote.

A Proxy is entitled to vote in the absence of a Voting Delegate.

Voting Delegates and Proxies may be Elected Members or officers.

#### **Registration of Delegates and Proxies**

Voting Delegates and Proxies must be registered by the Local Government Chief Executive Officer.

The Chief Executive Officer of each Member Local Government will be sent the Delegate registration link via email. We ask that registration be completed via the link provided prior to 5:00pm on Monday, 8 September 2025. However, Delegate registrations can be completed or amended up until the start of the AGM at 2:15pm on Tuesday, 23 September 2025.

#### **Voting process**

Information on how voting will be conducted at the AGM will be sent to all registered Voting Delegates and Proxies prior to the AGM.

#### **MEMBER MOTIONS**

#### **Submission**

Member Local Governments are invited to submit motions for inclusion in the Agenda for consideration at the AGM.

Motions should be submitted by the Chief Executive Officer of the Member Local Government to the Chief Executive Officer of WALGA via email at <a href="mailto:associationgovernance@walga.asn.au">associationgovernance@walga.asn.au</a>.

#### **Closing date**

Member motions must be submitted prior to 5:00pm on Friday, 8 August 2025.

#### **Guidelines for motions**

Please refer to the *Guideline for the submission of Member Motions* for detailed information on the submission of motions.

#### **MEETING DOCUMENTS**

#### Notice of proposed amendments to the Association Constitution

The Chief Executive Officer of WALGA will give not less than 60 days notice of any proposal to amend the Association Constitution. This notice will be given via email to all Local Government Chief Executive Officers by 5:00pm Wednesday, 23 July 2025.

#### Agenda

The Chief Executive Officer of WALGA will publish the Agenda of the AGM not less than 30 days prior to the AGM. The Agenda will be published by 5.00pm Friday, 22 August 2025 on the WALGA website. All Elected Members and CEOs will by advised of the availability of the Agenda via email.

Hardcopy meeting documents will not be distributed.

The Order of Business shall be:

- 1. Record of attendance and apologies
- 2. Announcements
- 3. Confirmation of minutes of previous meetings
- 4. President's report
- 5. Financial report for the financial year
- 6. Consideration of Executive and Member Motions

#### **MEETING CONDUCT**

The AGM will be conducted in accordance with the WALGA AGM Standing Orders.

#### **QUERIES**

Please direct all enquiries relating to the registration of Delegates or the submission of Member motions to Meghan Dwyer, State Council Governance Officer on (08) 9213 2050 or at <a href="mailto:associationgovernance@walga.asn.au">associationgovernance@walga.asn.au</a>.

President Cr Karen Chappel AM JP

Laugherry

**WALGA President** 

Nick Sloan

**WALGA Chief Executive Officer** 



# 2025 WALGA Annual General Meeting

## **Guideline for the submission of Member Motions**

#### **GENERAL PRINCIPLES**

The following principles should be followed by Members in the formulation of Member Motions (Motions):

- Motions should focus on policy matters rather than issues which could be dealt with by the WALGA State Council with minimal delay.
- Due regard should be given to the relevance of the Motion to the total membership and to Local Government in general. Some Motions are of a localised or regional interest and might be better handled through other forums.
- Due regard should be given to the timeliness of the Motion. Will it still be relevant come the AGM or would it be better handled immediately by the Association?
- The likely political impact of the motion should be carefully considered.
- Due regard should be given to the educational value to Members i.e. does awareness need to be raised on the particular matter?
- The potential media interest of the subject matter should be considered.

#### CRITERIA

Motions will be included in the Agenda where they:

- Are consistent with the objects of the Association (refer to clause 3 of the Association Constitution);
- 2. Demonstrate that the issue/s raised will concern or are likely to concern a substantial number of Local Governments in WA;
- 3. Seek to advance the Local Government policy agenda of the Association and/or improve governance of the Association;
- 4. Have a lawful purpose (a motion does not have a lawful purpose if its implementation would require or encourage non-compliance with prevailing laws); and
- 5. Are clearly worded and unambiguous in nature.

Motions will not be included where they are:

 Consistent with current Association advocacy/policy positions as per the <u>Advocacy</u> <u>Positions Manual</u> (as the matter has previously been considered and endorsed by WALGA).

Motions of similar objective:

7. Will be consolidated as a single item.

Prior to the finalisation of the Agenda, the WALGA President and Chief Executive Officer will determine whether Motions submitted by Members abide by the criteria.

Members submitting Motions will be advised of the determinations.

#### SPECIAL URGENT BUSINESS<sup>1</sup>

No Motion shall be accepted for debate at the AGM after the closing date unless the motion:

- Relates to special urgent business, and
- Is approved for debate by an absolute majority.<sup>2</sup>

Where practicable, prior notice of the Motion should be provided to the President.

The Delegate is to have sufficient copies of the Motion in writing for distribution to all Delegates at the meeting.

#### **COUNCIL RESOLUTION**

Motions should be submitted with the support of a resolution of Council.

When submitting a Motion, the Member Local Government should advise that the Motion to be considered has been endorsed by Council.

#### **MOTION TEMPLATE**

A template has been prepared to assist Member Local Governments in submitting proposed Motions. The template Is available on the WALGA website.

Motions submitted by Member Local Governments must be accompanied by fully researched and documented supporting comment.

#### **SUBMISSION**

#### Who can submit a Member Motion

As per clause 22(5) of the Constitution, an AGM Motion may only be submitted by the WALGA State Council or an Ordinary Member.

#### How to submit a Member Motion

Motions should be submitted by the Chief Executive Officer of the Member Local Government to the Chief Executive Officer of WALGA via email at associationgovernance@walga.asn.au.

#### **CLOSING DATE**

Motions must be submitted before 5:00pm on Friday, 8 August 2025.

<sup>&</sup>lt;sup>1</sup> WALGA AGM Standing Orders, clause 8

 $<sup>^{\</sup>rm 2}$  "Absolute Majority" means a majority of delegates of the Association whether present and voting or not.

## **Motion Template**

This template has been prepared to assist Member Local Governments in submitting proposed Member Motions for the 2025 WALGA Annual General Meeting.

Please refer to the Guideline for the Submission of Member Motions when preparing Member Motions.

Motion Title: Insert the title of the motion

Local Government Name: Insert the name of the Member Local Government

Date: Insert the date your Council resolved to support the motion

#### **MOTION**

Insert the motion

#### **IN BRIEF**

- The In Brief section should contain brief dot points
- Provide an Executive Summary of the main information and issues in the Member Comment

#### **MEMBER COMMENT**

Insert the Local Governments comments. AGM motions submitted by Member Local Governments must be accompanied by fully researched and documented supporting comment.

## **18.3 Exercise of Delegations**

Report Number	CEO33.07.25
Meeting & Date	Council Meeting – 22 July 2025
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil
Report Author	Alyce Martin – Coordinator Governance Legal and Risk
Director	Keri Shannon – Chief Executive Officer
Attachments	Attachment 1 - Table of Delegations

#### **Purpose**

To provide Council with details of the delegations exercised for the period 1 April 2025 to 30 June 2025.

#### **Administration Recommendation**

That Council RECEIVES the record of delegations exercised for the period 1 April 2025 to 30 June 2025.

## **Voting Requirement**

Simple Majority

## **Background**

In accordance with the City's obligations under Regulation 19 of the *Local Government* (Administration) Regulations 1996 (WA) which requires the person to whom the power or duty has been delegated to keep a written record of:

- (i) how the person exercised the power or discharged the duty;
- (ii) when the person exercised the power or discharged the duty; and
- (iii) the person or classes of person directly affected by the exercise of the power or the discharge of the duty.

Consistent with the City's values and in order to ensure transparency and accountability the CEO will report the exercise of these delegations every 3 months.

#### **Discussion**

This report provides Council with a record of the exercise of delegations by the CEO and City officers for the period 1 April 2025 to 30 June 2025.

#### 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 Performance

**Outcome** 11. Effective leadership and governance.

## **Budget/Financial Implications**

Nil

## **Legislative And Policy Implications**

Local Government Act 1995 (WA) Local Government (Administration) Regulations 1996 (WA)

## **Decision Implications**

To ensure transparency, accountability and inform the Council as to the exercise of the power delegated by Council to officers.

#### Conclusion

That Council receives the exercise of delegation report from 1 April 2025 to 30 June 2025.

## **Further Information**

Nil



Reference	Function	Officer	Date of decision	Decision	Description
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	9 Apr 2025	Granted	Verge and Thoroughfare Permit
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	3 Apr 2025	Granted	Verge and Thoroughfare Permit
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	3 Apr 2025	Granted	Verge and Thoroughfare Permit
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	4 Apr 2025	Granted	Verge and Thoroughfare Permit
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	15 Apr 2025	Granted	Verge and Throughfare Permit
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	17 Jun 2025	Granted	Thoroughfare Permit - 5 Cockram
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	19 Jun 2025	Granted	Verge Permit - 5A & B Alexander Road, Dalkieth
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	19 Jun 2025	Granted	Verge Permit - 24 Rockton Road, Nedlands
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	20 Jun 2025	Granted	Verge Permit
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	20 Jun 2025	Granted	Verge Permit



Reference	Function	Officer	Date of decision	Decision	Description
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	20 Jun 2025	Granted	Verge Permit
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	20 Jun 2025	Granted	Verge Permit
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	20 Jun 2025	Granted	Verge Permit
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	20 Jun 2025	Granted	Verge Permit
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	20 Jun 2025	Granted	Building Corporation WA Pty Ltd (T/A Giorgi)
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	20 Jun 2025	Granted	Verge Permit
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	23 Jun 2025	Granted	Verge Permit
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	24 Jun 2025	Granted	Verge Permit
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	24 Jun 2025	Granted	Verge Permit
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	27 Jun 2025	Granted	Verge Permit



Reference	Function	Officer	Date of decision	Decision	Description
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	30 Jun 2025	Granted	Verge Permit
1.1.9	Obstruction of Footpaths and Thoroughfares	Coordinator Development and Compliance	30 Jun 2025	Granted	Verge Permit
1.1.22	Defer, Grant Discounts, Waive or Write Off Debts	Manager Health & Compliance	2 Apr 2025	Granted	Other Compassionate Grounds
1.1.22	Defer, Grant Discounts, Waive or Write Off Debts	Manager Health & Compliance	2 Apr 2025	Granted	Other Compassionate Grounds
1.1.22	Defer, Grant Discounts, Waive or Write Off Debts	Manager Health & Compliance	2 Apr 2025	Granted	Other Compassionate Grounds
1.1.22	Defer, Grant Discounts, Waive or Write Off Debts	Manager Health & Compliance	6 May 2025	Granted	Withdrawn - Other Compassionate Grounds
2.1.1	Grant a Building Permit	Coordinator Building Approvals	4 Apr 2025	Granted	Building Pemrit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	4 Apr 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	4 Apr 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	4 Apr 2025	Granted	Building Permit issued



Reference	Function	Officer	Date of decision	Decision	Description
2.1.1	Grant a Building Permit	Coordinator Building Approvals	4 Apr 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	11 Apr 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	11 Apr 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	11 Apr 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	11 Apr 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	11 Apr 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	11 Apr 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	11 Apr 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	11 Apr 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	11 Apr 2025	Granted	Building Permit issued



Reference	Function	Officer	Date of decision	Decision	Description
2.1.1	Grant a Building Permit	Coordinator Building Approvals	16 Apr 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	16 Apr 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	16 Apr 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	16 Apr 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	22 Apr 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	22 Apr 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	22 Apr 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	22 Apr 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	22 Apr 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	22 Apr 2025	Granted	Building Permit issued



Reference	Function	Officer	Date of decision	Decision	Description
2.1.1	Grant a Building Permit	Coordinator Building Approvals	6 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	6 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	6 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	6 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	6 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	6 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	6 May 2025	Granted	Building Permit Issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	6 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	6 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	6 May 2025	Granted	Building Permit issued



Reference	Function	Officer	Date of decision	Decision	Description
2.1.1	Grant a Building Permit	Coordinator Building Approvals	6 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	6 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	6 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	6 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	6 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	15 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	15 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	15 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	15 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	15 May 2025	Granted	Building Permit issued



Reference	Function	Officer	Date of decision	Decision	Description
2.1.1	Grant a Building Permit	Coordinator Building Approvals	15 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	15 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	15 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	15 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	15 May 2025	Granted	Building Permit Issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	15 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	15 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	15 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	15 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	15 May 2025	Granted	Occupancy Pemrit issued



Reference	Function	Officer	Date of decision	Decision	Description
2.1.1	Grant a Building Permit	Coordinator Building Approvals	15 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	15 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	15 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	21 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	21 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	21 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	21 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	29 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	29 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	29 May 2025	Granted	Building Permit issued



Reference	Function	Officer	Date of decision	Decision	Description
2.1.1	Grant a Building Permit	Coordinator Building Approvals	29 May 2025	Granted	Building permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	29 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	29 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	29 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	29 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	29 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	29 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	29 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	29 May 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	3 Jun 2025	Granted	Building Permit issued



Reference	Function	Officer	Date of decision	Decision	Description
2.1.1	Grant a Building Permit	Coordinator Building Approvals	3 Jun 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	9 Jun 2025	Granted	Building permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	9 Jun 2025	Granted	Building Permit Issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	9 Jun 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	9 Jun 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	9 Jun 2025	Granted	Building Permt issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	10 Jun 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	10 Jun 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	10 Jun 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	10 Jun 2025	Granted	Building Permit issued



Reference	Function	Officer	Date of decision	Decision	Description
2.1.1	Grant a Building Permit	Coordinator Building Approvals	18 Jun 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	18 Jun 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	18 Jun 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	18 Jun 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	18 Jun 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	18 Jun 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	18 Jun 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	24 Jun 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	24 Jun 2025	Granted	Building Permit Issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	24 Jun 2025	Granted	Building Permit issued



Reference	Function	Officer	Date of decision	Decision	Description
2.1.1	Grant a Building Permit	Coordinator Building Approvals	24 Jun 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	24 Jun 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	24 Jun 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	24 Jun 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	24 Jun 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	24 Jun 2025	Granted	Building Permit issued
2.1.1	Grant a Building Permit	Coordinator Building Approvals	24 Jun 2025	Granted	Building Permit Issued
2.1.2	Demolition Permits	Coordinator Building Approvals	4 Apr 2025	Granted	Demolition Permit issued
2.1.2	Demolition Permits	Coordinator Building Approvals	4 Apr 2025	Granted	Demolition Permit issued
2.1.2	Demolition Permits	Coordinator Building Approvals	22 Apr 2025	Granted	Demolition permit issued



Reference	Function	Officer	Date of decision	Decision	Description
2.1.2	Demolition Permits	Coordinator Building Approvals	15 May 2025	Granted	Demolition Permit issued
2.1.2	Demolition Permits	Coordinator Building Approvals	15 May 2025	Granted	Demolition Permit issued
2.1.2	Demolition Permits	Coordinator Building Approvals	21 May 2025	Granted	Demolition Permit issued
2.1.3	Occupancy Permits or Building Approval Certificates	Coordinator Building Approvals	6 May 2025	Granted	Occupancy Permit issued
2.1.3	Occupancy Permits or Building Approval Certificates	Coordinator Building Approvals	6 May 2025	Granted	Building Approval Certificate issued
2.1.3	Occupancy Permits or Building Approval Certificates	Coordinator Building Approvals	29 May 2025	Granted	Occupancy Permit issued
2.1.3	Occupancy Permits or Building Approval Certificates	Coordinator Building Approvals	3 Jun 2025	Granted	Temporary Occupancy Permit
2.1.3	Occupancy Permits or Building Approval Certificates	Coordinator Building Approvals	9 Jun 2025	Granted	Temporary Occupancy Permit



Reference	Function	Officer	Date of decision	Decision	Description
2.1.3	Occupancy Permits or Building Approval Certificates	Coordinator Building Approvals	10 Jun 2025	Granted	Building Permit issued
2.1.3	Occupancy Permits or Building Approval Certificates	Coordinator Building Approvals	24 Jun 2025	Granted	Occupancy Permit issued
2.1.3	Occupancy Permits or Building Approval Certificates	Coordinator Building Approvals	24 Jun 2025	Granted	Building Permit issued
9.2.1	Local Planning Scheme - Council to CEO	Coordinator Planning Approvals	10 Apr 2025	Granted	Exercise of judgement of merit under Residential Design Codes Volume 1 and Local Planning Scheme No.3. Refer to assessment report for more information.
9.2.1	Local Planning Scheme - Council to CEO	Coordinator Planning Approvals	10 Apr 2025	Granted	Exercise of judgement of merit under Residential Design Codes Volume 1 and Local Planning Scheme No.3. Refer to assessment report for more information
9.2.1	Local Planning Scheme - Council to CEO	Senior Urban Planner	22 Apr 2025	Granted	DA approval for single house additions



Reference	Function	Officer	Date of decision	Decision	Description
9.2.1	Local Planning Scheme - Council to CEO	Coordinator Planning Approvals	24 Apr 2025	Granted	DA approval for single house additions
9.2.1	Local Planning Scheme - Council to CEO	Senior Urban Planner	24 Apr 2025	Granted	Exercise of judgement of merit under Local Planning Scheme No.3. Refer to assessment report for more information.
9.2.1	Local Planning Scheme - Council to CEO	Manager Urban Planning and Development	7 Apr 2025	Granted	DA approval for 2 grouped dwellings
9.2.1	Local Planning Scheme - Council to CEO	Manager Urban Planning and Development	9 Apr 2025	Granted	Exercise of judgement of merit under Residential Design Codes Volume 1 and Local Planning Scheme No.3. Refer to assessment report for more information.
9.2.1	Local Planning Scheme - Council to CEO	Senior Urban Planner	24 Apr 2025	Granted	Exercise of judgement of merit under Residential Design Codes Volume 1 and Local Planning Scheme No.3. Refer to assessment report for more information.



Reference	Function	Officer	Date of decision	Decision	Description
9.2.1	Local Planning Scheme - Council to CEO	Senior Urban Planner	24 Apr 2025	Granted	Exercise of judgement of merit under Residential Design Codes Volume 1 and Local Planning Scheme No.3. Refer to assessment report for more information.
9.2.1	Local Planning Scheme - Council to CEO	Coordinator Planning Approvals	28 Apr 2025	Granted	Exercise of judgement of merit under Residential Design Codes Volume 1 and Local Planning Scheme No.3. Refer to assessment report for more information.
9.2.1	Local Planning Scheme - Council to CEO	Coordinator Planning Approvals	22 Apr 2025	Granted	Exercise of judgement of merit under Residential Design Codes Volume 1 and Local Planning Scheme No.3. Refer to assessment report for more information.
9.2.1	Local Planning Scheme - Council to CEO	Coordinator Planning Approvals	6 May 2025	Granted	Exercise of judgement of merit under Residential Design Codes Volume 1 and Local Planning Scheme No.3. Refer to assessment report for more information.



Reference	Function	Officer	Date of decision	Decision	Description
9.2.1	Local Planning Scheme - Council to CEO	Coordinator Planning Approvals	22 Apr 2025	Granted	Exercise of judgement of merit under Residential Design Codes Volume 1 and Local Planning Scheme No.3. Refer to assessment report for more information.
9.2.1	Local Planning Scheme - Council to CEO	Coordinator Planning Approvals	6 May 2025	Granted	DA approval for ancillary dwelling
9.2.1	Local Planning Scheme - Council to CEO	Coordinator Planning Approvals	12 May 2025	Granted	Exercise of judgement of merit under Residential Design Codes Volume 1 and Local Planning Scheme No.3. Refer to assessment report for more information.
9.2.1	Local Planning Scheme - Council to CEO	Coordinator Planning Approvals	22 Apr 2025	Granted	Exercise of judgement of merit under Residential Design Codes Volume 1 and Local Planning Scheme No.3. Refer to assessment report for more information



Reference	Function	Officer	Date of decision	Decision	Description
9.2.1	Local Planning Scheme - Council to CEO	Coordinator Planning Approvals	8 May 2025	Granted	Exercise of judgement of merit under Residential Design Codes Volume 1 and Local Planning Scheme No.3. Refer to assessment report for more information
9.2.1	Local Planning Scheme - Council to CEO	Coordinator Planning Approvals	12 May 2025	Granted	Exercise of judgement of merit under Residential Design Codes Volume 1 and Local Planning Scheme No.3. Refer to assessment report for more information
9.2.1	Local Planning Scheme - Council to CEO	Coordinator Planning Approvals	12 May 2025	Granted	Exercise of judgement of merit under Residential Design Codes Volume 1 and Local Planning Scheme No.3. Refer to assessment report for more information
9.2.1	Local Planning Scheme - Council to CEO	Director Planning and Development	11 Apr 2025	Granted	DA approval for non residential additions and alterations



Reference	Function	Officer	Date of decision	Decision	Description
9.2.1	Local Planning Scheme - Council to CEO	Director Planning and Development	19 Jun 2025	Granted	Exercise of judgement of merit under Residential Design Codes Volume 1 and Local Planning Scheme No.3. Refer to assessment report for more information.
9.2.1	Local Planning Scheme - Council to CEO	Director Planning and Development	11 Jun 2025	Granted	Exercise of judgement of merit under Residential Design Codes Volume 1 and Local Planning Scheme No.3. Refer to assessment report for more information.
9.2.1	Local Planning Scheme - Council to CEO	Director Planning and Development	12 Jun 2025	Granted	Exercise of judgement of merit under Residential Design Codes Volume 1 and Local Planning Scheme No.3. Refer to assessment report for more information.
9.2.1	Local Planning Scheme - Council to CEO	Director Planning and Development	16 Apr 2025	Granted	Exercise of judgement of merit under Residential Design Codes Volume 1 and Local Planning Scheme No.3. Refer to assessment report for more information.



Reference	Function	Officer	Date of decision	Decision	Description
9.2.1	Local Planning Scheme - Council to CEO	Director Planning and Development	2 May 2025	Granted	DA approval for single house additions
9.2.1	Local Planning Scheme - Council to CEO	Director Planning and Development	11 Apr 2025	Granted	DA approval for single house additions
9.2.1	Local Planning Scheme - Council to CEO	Director Planning and Development	26 Jun 2025	Granted	Exercise of judgement of merit under Residential Design Codes Volume 1 and Local Planning Scheme No.3. Refer to assessment report for more information

## 18.4 LGIS Annual Insurance Renewal 2025-26

Report Number	CEO34.07.25
Meeting & Date	Council Meeting – 22 July 2025
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil
Report Author	Keri Shannon – Chief Executive Officer
Director	Keri Shannon – Chief Executive Officer
Attachments	To be confirmed

Report to be provided.

#### 19. DIVISIONAL REPORTS - TECHNICAL SERVICES

## 19.1 Stirling Highway PSP Underpass Feasibility Report

Report Number	TS08.07.25
Meeting & Date	Ordinary Council Meeting – 16 July 2025
Applicant	City of Nedlands
Employee	
Disclosure under	
section 5.70 Local	Nil
Government Act	
1995	
Report Author	Olaya Lope – Manager City Projects and Maintenance
Director	Santosh Amasi - Director Technical Services
Attachments	Attachment 1 - Stirling Highway Principal Shared Path (PSP)
	Underpass Feasibility Report

#### **Purpose**

To present the findings of a feasibility study undertaken to evaluate the viability of providing a safer and more accessible pedestrian crossing of Stirling Highway at Kinninmont Avenue, in response to increased pedestrian demand and future development in the area.

#### **Administration Recommendation**

#### **That Council:**

- NOTES the findings of the feasibility study investigating pedestrian crossing options at Stirling Highway near Kinninmont Avenue, including underpass options, a signalised pedestrian crossing and additional alternatives such as a pedestrian bridge and the potential signalisation of the Stirling/Smyth Road intersection.
- 2. REQUESTS the CEO to undertake further detailed investigations into the alternative option of the proposed signalisation of the Stirling/Smyth Road intersection, noting advice from Main Roads WA (MRWA) that development funding may be available in 2026/27 and that collaboration with the City would be undertaken should that funding be confirmed.

## **Voting Requirement**

Simple Majority

## **Background**

The City engaged Colliers, civil engineering consultants, to undertake a pre-feasibility assessment for potential pedestrian crossing options of Stirling Highway at Kinninmont Avenue, Nedlands. The study considered future demand, safety, constructability, maintainability and network implications associated with the three following crossing alternatives:

- Option 1: Underpass with 1.8m cover
- Option 2: Underpass with 1.1m cover
- Option 3: Signalised at-grade pedestrian crossing

The selected site lies within the City's and Main Roads WA jurisdiction and will serve both the new development and the wider community. This initiative aligns with the City's objectives for improving pedestrian accessibility and safety in a high-traffic corridor (action 8.1.1 Council Plan 2023-33- Advocate for an underpass, traffic trench or similar solution across Stirling Highway to improve connectivity and safety for pedestrians and cyclists).

#### **Discussion**

As part of the Stirling Highway Activity Corridor planning and increased development along the highway, particularly around the Nedlands Square precinct, pedestrian movement and safety have become a priority for the City. The existing pedestrian network in the area presents accessibility and safety challenges due to the volume and speed of traffic on Stirling Highway and the lack of safe at-grade crossing points between key destinations.

A feasibility study was commissioned to identify and assess potential design options for a pedestrian crossing near the intersection of Stirling Highway and Kinninmont Avenue. Three primary options were developed and analysed:

#### Option 1 – Pedestrian Underpass (1.8m cover)

This concept proposes a 3.6m x 3.0m reinforced concrete box culvert underpass with 1.8m minimum cover beneath Stirling Highway. Ramps on both sides are designed to meet Disability and Discrimination Act 1992 (DDA) compliance, with a northern ramp approximately 104m long and a southern ramp 50m long. This option provides adequate clearance to retain most existing services in place while relocating only major water infrastructure. However, it would require the closure of Kinninmont Avenue at Stirling Highway and potential land acquisition (~400m²) for the southern ramp within the MRWA Future Road Reserve.

While the underpass provides the highest level of pedestrian safety and avoids interaction with vehicle traffic, it requires extensive civil works, road closures, and service relocations, including a major 750mm water main. Additionally, land acquisition is required on the southern side within the MRWA future road reserve. The estimated cost for this option is **\$17.5 million**, making it the most expensive of the three options.

#### Option 2 – Pedestrian Underpass (1.1m cover)

This variation of the underpass is similar in configuration to Option 1 but reduces the depth of the structure by decreasing the cover to 1.1m. This results in shorter ramps (approximately 94m north and 27m south), minimising the overall construction footprint. However, the reduced cover increases the complexity of construction and the need for service protection or relocation.

While this design decreases the construction footprint compared to Option 1, it still requires major service relocations (including the same 750mm water main), land acquisition, and road modifications. The cost of this option is estimated at **\$16 million**, slightly lower than Option 1, but still a significant capital investment.

Both underpass options aim to provide safe, grade-separated pedestrian access but face significant constructability, cost and stakeholder coordination challenges.

	Option 1 – Pedestrian Underpass 1.8m cover	Option 2 – Pedestrian Underpass 1.1m cover	Option 3 - Signalised Pedestrian Crossing
Estimated Construction Cost	\$10,400,000	\$9,500,000	\$480,000
Construction Costs including Design, Project Management, Contract Management	\$11,920,000	\$10,880,000	\$560,000
Estimate Total Outturn Cost including Project Contingency	\$16,690,000	\$15,230,000	\$784,000
Approx Land Acquisition (based on 400m2 road reserve at \$2000/m2)	\$800,000	\$800,000	\$800,000 (Note: The required land acquisition could be reduced if agreed with the developer. The maximum value has been used)
Estimate Total Outturn Cost including Project Contingency including Land Acquisition	\$17,490,000	\$16,030,000	\$1,584,000

## Option 3 – Signalised At-Grade Pedestrian Crossing

This option involves installing a mid-block signalised pedestrian crossing on Stirling Highway near Kinninmont Avenue. It includes turning restrictions (left-in/left-out only) at Kinninmont Avenue and some road modifications, including signal poles, kerb ramps, and potential median works. The crossing would need to meet MRWA specifications and would be subject to traffic signal warrant assessment and approval through the Traffic Signal Approval Policy (TSAP) process.

While not providing grade separation, this option is considered the most cost-effective and least disruptive to services and surrounding road infrastructure. It allows for a quicker implementation timeframe, though it still requires MRWA approval and potentially additional traffic modelling.

The estimated cost for this option is **\$1.6 million**, making it significantly more economical than the underpass options.

In addition to the three primary options, two further alternatives were identified for future consideration:

# **Bridge Option**

Although excluded from this phase at the City's direction, a pedestrian bridge could offer benefits such as reduced disruption to services and traffic during construction. However, it may have similar cost implications to the underpass due to the extensive ramp structures required and potential land acquisition for the southern landing.

## Signalised Crossing at Smyth Road

An alternative, broader network-based solution involves the future signalisation of Smyth Road as part of Main Roads WA's (MRWA) long-term Stirling Highway Strategy. Smyth Road functions as a local distributor road providing primary access to the Hollywood Hospital site and currently experiences a higher volume of pedestrian crossings than Kinninmont Avenue, according to recent pedestrian gap analyses.

While not a direct substitute for a crossing at Kinninmont Avenue, signalising Smyth Road would establish a safe, formal pedestrian crossing for a broader section of the activity centre catchment. When combined with the existing pedestrian signals at Dalkeith Road, located just 300m away, this would create a signal-controlled corridor enhancing pedestrian safety along Stirling Highway.

Main Roads WA has indicated that it is hopeful of receiving development funding in 2026/27 for the proposed signalisation of the Stirling/Smyth intersection. According to MRWA, "Main Roads is awaiting the outcome of the budget release expected mid-June before development funding can be confirmed. Should Main Roads receive development funding for proposed signalisation of Stirling/Smyth, collaboration with the City of Nedlands would be undertaken."

If this project proceeds, it could provide significant benefits to the citywide pedestrian network and potentially reduce the need for an additional crossing at Kinninmont Avenue. Furthermore, a localised median island treatment at Kinninmont Avenue could be considered to provide a staged unsignalised crossing that takes advantage of the traffic gaps created by signals at both Dalkeith and Smyth Roads.

This option is expected to cost more than Option 3 due to the complexity of upgrading a full intersection but would remain substantially less expensive than the underpass options. It may also require land acquisition to accommodate additional turn lanes or road widening, depending on the results of detailed traffic modelling.

## Summary

Based on the findings of the study, Option 3, the signalised at-grade pedestrian crossing, is considered the most viable solution at this stage, offering the best balance

of improved pedestrian safety, cost efficiency (\$1.6 million), ease of construction and minimal disruption to existing services. However, it is recommended that the City also undertake more detailed investigations into the bridge option and, in particular, the proposed signalisation of the Stirling/Smyth Road intersection, particularly given Main Roads WA's indication that development funding may be available in 2026/27. This broader assessment will help ensure all strategic, long-term solutions are properly considered before a final decision is made.

# Consultation

The following authorities were consulted to develop the feasibility study:

- Main Roads WA
- Water Corporation
- Western Power
- ATCO
- Telstra

# **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 Place

**Outcome** 8. A City that is easy to get around safely and sustainably.

# **Budget/Financial Implications**

There is currently no confirmed grant funding available for either the underpass options (options 1 and 2) or the proposed signalised pedestrian crossing (Option 3) at Kinninmont Avenue. Should Council proceed with either of these options, the City may need to allocate funds from municipal reserves to support design and delivery. Alternatively, the Administration may seek to identify external funding opportunities, including potential commitments through future federal or state election cycles.

In contrast, the proposed signalisation of the Stirling Highway/Smyth Road intersection would be fully funded, designed and delivered by Main Roads WA, subject to their internal budget approval. Main Roads WA has indicated that development funding may be made available in 2026/27 and that collaboration with the City would be undertaken should the project proceed. This presents a significant opportunity for the City to advance its pedestrian and cyclist network goals with no direct capital investment required.

# **Legislative and Policy Implications**

Nil

# **Decision Implications**

Endorsing the Administration's recommendation will allow the City to formally acknowledge the outcomes of the feasibility study and proceed with a focused investigation into the proposed signalisation of the Stirling/Smyth Road intersection. This course of action positions the City to align with Main Roads WA's longer-term planning and potential funding pathways, without committing immediate capital resources to complex or high-cost solutions. By undertaking further investigation at this stage, the City will be better informed to select a strategic and sustainable pedestrian crossing solution that supports local access needs and broader network efficiency.

## Conclusion

The feasibility study has identified a range of options to improve pedestrian connectivity and safety at Stirling Highway near Kinninmont Avenue. While the signalised pedestrian crossing (Option 3) is the most viable solution in terms of cost, constructability and minimal service disruption, the City recognises the strategic value of further evaluating the potential signalisation of the Stirling/Smyth Road intersection. Given recent advice from Main Roads WA regarding possible development funding in 2026/27, additional investigation into this alternative is warranted before finalising a preferred option. This approach ensures that all long-term solutions are appropriately considered in line with the City's planning and advocacy objectives.

## **Further Information**

Nil

Business 19.1 - Attachment 1

# Stirling Highway Pedestrian Crossing Feasibility Report

Project No: 25-049



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Appendix Three: Schematic Drawings – Option 3 – At Grade Pedestrian Signalised

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Appendix Five: Multi Criteria Analysis

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Appendix Seven: Service Location Sketch and Information

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Appendix Thirteen: MRWA Meeting Minutes and Correspondence

Appendix Fourteen: Water Corporation Email Correspondence

Appendix Fifteen: Western Power Email Correspondence

Revision	Description	Author	Date
0	Issued for Client Approval	Alyssa Edwards / Joyce Yang	03/06/2025

## 1 Introduction

#### 1.1 General

Colliers has been engaged by The City of Nedlands as the Civil Engineering Consultants to undertake Pre – Feasibility assessment for a possible additional and safer pedestrian crossing of Stirling Highway at Kinninmont Avenue in Nedlands, WA. This is intended to accommodate the anticipated increase in pedestrian traffic following the opening of the future Nedlands Square development and to provide a safer connection between Kinninmont Avenue and Nedlands Square as well as provide safer crossing for the broader area

The purpose of this report is to assess the feasibility, constructability and maintainability of pedestrian crossing options, namely an Underpass and signalised mid-block pedestrian at grade crossing options. A multi-criteria assessment has been prepared for each option. A summary table is provided in Section 15, with the detailed table included in Appendix Five.

The proposed development area is located within the City of Nedlands and the junction aligns with Kinninmont Avenue. Figure 1 below depicts an aerial photograph of the subject intersection of Kinninmont Ave and Stirling Hwy in Nedlands.



Figure 1 – Aerial Photograph of Proposed Development Site (October 2024)

Three Pedestrian crossing alternatives were considered, and summarised below:

- Option 1 Underpass 1.8m cover from road level
  - 2 Ramps options were prepared as part of optioneering, as shown within Appendices one and two however only one ramp layout was was priced based on direction provided by the City
- Option 2 Underpass 1.1m cover from road level
- Option 3 Signalised mid-block at grade Pedestrian Crossing.



The report covers various aspects of feasibility including project cost, preliminary constructability and maintainability, authority service relocation, safety environmental and community factors.

## 1.2 Report Scope

Colliers's scope of work for the feasibility study includes the following:

- Preliminary site assessment.
- Identification of Existing Underground Services through Dail Before you Dig or other means,
- Preliminary Concept Design of 3 Options agreed with the City
- Preliminary Cost Estimation of the three options
- Preliminary Risk Mitigation Strategies.
- Stakeholder Engagement and Feedback with Service Providers and MRWA as far as possible within the timeframes and scope of works.
- Preparation of a Pre-Feasibility Report, summarising the findings of the engineering assessment in order to make recommendations for future works to be discussed and considered by the City of Nedlands

This report covers the input information and constraints including existing services information, available geotechnical information, traffic data, and discusses the impact of these constraints on the 3 options considered.

## 2 Information Sources

The table below outlines the background information provided to Pritchard Francis during the schematic and design development phase.

Description of Data	Obtained From	Date
Before You Dig Australia	1100	11/03/25
Water Corporation Data	Water Corporation	11/03/25
Aerial Image	Metro Map	10/04/25
Groundwater Data	MNG	11/03/25
1:50,000 Geology Mapping Series	Department of Mines, Industry Regulation & Safety	11/03/25
Stormwater Drainage As Cons	Main Road Open Data, Maps & Apps (Drainage pipes)	29/04/25

## 3 Codes and Standards

The following standards and codes of practice are the key relevant standards to inform feasibility assessment for this pedestrian crossing. :

- AS 5100 Series Bridge Design
- AS 1428.1-2021 Design for Access and Mobility.
- Austroads Part 4: Intersections and Crossings (year: 2023)



- Austroads Guide to Road Design Part 6A: Paths for Walking and Cycling. (year: 2021)
- AS 1657 -2018 Fixed platforms, walkways, stairways and ladders Design, construction and installation.
- Water Corporation Design Standard DS60.
- Utilities Code of Practice
- Guidelines for Pedestrian Crossing Facilities at Traffic Control Signals

Any subsequent investigations or design will will need to confirm any assumptions made by the preliminary design.

## 4 Geotechnical Information

A geotechnical investigation of the site is yet to be completed. Colliers have assessed the 1:50,000 Geological series information. The mapping indicates that the site is likely to consist of Sand comprising of "pale and olive yellow, medium to coarse-grained, sub-angular to sub-rounded quartz, trace of feldspar, shell debris, variably lithified, surface kankar, of eolian origin". This type of sand is typically suitable for urbanisation, excavation, and of high permeability.

Based on our previous experience with this type of material, we anticipate a site classification of class 'A' in accordance with AS 2870–2011 provided that normal site preparation is undertaken prior to construction.

A detailed geotechnical investigation would need to be undertaken by a certified geotechnical engineer prior to detail design documentation to confirm site conditions and any geological development constraints if present.

An extract of the Geological Mapping has been provided in Appendix Six.

# **5** Existing Services Information

Colliers has assessed the existing services near the construction site based on information sought via online dial before you dig (BYDA) information, respective service authority mapping services, along with information Colliers has obtained previously from other nearby works. A sketch is provided in Appendix Seven showing the indicative existing services arrangement in this location, where BYDA information for all services can be found in Appendix Eight. A summary of key service information is outlined below.

#### 5.1 Water Reticulation

The Water Corporation Esinet data indicates that the intersection is located adjacent to the following water reticulation mains:

- Ø760mm S (steel) distribution main located in the northern verge of Stirling Hwy, which is shown to be installed in in 1966.
- Ø250mm CI (cast iron) reticulation main located in the northern verge of Stirling Hwy, installed in 1965.
- Ø150mm CI (cast iron) reticulation main located in the southern verge of Stirling Hwy, installed in 1920
- Ø100mm CI (cast iron) reticulation main located in the eastern verge of Kinninmont Avenue.
- Ø100mm CI (cast iron) reticulation main located in the western verge of Stanley Street.
- 100MDPE fire service located in the Northern verge of Stirling Hwy and connecting to the Ø250mm CI reticulation main.

## 5.2 Electrical Supply



A Dial Before You Dig investigation indicates there is existing power infrastructure within the vicinity of the proposed development as below:

- Low Voltage main (underground) located within the western verge of Kinninmont Ave. This continues as a road crossing under Stirling Hwy.
- Low Voltage main (underground) located within the southern verge of Stirling Hwy.
- Low Voltage main (overhead) located within the Western verge of Kinninmont Ave east of Stirling Hwy
- High Voltage main (underground) located within the southern verge of Stirling Hwy.

## 5.3 Gas Supply

A Dial Before You Dig investigation indicates that there is existing gas infrastructure within the vicinity of the proposed development as below:

- Ø100mm PVC medium pressure 70kPa rated main, located within the southern verge of Stirling Hwy.
- Ø100mm PVC medium pressure 70kPa rated main, located within the northern verge of Stirling Hwy.
- Ø80mm PVC medium pressure 70kPa rated main, located within the western verge of Kinninmont Ave connecting to the 100mm gas main along Stirling Hwy northern verge

#### 5.4 Communication

A Dial Before You Dig investigation indicates that there is existing communications infrastructure within the vicinity of the proposed development as indicated below. It is noted that the Communications plans are fairly detailed, where any assets would be subject to further confirmation.

- Ø35mm Telstra and 4 x Ø100mm conduit and associated P5 pits located within the southern verge of Stirling Hwy.
- 2 x Ø50mm Telstra conduit and associated pits located within the northern verge of Stirling Hwy south of Kinninmont
- 2 x Ø50mm and 1 x Ø90mm Telstra cable and associated P6, P2 and P3 pits located within the eastern verge of Kinninmont Av
- 1x Ø100mm Telstra conduit and 2x Ø100mm cables located within the southern verge of Stirling Hwy.

#### 5.5 Drainage Infrastructure

The City of Nedlands stormwater data indicates that the development area is surrounded by the following stormwater assets:

- Stormwater pit and pipe system within the southern verge of Stirling Hwy (owned by Main Roads WA), with length: 42.57m. invert levels and pipe information not available.
- Stormwater pit and pipe system within the northern verge of Stirling Hwy (owned by Main Roads WA), with Ø225mm stormwater pipe upstream invert level: 27.91; downstream invert level: 27.03; length: 25.08m.
- Ø225mm stormwater pipe crossing Stirling Hwy, with invert level: 27.05; downstream invert level: 26.61; length: 16.00m.

Refer to Appendix Nine which contains a plan of the existing MRWA stormwater infrastructure.



## 6 Available Traffic Information

Stirling Highway is a MRWA road and is considered to be a Primary Distributor. This is a critical road for MRWA traffic planning and operations.

Kinninmont Ave is a local government road that is considered an Access Road only.

Dalkeith Road and Smyth Road are local government roads, however, they are considered as Local Distributer Roads meaning they provide movement in local areas and connect to access roads of higher orders. It is also noted that Smythe Road provides direct access to Hollywood Hospital from Stirling Highway.

MRWA Traffic Map shows the 2019/2020 Vehicle traffic volume on Stirling Highway as AADT = 36,876 (94% cars, and 6% heavy vehicles). There is no traffic data available for Kinninmont Avenue from MRWA or the city, however is expected to be a relatively low volume road servicing local business and residents between Stirling Highway and Karella Street. Currently Kinninmont provides full movement access at it's connection to Stirling Hwy (i.e. left-in, left-out, right-in and right-out).

The nearest signalised intersection is located approximately 180 m west of the Kinninmont Avenue and Stirling Highway intersection, at the intersection of Dalkeith Road and Stirling Highway.

Crash history at the Kinninmont Avenue and Stirling Highway intersection is provided in the Transport Impact Assessment (TIA). Between 1 January 2017 and 31 December 2021, three crashes were recorded: two right-angle crashes resulting in major property damage and one rear-end crash causing minor property damage. More recent crash data sourced from Main Roads WA Open Data (Crash Information – Last 5 Years) indicates that nine crashes occurred along Stirling Highway between Florence Road and Stanley Street between 19 February 2019 and 20 September 2024. MRWA Network Operations has indicated that these crashes are often due to right turn movements.

MRWA has completed a pedestrian number and gap analysis in 2022. This analysis had cameras at Dalkeith Road, Boronia Ave/Florence Road, Kinninmont Ave/Stanley Street and Smythe Road. The data from this study is shown in Appendix Ten. As part of this data, it appears that MRWA has completed a pedestrian gap analysis, which was based on a staged crossing assuming pedestrians have the ability to refuge at the Stirling Hwy Based on this, the MRWA assessment showed that there is sufficient gap for people to cross in this manner. The video data indicated that the majority of pedestrians crossed at the traffic signals at Dalkeith Road or crossed at the Smythe Street intersection, where pedestrian volumes were significantly higher than at Kinninmont This data does not account for increases in pedestrian traffic due to the development in the area. It is also noted that there is not currently a median refuge along Stirling Hwy in this location, and the current painted median would not be wide enough to accommodate a compliant island refuge.

The future Nedlands Square is located on the southern side of the intersection. A Transport Impact Assessment has been completed by Stantec on 2 November 2022, can be found in the Appendix Eleven. This does not provide analysis of the increase in pedestrian traffic, nor does it take into account the Aldi Development or other High Density development on Stirling Highway.

It is noted that based on the Development Applications for 80 Stirling Highway (Nedlands Square) and 90 Stirling Highway (Aldi), Stanley Street and Florence Road will be modified. It is our understanding that Florence Road will be modified to a left in/left out intersection with a central built median at this location on Stirling Highway. Stanley Street will change to restrict right out movements onto Stirling Highway. A sketch of the Stanley Street intersection is shown in Figure 2.



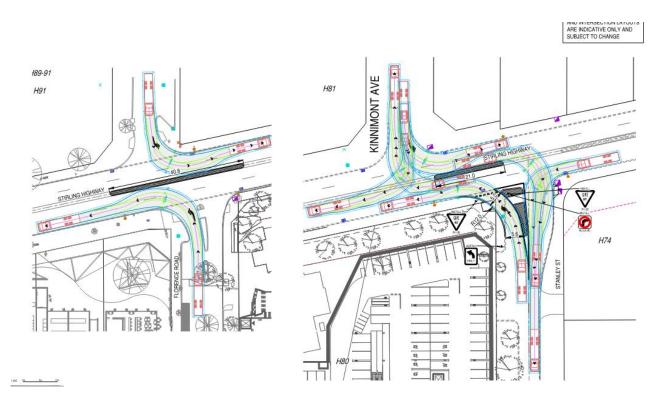


Figure 2 – Proposed Modified Intersection at Stanley Street and Florence Road based on the Traffic Impact Report (refer Appendix Eleven)

There is a nominated Main Roads WA future road reserve widening boundary both sides of along Stirling Hwy. An extract of this can be found in in Appendix Eleven. It has been identified that the MRWA Future Road reserve may not currently be owned by MRWA or the City. This will necessitate land acquisition to build the structure

In discussions with MRWA, it was noted that the level of performance of Stirling Hwy and the connecting local roads is poor, where modelling indicates that right turning pockets are required on Stirling Hwy, and that there is low ability to turn right onto Stirling Hwy from connecting side roads. It was acknowledged that due to the heavily constrained road, land tenure, building and services infrastructure in this area that implementation of turning pockets would be most difficult to achieve.

# 7 Development on Stirling Highway

It is noted that there are a number of significant developments proposed along Stirling Hwy in the vicinity of these works, in line with planning zoning.

The Captain Stirling Site (78-80 Stirling Highway) is being developed into a shopping centre, that includes a Woolworths, Gym and 14 other commercial tenancies. It is our understanding that the development will contain 419 car bays based on the latest DA application (Feb 2025).

90 Stirling Highway has an existing DA application for a supermarket (Aldi) and 5 additional commercial tenants. It is our understanding that the development will contain 93 car bays based on the latest DA application (Feb 2025). It is our understanding that a development at this location is likely to be approved, similar in size to current DA plans. It is unlikely to include significant residential tenancy.

97-105 Stirling Highway, shown in red in the Figure 3 below, has had a DA application for a mixed use development that would include both commercial tenancies on the ground floor and significant residential tenancies above. It is our understanding that approval is still pending on this site, however, there is likely to be a mixed use development in this location in the future.

In addition, MRWA planning has advised that there are a number of additional DA's being considered in this area as indicated in Figure 4 below.

These developments would increase both vehicle and pedestrian traffic in the area, however it is our understanding a comprehensive study of pedestrian movements and increases in pedestrian volumes has not been completed as part of DA applications. MRWA has advised that Stirling Hwy and connecting roads have a low level of performance in this area, along with several safety issues, primarily caused by the constrained nature of the road reserve and surrounding development, and inadequate turning pockets. Any broader road upgrade works, and consideration of a pedestrian crossing of Stirling Hwy should be undertaken within the context of the wider site development, such that the optimal solution is adopted for the overall area. Should this not be completed, there would be risk of pedestrians crossing at risk at other potentially greater desire lines.



Figure 3 – Current Development Planned in area based on City of Nedlands Website

Business 19.1 - Attachment 1



Figure 4: DA's between Dalkeith Road and Smyth Road as provided by MRWA

The Nedlands Stirling Highway Activity Corridor (NSHAC) precinct encompasses the high-density Mixed Use (R-AC1) and Residential (R160 and R60) lots to the north and south of Stirling Highway within the City of Nedlands, under the Local Planning Scheme. The NSHAC area spans from the intersection of Loch Street and Stirling Highway at the west to the Bruce Street and Stirling Highway intersection to the east.

Under the City of Nedlands planning strategy, the majority of blocks directly on Stirling highway are zoned as R-AC1. R-AC1 is a density code designating areas suitable for high-density residential development, often with mixed-use elements and a focus on apartments. It typically allows for buildings up to nine stories and has specific setback requirements from property lines.



Figure 5 – City of Nedlands Zoning Map

It would be expected that if significant commercial or residential development occurs along Stirling Highway, the vehicle and pedestrian numbers would significantly increase from the current numbers. This should be considered as part of the applications for these sites, as well as assessing the total impact of all development combined.

The City of Nedlands NSHAC strategy, briefly discusses transport modes and aspirations, as shown in Figures 6 and 7 below, which includes pedestrian and cycling aspirations for the Activity Centre. The Strategy nominates pedestrian crossings at Dalkeith, Boronia, Kinninmont and Smyth, however, the major shared path crossings appear to be designated at Dalkeith and Smyth Road.

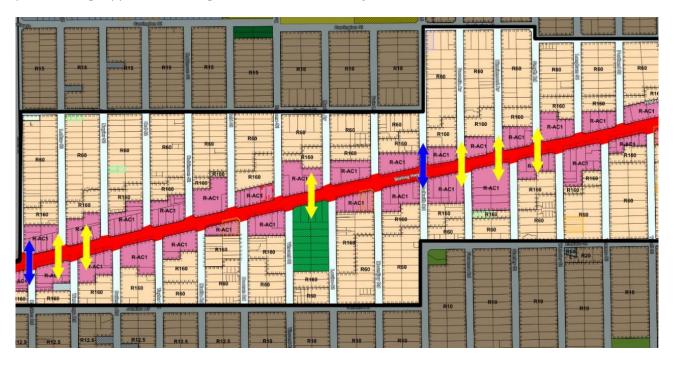


Figure 6 - Preference for bike (blue) and pedestrian (yellow) crossings from City of Nedlands NSHAC strategy

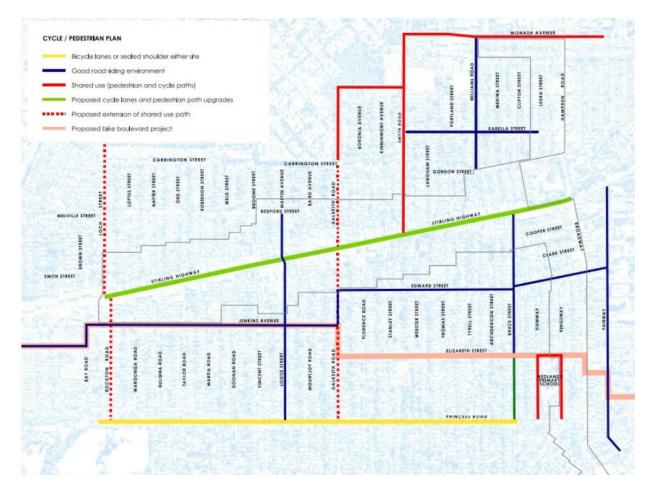


Figure 7 – Overall Cycle and pedestrian network from City of Nedlands NSHAC strategy

As part of this feasibility investigation, Main Roads WA has been contacted, and information sought in relation to any planned upgrades of Stirling Hwy, which may also include pedestrian facilities. Main Roads Planning has not provided specific information to this effect as yet. Discussion with the operation network centre did advise that long term planning includes signalisation of Smyth Rd intersection with Stirling Hwy, and that the main cycling and pedestrian routes were understood to be along Dalkeith Road and Smyth Road.

The above broader planning, development and transport strategies should be taken into account when determining optimal pedestrian facilities across Stirling Hwy.

## **8** External Authorities

#### 8.1 Main Roads WA

A meeting was held between Main Roads WA Network Operations (MRWA-NO) and Colliers on 5 May 2025. The minutes to this meeting and further correspondence is in Appendix Thirteen.

MRWA NO advised that there has been significant discussion and assessment completed previously for this area by MRWA due to various Development Applications , as well as the zoning of high density development on Stirling Highway as per the NSHAC. It was noted that Stirling Hwy is encumbered by current geometry and that Traffic modelling suggested that dedicated right turn pockets were desired for any proposed developments, which would also involve difficult land acquisition processes.

It was discussed with MRWA NO that there are currently network performance issues in this area, with Dalkeith Road already being saturated, with no turn pockets available. Additionally the Bus Stop between Dalkeith Road and Boronia Ave currently causes issues with traffic flow along Stirling Hwy and the right turn out of Dalkeith Rd.

MRWA N-O advised that any pedestrian crossing would need to be positioned such that it is optimised for broader traffic/transport objectives for this area, where as mentioned above, the long term strategy for Stirling Highway includes a signalised intersection at Smyth Road.

The Dep of Transport long term cycling network suggests that transport planning considers cycling routes along Dalkeith Rd and Smyth Road, and these crossing points are the most logical for the broader transport network and should be considered within this feasibility assessment.

MRWA Network and Operations have indicated that MRWA would have no objections to Kinninmont Avenue being closed to traffic at Striling Highway for an underpass or Bridge structure.

Colliers has also reached out to MRWA Regional Management & Operations (MRWA RMO) to discuss the underpass options. At the time of this report we have received some high level advice. MRWA RMO has highlighted flagging that the MRWA Future Road reserve may not currently be owned by MRWA or the City. This will necessitate land acquisition to build the structure. MRWA RMO noted that that a bridge or underpass option should not connect to the building itself or land on private property, due to complications regarding ownership and access for maintenance.

A response has not been provided from Road Access Planning in relation to any broader road modifications or upgrades of Stirling Hwy within the NSHAC. These elements are considered critical to the overall assessment for the Stirling Highway optimal pedestrian crossing locations and arrangements in the greater context of the site.

## 8.2 Water Corporation

A discussion has been made between Colliers and Water Corporation, with email correspondence attached in Appendix Fourteen. There is plentiful water Corporation infrastructure within the works area, where the existing 760mm steel distribution main is perhaps considered to be the key constraint for any underpass option consideration. The Water Corporation has raised some of the following concerns:



- Main Isolation Complexity: Isolating the main is challenging due to consistently high draw rates, especially with warmer winters. Planning may take up to a year, with limited windows (e.g., July–August) typically suitable, though recent conditions have not been favourable.
- Bypass Limitations: A bypass may be necessary but is difficult to install due to limited verge space.
- Underpass Depth Constraints: Significant depth is required to achieve separation between the underpass and the main, with the main potentially sitting 2.2–2.5 m deep, pushing the underpass even lower.
- Constructability Challenges: To build an underpass, part of the main would need to be isolated and removed. If the pipe remains in place, the required tunnelling equipment may be too large for the available verge.
- Risk of Isolation Failure: In the event of bypass or isolation failure, rapid pressure release could flood the road and potentially damage nearby properties within a minute.
- Cost Implications: A bypass for a pipe of this size, plus contingencies, could cost upwards of \$1–2 million, excluding additional expenses for spoil removal, reinstatement, and specialist requirements such as welding and spares.
- Power Infrastructure: If high voltage (HV) services are present, a voltage mitigation study would be required, further increasing costs.
- Traffic Impacts: The works would likely impact road access, affecting the high daily traffic volumes and requiring a detailed construction methodology.

The Water Corporation's preference is to leave the existing distribution main in situ and not proceed with a design that would impact this service, given the significant logistical challenges associated with isolation and bypass, as outlined above. As both underpass options will require relocation of this pipe, this is a considerable risk to the project. Alternatives such as a bridge or a traffic light crossing would be more viable and should be further explored, considering the complexities and substantial cost implications.

There are also smaller reticulation water mains within the works area, however, are not deemed to be greatly problematic with any pedestrian crossing option, where replacement or realignment works to suit any proposed design would be readily achievable.

#### 8.3 Western Power

A discussion between Colliers and Western Power has taken place, with the email correspondence provided in Appendix Fifteen. Additional details can be found on the Western Power website. At this early stage, Colliers has assessed that for Option One (1.8 m cover underpass), all Western Power services can be maintained with appropriate protection during construction. However, further consultation with Western Power will be required following a pot holing survey to confirm the actual depth of the existing services. Depending on any design solution adopted, the LV and HV services would need to be duly considered and protected in accordance Western Power requirements. This is expected to be readily achievable, however any actions necessary should be identified as early as possible considering long lead times often experienced with WP infrastructure.

#### 8.4 ATCO

Colliers has commenced an initial discussion with ATCO; however, at the time of this report writing, no response has been received. There are small (80mm-100mm) medium pressure gas mains along the west side of Kinninmont Av, and both sides of Stirling Hwy. Any proposed works will need to duly consider these gas mains and carry out any protection in accordance with ATCO gas requirements for working near gas infrastructure. It is expected that these median pressure mains would unlikely form major constraints for any proposed pedestrian crossing facility.

## 8.5 Telstra

There is significant communications infrastructure along Stirling Hwy in the vicinity of these works, and it is expected that any underpass infrastructure would likely result in modifications, protection or realignment of some of this infrastructure. Modification to any pit and pipe services will likely result in significant cost and time requirements and should be considered as early as possible in any Design or Construction works requirements.

# 9 Pedestrian Crossing Designs Considered

A number of crossing options were considered as part of the initial review of the site area, including various underpass configurations, bridge layouts and signalised crossings.

The City of Nedlands has instructed Colliers that the bridge option was not be considered at this stage and therefore concept designs or criteria assessment for a bridge was not included herein, however Colliers advice is not to discount this for potential grade separated options in the future.

The below sections covers the 3 options that were chosen for further consideration.

Drawings of the options can be found in Appendix One, Two and Three.

## 9.1 Pedestrian Underpass Alternative 1 - 1.8m Cover Underpass

This design consists of a 3600mm x 3000mm precast reinforced concrete box culverts, designed in accordance with Main Roads WA specifications and AS5100:2017. The structure includes a minimum internal vertical clearance of 2.7m and accommodates pedestrian access via a minimum 1.8m wide path with integrated lighting. This option is selected to provide sufficient cover over the culverts to install the majority of services other than the large steel water distribution main. A sketch of this option is included in Appendix 1 for information.

The northern ramp is 104m long and designed to tie into the existing footpath levels of Kinninmont Ave. The ramp has been designed with a longitudinal gradient of 1:14, meeting DDA compliance and pedestrian accessibility standards. This ramp is configured with retaining walls and includes intermediate landings where required. The ramp has been placed within the Stirling Highway and Kinninmont Ave road reserve and will not require land acquisition. An additional ramp option has been provided in Appendix One which shows a longer ramp (around 120m), however, allows for landscaping and a more open layout.

The Southern Ramp is approximately 50 m long and designed to tie into the understood design levels of the Nedlands Square development allowing access to the internal Civic Space for that development. The Southern Ramp is within the Stirling Highway Future Road Reserve and will not require land acquisition, however, MRWA will need to agree for the structure to be constructed in the future road reserve. It has been identified that the MRWA Future Road reserve may not currently be owned by MRWA or the City. This will necessitate land acquisition to build the structure. Changes to the design of the Nedland Square site may impact the length or location of the ramp. The approximate area of land acquisition is approximately 400m2.

Anti-graffiti coatings are specified for exposed concrete surfaces to address urban maintenance concerns. It is recommended that artwork or patterns are used on the surfaces to reduce potential for graffiti.

The underpass has a minimum of 1.8m cover from the road surface.

The below services require protection during construction or may need to be locally modified to ensure they are installed to the satisfaction of respective service utilities over the culvert structures

• High Voltage Power, Low Voltage Power, High Pressure Gas, Communications – All service providers will need to be consulted.



The below services require relocation -

- Water Corporation 750mm Trunk Main to be relocated under the underpass or ramps (detail can be found in sketch 25049-C9-SK-04).
- 100mm Local Water Crossing Kinninmont Ave

This option requires modification of the existing road, including the closure of Kinninmont Avenue at Stirling Highway and the redesign of the turning area to accommodate garbage truck turning circles, which includes new kerbs, pavement marking, and signage. One existing tree will need to be removed to accommodate the revised road layout. Road drainage will also require reassessment and potential adjustment to suit the new geometry and to prevent water ingress to the underpass.

There is a commercial business at 81 Stirling Highway. It is our understanding that the building has gated parking. As this is a commercial building, consultation with the owners should ensure that the loss the parking bays would not negatively impact their business. It is noted that no access to this site is possible from Boronia Ave.



Figure 8 - 81 Stirling Highway Building

Due to the construction stages, the kerbs, surfacing and footpaths will need to be remediated at Stirling Highway. This is discussed in Section 11 Constructability. It is noted that the ramps to the underpass crossing are based on a minimum footpath width of 1.8m to allow passage of wheelchairs, however, this path width is not considered suitable for a shared path with cyclists. A footpath was adopted based on discussion with the City of Nedlands. The ramp path width could be increased to accommodate cyclists, however, this will impact the overall footprint of the works and would need to be further reviewed.

## 9.2 Pedestrian Underpass Alternative 2 – 1.1m Cover Underpass

The design consists of a 3600mm x 3000mm precast reinforced concrete box culverts, designed in accordance with Main Roads WA specifications and AS5100:2017. The structure includes a minimum internal vertical clearance of 2.7m and accommodates pedestrian access via a minimum 1.8m wide path with integrated lighting. A sketch of this option is included in Appendix 2. This option was explored mainly to aim to reduce the depth of the underpass in order to reduce ramp lengths and overall construction footprints. Similar to option 1 above, the ramp footpath width may be widened to accommodate cyclists, however this will result in a broader project footprint.

The northern ramp is around 94 m long and designed to tie into existing foot path levels of Kinninmont Ave. The ramp has been designed with a longitudinal gradient of 1:14, meeting DDA compliance and pedestrian



Business 19.1 - Attachment 1

accessibility standards. This ramp is configured with retaining walls and includes intermediate landings where required. The ramp has been placed within the Stirling Highway and Kinninmont Ave road reserve and will not require land acquisition.

Anti-graffiti coatings are specified for exposed concrete surfaces to address urban maintenance concerns. It is recommended that artwork or patterns are used on the surfaces to reduce potential for graffiti.

The Southern Ramp is around 27m long and designed to tie into the design levels of the Nedlands Square development allowing access to the Civic Space. It has been identified that the MRWA Future Road reserve may not currently be owned by MRWA or the City. This will necessitate land acquisition to build the structure However, MRWA will need to agree for the structure to constructed in the future road reserve. Changes to the design of the Nedland Square site may impact the length or location of the ramp. The approximate area of land acquisition is approximately 400m2.

The underpass has a minimum of 1.1m cover from the road surface.

The below services require protection during construction, or will likely need to be locally modified to ensure they are installed to the satisfaction of respective service utilities over the culvert structures

■ High Pressure Gas, Communications – All service providers will need to be consulted. All other services (HV, LV, Gas, etc) to remain in place but be protected during works

The below services require relocation:

■ High Water Corporation – 750mm Trunk Main to be relocated under the underpass or ramps (detail can be found in sketch 25049-C9-SK-10).

This option requires modification of the existing road, including the closure of Kinninmont Avenue at Stirling Highway and the redesign of the turning area to accommodate garbage truck turning circles, which includes new kerbs, pavement marking, and signage. One existing tree will need to be removed to accommodate the revised road layout. Road drainage will also require reassessment and potential adjustment to suit the new geometry and to prevent water ingress to the underpass.

There is a commercial business at 81 Stirling Highway. It is our understanding that the building has gated parking. As this is a commercial building, consultation with the owners should ensure that the loss the parking bays would not negatively impact their business. It is noted that no access to this site is possible from Boronia Ave.

## 9.3 Pedestrian Crossing Alternative 3 - Signalised Pedestrian Crossing

This design option consists of a signalised mid-block pedestrian crossing on Stirling Highway, near Stanley Street and Kinninmont Avenue. This design includes road modifications, to allow for left-in/left-out turning only at Kinninmont Avenue.

The proposed design includes the installation of traffic signal pole and relocation of an existing light pole, which must be coordinated with existing services to avoid clashes between the pole footings and the services. However, this option avoids the relocation of existing services which is a considerable cost and time saving for the project.

The Concept Design, refer appendix three, shows a straight crossing to the West of Kinninmont Ave. The crossing from the North to the Median needs to be in this location as the crossing needs to be before the



turn into Kinninmont Street. The crossing cannot sit between Kinninmont Ave and Staley Street due to the turning patterns of both streets (left-out turns). This would not provided sight lines to the crossing and could result in accidents. If a midblock median is needed, the location of the Median to Southern side of Stirling Highway could be modified, however currently it is designed to align with the walkway to the Civil area.

The pedestrian crossing will be constructed with tactile pavers and other elements in accordance with Main Roads WA specifications and AS1428.1, AS1428.4 standards. kerb ramps that comply with AS1428.1 and Main Roads WA standards will also be installed.

This option will require MRWA agreement as signalised intersections are owned and operated by MRWA, and there is a considerable approval pathway for any traffic signals being added onto the network Additional traffic modelling may be required to ensure that the additional of the pedestrian signal will not negatively impact traffic flows. The crossing may need to be phased with the lights nearby to ensure traffic build up does not impact the intersection.

Pedestrian Traffic signal approval will require traffic and pedestrian assessment to complete a pedestrian gap analysis to determine if there is any warrant for signals. The MRWA traffic signal approval process will then need to be completed to gain endorsement and approval for signals, which may not be supported even if a gap analysis demonstrates that signals are warranted.

A meeting was held with MRWA Network Operations (MRWA N-O) to discuss MRWA initial comments regarding this option.

MRWA N-O note that due to the close proximity to the existing signalised intersection at Dalkeith Road and the long term planning for a signalised intersection at Smythe Road, any changes to the signalling network would require careful consideration by MRWA. The MRWA N-O team have indicated that they would support the proposal through the TSAP process if a strong case is provided with the application. This will require additional traffic modelling, and pedestrian modelling of the current approved developments and known unapproved developments.

MRWA N-O have also indicated that a staged pedestrian crossing, with a central median refuge and additional signal push button, would likely be required to reduce traffic flow issues and strengthen the application. The central median for this option needs to be a minimum of 2.7m wide, while the existing median is only 1 – 1.5m wide. As the Stirling Highway lanes are 3m wide, narrower than the typical MRWA road layout, a road widening will need to occur at this location. While there is adequate room for this to occur, assuming a widening of 0.85m on each side of the road, this may impact the intersection at Stanley Street and therefore influence any potential road modifications that are being considered as part of other development applications. This will also push the road into the MRWA Future Road Reserve. It has been identified that the MRWA Future Road reserve may not currently be owned by MRWA or the City. This will necessitate land acquisition to build the median and roadway. The area designated as the "Future Road Reserve" is approximately 400m2 however it could be negotiated with the developer to significantly reduce the land take to approximately 150m2.

# 10 Safety and CEPTD

## 10.1 Pedestrian Safety While Using Crossing

Grade-separated crossings, such as underpasses or overpasses, generally provide higher safety for pedestrians compared to at-grade crossings, particularly in busy urban areas or locations with high traffic speeds. By separating traffic flows, these structures eliminate the potential for direct conflicts between vehicles and pedestrians or cyclists, significantly reducing the likelihood of collisions. Additionally, grade-



separated intersections and crossings facilitate smoother and more efficient traffic flow, thereby reducing congestion and delays.

When designing at-grade crossings, it is crucial to ensure that pedestrians and cyclists have a clear view of approaching traffic and that drivers can easily see pedestrians and cyclists. This visibility is essential to minimize the risk of collisions. Furthermore, incorporating mid-road refuges can be important to enhance safety and prevent incidents.

## 10.2 Crime Prevention Through Environmental Design (CPTED)

Crime Prevention Through Environmental Design (CPTED) is a multi-disciplinary approach to crime prevention that uses urban and architectural design and the management of built and natural environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas, reduce crime, and minimize fear of crime.

The WA Planning Commission Safer Places by Design Report (July 2023) defines the main principles of CPTED design include -

- Surveillance
  - The design of publicly accessible spaces should provide opportunities for passive surveillance including consideration of sight lines.
  - Lighting and Technological Surveillance raises perceptions of safety and deters offending and should be considered as part of the design
- Territorial Definition
  - There should be clear definition of the ownership of a space (public and private spaces, as well as transitional spaces in between)
  - o Legibility, Signage and Wayfinding all should be considered in the design
- Access Control
  - The design should direct pedestrian movement through the public realm away from potential targets or risk and into areas with good surveillance
- Space Management
  - A well-maintained physical environment appears to be owned and cared for. This
    discourages vandalism and anti-social behaviour. Art, landscaping and other treatments
    should be considered

MRWA do not have specific CPTED restrictions or design guidelines on underpasses.

Transport for NSW Pedestrian Underpass Design Guide notes "...the first point of an urban design guideline dealing with underpasses is to stress the need for them to be avoided if possible.".

The Transport for NSW Pedestrian Underpass Design Guide stress the underpass design should maximise passive surveillance from ground level through the underpass, as well as be wide enough for users to pass without invading each others personal space. Additionally, "the underpass should be as direct as possible, minimising detours by providing a simple, straight connection or if kinks are necessary providing a wide radius and wider dimensions to allow users to be able to look ahead."

The underpass designs that are possible in this location are not able to follow all CPTED design principles. Due to the depth of the underpass and the space available for ramps, a direct straight ramp is not possible and the turns in the ramp provide opportunities for people to hide within the ramps or the underpass.

It is also noted that the ramps add considerable time of crossing the road and therefore may not be best utilised by pedestrians, which increases the risk for pedestrians to bypass the underpass and cross over the road at risk

Lighting with the underpass, CCTV and artworks will be critical to the underpass design to ensure the underpass provides a feeling of safety to users.

In many road situations an at-grade pedestrian crossing is the best outcome from a Crime Prevention focus.

# 11 Restrictions to Future Development

Based on the City of Nedlands Stirling Highway Activity Centre Planning Strategy, the blocks on the corner of Kinninmont Ave and Striling Highway (81-85 Stirling Highway and 50 Kinninmont Ave) are zoned as R-AC1 which allows for mixed use high risk development.

## 11.1 Impact due to Option 1 and 2 – Underpass from Kinninmont Street

Both underpass options close Kinninmont Ave to traffic from Stirling Highway.

For the development at 50 Kinninmont Ave, site access could be provided from the north via Kinninmont Ave. However, this would require residents to exit Stirling Highway onto Smythe Road or Boronia Road, and then continue along Carrington Street to reach Kinninmont Ave. Depending on the development's scope, this could significantly increase local traffic and should be considered in the development application. Alternatively, access from Stirling Highway could be provided, however likely cause traffic concerns due to vehicles slowing down to enter the site, which would impact traffic flow, and potentially be objected by MRWA

For the development at 81-85 Stirling Highway, access would be from Boronia Ave, but this requires the entire site to be developed as a single entity, as it currently consists of two separate sites. Access from Stirling Highway is also an option, though similar to above would likely cause traffic issues at Stirling Hwy and likely be rejected.

Traffic impact would need to be considered when reviewing these sites for development.

## 11.2 Impact due to Option 3 – Signalised Pedestrian Crossing

The pedestrian signalized option changes the Kinninmont Ave/Stirling Highway intersection to left-in/left-out only. If the sites at 81-85 Stirling Highway or 50 Kinninmont Ave are developed as R-AC1 developments, access could be provided via Kinninmont Ave off Stirling Hwy, and unlikely result in traffic issues along Stirling Hwy. ..

It is noted that preliminary conversation with MRWA has indicated that removal of any connections onto Stirling Hwy and elimination of turning movements would be supported by MRWA, however, traffic assessment would be required to demonstrate any impacts as a result of traffic reassignment. Closing of current manoeuvres also would require approval by the City of Nedlands.

# 12 Constructability

## 12.1 Traffic Staging Plan – Options 1 and 2



Stirling Highway is a major arterial road in Perth, Western Australia, linking the city central to the western suburbs and providing a key connection to Fremantle.

To ensure the constructability of both Option One and Option Two (underpass options), Colliers has carefully considered traffic management to maintain continuous operation of Stirling Highway during construction. Preliminary review suggests that this will only be possible through reduction of two traffic lanes to one in each direction to facilitate construction activities. This has been based on a 1:1 batter, however if this is not achievable, sheet piling may be required. This will be a significant additional project cost.

A staging plan has been developed and incorporated into the drawing set, dividing the works into four stages, with details provided as follows:

## ■ Stage 1:

- 1. Construction of Temporary Traffic Lanes on Sothern side of Stirling Highway
- 2. Close Kinninmont Ave and construct turnaround including removal of street tree
- 3. Relocation of Northern Services as required
- 4. Construct north portion of underpass and accessible ramp and stairs including backfilling
- 5. Construct connection to Northern footpath

## ■ Stage 2:

- 1. Construction of Temporary Traffic Lane on Northern side of Stirling Highway
- 2. Shift Eastbound traffic to northern lane.
- 3. Construct central portion of underpass including backfilling

#### ■ Stage 3:

- 1. Construction of additional Temporary Traffic Lane on Northern side of Stirling Highway
- 2. Shift all traffic to northern side.
- 3. Construct south portion of underpass, and accessible ramp.

## ■ Stage 4:

- 1. Reinstatement of roadway including road surface, kerbing, linemarking and signage
- 2. Complete pedestrian path works
- 3. Complete painting, landscaping and other outstanding works.

The Main Roads WA future road reserve widening boundary indicates that construction will remain within the future road reserve area, and no additional land acquisition is required.

A detailed traffic management plan will be prepared and submitted to Main Roads WA and relevant authorities for review and approval prior to the commencement of construction.

It is noted that reducing Stirling Highway to 1 lane each direction for the duration of the build may cause significant traffic impact on Stirling Highway and surrounding streets. MRWA will need to be consulted regarding the traffic staging and duration of the construction, where it may be unlikely to be supported or approved.

The onsite construction duration of Options 1 and 2 will be significant (>6 months), however this may be significantly longer due to the time required for the service relocation and the challenge with lining up the various authority bodies to complete their works. Significant coordination will be required with the various service bodies and MRWA.

# 12.2 Traffic Staging Plan – Option 3



Option 3 consists of minor road modifications and installation of traffic signals. It is likely that works could be staged to allow for a 1 lane closure in 1 direction at a time for the duration of works with the closure moving depending on the area of works. Nightworks and weekend works can also be facilitated to ensure traffic lanes are open during peak times.

A detailed traffic management plan would need to be prepared and submitted to Main Roads WA and relevant authorities for review and approval prior to the commencement of construction.

This option would reduce the impact for traffic on Stirling Highway for the duration of construction. The duration of Construction is likely to be <3 months depending on MRWA signal installation.

# 13 Maintainability

Maintainability has been considered as part of this feasibility study and was also assessed for each option in the Multi-Criteria Assessment, which is provided in Appendix Five.

## 13.1 Option 1 and 2 – Underpass from Kinninmont Street

Options 1 and 2 consist of the concrete underpass. The below is a list of maintenance activities that may be required for the design life. This list is not exhaustive and additional works may be required based on condition.

- Level 1 Inspection to MRWA Standards Yearly
- Level 2 Inspection to MRWA Standards every 7-10 years
- Replacement of Handrails/Balustrading every 50 years
- Painting of the Underpass and Retaining Walls every 25 years
- Cleaning of the Underpass/Paths ect Frequency to be determined by City
- Maintain Drainage Frequency to be determined by City, Likely yearly
- Maintenance of Lighting or CCTV assets Frequency to be determined by City, Likely yearly
- Replacement of Underpass 100 years

Additional maintenance may be required for landscaping, footpaths, kerbing, road surfacing and signage on Kinninmont Avenue.

## 13.2 Option 3 - Signalised Pedestrian Crossing

Signalised intersections are maintained by MRWA. The City of Nedlands will be required to continue any maintenance activities currently undertaken on local roads road, kerbs, or footpaths adjoining Stirling Highway.

MRWA will need to be consulted and agree to maintain the signals and associated infrastructure.

# 14 Concept Cost Estimate

A cost estimate was prepared by The Advisory Group (TAG Advisory) and received by Colliers on 28/04/2025. The Cost Estimate Report is included in Appendix Four.

This cost estimate is considered to be a Class 5 cost estimate which is considered to be high-level order of magnitude cost estimate.

The land acquisition cost will need to be resolved with the Land Owner and MRWA. A cost estimate of between \$1500/m2 to \$2760/m2 could be used based on recent sales in the area. A cost of \$2000/m2 has been used in the costings below. It is recommended that this be confirmed by a land assessment expert.

	Option 1 – Pedestrian Underpass 1.8m cover	Option 2 – Pedestrian Underpass 1.1m cover	Option 3 - Signalised Pedestrian Crossing
Estimated Construction Cost	\$10,400,000	\$9,500,000	\$480,000
Construction Costs including Design, Project Management, Contract Management	\$11,920,000	\$10,880,000	\$560,000
Estimate Total Outturn Cost including Project Contingency	\$16,690,000	\$15,230,000	\$784,000
Approx Land Acquisition (based on 400m2 road reserve at \$2000/m2)	\$800,000	\$800,000	\$800,000 (Note: The required land acquisition could be reduced if agreed with the developer. The maximum value has been used)
Estimate Total Outturn Cost including Project Contingency including Land Acquisition	\$17,490,000	\$16,030,000	\$1,584,000

A \$1.6 million allowance has been included in Option 1 and 2 for the relocation of the Water Corporation Trunk Main with an additional allowance for the relocation of other services. This value has not been confirmed by Water Corporation or other Service Owners and should be further investigated. As discussed in section 8.2 above, the Water Corporation has advised that a cost of approximately \$2 million may be required associated with any contingency planning or bypass associated with realignment of the 760 steel distribution main, which is not included in the above numbers.

It has been identified that the MRWA Future Road reserve may not currently be owned by MRWA or the City. This will necessitate land acquisition to build the structure. This cost is not included in the cost estimate.

The reduction in cover does produce a small saving due to reductions in excavation, backfill and traffic management, however is not as significant as anticipated and therefore any difference between Option 1 and 2 may be considered negligible.

## 15 Risks

A number of risks have been identified for the above the above options along with proposed risk mitigation strategies. These can be seen in the table below.

<u>Option</u>	Risk Identified	Risk Level	<u>Details</u>	Risk Mitigation
1, 2	Relocation of Water Trunk Main	High	Approval of Relocation to be approved by Water Corporation. Water Corporation have indicated it is their preference to not relocate trunk main due to the age of the asset	Early Engagement with Water Corporation to ensure relocation is approved prior to detailed design
1, 2	Relocation of Other Services	High	Approval of Relocation to be approved by Service Providers	Early Engagement with all Service Providers to ensure relocation is approved prior to detailed design
	Delay to Project or Construction Delays due to Service Relocation	High	Service relocation is generally arranged by the service authority. This means that the construction time frame may be dictated by the service authorities. Additionally, if multiple services in the area need to be relocated, this should be completed in a similar timeframe.	Early Engagement with all Service Providers to ensure relocation is approved and scheduled prior to detailed design
1, 2	Cost of Service Relocation	High	Service relocation is generally arranged by the service authority. Costs of service relocations have not been provided by Service Authorities	Early Engagement with all Service Providers to ensure relocation is approved and scheduled prior to detailed design
1, 2, 3	Cost of Construction	High	Construction uplifts and costs are constantly changing and may impact the final price based on market conditions	Early contractor engagement to ensure efficient supply chains and design
1, 2	Traffic Management Approval - Major	High	Traffic management plans are required to be approved by MRWA. Reducing Stirling Highway to 1 lane each direction may have significant impact to the traffic and MRWA may not approve the staged construction.	Early engagement with MRWA Traffic Planning Team Early engagement with traffic management contractors to ensure staging in incorporated into design Traffic modelling studies to inform traffic management staging and application

<u>Option</u>	Risk Identified	<u>Risk</u> <u>Level</u>	<u>Details</u>	Risk Mitigation
3	Traffic Management Approval - Minor	Low	Traffic management plans are required to be approved by MRWA. Reducing Stirling Highway to 1 lane in a direction may have significant impact and MRWA may not approve works.	Early engagement with MRWA Traffic Planning Team Early engagement with traffic management contractors to ensure staging in incorporated into design Traffic modelling studies to inform traffic management staging and application Planning for night works and off peaks works to prevent traffic delays
3	MRWA Approval of Signal	Medium	MRWA Network Operations have indicated that the signal may be supported with a strong case. This case needs to be developed to a point the signal can be approved.	Early engagement with MRWA Traffic Planning Team and Network Operations Teams Traffic modelling studies pedestrian usage for multiple developments
1, 2, 3	Construction Time Frames	Medium	Construction may be delayed due to lack of staff or materials	Early contractor engagement to ensure efficient supply chains and design Conditions in Contractors Contract to incentivize on time delivery
1, 2, 3	Community Resistance to Project	Medium	Community may oppose the closing of Kinninmont Ave or a signal which could impact traffic.	Community Consolation should occur prior to works to allow for any concerns to be addressed in the design if possible.  Community should be kept informed of the project and construction throughout the process
1, 2	Effect to Local Traffic due to Road Closure	Medium	Stirling Highway is a critical road, and already sees a high volume of traffic. Negative impact to local community could occur due to the works.	Early engagement with MRWA Traffic Planning Team and Network Operations Teams Traffic modelling studies pedestrian usage for multiple developments

<u>Option</u>	Risk Identified	Risk Level	<u>Details</u>	Risk Mitigation
3	Effect on Stirling Highway Traffic Due to Signals	Medium	Stirling Highway is a critical road, and already sees a high volume of traffic. Negative impact to local community could occur due to the works.	Early engagement with MRWA Traffic Planning Team and Network Operations Teams Traffic modelling studies pedestrian usage for multiple developments
1, 2	Restrictions to Developments on Stirling Highway due to Project	Medium	Due to closure of Kinninmont Street, this may affect future development or entrance areas.	The City of Nedlands should review the plans and ensure the closure does not impact any existing or future DA application.
1,2,3	Risk to pedestrian crossing design and ability due to surrounding development approvals.	Medium	There are currently several DA's being submitted and will likely be approved with Political Pressure. Any implementation of varying road modifications as part of DA's may significantly impact the ability to implement the best overall crossing option.	Undertake collaborative consultation with MRWA, planning and stakeholders to determine the best overall road, access, pedestrian, cyclist and development outcome for the overall Stirling Hwy Activity Centre, and consider Developer Contribution Scheme in conjunction with MRWA overarching design and implementation process for implementation.
1, 2, 3	Land Acquisition of Future Road Reserve	High	All three options require land acquisition. The land is earmarked as MRWA future road reserve, however is currently owned by the developer. This will require land purchase to allow the project to commence.	Early engagement with developer and MRWA for the purchase of land  Option 3 may allow for a reduced land purchase if this can be agreed with the developer to reduce costs. In this option, the road will be in this corridor and MRWA would likely own the area.  Option 1 and 2 would have the structure and may need to be owned by the Coty.  Maintenance of these areas would also need to be agreed.

## 16 Multi Criteria Assessment

A multi-criteria assessment (MCA) has been prepared by Colliers based on authority responses, constructability, maintainability, cost efficiency, and other relevant factors for each option. The detailed MCA is included in Appendix Five for information.

Which scores increases from -3 to +3, which -3 indicates major positive impacts/ outcomes, and +3 indicates major negative impacts / outcomes. With the MCA measuring parameters in this fashion, the lower the value (including negative), results in a higher assessment rating.

A summary of the considered criteria is summarised in the table below:

<u>Criteria</u>	<u>Sub-criteria</u>	<u>Measure</u>	<u>Unit</u>
Total Project Cost	Total Project Cost		Scale (-3 to +3)
Road Amendments	Impact to Traffic on Kinninmont Ave and Stirling Highway	Predicated traffic impact over the long term - Engineering Judgement	Scale (-3 to +3)
		Level of disruption to traffic during construction Scale:	Scale (-3 to +3)
Construction	Constructability and Construction	-3 No disruption to traffic	Scale (-3 to +3)
Construction	under traffic	+3 = significant delays to traffic for significant time periods	Scale (-3 to +3)
Authorities	Owner or operator other than City of Nedlands	-3 = CoN, +3 = Owner other than CoN	Scale (-3 to +3)
Authorities	Nedlands	Number of Authority Bodies	Number
Cofoto	Safety using Infrastructure - CEPTED	CPTED Concerns	Scale (-3 to +3)
Safety	Safety of Road Crossing	Safety of Road Crossing	Scale (-3 to +3)
Sustainability and Environmental Impact	Removal of Existing Trees	Removal of Street Trees	Number
Community Amenity	Ability for Community Amenity Improvements	Art/landscaping potential etc	Scale (-3 to +3)
Maintainability	Ongoing Maintenance Costs	Degree of Ongoing Maintenance	Scale (-3 to +3)

The criteria are the weighted according to discussions with the City, and the weighted score and summed to provide a single score for each option.

The weightings considered are summarised below:

<u>Criteria</u>	Proposed Criteria Weighting	<u>Sub-criteria</u>	<u>Sub-criteria</u> <u>Weighting</u>
Total Project Cost	30%	Total Project Cost	100%
Road Amendments	5%	Impact to Traffic on Kinninmont Ave and Stirling Highway	100%
Construction	20%	Construction under traffic	100%
		Owner or operator other than City of Nedlands	65%
Authorities	5%	Authorities needing to approve design prior to Construction	35%
Safety	20%	Safety using Infrastructure - CEPTED	50%
,		Safety of Road Crossing	50%
Sustainability/Environmental Impact	10%	Removal of Existing Trees	100%
Community Amenity	5%	Ability for Community Amenity Improvements	100%
Maintainability	5%	Ongoing Maintenance Costs	100%

The table below shows the weighted score for the options for each criteria, and the total score for each option. The detailed Multi – Criteria Assessment along with comments for each option can be found in Appendix Five.

<u>Category</u>	<u>Criteria</u>	<u>Category</u> <u>Weighting</u>	Option 1 Weighted score	Option 2 weighted score	Option weighted 3 score
Total Project Cost	Total Project Cost - Design and Construction	30%	0.900	0.750	-0.300
Road Amendments	Impact to Traffic on Kinninmont Ave and Stirling Highway	5%	0.100	0.100	0
Construction	Construction under traffic	20%	0.600	0.600	0.200
Authorities	Owner or operator other than City of Nedlands		-0.075	-0.075	0.075
Authorities	Authorities needing to approve design prior to Construction	5%	0.150	0.150	0.050
Safety	Safety using Infrastructure - CEPTED		0.300	0.300	0
	Safety of Road Crossing	20%	-0.300	-0.300	-0.100
Sustainability/Environmental Impact	Removal of Existing Trees	10%	0.100	0.100	0
Community Amenity	nunity Amenity  Ability for Community Amenity Improvements		0.100	0.100	0
Maintainability	Ongoing Maintenance Costs	5%	0.100	0.100	0
Total			1.975	<u>1.825</u>	<u>-0.075</u>

Based on the Multi-Criteria Assessment, Option 3 received the lowest weighted score, indicating that it delivers the best overall positive outcomes across various evaluation criteria. It is the most cost- and time-effective option and offers ease of maintenance and constructability, and also is considered similar in safety outcomes

#### 17 Additional Information Required to Progress to Detailed Design

At the time of this report, the City of Nedlands should consider the requirement for the following information in order to proceed with detailed design:

- Detailed geotechnical investigation.
- Detailed survey with services location and depth identified.
- Traffic assessment including pedestrian volumes due to development along Stirling Highway approved and proposed
- MRWA engagement with Traffic Planning, Network Operations and Asset Teams
- Engagement with Service Providers
- Community Engagement with local residents and businesses
- CEPTD Review for preferred option
- Further structure planning and activity centre planning resolution, and coordination with MRWA to establish an overall strategic road and pedestrian strategy for the Stirling Hwy Activity Centre to inform DA's and provide optimal arrangements for all users.
- Consideration of a Developer Contribution Scheme to fund project

#### 18 Possible Alternative Options to be considered

In addition to the three options considered in this report, an additional two options were identified as possible options for this location. These are discussed below.

#### 18.1 Bridge Option

At the direction of the City of Nedlands a bridge option was not considered.

However, a bridge could provide a number of benefits at this location including reducing the requirement for service relocation, reducing the impact to traffic as works requiring access to the road corridor could be completed a night and

Kinninmont Ave would need to be a cul-de-sac similar to the current underpass design to allow Northern Ramp. The Southern Ramp may not fit within the current future road reserve, and therefore may require to connect directly to the first story of the development or impact the civic area. This would need to be reviewed further to determine if this is a feasible option.

We anticipate the cost of this option to be similar to Options 1 and 2 due to the cost of the bridge beams and ramps, however there would be significant reduction of the impact to traffic and services.

This option would require land acquisition of the Southern Future Road Reservee for the bridge landing.

#### 18.2 Signalised Crossing at Smyth Road

The MRWA long-term Stirling Highway Strategy includes Smyth Road as a fully signalled intersection. It is our understanding that this work is currently part of MRWA long term strategy. It is our understanding that this may be funded as part of the Hospital works, however this is not confirmed at this time.

Smyth Road is considered to be a local distributer road and provides direct access to the Hollywood Hospital site from Stirling Highway.

Pedestrian Gap Analysis currently shows a larger number of pedestrians crossing at Smyth Road, than at Kinninmont Ave, however this may be affected by the developments between Dalkeith Road and Stanley Street.

If the intersection at Smyth Road is signalised, there would be pedestrian crossing signals at both Smyth Road and Dalkeith Road 300mm apart would provide safe crossing point for pedestrians for the greater Activity Centre catchment In addition, localised median island of Stirling Hwy at Kinninmont could be considered to provide a conventional unsignalized at grade staged crossing, which would have more gap opportunities created by signals at both Dalkeith Rd and Smyth Rd.

It is recommended that a Signalised Intersection at Smyth Road be considered as possible pedestrian crossing design and investigated by MRWA and the City.

This option would likely be more expensive than Options 3 due to the increased modifications to the road, however, would likely be significantly cheaper than Options 1 and 2.

This option may require land acquisition if turn pockets are required to accommodate future vehicle load. However, this will not be known until the traffic modelling is completed.



Figure 9 – Location of Intersection at Smythe Road

#### 19 Recommendation

It is recommended that a comprehensive traffic modelling study be completed to determine the pedestrian volumes anticipated with the current approval developments and with an allowance for future development on Stirling Highway. This will help inform MRWA Network Operations team in assessing the requirement and design of the signal options. It will also assist with developing a business case for funding.

It is recommended that the two alternative options be considered in depth – Bridge Option and Signalised Intersection at Smythe Road. This will ensure that all options have been considered with a detailed assessment and costing at this stage to between inform the City. This will help inform MRWA Network Operations team in assessing the requirement and design of the signal options. It will also assist with developing a business case for funding.

After evaluating the three options in this report, we believe that **Option 3 – Pedestrian Signalised Crossing** is the best choice due to its lower cost, better constructability, and minimal interaction with existing services.

#### 20 Report Qualifications

In line with this report, Colliers make the following qualifications:

- This report was prepared exclusively for the (City of Nedlands). Unless otherwise stated, the use of this report by third parties is not permitted.
- The information provided in this report may be considered valid for three (3) months from the date of the report.
- The information provided in this report is based upon the information and documentation provided by the Service Providers, MRWA and the City. Colliers have relied on such information and documents being true. Pritchard Francis cannot be held responsible or liable for any problems or issues that may arise as a consequence.
- Assumptions have been made which, if incorrect, have the potential to impact the recommendations of this report. This includes pedestrian volumes, service relation costs, traffic management approval by MRWA, MRWA approval of signalling design, DA conditions on new developments ect. Care has been taken to ensure assumption are verified where possible.
- The location and type of existing services have not been verified via service location or other on site works.
- Site Visit Clause
  - A site visit has been conducted as part of this desktop study. However, an underground service scan has not been completed and information containing existing service information may differ from the physical service locations. Where possible, Colliers recommend verifying existing service locations and conditions.
  - An underground service scan has not been completed and information containing existing service information may differ from the physical service locations. Where possible, Pritchard Francis recommend verifying existing service locations and conditions.
- The geotechnical investigation has not yet be completed. Study is based on the 1:50,000 Geological series information. The specialty consultants may need to be engaged to provide accurate assessments of ground conditions.
- All cost estimates mentioned in this report represent our best judgment based on information available at the time of providing but Colliers cannot and does not warrant that it represents the final construction cost. The cost estimate has been based on preliminary sketches, and assumptions of service relocation and traffic management costs. Cost should be verified at Detailed Design to provide a more accurate estimate.
- The designs presented in this report are conceptual in nature, and by no means depict the ultimate design solution. Detail design and documentation will be necessary to validate all design levels and gradients to ensure compliant with the client brief, Australian Standards, Austroads and relevant authority guidelines.
- Where design is carried out by third parties using information provided by Colliers, it is recommended that Colliers be engaged or involved in the design process.

#### **Appendices**

Appendix One:

cover

Schematic Drawings and Traffic Staging – Option 1 – Underpass with 1.8m

Appendix Two:

cover

Schematic Drawings and Traffic Staging – Option 2 – Underpass with 1.1m

Appendix Three: Schematic Drawings – Option 3 – At Grade Pedestrian Signalised Crossing

Appendix Four: Stirling Highway Underpass – Cost Estimate Report

Appendix Five: Multi Criteria Analysis

Appendix Six: Geological Mapping

Appendix Seven: Service Location Sketch and Information

Appendix Eight: BYDA Information

Appendix Nine: MRWA Drainage Mapping

Appendix Ten: MRWA Pedestrian Gap Study Data

Appendix Eleven: Nedlands Square Transport Impact Assessment

Appendix Twelve : MRWA Future Road Reserve

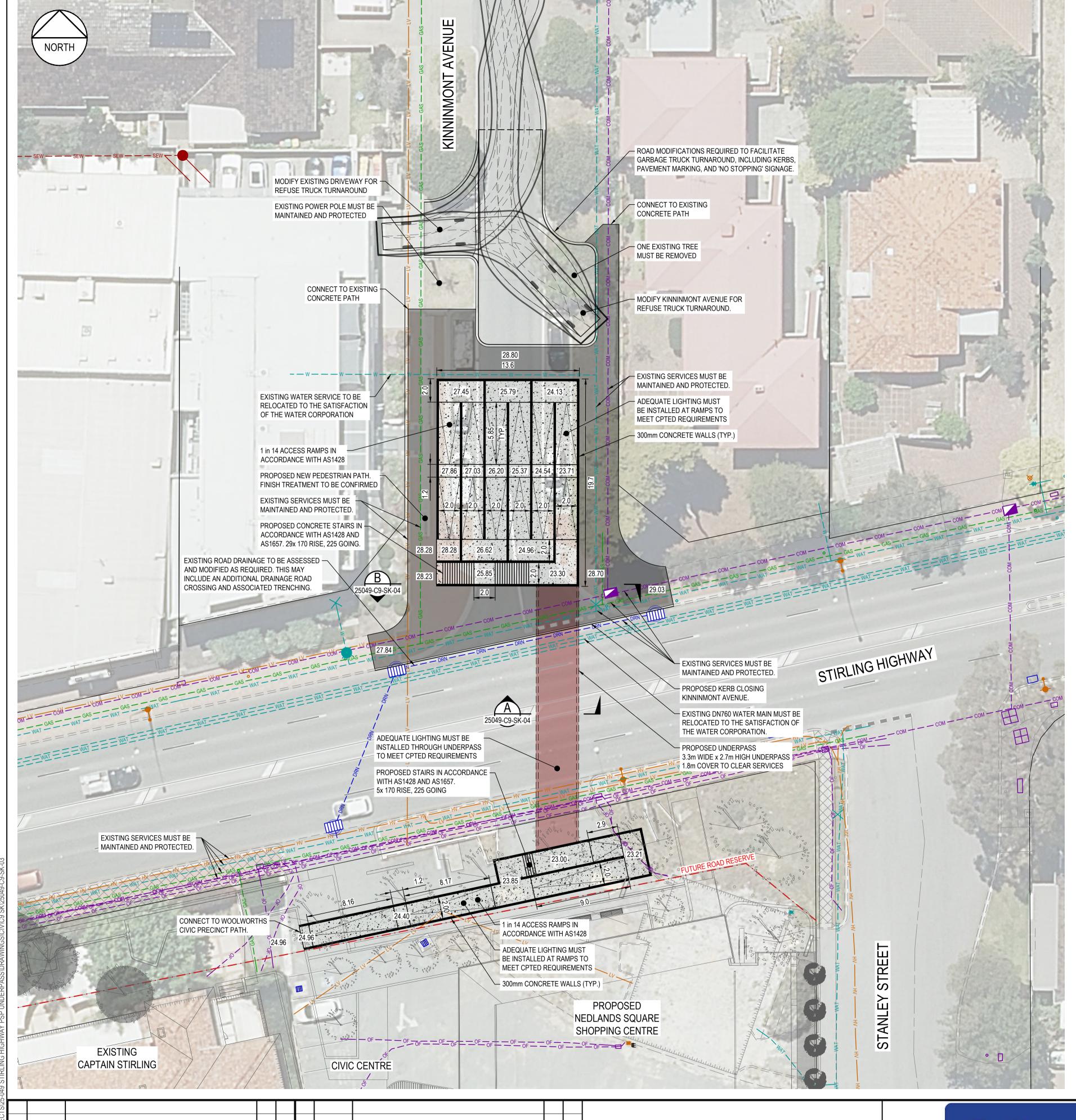
Appendix Thirteen: MRWA Meeting Minutes and Correspondence

Appendix Fourteen: Water Corporation Email Correspondence

Appendix Fifteen: Western Power Email Correspondence

19.1 - Attachment 1 Business

Schematic Drawings and Traffic Staging - Option 1 - Underpass with 1.8m cover **Appendix One:** 



DESCRIPTION

22/04/25 MINOR DRAFTING AMENDMENTS

CHANGED UNDERPASS TO WESTERN SIDE

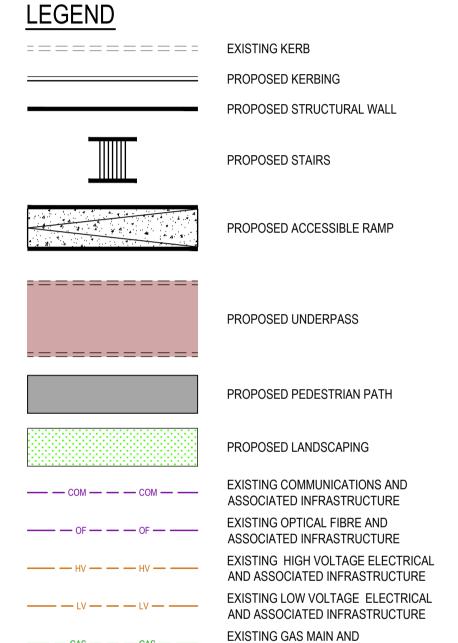
DESCRIPTION

08/04/25

28/03/25 INITIAL ISSUE

# NOTES

- 1. ALL DIMENSIONS SHOWN ARE IN METRES UNLESS SHOWN OTHERWISE (U.S.O).
- 2. ALL DESIGN AND CONSTRUCTION MUST COMPLY WITH THE RELEVANT CURRENT AUSTRALIAN STANDARDS, THE BUILDING CODE OF AUSTRALIA AND THE CITY OF NEDLANDS SPECIFICATIONS AND DETAILS.
- 3. ALL CO-ORDINATES AND LEVELS SHOWN ON THIS DRAWING SHALL BE VERIFIED BY CONTRACTOR PRIOR TO COMMENCEMENT OF WORKS.
- 4. ALL HEIGHTS ARE TO AUSTRALIAN HEIGHT DATUM (AHD) AND ALL LEVELS SHALL BE DERIVED FROM ESTABLISHED BENCHMARKS.
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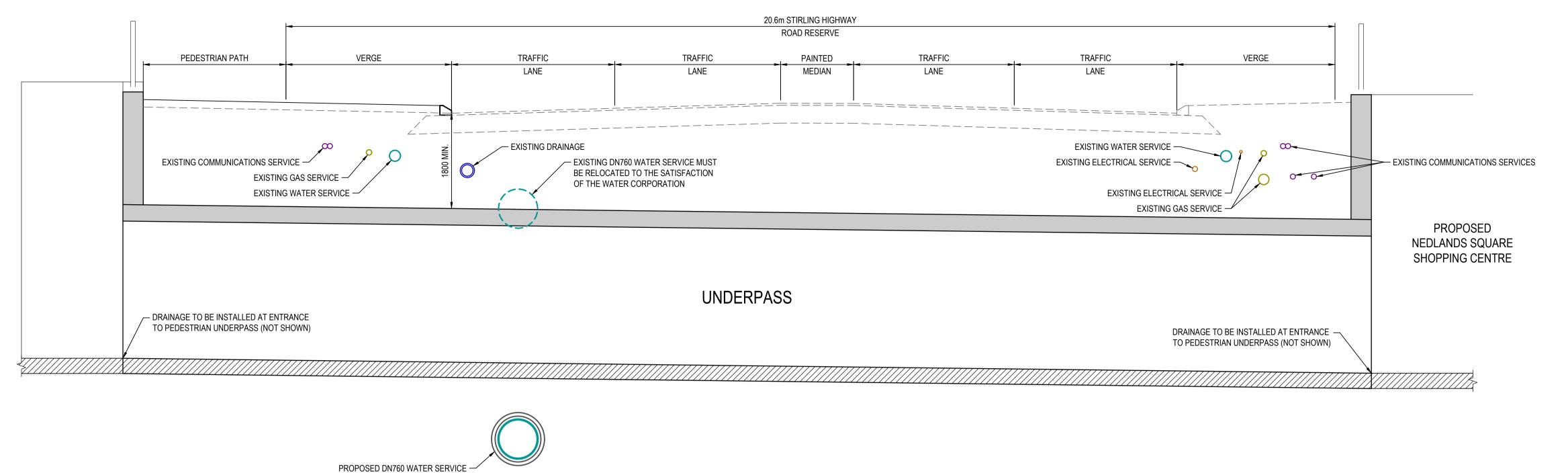


ASSOCIATED INFRASTRUCTURE

ASSOCIATED INFRASTRUCTURE

EXISTING WATER MAIN AND

NOT FOR CONSTRUCTION				CTION	<b>-</b>	Y OF NEDLANDS RLING HIGHWAY UNDERPASS	
MARCH 2025 PCG94 AHD  GNED DRAWN CHECKED APPROVED FAM TAM AME AME /				AHD /	• • •	NCEPT DESIGN - OPTION ONE DERPASS - 1.8m COVER	
P.C.	N/A		SCALE U.N.O. 1:20	_	SHEET SIZE	25049-C9-SK-03	REVISION



22/04/25 MINOR DRAFTING AMENDMENTS

UPDATED SECTION B

DESCRIPTION

DESCRIPTION

08/04/25

28/03/25 INITIAL ISSUE

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## **DESIGN CRITERIA**

- 1. DESIGN IN ACCORDANCE WITH AS5100:2017 TO MAIN ROADS WA SPECIFICATIONS.
- 2. DEAD LOADS AS PER CODE
- 3. LIVE LOADS 100% OF M1600 LOADING

## STRUCTURAL NOTES

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- 5. BOX CULVERTS TO BE RECESSED TO ACCOMMODATE LIGHTING FOR FULL LENGTH OF UNDERPASS.
- 6. SUBSOIL DRAINAGE REQUIRED AT EITHER SIDE OF CULVERT.

STIRLING HIGHWAY UNDERPASS

CONCEPT DESIGN - OPTION ONE

UNDERPASS SECTIONS AND DETAILS

25049-C9-SK-04

AHD

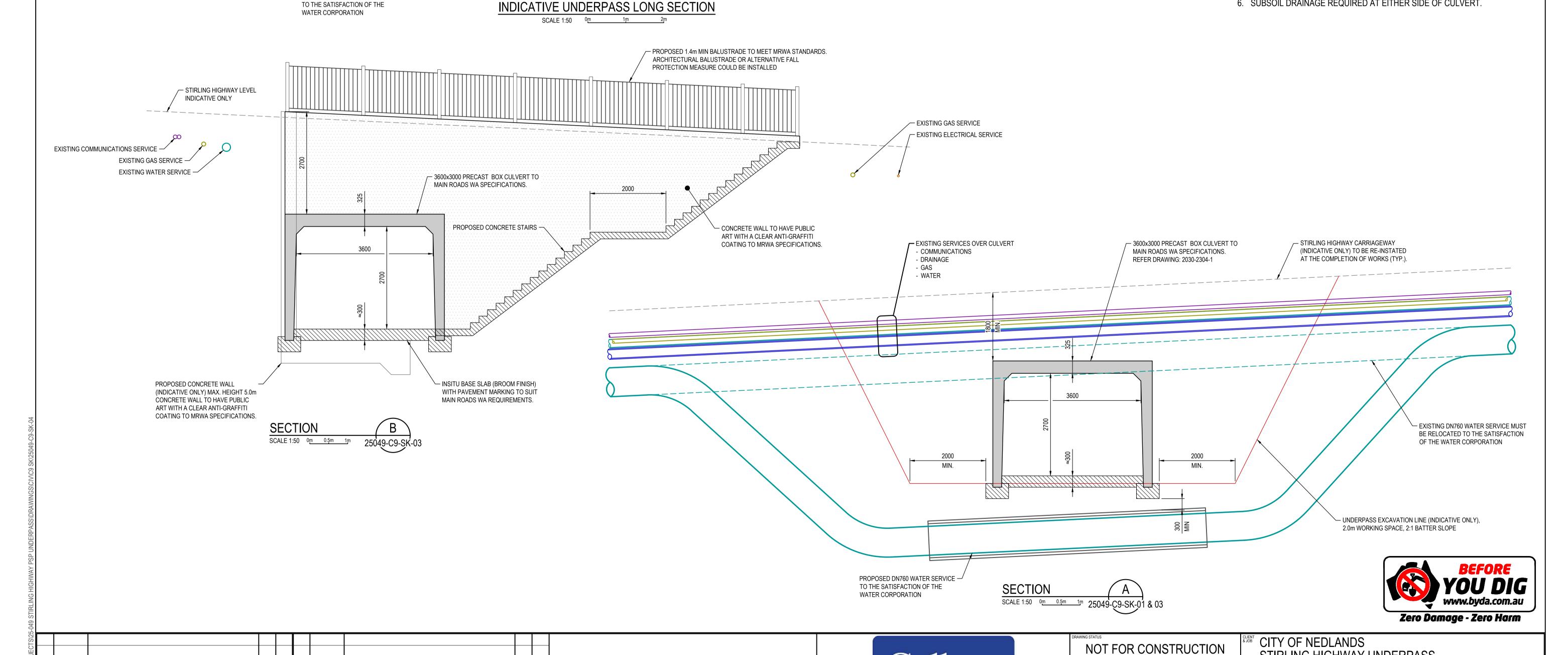
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PCG94

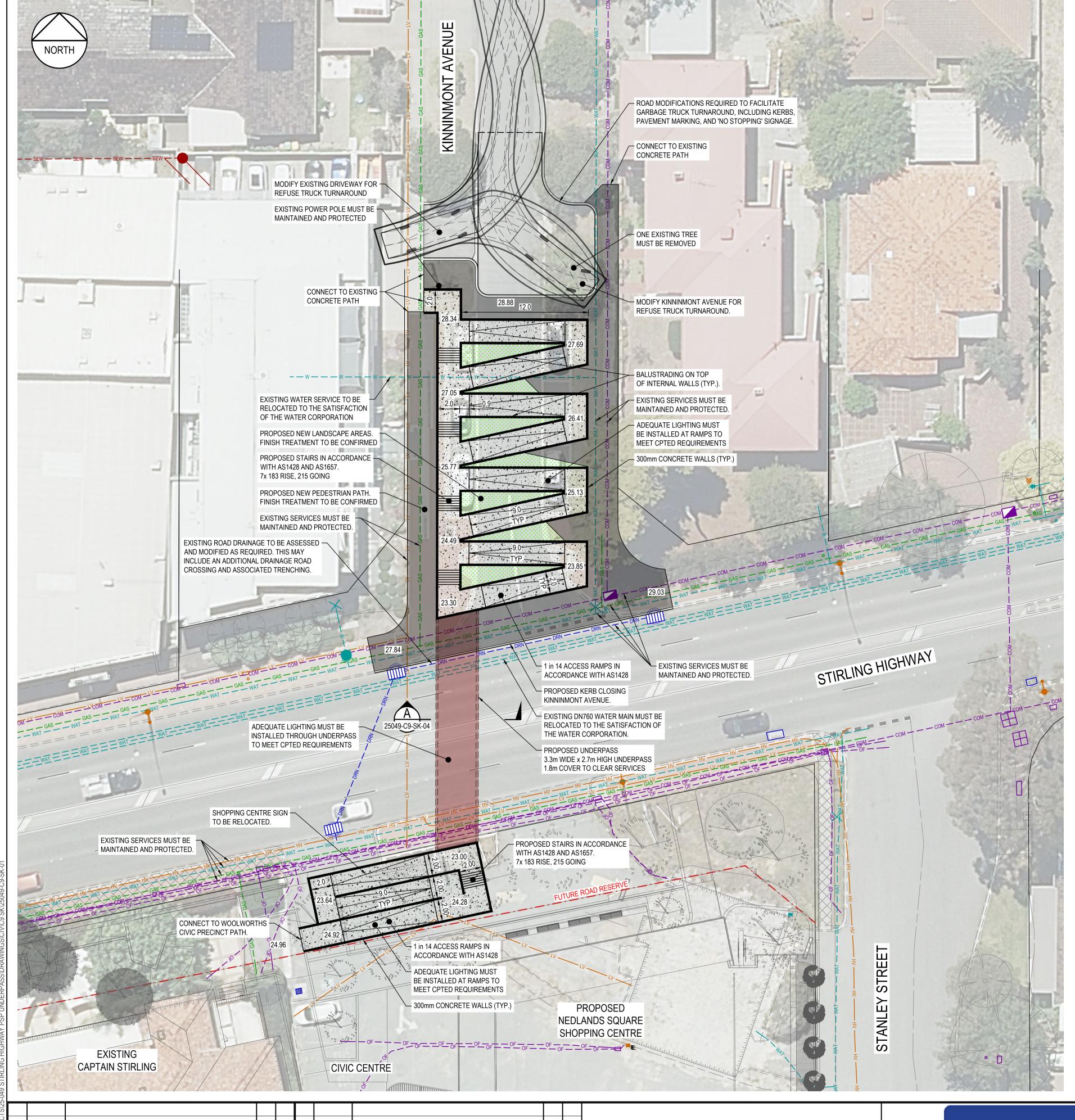
APPROVED AME

MARCH 2025

DESIGNED DRAWN CHECKED
TAM TAM AME



Colliers



DESCRIPTION

22/04/25 MINOR DRAFTING AMENDMENTS

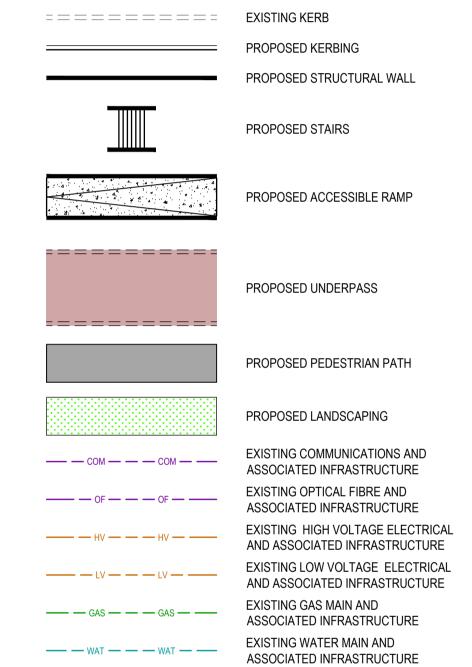
DESCRIPTION

28/03/25 INITIAL ISSUE

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# <u>LEGEND</u>





Colliers
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NOT FOR CONSTRUCTION						CLIENT & JOB	_	Y OF NED RLING HIG	_	
N	MARCH 202	5	GRID PCG94	DATUM	AHD	TITLE	COI	NCEPT DE	SIGN -	OP
NED <b>AM</b>	DRAWN TAM	CHECKED AME	APPROVED AME		/		UNE	DERPASS	- 1.8m	CO
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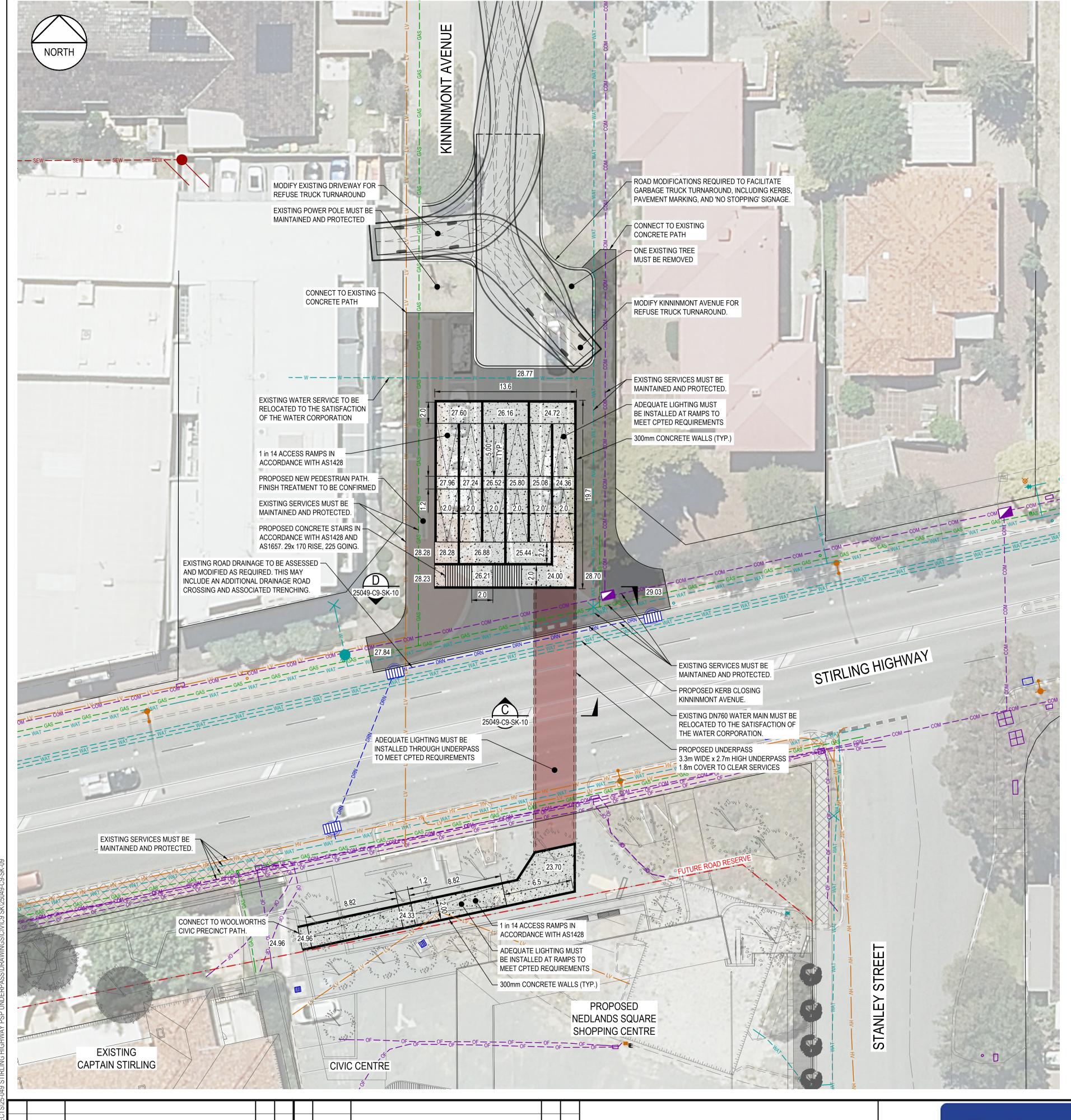
STIRLING HIGHWAY UNDERPASS

TLE CONCEPT DESIGN - OPTION ONE (b) - ALTERNATIVE UNDERPASS - 1.8m COVER

HEET SIZE A DRG NO. 25049-C9-SK-01 B

19.1 - Attachment 1 Business

Schematic Drawings and Traffic Staging - Option 2 - Underpass with 1.1m cover **Appendix Two:** 



DESCRIPTION

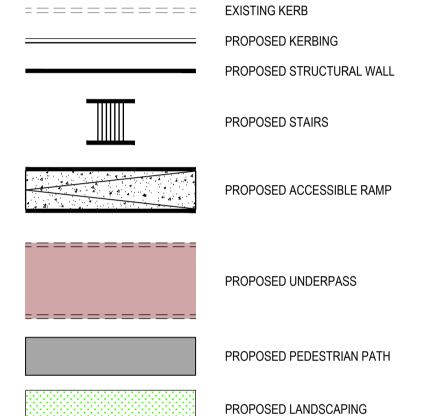
22/04/25 INITIAL ISSUE

DESCRIPTION

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EXISTING COMMUNICATIONS AND

ASSOCIATED INFRASTRUCTURE

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ASSOCIATED INFRASTRUCTURE

EXISTING HIGH VOLTAGE ELECTRICAL
AND ASSOCIATED INFRASTRUCTURE

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AND ASSOCIATED INFRASTRUCTURE

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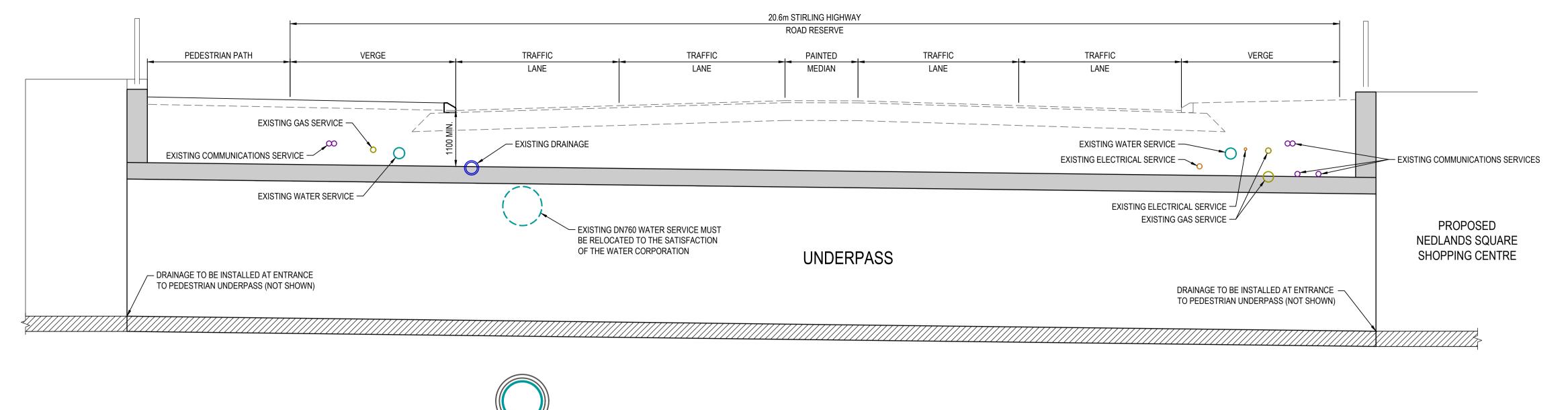
ASSOCIATED INFRASTRUCTURE

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Colliers
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APRIL 2025 GRID PCG94 AHD  SIGNED DRAWN CHECKED APPROVED TAM TAM AME AME/				AHD /		NCEPT DESIGN - OPTION TWO DERPASS - 1.1m COVER	
A.P.C.	N/A		1:20	_	A1	25049-C9-SK-09	REVISION



INDICATIVE UNDERPASS LONG SECTION

PROPOSED DN760 WATER SERVICE -TO THE SATISFACTION OF THE

DESCRIPTION

WATER CORPORATION

22/04/25 INITIAL ISSUE

DESCRIPTION

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- 6. SUBSOIL DRAINAGE REQUIRED AT EITHER SIDE OF CULVERT.

STIRLING HIGHWAY UNDERPASS

CONCEPT DESIGN - OPTION TWO

UNDERPASS SECTIONS AND DETAILS

25049-C9-SK-10

PCG94

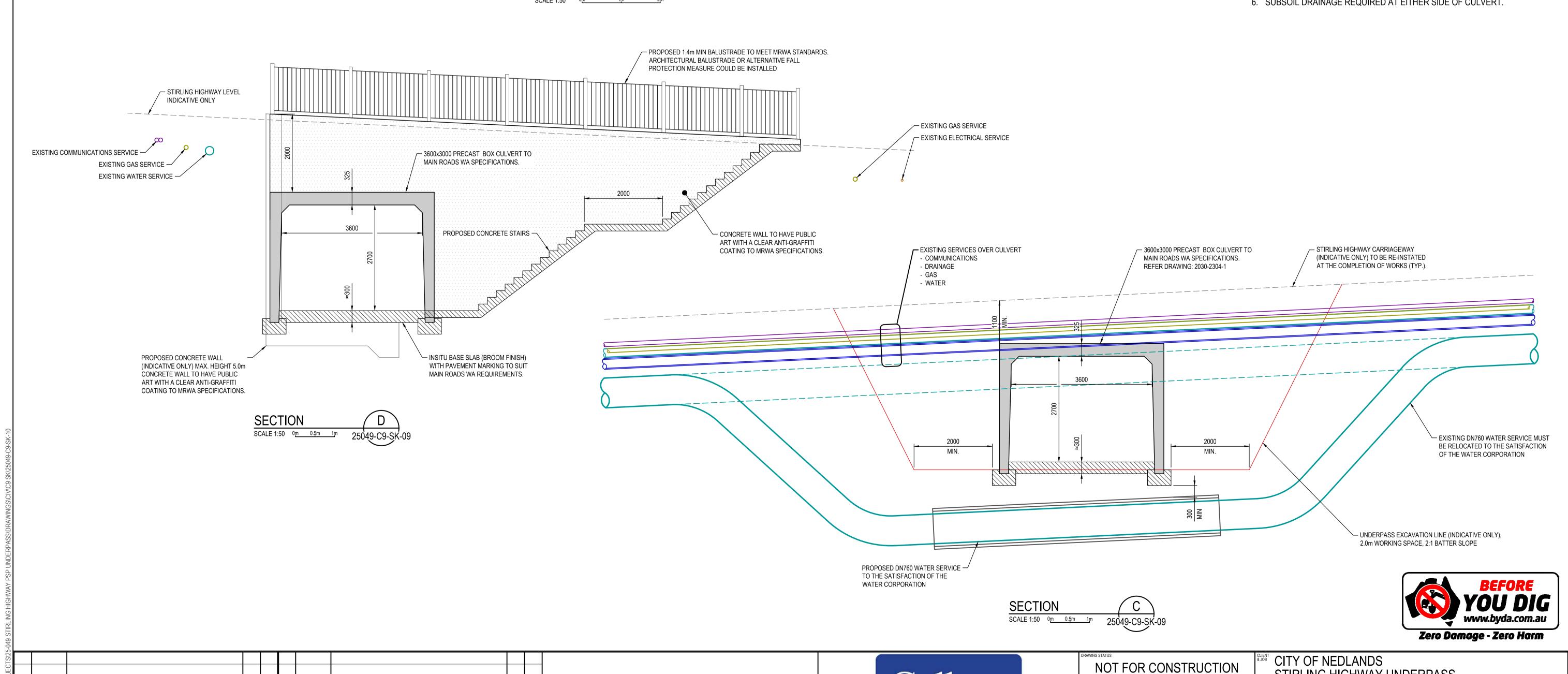
APPROVED AME

APRIL 2025

DESIGNED DRAWN CHECKED
TAM TAM AME

AHD

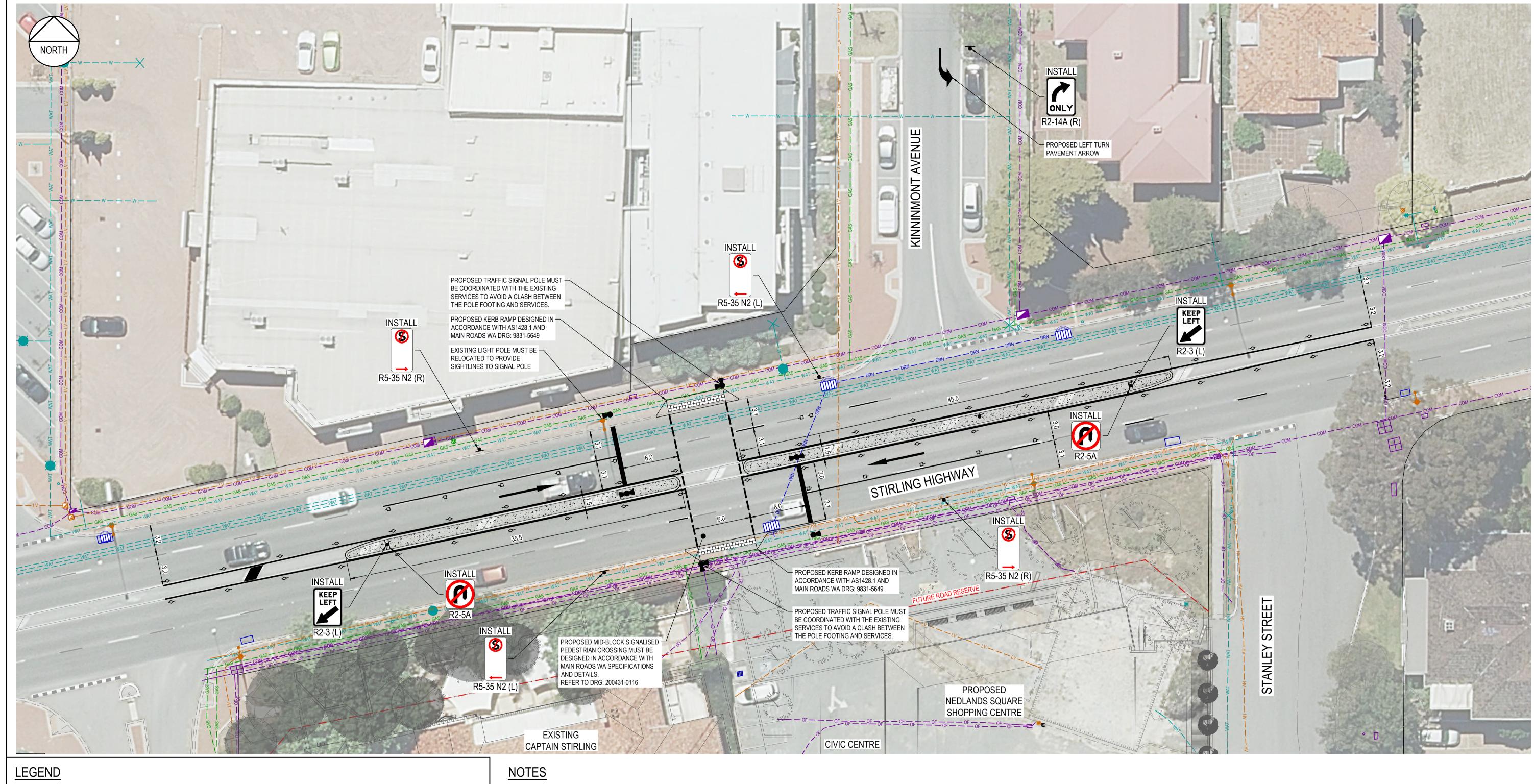
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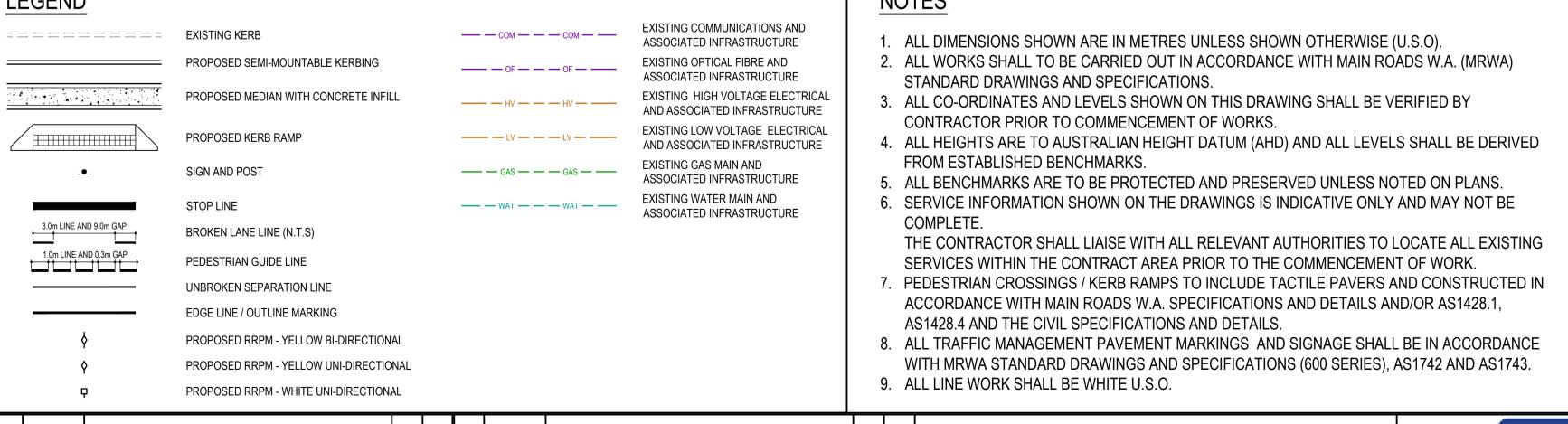


Colliers

19.1 - Attachment 1 Business

Schematic Drawings - Option 3 - At Grade Pedestrian Signalised Crossing **Appendix Three:** 





DESCRIPTION

22/04/25 MINOR DRAFTING AMENDMENTS

DESCRIPTION

28/03/25 INITIAL ISSUE





NOT FOR CO	NSTRUCTIO		<b>.</b>	Y OF NEDLANDS RLING HIGHWAY UNDERPASS	
MARCH 2025  D DRAWN CHECKED M TAM AME	PCG94 DATUM A APPROVED AME	.HD	• • •	NCEPT DESIGN - OPTION THREE NALISED MID-BLOCK PEDESTRIAN CROSSII	NG
N/A 1:200 @					REVISION

Business 19.1 - Attachment 1

Appendix Four: Stirling Highway Underpass – Cost Estimate Report





April 2025





28th April 2025

Colliers International Engineering & Design (WA) Pty Ltd

430 Roberts Road Subiaco Perth, WA, 6008

For the attention of Ms Alyssa Edwards

Dear Alyssa,

# CITY OF NEDLANDS STIRLING HIGHWAY UNDERPASS **CLASS 5 COST ESTIMATE REPORT**

With reference to the above, we are pleased to provide you with a copy of the draft Class 5 Cost Estimate Report.

We trust that we have correctly interpreted your requirements, however, should you require any further information, please do not hesitate to contact the undersigned.

Yours sincerely,

Aristuin R Armen

Alistair Aitken, BSc (Hons), MAIQS, CQS, CMP

Director

Enc.



# **TABLE OF CONTENTS**

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COST ESTIMATE	7
APPENDIX A – COST ESTIMATE BREAKDOWN	14



# PROJECT BACKGROUND

TAG (The Advisory Group) Pty Ltd (**TAG Advisory**) has been engaged by Colliers International Engineering & Design (WA) Pty Ltd (**Colliers**) to provide a Class 5 Cost Estimate (**Cost Estimate**) of a number of design options to provide safe pedestrian passage in crossing Stirling Highway, near the junction of Kinninmont Avenue to the north and the proposed Civic Space immediately to the south of Stirling Highway. The design options costed herein are summarised as follows:

Option	Option Description					
1	Underpass with <b>1.8m</b> cover with north-south orientated ramps					
2	Underpass with <b>1.1m</b> cover with north-south orientated ramps					
3	Signalised pedestrian crossing					

#### **DOCUMENTATION**

In preparing this Cost Estimate, TAG Advisory has relied upon the following documentation:

Document Reference	Revision	Document Title
25049-C9-SK-02	В	Option 3 General Arrangement
25049-C9-SK-03	С	Option 1 General Arrangement
25049-C9-SK-04	С	Option 1 Sections and Details
25049-C9-SK-05	В	Construction Staging – Stage 1 Works
25049-C9-SK-06	В	Construction Staging – Stage 2 Works
25049-C9-SK-07	В	Construction Staging – Stage 3 Works
25049-C9-SK-08	В	Construction Staging – Stage 4 Works
25049-C9-SK-09	Α	Option 2 General Arrangement
25049-C9-SK-10	Α	Option 2 Sections and Details



#### **ESTIMATE CLASSIFICATION**

A cost estimate classification provides a framework for applying the general principles of cost estimates and provides for:

- A common understanding of the concepts involved with classifying project cost estimates, regardless of the type of project the estimate relates to.
- A generally accepted practice in the cost estimating profession.
- The maturity level of the project deliverables as the primary characteristic to categorise the estimate class.

The American Association of Cost Engineering (AACE International) Recommended Practice No. 18R-97 outlines the cost estimate classification system in process industries, which is applied to cost estimating. There are five classifications defined by AACE International commonly referred to as Class 1 to Class 5, with Class 5 being the least advanced in project definition, development and maturity.

AACE defines accuracy as the range around the estimate after application of contingency with an 80% level of confidence that the actual cost outcome will fall within this range. As the level of project definition increases, the expected accuracy of the estimate should improve.

The cost estimate classification mapped to the phases and stages of project cost estimating is illustrated overleaf:



## **ESTIMATE CLASSIFICATION**

Estimate Class Level of Project Definit (Project Maturity)		Project Phase	Expected Accuracy
Class 5	Class 5 0% to 2%		Low: (20%) to (50%) High: 30% to 100%
Class 4	Class 4 1% to 15%		Low : (15%) to (30%) High : 20% to 50%
Class 3	10% to 40%	Option Evaluation	Low : (10%) to (20%) High : 10% to 30%
Class 2	30% to 75%	Definition	Low : <mark>(5%)</mark> to <mark>(15%)</mark> High : 5% to 20%
Class 1	65% to 100%	Delivery	Low : (3%) to (10%) High : 3% to 15%

AACE International Recommended Practice No. 18R-97 refers to the same.

A Class 5 Cost Estimate is expected to be a high-level order of magnitude cost estimate with limited project definition and engineering input.

To consider the impact of contingent and inherent risks, and to accurately reflect the magnitude of the potential actual outturn cost, the following range of contingencies are provided based on broad industry acceptance of risk output expressed in percentage terms:

Estimate Class	P50	P90
Class 5	20% to 40%	40% to 60%
Class 4	20% to 40%	40% to 60%
Class 3	10% to 20%	20% to 40%
Class 2	5% to 15%	15% to 30%
Class 1	2% to 10%	10% to 20%



#### **GOODS AND SERVICES TAX**

All values provided within this report exclude the addition of goods and services tax (**GST**).

For information, all values referenced herein have been rounded to the nearest whole dollar for ease of calculation and simplicity of reporting.

#### LIMITATION OF REPORT

This report is confidential and is provided pursuant to an agreement between Colliers and TAG Advisory.

This report is based upon the information provided to TAG Advisory, and no other information has been relied upon in the preparation of this report, unless otherwise noted herein. The information provided to TAG Advisory is assumed to be factually correct and reliable, and no effort has been made to independently verify those sources unless otherwise noted herein.

In preparing this report, regard should be had to the services for which TAG Advisory have been engaged to be provided.

This report is for the sole use of the party to whom it is addressed and shall be used for no other purposes without the prior written consent of TAG Advisory.

No responsibility whatsoever shall be accepted for any third party who may use or rely upon the whole or any part of the contents of this report.

This report may be subject to change in the event that additional and / or new Information presents itself after the report has been issued.



## **SUMMARY**

The Cost Estimate of undertaking these works is summarised as follows:

Description	Option 1	Option 2	Option 3		
Series 100 – General Items	\$2,150,000	\$2,100,000	\$Excluded		
Series 200 – Management Requirements	\$935,000	\$705,000	\$50,000		
Series 300 – Earthworks	\$225,000	\$225,000	\$10,000		
Series 400 – Drainage	\$205,000	\$205,000	\$15,000		
Series 500 – Pavement and Surfacing	\$300,000	\$300,000	\$15,000		
Series 600 – Traffic Facilities	\$150,000	\$150,000	\$40,000		
Series 700 – Electrical and Lighting	\$255,000	\$255,000	\$220,000		
Series 800 – Major Structures	\$3,750,000	\$3,360,000	\$Excluded		
Series 900 - Miscellaneous	\$Excluded	\$Excluded	\$20,000		
Contractor Preliminaries	\$2,430,000	\$2,200,000	\$110,000		
Estimated Construction Cost	\$10,400,000	\$9,500,000	\$480,000		
Client Planning, Design and Documentation	\$680,000	\$620,000	\$40,000		
Client Contract Management	\$420,000	\$380,000	\$20,000		
Client Project Management	\$420,000	\$380,000	\$20,000		
Base Cost	\$11,920,000	\$10,880,000	\$560,000		
Project Contingency (P90 equivalent)	\$4,770,000	\$4,350,000	\$224,000		
Estimated Total Outturn Cost	\$16,690,000	\$15,230,000	\$784,000		

A breakdown to the Estimated Total Construction Direct Cost is provided in  ${\bf Appendix}\;{\bf A}$  herein.



#### **BASIS OF ESTIMATE**

The Cost Estimate has been prepared based on normal economic and industry circumstances. The future impact of COVID-19 (or such other global crisis), and any resulting conditions, constraints and / or restrictions, is unknown and as such, has not been considered beyond known current public health guidance.

The Cost Estimate assumes the availability of critical labour, plant and / or material resources required to perform the works. TAG Advisory observe that, due to current market conditions, certain resources are currently anticipated to be in such demand that the availability and / or reasonableness of the pricing may impact on this project, and specifically, the values provided herein.

The Cost Estimate has been prepared based upon the information provided, to which TAG Advisory have applied rates and prices applicable in **April 2025** for undertaking the works as they are understood.

The Cost Estimate has been prepared in accordance with the scope and services for which TAG Advisory have been engaged and is based upon the information that has been provided by Colliers. No other information has been relied upon unless otherwise noted herein.

#### **ESTIMATE ASSUMPTIONS**

Unless otherwise noted, the Cost Estimates assume the following:

- Client costs have been calculated in accordance with Main Roads method of calculation.
- Main Roads Standard Method of Measurement for Construction Works has been relied upon.
- Project contingency has been expressed at P90, based on a deterministic calculation in line with recommended output guidance.
- Reinforcement ratios as stated within Appendix A (200 225 kg/m<sup>3</sup> maximum).
- Works to be competitively tendered.



#### **ESTIMATE EXCLUSIONS**

Unless otherwise noted, the Cost Estimate excludes the following:

- Aboriginal heritage, cultural and native title matters.
- CCTV and / or other security measures.
- Deck slab to ramps.
- Enclosure of ramp structures.
- Escalation.
- Enhancement of existing third-party infrastructure services generally.
- Environmental clearances, investigations, obligations and / or offsets.
- Ethnographic surveys and / or clearances.
- Fees and charges levied by authorities, councils and / or service bodies.
- Finance holding and / or interest fees and charges.
- Goods and services tax.
- Headwork fees and charges.
- Land acquisition costs and associated fees and charges.
- Landscaping beyond that shown.
- Latent ground conditions.
- Permanent de-watering, pumps, tanks and the like.
- Piled foundations.
- Pre and post construction property inspections.
- Propping slabs.
- Retaining wall thickness greater than 300mm thick.
- Sunk project costs.
- Waste levies.
- Works and / or costs associated with third party projects.
- Works associated with the creation of the Future Road Reserve.
- Works neither shown nor documented.
- Works outside of the battery limits, as referenced herein.
- Works to southern Civic Precinct.



#### **CONSTRUCTION DIRECT COSTS**

The Construction Cost has been prepared based on rates and prices applicable for undertaking the works as they are understood, current as at the date of this report.

These costs are the total cost of constructing the physical works and includes for the following (Contractor) costs:

- Direct Cost of constructing the works.
- Contractor time and non-time related cost (Contractor Preliminaries).
- Contractor corporate overheads and profit (Contractor Margin).

Where applicable, these costs have been assessed, benchmarked and escalated against recently delivered and / or tendered comparable projects to arrive at appropriate values.

#### **CONTRACTOR PRELIMINARIES**

In respect of Contractor Indirect Costs, the Cost Estimates currently assume the following allowances applied as a percentage to the Construction Direct Costs:

Option 1	Option 2	Option 3
30%	30%	30%

These costs typically include for both time and method related charges, as well as temporary works such as hardstands, laydowns and the like to facilitate the planning, delivery and supervision of the works.



## **CLIENT COSTS**

Client costs have been included for the development, planning, procurement and management of the respective projects, summarised as follows:

Client Cost	Basis of Pricing
Client Planning, Design and Documentation	<b>6.5%</b> of the Construction Cost Sub-Total.
Client Contract Management	<b>4.0%</b> of the Construction Cost Sub-Total.
Client Project Management	<b>4.0%</b> of the Construction Cost Sub-Total.

Within the cost estimate, the values for each of the above has been rounded so there may be a nominal discrepancy due to rounding.

In the absence of any other information, Client costs have been calculated using Main Roads method of calculation.

#### **ESCALATION**

Cost escalation has been excluded as the project timeframes are currently unknown to TAG Advisory.



# **PROJECT CONTINGENCY**

For this report, TAG Advisory have used a deterministic method to arrive at a likely probabilistic outturn cost being the equivalent of a P90 output. This approach is consistent with PTA's Project Cost Estimating Guideline.

P90 is where there is a 90% probability that the projects outturn cost will not exceed the Estimated Outturn Cost as expressed herein. This is irrespective of whether a deterministic or probabilistic method has been used to calculate the contingency.

Whilst there is no accurate correlation between a contingency allowance calculated using a deterministic or probabilistic basis, the table below illustrates industry acceptance of risk output expressed in percentage terms above the Base Cost Estimate:

Phase	P50	P90	Estimate Allowance
Class 5 Cost Estimate	20% to 40%	40% to 60%	40%
Class 4 Cost Estimate	20% to 40%	40% to 60%	-
Class 3 Cost Estimate	10% to 20%	20% to 40%	-
Class 2 Cost Estimate	5% to 15%	15% to 30%	-
Class 1 Cost Estimate	2% to 10%	10% to 20%	-



# **LIMIT OF ACCURACY**

In line with recommended guidance, the expected accuracy range of a Class 5 Cost Estimate, as determined by AACE International, provides typical variation in low and high ranges at an 80% confidence level, illustrated overleaf:

	Option 1	Option 2	Option 3
Lower Range (-50%)	\$8,345,000	\$7,615,000	\$392,000
Fating at a d Couttour Cast	#1/ /OO OOO	#15.070.000	<b>*T</b> 0.4.000
Estimated Outturn Cost	\$16,690,000	\$15,230,000	\$784,000

AACE International Recommended Practice No. 18R-97 refers to the same.

# Appendix A

Cost Estimate
Breakdown





				0	Option 1			Opt	ion 2	Opti	Option 3			
Item	Description	Unit	Base Rate	1.8m Cov	er U	nderpass	1.1m C	over	Underpass	Signalised	Crossing			
				Qty		Value	Qty		Value	Qty	Value			
SERIES 10	00 - GENERAL ITEMS													
	106 - UTILITIES AND SERVICES													
106.01	Liaison, programming, location and protection of utilities and services	Item	Included	1		Included	1		Included	1	Included			
106.02	Allowance for the modification, protection and / or relocation of third party services and utilities generally (excluding Water Corporation)	Item	\$ -	1	\$	465,487.90	1	\$	416,174.47	1	Excluded			
106.03	Allowance for the relocation of existing Water Corporation assets	Item	\$ 1,684,567.50	1	\$	1,684,567.50	1	\$	1,684,567.50	1	Excluded			
	To Summary	,			\$	2,150,055		\$	2,100,742	\$	-			
OEDIEO O	AANA OFMENT DECLUDEMENTO													
SERIES 2	00 - MANAGEMENT REQUIREMENTS  202 - TRAFFIC													
202.01	Traffic management	Item	\$ 6,930.00	1	\$	6,930.00	1	\$	6,930.00	1 \$	6,930.00			
202.02	Traffic control devices	Item	\$ 11,550.00	1	\$	300,300.00	1	\$	254,100.00	1 \$	11,550.00			
202.03	Traffic controllers	Item	\$ 28,875.00		\$	346,500.00	1	\$	231,000.00	1 \$	28,875.00			
			,-			,			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	·	-,-			
202.04	Construction, maintenance and removal of sidetracks, access tracks, temporary driving surfaces and temporary pedestrian accesses	Item	\$ -	1	\$	282,044.07	1	\$	213,281.15	1	Excluded			
202.05	Maintenance of existing roads	Item	Included	1		Included	1		Included	1	Included			
	To Summary	,			\$	935,774		\$	705,311	\$	47,355			
SERIES 3	00 - EARTHWORKS													
	301 - VEGETATION CLEARING AND DEMOLITION													
301.01	Vegetation clearing	m²	\$ 34.65	100	\$	3,465.00	100	\$	3,465.00	1	Excluded			
301.02	Topsoil removal	m²	\$ 40.43	100	\$	4,042.50	100	\$	4,042.50	1	Excluded			



					O	ption	11		Opti	on 2		Opti	on 3
Item	Description	Unit	Ba	Base Rate	1.8m Cov	er Ur	nderpass	1.1m C	over	Underpass	Sign	alised	Crossing
					Qty		Value	Qty		Value	Qty		Value
	302 - EARTHWORKS REMOVAL OF REDUNDANT ITEMS												
302.01	Removal of redundant pavement	m²	\$	28.88	1,700	\$	49,087.50	1,700	\$	49,087.50	200	\$	5,775.00
302.02	Removal of redundant kerbs	m	\$	16.17	185	\$	2,991.45	185	\$	2,991.45	50	\$	808.50
302.03	Marking out and cutting edge of existing pavement	m	\$	13.86	75	\$	1,039.50	75	\$	1,039.50	220	\$	3,049.20
302.04	SUBGRADE Subgrade preparation	m²	\$	4.62	1,460	\$	6,745.20	1,460	\$	6,745.20	1		Excluded
302.05	Subgrade preparation in road widenings	m²	\$	6.93	1		Excluded	1		Excluded	200	\$	1,386.00
302.06	Subgrade preparation to paths	m²	\$	9.24	790	\$	7,299.60	790	\$	7,299.60	1		Excluded
	304 - LANDSCAPING												
304.01	Allowance for landscaping generally	Item	\$ 15	50,000.00	1	\$	150,000.00	1	\$	150,000.00	1		Excluded
	ToS	Summary				\$	224,671		\$	224,671		\$	11,019
SERIES 4	00 - DRAINAGE												
	404 - CULVERTS												
404.01	Allowance for stormwater drainage generally	m²	\$	115.50	1,700	\$	196,350.00	1,700	\$	196,350.00	1		Excluded
	407 - KERBING												
407.01	Kerb type SMK	m	\$	55.44	170	\$	9,424.80	170	\$	9,424.80	220	\$	12,196.80
407.02	Extra over kerbs for pedestrian ramp	No.	\$	750.75	1		Excluded	1		Excluded	2	\$	1,501.50
407.03	Extra over kerbs for driveway kerb	m	\$	63.53	8	\$	508.20	8	\$	508.20	1		Excluded
	To S	Summary				\$	206,283		\$	206,283		\$	13,698



					O	ptior	11		Opti	on 2		Option 3
Item	Description	Unit	Base	Rate	1.8m Cov	er U	nderpass	1.1m C	over	Underpass	Signa	lised Crossing
					Qty		Value	Qty		Value	Qty	Value
SERIES 5	00 - PAVEMENT & SURFACING											
	501 - PAVEMENTS											
501.01	SUBBASE Limestone subbase	m²	\$	18.48	1,460	\$	26,980.80	1,460	\$	26,980.80	1	Excluded
501.02	BASECOURSE Limestone basecourse	m²	\$	20.79	1,460	\$	30,353.40	1,460	\$	30,353.40	1	Excluded
501.03	PRINCIPAL SHARED PATH Limestone basecourse	m²	\$	25.41	790	\$	20,073.90	790	\$	20,073.90	1	Excluded
	504 - ASPHALT WEARING COURSE											
504.01	40mm thick dense graded asphalt with bitumen	m²	\$	66.53	1,460	\$	97,130.88	1,460	\$	97,130.88	1	Excluded
	505 - SEGMENTAL PAVING											
505.01	PRINCIPAL SHARED PATHS Brick paving units laid on and including 30mm sand bedding	m²	\$	155.93	790	\$	123,180.75	790	\$	123,180.75	80	\$ 12,474.00
505.02	Tactile ground surface indicators	m²	\$	462.00	1		Excluded	1		Excluded	8	\$ 3,696.00
	508 - COLD PLANING											
508.01	Cold planing of 40mm asphalt	m²	\$	-	1,200	\$	-	1,200	\$	-	1	Excluded
	To Summar	у				\$	297,720		\$	297,720		\$ 16,170
SERIES 6	00 - TRAFFIC FACILITIES											
	601 - SIGNS											
601.01	Allowance for the supply and installation of signage generally	Item	\$	-	1	\$	50,000.00	1	\$	50,000.00	1	\$ 20,000.00
	604 - PAVEMENT MARKING											
604.01	Allowance for the supply and installation of pavement markings generally, including removal of existing	Item	\$	-	1	\$	100,000.00	1	\$	100,000.00	1	\$ 20,000.00
	To Summar	у				\$	150,000		\$	150,000		\$ 40,000



						Opt	tion 1		Option 2				otion 3
Item	Description	Unit	В	ase Rate	1.8m C	1.8m Cover Underpass		1.1m C	ove	Underpass	S	ignalis	sed Crossing
					Qty		Value	Qty		Value	Qt	,	Value
SERIES 7	00 - ELECTRICAL & LIGHTING												
	701 - ROADWAY LIGHTING												
701.01	Allowance for the supply and installation of roadway lighting generally	m²	\$	86.63	2,25	0	\$ 194,906.25	2,250	\$	194,906.25		1	Excluded
701.02	Relocation of existing street lighting poles	No.	\$	3,869.25		1	Excluded	1		Excluded		1 \$	3,869.25
701.03	Allowance for underpass lighting	m²	\$	173.25	35	0	\$ 60,637.50	350	\$	60,637.50		1	Excluded
	712 - TRAFFIC SIGNALS												
712.01	Allowance for the supply, installation, testing and commissioning of traffic signals	Item	\$	213,675.00		1	Excluded	1		Excluded		1 \$	213,675.00
	To Summary	•					\$ 255,544		\$	255,544		\$	217,544



					O	Option 1			Opt	tion 2	Option 3		
Item	Description	Unit	В	ase Rate	1.8m Cov	er U	Inderpass	1.1m C	ove	r Underpass	Signalise	ed Crossing	
					Qty		Value	Qty		Value	Qty	Value	
SERIES 8	00 - BRIDGES AND MAJOR STRUCTURES												
	801 - EXCAVATION AND BACKFILL FOR STRUCTURES												
801.01	STRUCTURAL EXCAVATION Access Ramps and Underpass Excavation not exceeding 5m deep commencing at existing ground level	m³	\$	76.21	2,727	\$	207,818.69	2,312	\$	176,154.35	1	Excluded	
801.02	EMBANKMENT CONSTRUCTION Embankment construction backfill using select material	m³	\$	63.97	1,112	\$	71,132.16	879	\$	56,195.68	1	Excluded	
	819 - FALSEWORK												
819.01	Provision and erection of falsework	Item	\$	26,606.45	1	\$	26,606.45	1	\$	26,606.45	1	Excluded	
819.02	Maintenance of falsework	Item	\$	139,405.21	1	\$	139,405.21	1	\$	139,405.21	1	Excluded	
819.03	Removal of falsework	Item	\$	13,303.23	1	\$	13,303.23	1	\$	13,303.23	1	Excluded	
	820 - CONCRETE FOR STRUCTURES												
820.01	BASE SLABS Plain Insitu Concrete 50mm blinding layer under base slab	m²	\$	65.07	365	\$	23,749.17	365	\$	23,749.17	1	Excluded	
820.02	Reinforced Insitu Concrete Base slab	m³	\$	622.33	110	\$	68,145.19	110	\$	68,145.19	1	Excluded	
820.03	RETAINING WALLS Plain Insitu Concrete 50mm blinding layer under retaining wall footings	m²	\$	65.07	141	\$	9,174.34	141	\$	9,174.34	1	Excluded	
820.04	Retaining wall footings	m³	\$	1,065.10	56	\$	60,071.50	56	\$	60,071.50	1	Excluded	
820.05	Retaining wall	m³	\$	666.85	353	\$	235,066.03	303	\$	202,156.79	1	Excluded	
820.06	Extra over for architectural finishes to retaining walls	m²	\$	970.07	1,175	\$	1,139,836.00	1,011	\$	980,258.96	1	Excluded	

# CITY OF NEDLANDS STIRLING HIGHWAY UNDERPASS CLASS 5 COST ESTIMATE



Item	Description		D.		Option 1  1.8m Cover Underpass				ion 2 Underpass	Option 3 Signalised Crossing		
itein	Description	Unit	Ба	ise Rate	Qty	ei U	Value	Qty	Jvei	Value	Qty	Value
	821 - FORMWORK				Q.,		Venuo	ary		value	aty	value
821.01	BASE SLABS Formwork Sides of base slabs	m²	\$	299.48	42	\$	12,578.23	42	\$	12,578.23	1	Excluded
821.02	RETAINING WALLS Formwork Sides of retaining wall footings	m²	\$	299.48	188	\$	56,302.53	188	\$	56,302.53	1	Excluded
821.03	Sides of retaining walls	m²	\$	417.03	1,175	\$	490,012.14	1,011	\$	421,410.44	1	Excluded
	822 - STEEL REINFORCEMENT											
822.01	BASE SLABS Bar reinforcement Bars (varying diameter) in base slabs (200kg / m³)	t	\$	4,331.25	21.90	\$	94,854.38	21.90	\$	94,854.38	1	Excluded
822.02	RETAINING WALLS Bar reinforcement Bars (varying diameter) in retaining wall footings (225kg / m³)	t	\$	4,908.75	12.69	\$	62,292.04	12.69	\$	62,292.04	1	Excluded
822.03	Bars (varying diameter) in retaining walls (225kg / m³)	t	\$	4,620.00	79.31	\$	366,423.75	68.21	\$	315,124.43	1	Excluded
828.01	828 - PRECAST CONCRETE MEMBERS Precast Concrete Members Precast concrete stairs	M/R	\$	8,662.50	10	\$	86,625.00	9	\$	77,962.50	1	Excluded
	831 - MINOR STEEL ITEMS											
831.01	Allowance for miscellaneous minor steel items generally	Item	\$	115,500.00	1	\$	115,500.00	1	\$	115,500.00	1	Excluded
	833 - BALUSTRADES AND HANDRAILS											
833.01	BALUSTRADES Galvanised and painted balustrade	m	\$	1,268.21	150	\$	190,232.07	150	\$	190,232.07	1	Excluded
833.02	End treatments or transitions	No.	\$	921.23	11	\$	10,133.50	11	\$	10,133.50	1	Excluded
833.03	HANDRAILS Galvanised steel handrail	m	\$	433.13	320	\$	138,600.00	320	\$	138,600.00	1	Excluded

# CITY OF NEDLANDS STIRLING HIGHWAY UNDERPASS CLASS 5 COST ESTIMATE



					Option 1				Optio	on 2	Option 3		
Item	Description	Unit	Bas	Base Rate	1.8m Cov	derpass	1.1m Co	over	<b>Jnderpass</b>	Signalised Crossing			
					Qty		Value	Qty		Value	Qty	Value	
	875 - WATERPROOF MEMBRANE												
875.01	RETAINING WALLS Bituthene waterproof membrane or similar applied behind contraction joint in perimeter retaining walls	m²	\$	85.59	1,175	\$	100,573.76	1,011	\$	86,493.44	1	Excluded	
	908 - ANTI-GRAFFITI - BRIDGES/MAJOR STRUCTURES												
908.01	RETAINING WALLS Anti-graffiti coating to exposed surfaces of retaining walls	m²	\$	25.68	1,175	\$	30,172.13	1,011	\$	25,948.03	1	Excluded	
	To Summary					\$	3,748,608		\$	3,362,652	\$	-	
SERIES 9	00 - MISCELLANEOUS												
	901 - CONCRETE GENERAL WORKS												
901.01	Concrete infill to median islands	m²	\$	190.58	1		Excluded	1		Excluded	120 \$	22,869.00	
	To Summary					\$	-		\$	-	\$	22,869	
	TOTAL CONSTRUCTION DIRECT COST					\$	7,968,654		\$	7,302,923	\$	368,655	



Appendix Five: Multi Criteria Analysis

#### SIGNIFICANT DECISION MAKING TOOL Byford Rail Extension



## Multi Criteria Analysis

Project	25-049 - Stirling Highway	
<b>Decision Reference</b>	Pedestrian Crossing Options	
Drawing/ sketch reference	As per Option Report Appendix	
<b>Decision Description</b>	Pedestrian Crossing Options - Feasibility	

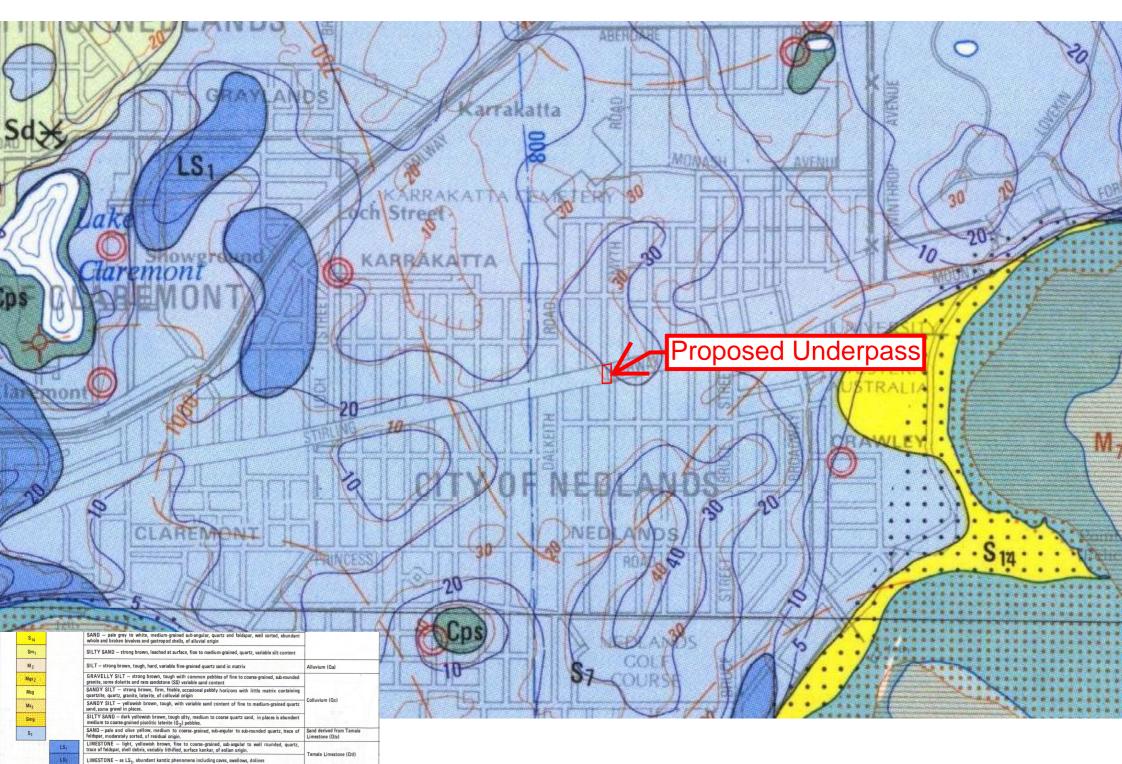
Options Assessed	Brief Description	Assess via MCA below (Y/N) Justify if No
Option 1:	Underpass 1.8m Cover	Υ
Option 2:	Underpass 1.2m Cover	Υ
Option 3:	Pedestrian Signalised Crossing	Υ
Option 3:	Bridge Option	N - As directed by Client
Option 3:	Signalised Intersection at Smythe	N - Outside of Scope of Project

Date of MCA Analysis	07-05-2025
Contributors	Alyssa Edwards, Joyce Yang, Fabio Otranto
Author	Alyssa Edwards, Joyce Yang, Fabio Otranto

		Multi Criteria Analysis										
Category	Criteria	Option 1 - Underpass 1.8m Cover (considerations, explanation and justification)	Item Weighting	Category Weighting	Unweighted criteria score	Weighted score	Option 2 - Underpass 1.1m Cover (considerations, explanation and justification)	Unweighted criteria score	Weighted score	Option 3 - Signalised Crossing (considerations, explanation and justification)	Unweighted criteria score	Weighted score
Total Project Cost	Total Project Cost - Design and Construction	Estimate Total Outturn Cost including Project Contingency - \$16,690,000	100%	30%	3	0.900	Estimate Total Outturn Cost including Project Contingency - \$15,230,000	2.5	0.750	Estimate Total Outturn Cost including Project Contingency - \$784,000		1 -0.300
Road Amendments	Impact to Traffic on Kinninmont Ave and Stirling Highway	Closure of Kinninmont Avenue - likely local traffic only, multiple options for alternate route with limited additional travel time MRWA Network and Operations have no concerns regarding closure of road Traffic planning required to ensure no impact to road network due to modified traffic route Likely some local resident concerns regarding closure and direct access - Community Engagement required.  Loss of parking on Kinninmont Avenue may impact local business - Community Engagement required.	100%	5%	2	0.100	Closure of Kinninmont Avenue - likely local traffic only, multiple options for alternate route with limited additional travel time MRWA Network and Operations have no concerns regarding closure of road Traffic planning required to ensure no impact to road network due o modified traffic route Likely some local resident concerns regarding closure and direct access - Community Engagement required.  Loss of parking on Kinninmont Avenue may impact local business - Community	2	0.100	No closure of Kinninmont Street Signalling to be synced with traffic lights to prevent negative traffic effects on Stirling. MRWA Network and operations have considered that signal may need a 2.8m median in centre to allow for mid-point stopping	(	0 0.000
Construction	Construction under traffic	Significant traffic impact during construction. Construction will be 3 stages with 1 lane each direction. This is expected to cause significant delays to traffic on Stirling Highway and surrounding streets Construction delays are likely to extend for Months due to service relocation, staged construction and volume of excavation Construction timeframe will be significant - 3 stages, service relocation, significant excavation MRWA Road Planning will be required to approve staging plans.	100%	20%	3	0.600	Significant traffic impact during construction. Construction will be 3 stages with 1 lane each direction. This is expected to cause significant delays to traffic on Stirling Highway and surrounding streets Construction delays are likely to extend for Months due to service relocation, staged construction and volume of excavation Construction timeframe will be significant - 3 stages, service relocation, significant excavation MRWA Road Planning will be required to approve staging plans.	3	0.600	Minor traffic management required for kerbs/light/median works. Can be complete off peak/nights/weekends to limit impact Construction time frame is likely < 3months	,	1 0.200
			ı	· •		T			T			
	Owner or operator other than City of Nedlands	Underpass Owner - City of Nedlands	50%	)	-3	-0.075	Underpass Owner - City of Nedlands	-3	-0.075	Signalling Owner - MRWA	<u> </u>	3 0.075
Authorities	Authorities needing to approve design prior to Construction	MRWA Water Corporation ATCO Telstra Western Power City of Nedlands	50%	5%	6	0.150	MRWA Water Corporation ATCO Telstra Western Power City of Nedlands	6	0.150	MRWA City of Nedlands	;	2 0.050
			ı	1	<u> </u>	ı			ı			
Safety	Safety using Infrastructure - CEPTED	Underpasses by their nature restrict passive surveillance and can be uninviting due to their enclosed nature. Many CEPTD principles can not be incorporated due to spacial requirements.	50%	20%	3	0.300	Underpasses by their nature restrict passive surveillance and can be uninviting due to their enclosed nature. Many CEPTD principles can not be incorporated due to spacial requirements.	3	0.300	No additional CEPTED issues identifed. Fully open area will not increase risk of crime in this area	(	0.000
	Safety of Road Crossing	Fully separated crossing	50%		-3	-0.300	Fully separated crossing	-3	-0.300	Signalised crossing provides a safe crossing, however there is no physical barrier between traffic and pedestrians		1 -0.100
Sustainability/Favires	otal I Domoval of Evicting Trace	1 street tree to be removed	1000/	100	4 4	0.100	1 street tree to be removed	4	0.100	No impact to street trace	,	0.000
Sustainability/Environmen	ntal II Removal of Existing Trees	1 street tree to be removed	100%	10%	·l 1	0.100	1 street tree to be removed	1	0.100	No impact to street trees	(	0.000

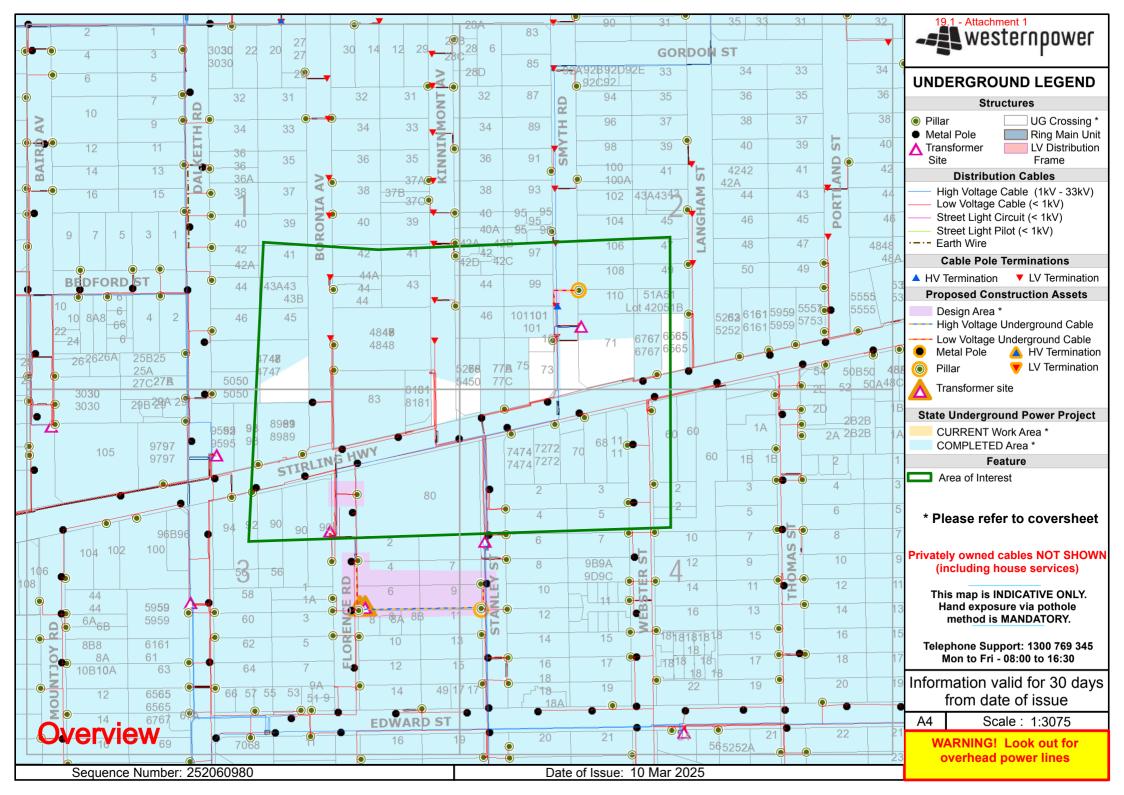
							Multi Criteria Analysis					
Category	Criteria	Option 1 - Underpass 1.8m Cover	Item	Category	Unweighted	Weighted	Option 2 - Underpass 1.1m Cover	Unweighted	Weighted	Option 3 - Signalised Crossing	Unweighted	Weighted
		(considerations, explanation and justification)	Weighting		criteria score		(considerations, explanation and justification)	criteria score	score	(considerations, explanation and justification)	criteria score	score
Community Amenity	Ability for Community Amenity Improvements	Opportunities for additional community amenity through landscaping at Kinninmont, artwork on underpass and ramps	100%	5%	2	0.100	Opportunities for additional community amenity through landscaping at Kinninmont, artwork on underpass and ramps	2	0.100	No opportunities for additional community amenity	0	0.000
Maintainability	Ongoing Maintenance Costs	Medium ongoing costs to maintain - no additional equipment required, however yearly inspections, painting, cleaning ect to be considered	100%	5%	2	0.100	Medium ongoing costs to maintain - no additional equipment required, however yearly inspections, painting, cleaning ect to be considered	2	0.100	Low ongoing costs to maintain. Signalling assets are generally low cost to maintain compare to a structure	0	0.000
		TOTAL SCORE		100%	16	1.975		15.5	1.825		4	-0.075

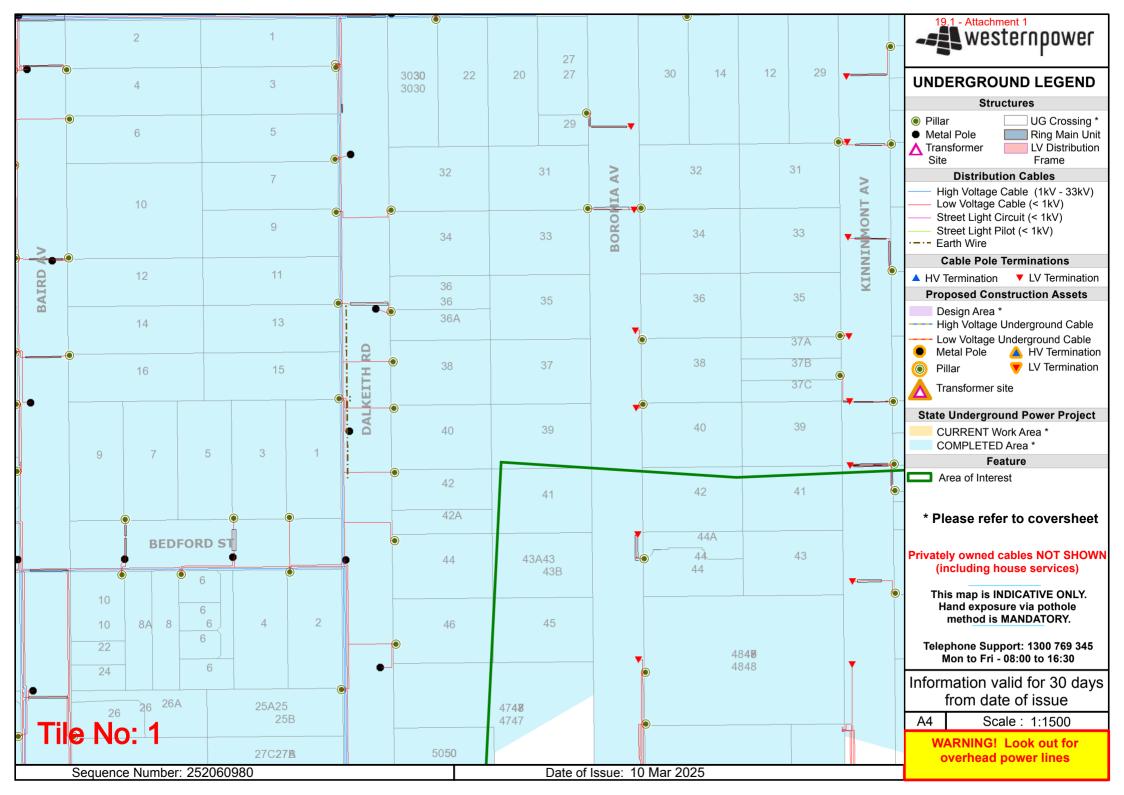
Appendix Six: Geological Mapping

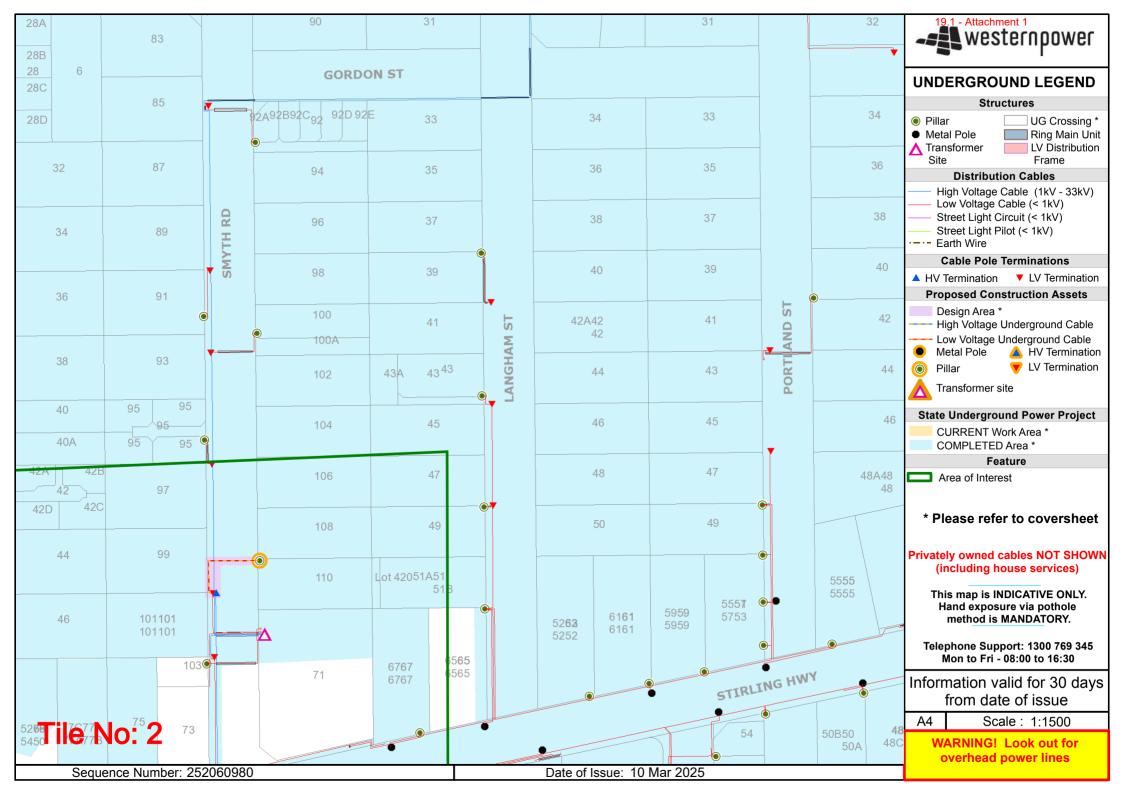


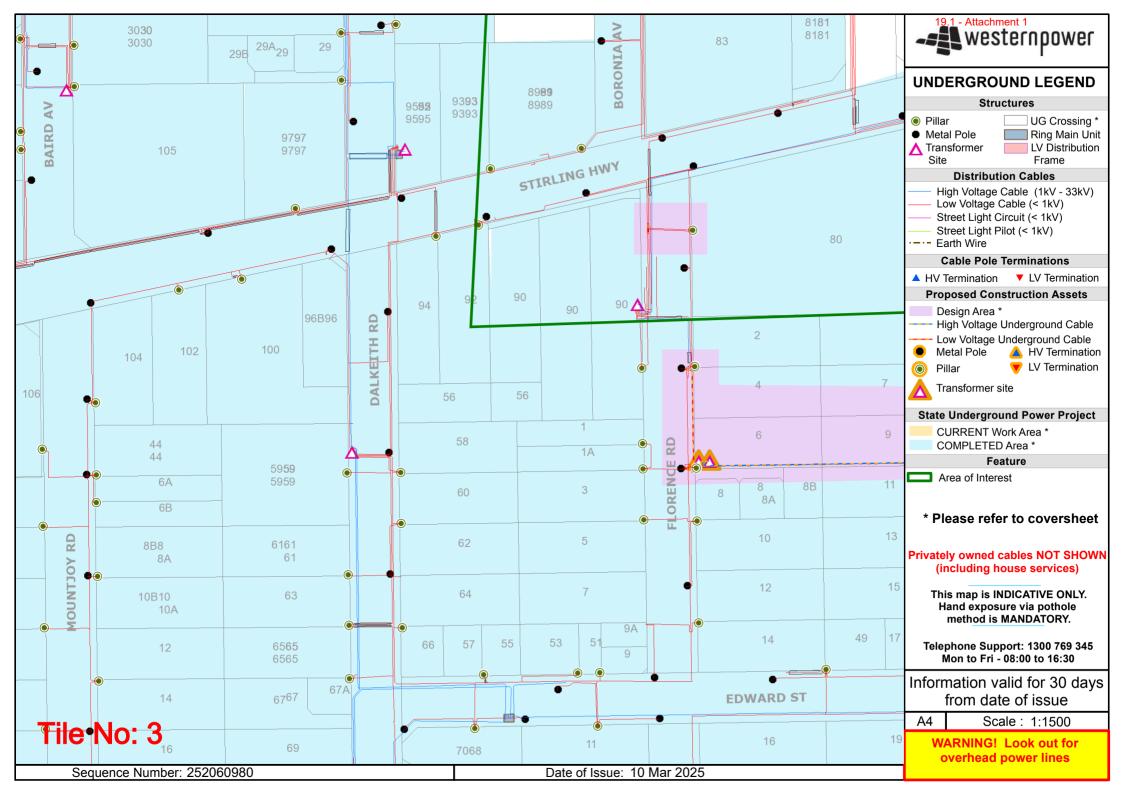
Appendix Seven: Service Location Sketch and Information

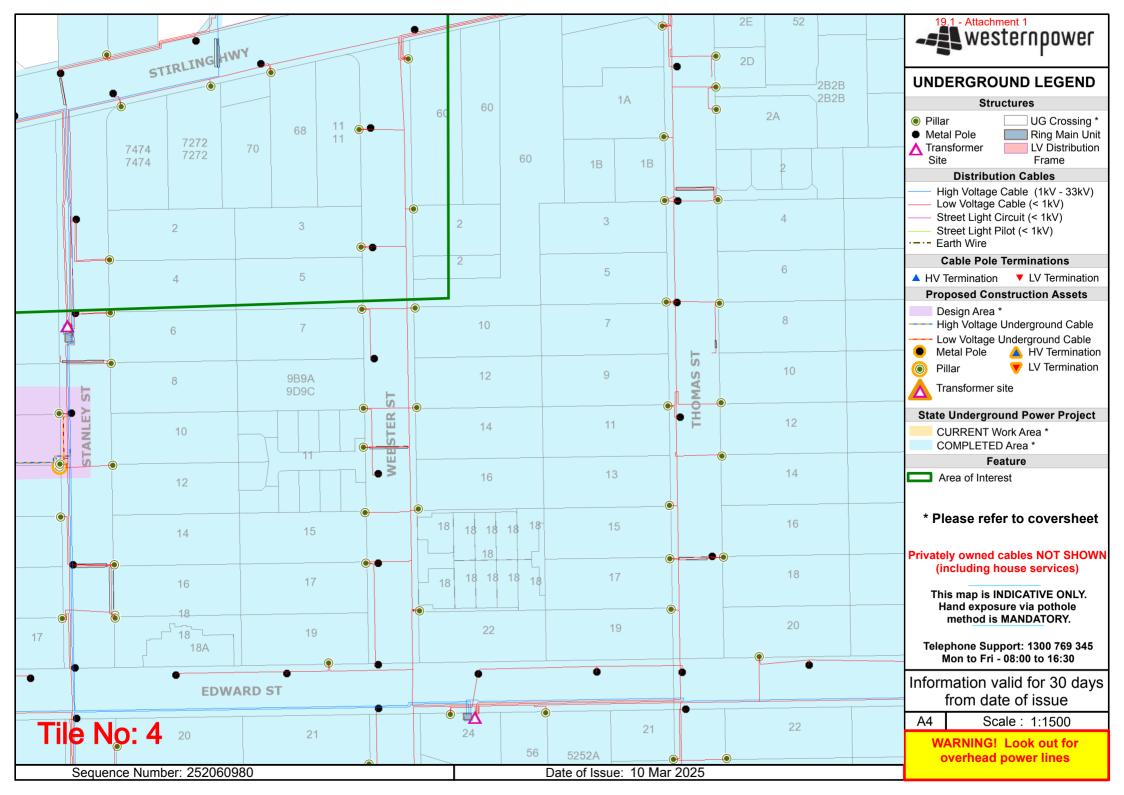
Appendix Eight: BYDA Information

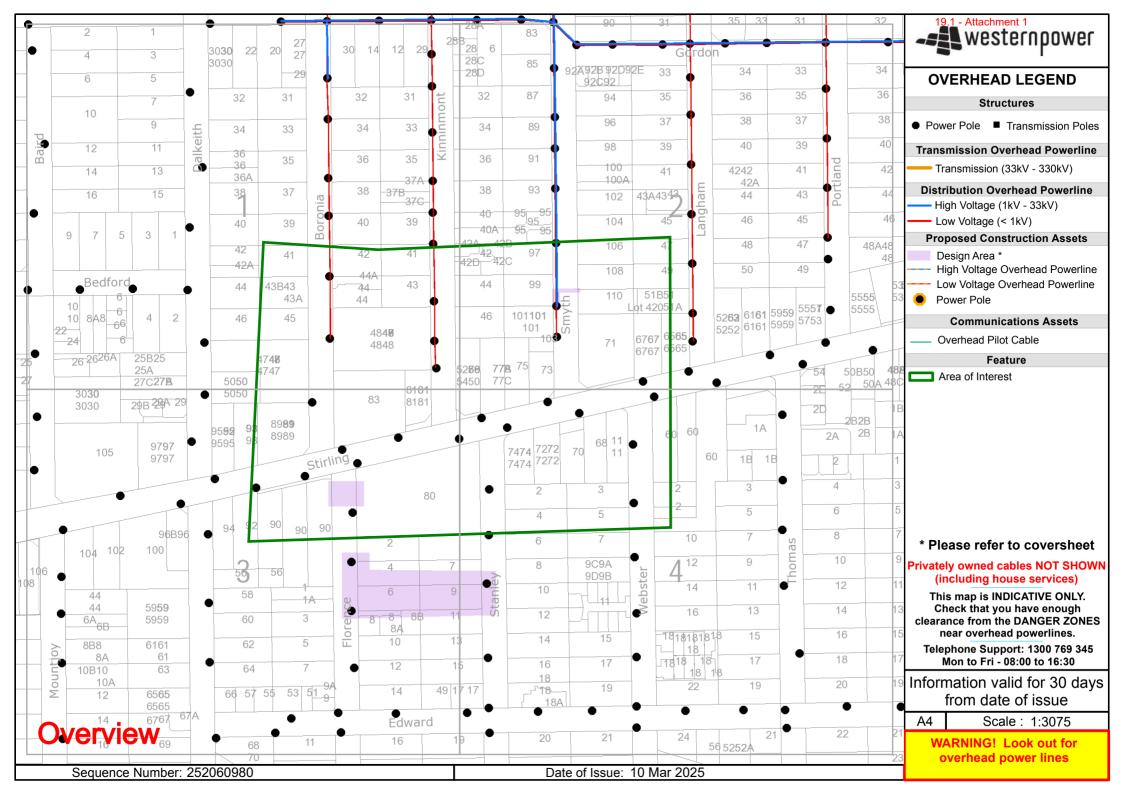


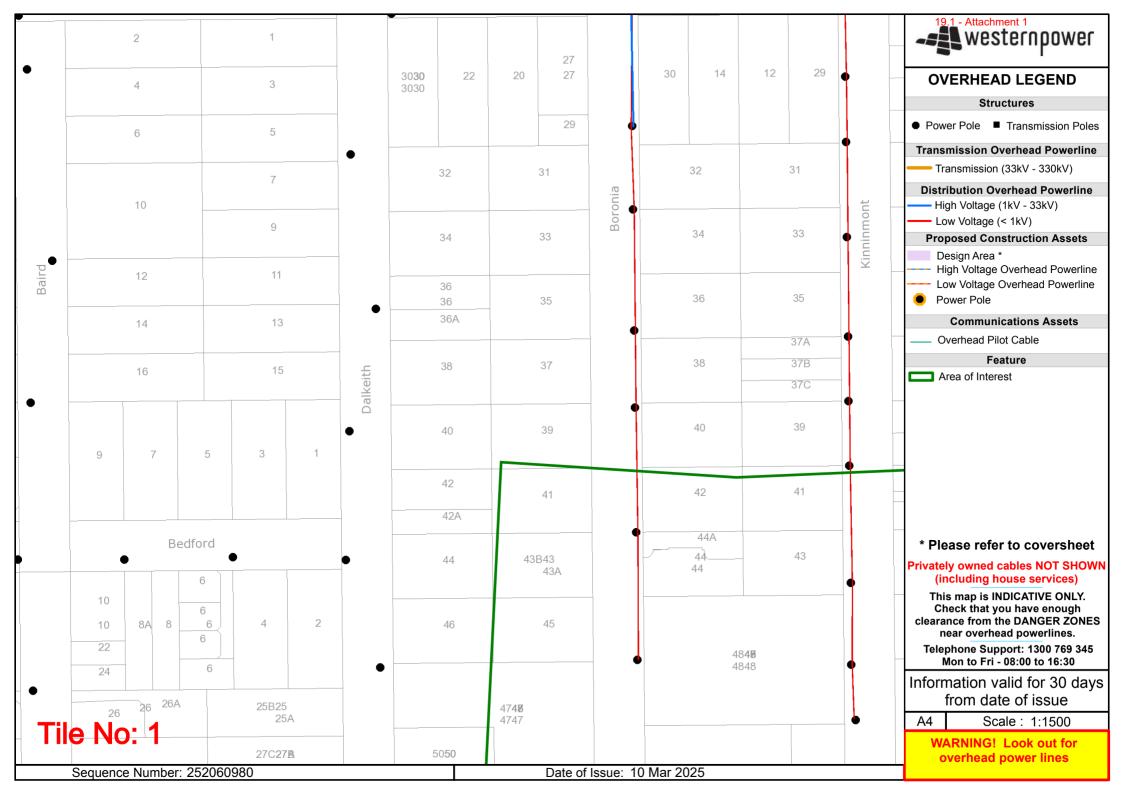


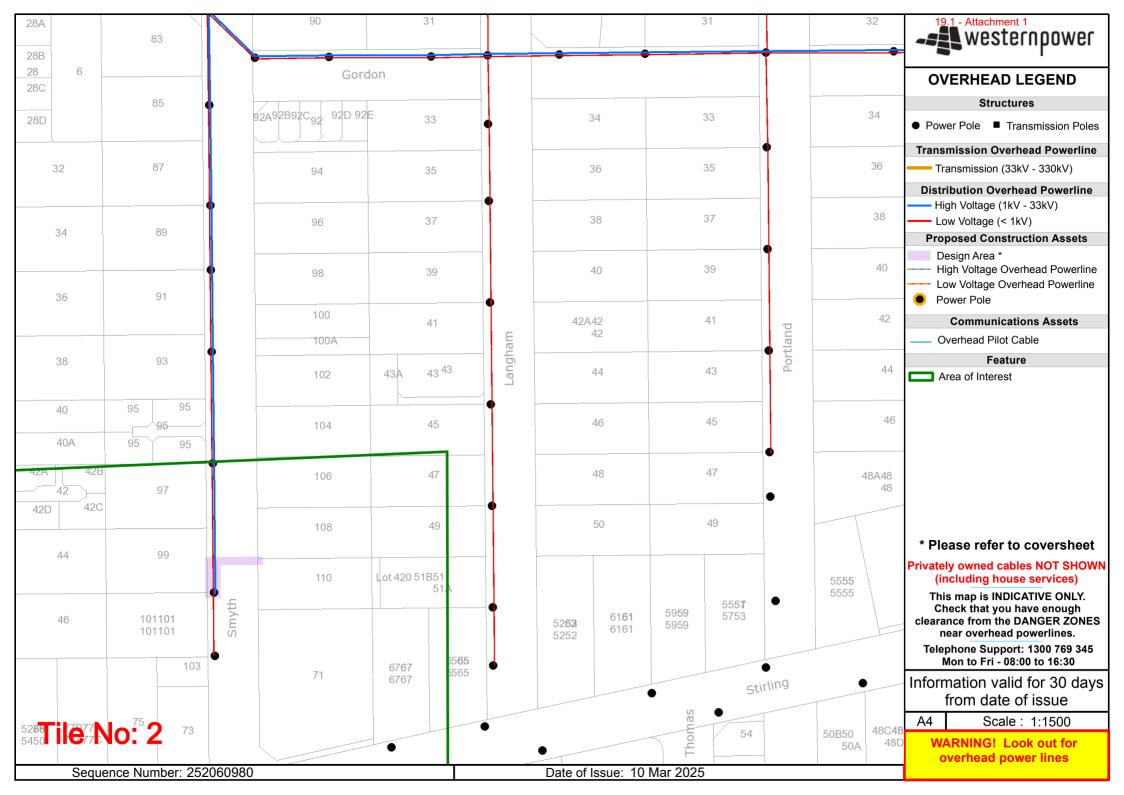


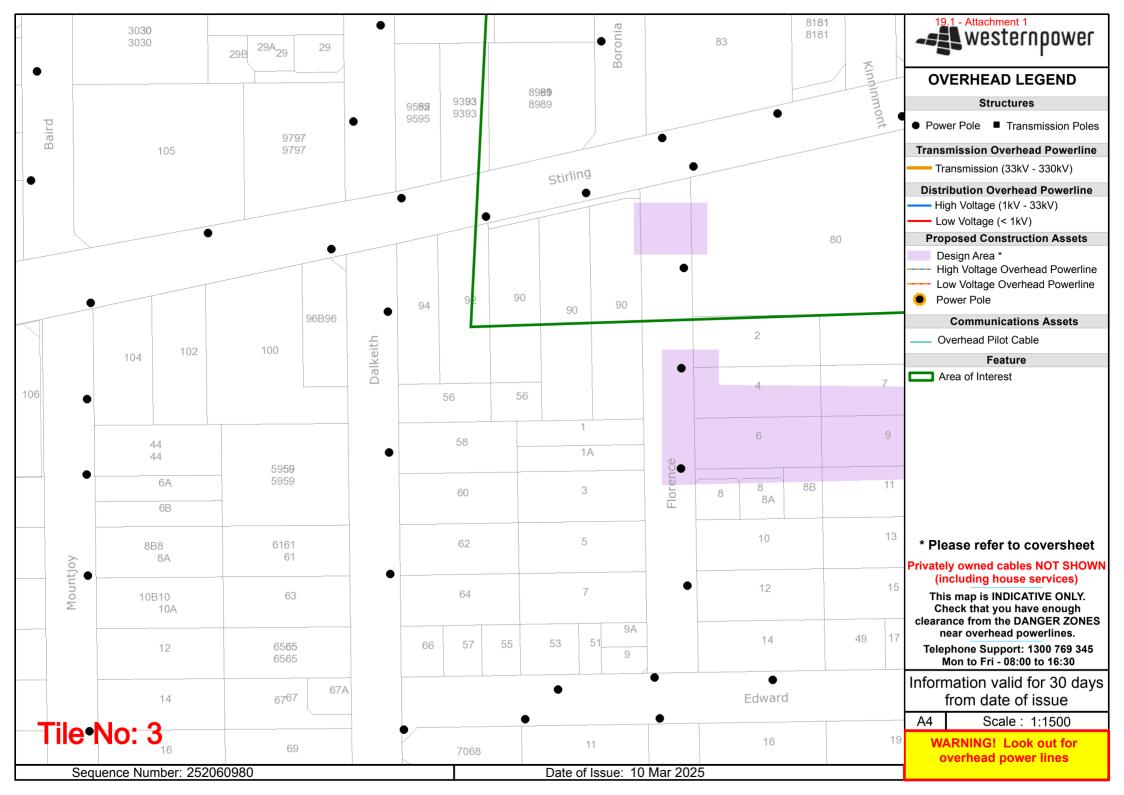


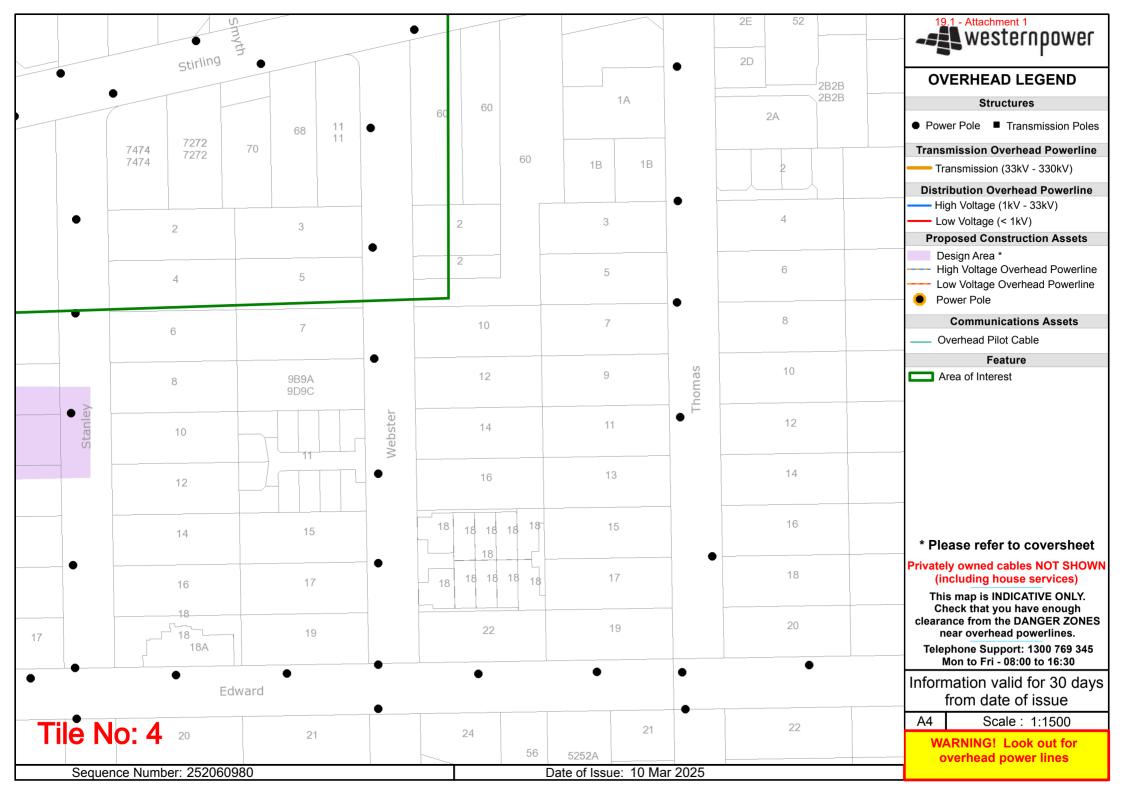
















Seq # 252060981 Job # 38829100 BYDA Location: 58 Kinninmont Avenue Nedlands 6009

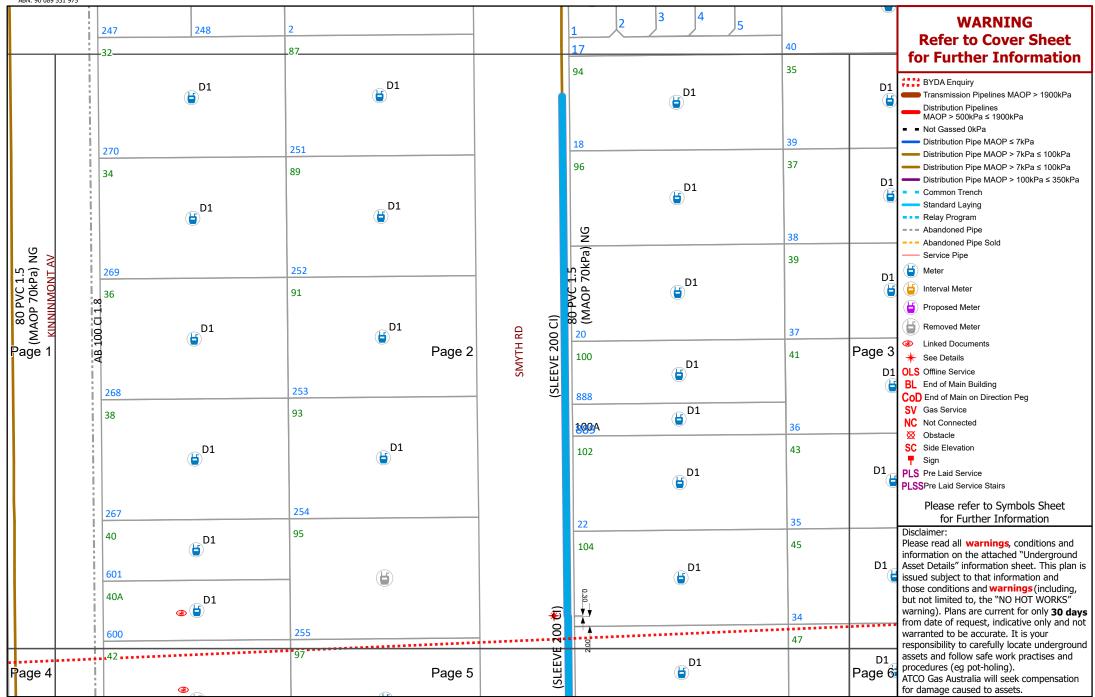






Seq # 252060981 Job # 38829100 BYDA Location: 58 Kinninmont Avenue Nedlands 6009







Seq # 252060981 Job # 38829100 BYDA Location: 58 Kinninmont Avenue Nedlands 6009

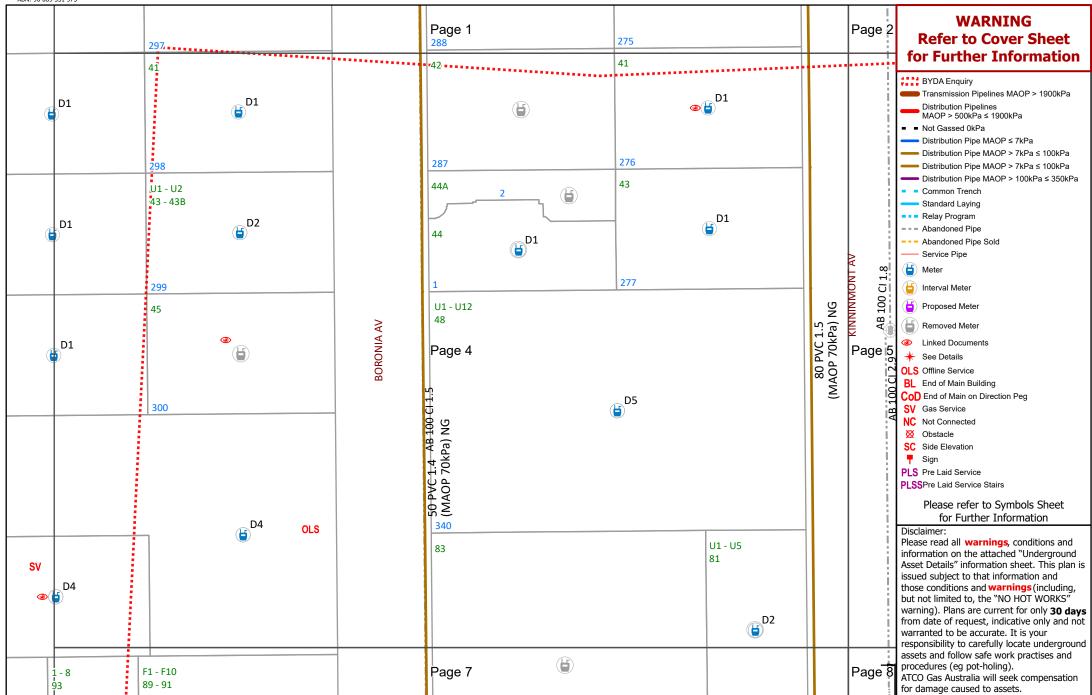






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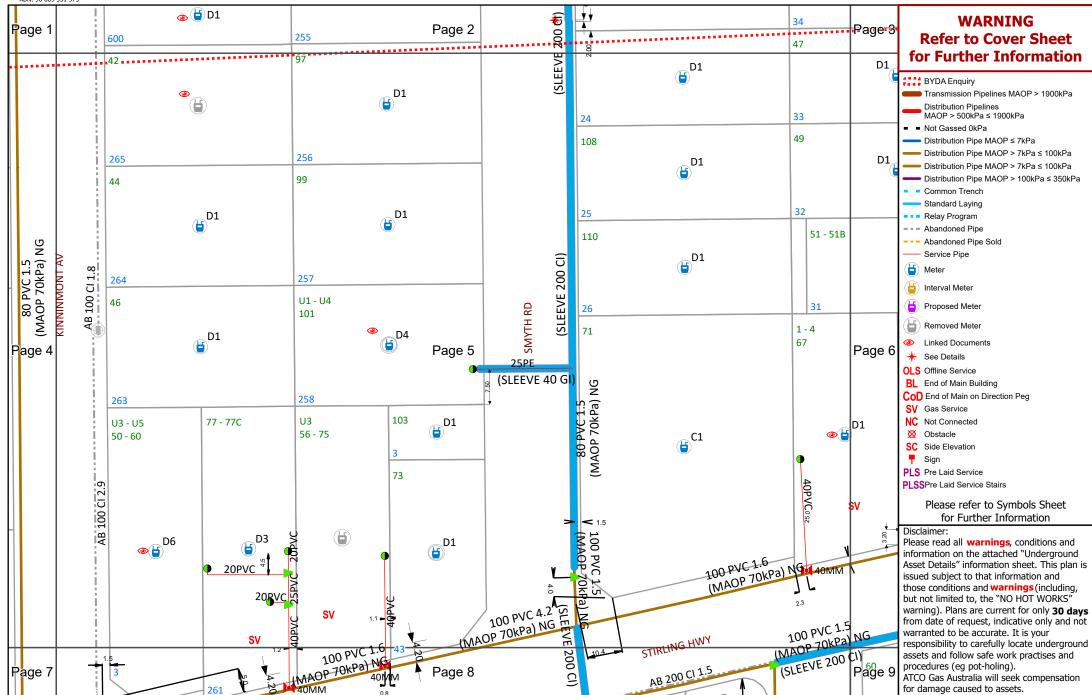


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ABN: 90 089 531 975

Date: 10/03/25 (valid for 30 days)

Seq # 252060981 Job # 38829100 BYDA Location: 58 Kinninmont Avenue Nedlands 6009





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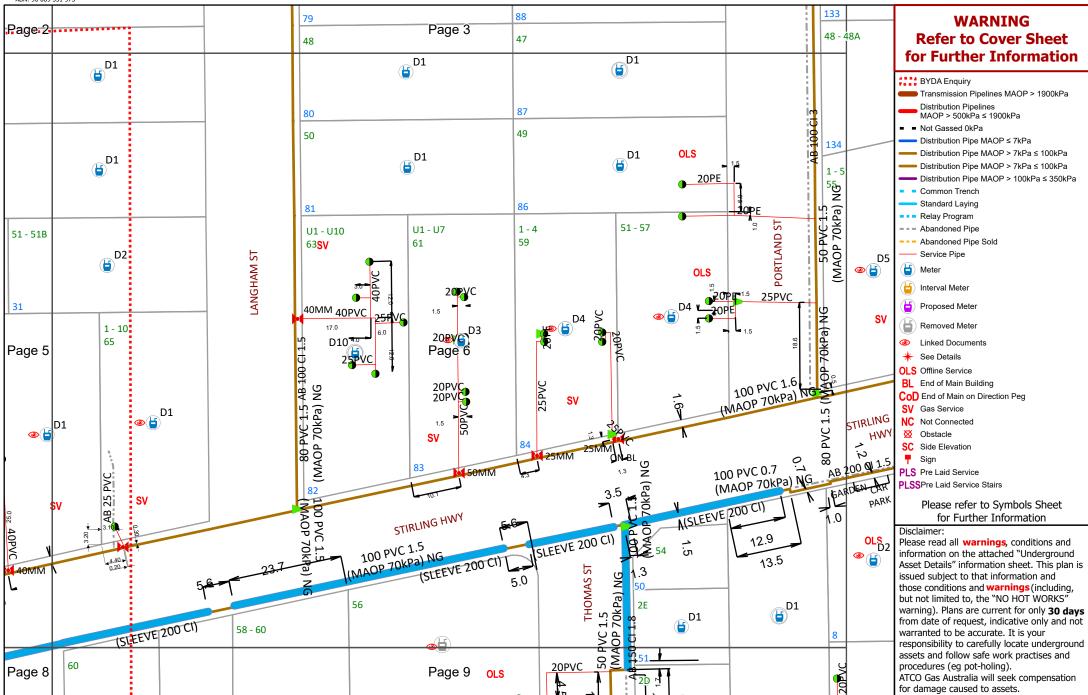
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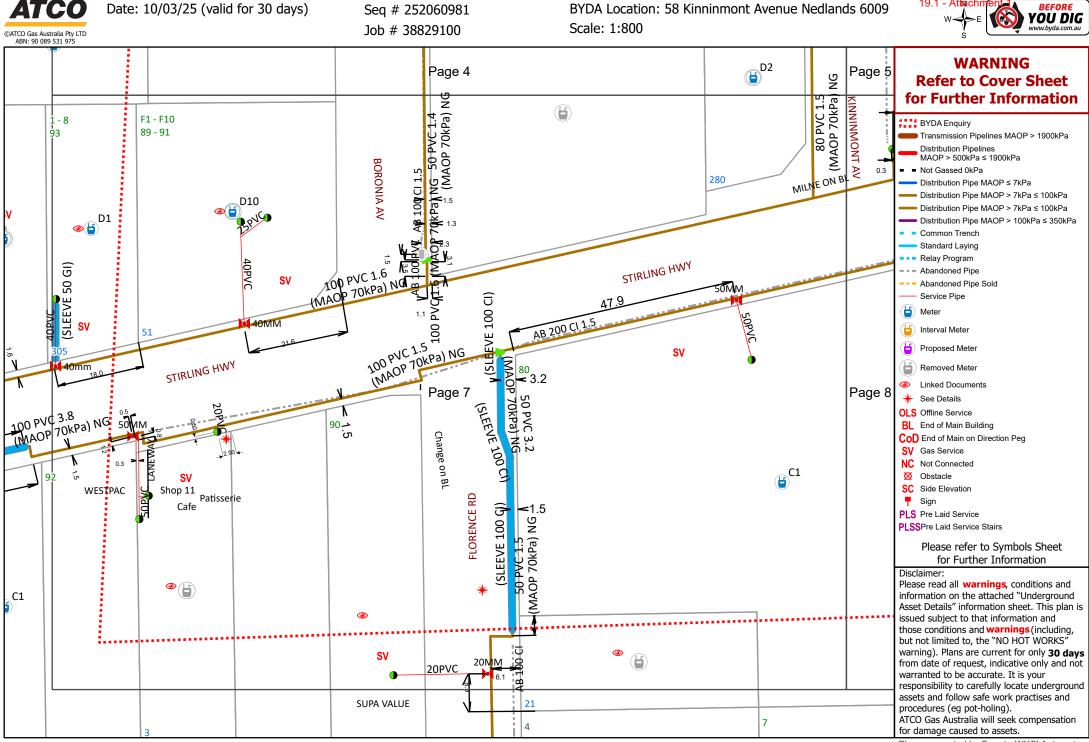
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Date: 10/03/25 (valid for 30 days)

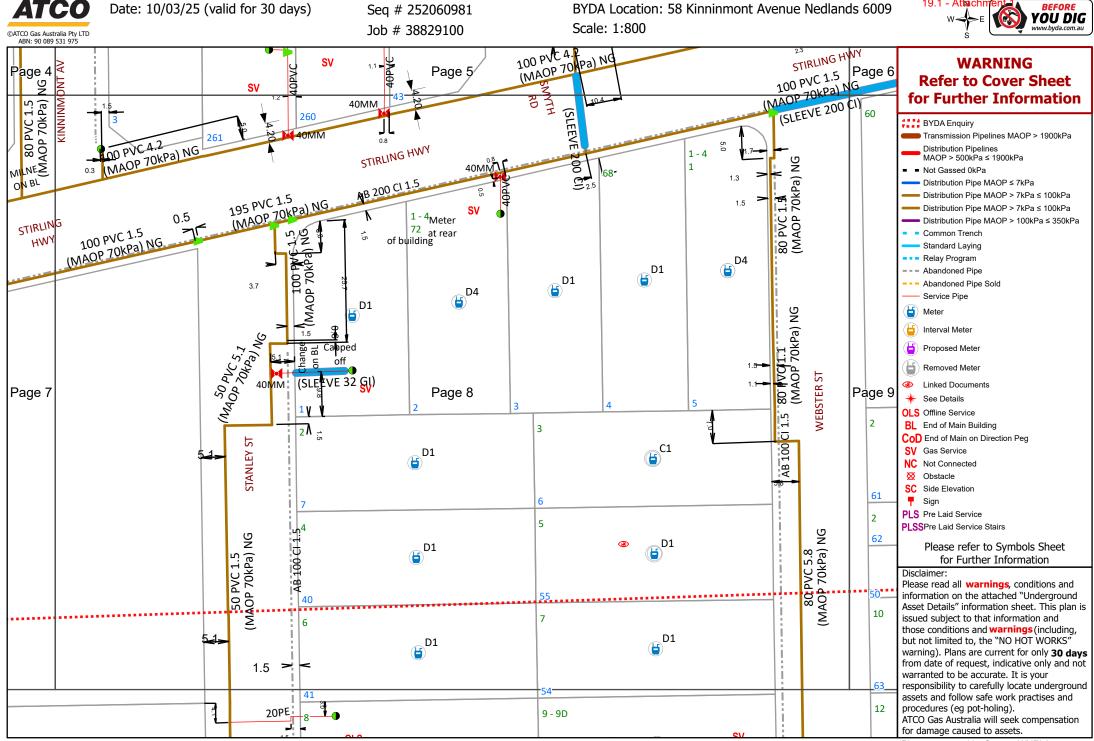
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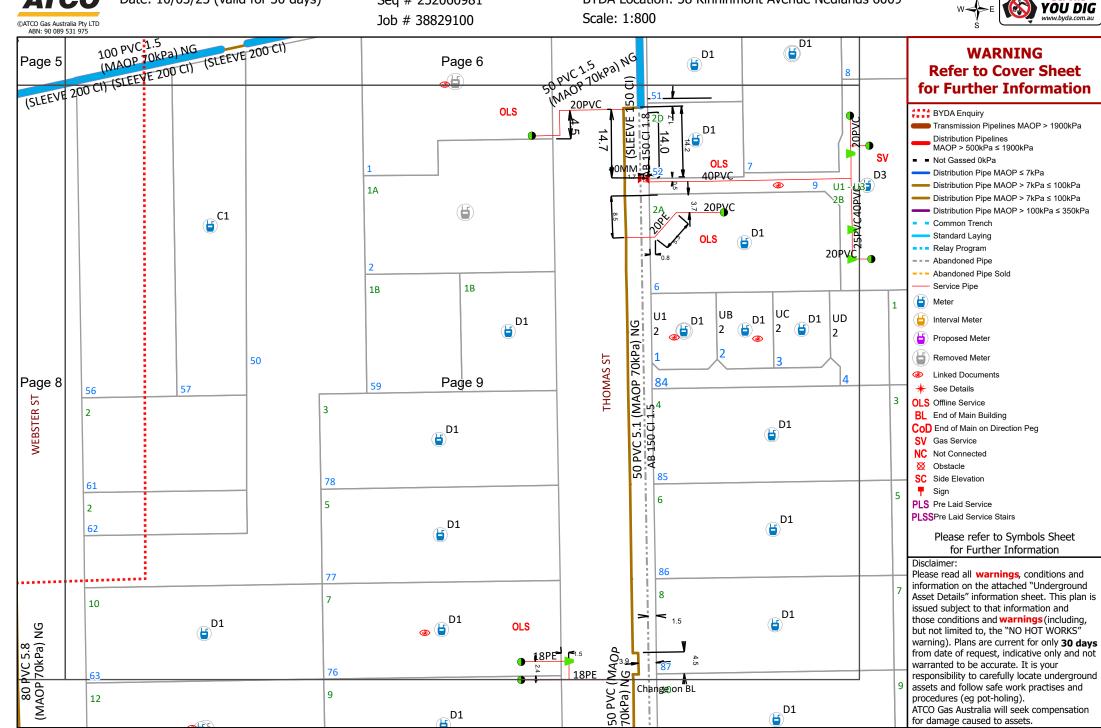
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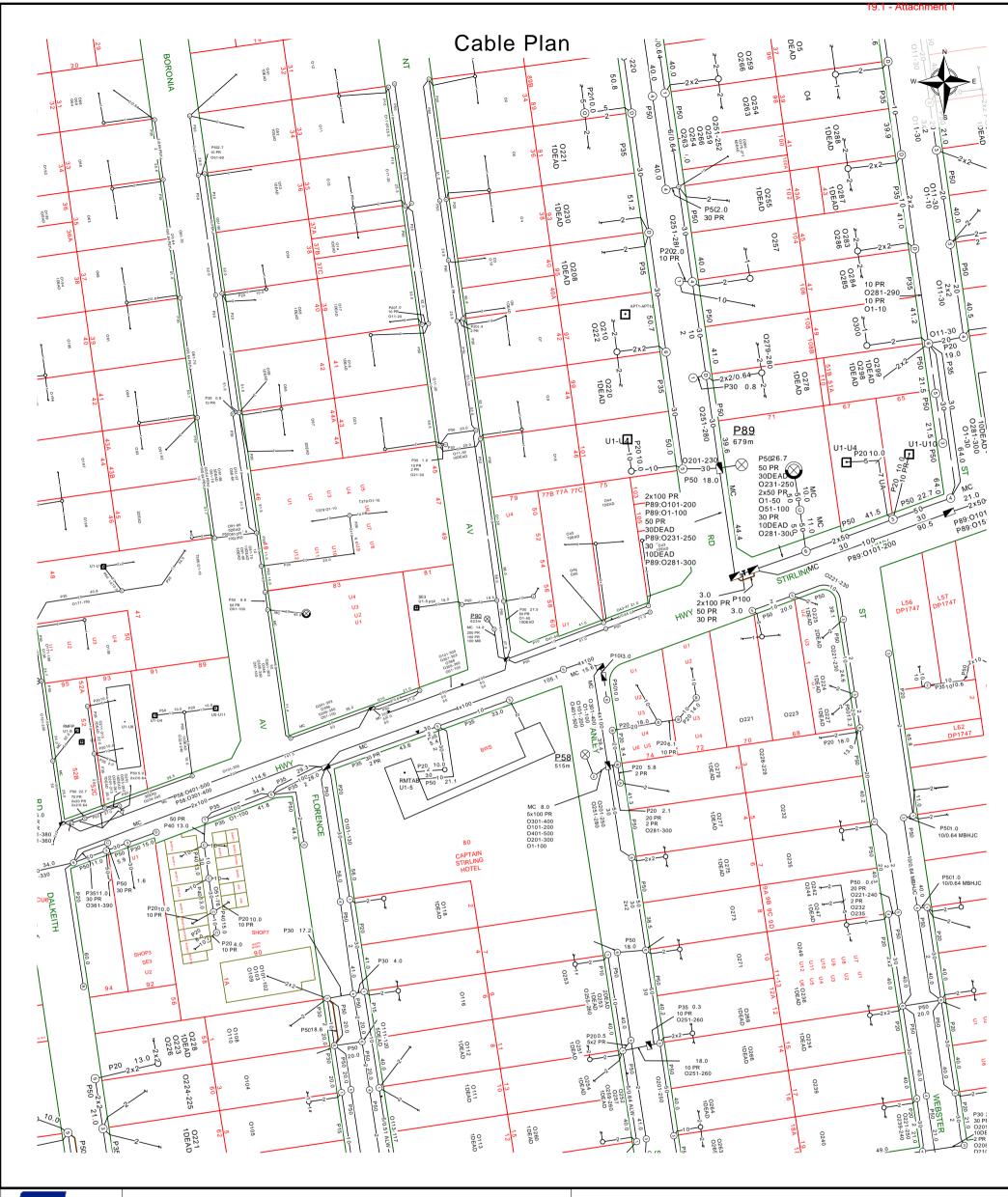


Seq # 252060981 Job # 38829100

BYDA Location: 58 Kinninmont Avenue Nedlands 6009









Report Damage:https://service.telstra.com.au/customer/general/forms/report-damage-to-telstra-Ph - 13 22 03

Email - Telstra.Plans@team.telstra.com

Planned Services - ph 1800 653 935 (AEST bus hrs only) General Enquiries

TELSTRA LIMITED A.C.N. 086 174 781

Generated On 10/03/2025 18:18:05

Sequence Number: 252060978

CAUTION: Critical Network Route in plot area. DO NOT PROCEED with any excavation prior seeking advice from Telstra Plan Services on: 1800 653 935

The above plan must be viewed in conjunction with the Mains Cable Plan on the following page

## WARNING

Telstra plans and location information conform to Quality Level "D" of the Australian Standard AS 5488-Classification of Subsurface Utility Information.

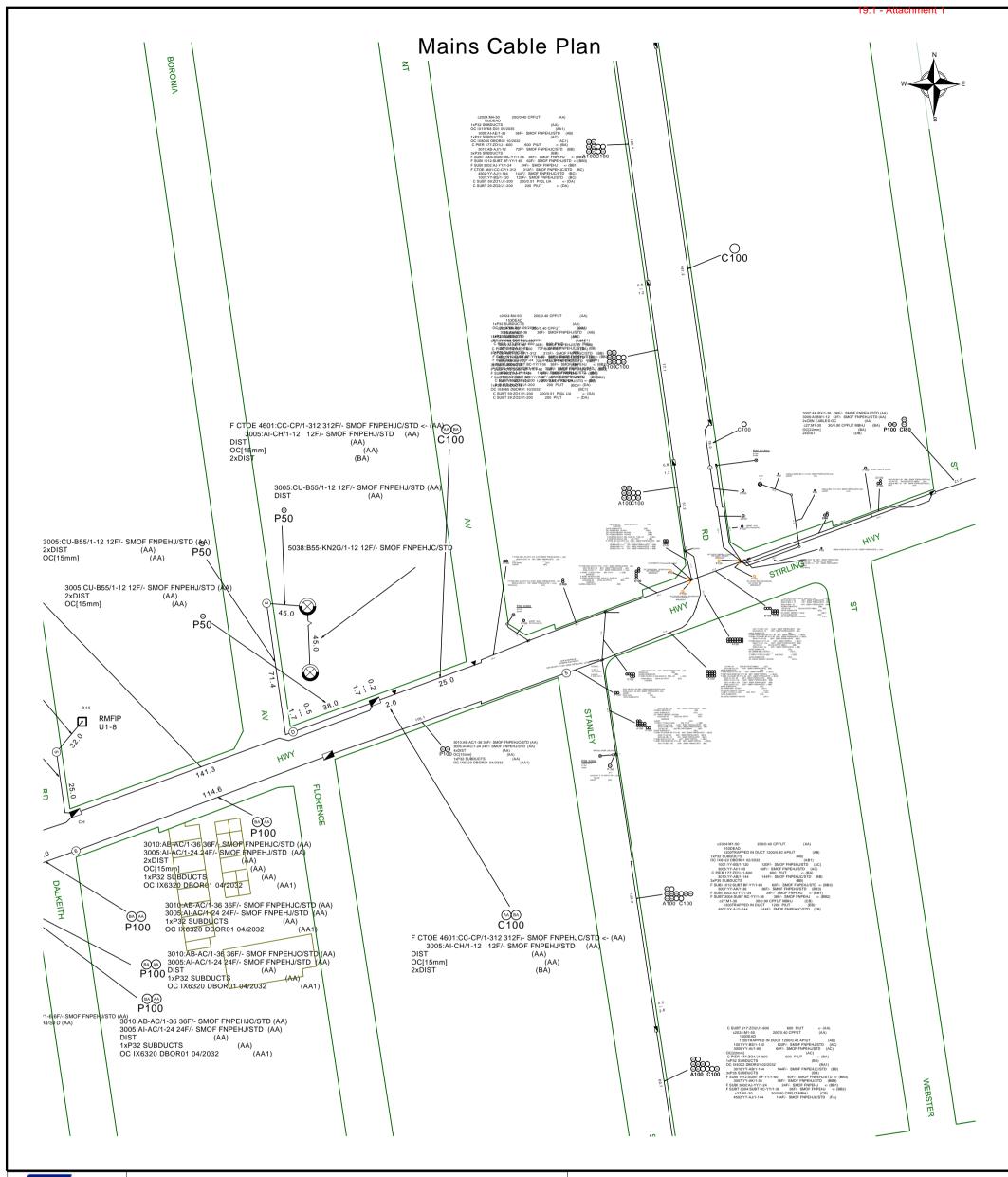
As such, Telstra supplied location information is indicative only. Spatial accuracy is not applicable to Quality Level D.

Refer to AS 5488 for further details. The exact position of Telstra assets can only be validated by physically exposing it.

Telstra does not warrant or hold out that its plans are accurate and accepts no responsibility for any inaccuracy. Further on site investigation is required to validate the exact location of Telstra plant prior to commencing construction work.

A Certified Locating Organisation is an essential part of the process to validate the exact location of Telstra assets and to ensure the asset is protected during construction works.

See the Steps- Telstra Duty of Care that was provided in the email response.



T

Report Damage:https://service.telstra.com.au/customer/general/forms/report-damage-to-telstra Ph - 13 22 03

Ph - 13 22 03 Email - Telstra.Plans@team.telstra.com

Planned Services - ph 1800 653 935 (AEST bus hrs only) General Enquiries

TELSTRA LIMITED A.C.N. 086 174 781

Generated On 10/03/2025 18:18:09

Sequence Number: 252060978

CAUTION: Critical Network Route in plot area.

DO NOT PROCEED with any excavation prior seeking advice from Telstra Plan Services on:

1800 653 935

The above plan must be viewed in conjunction with the Mains Cable Plan on the following page

## WARNING

Telstra plans and location information conform to Quality Level "D" of the Australian Standard AS 5488-Classification of Subsurface Utility Information.

As such, Telstra supplied location information is indicative only. Spatial accuracy is not applicable to Quality Level D.

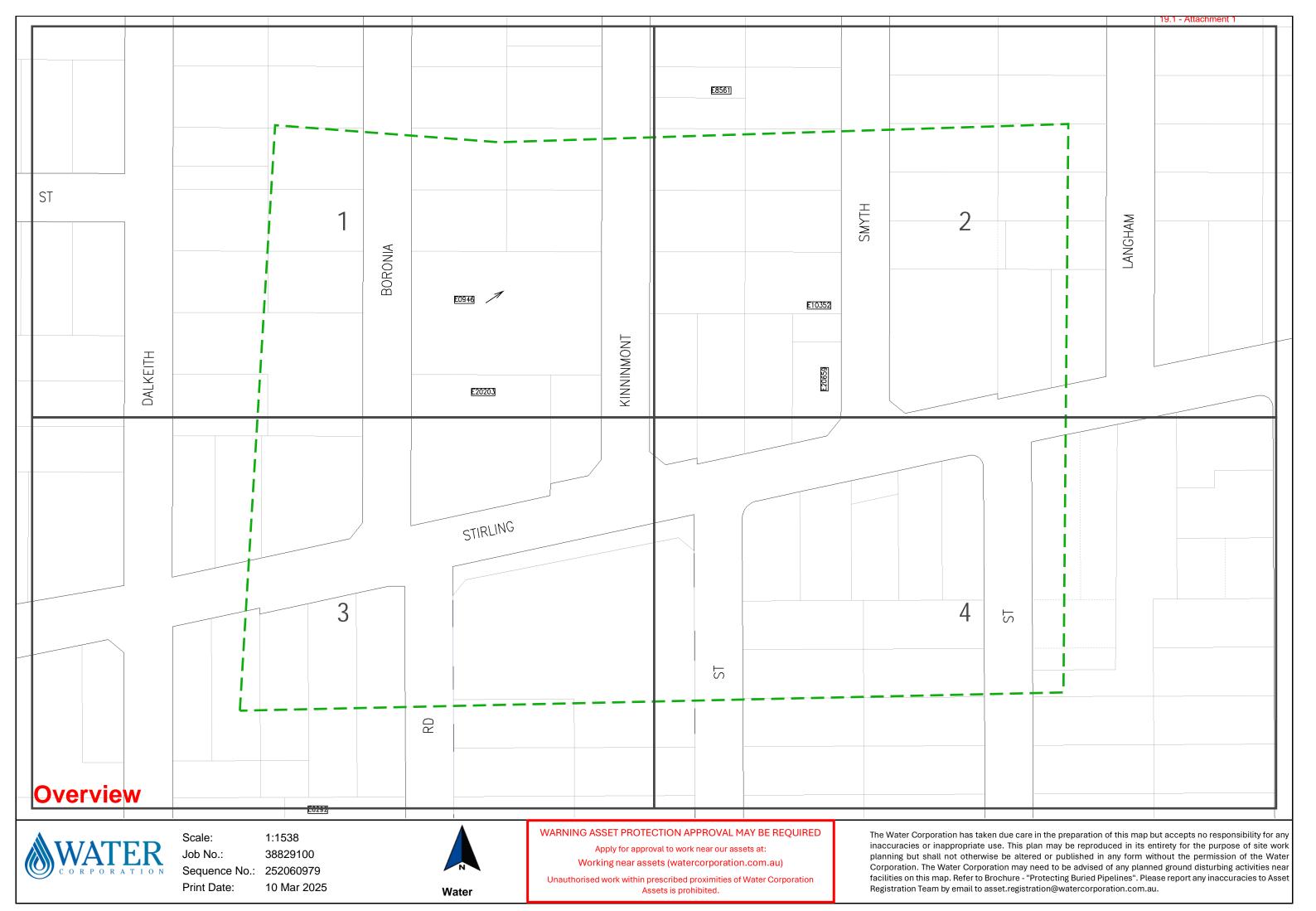
Refer to AS 5488 for further details. The exact position of Telstra assets can only be validated by physically exposing it.

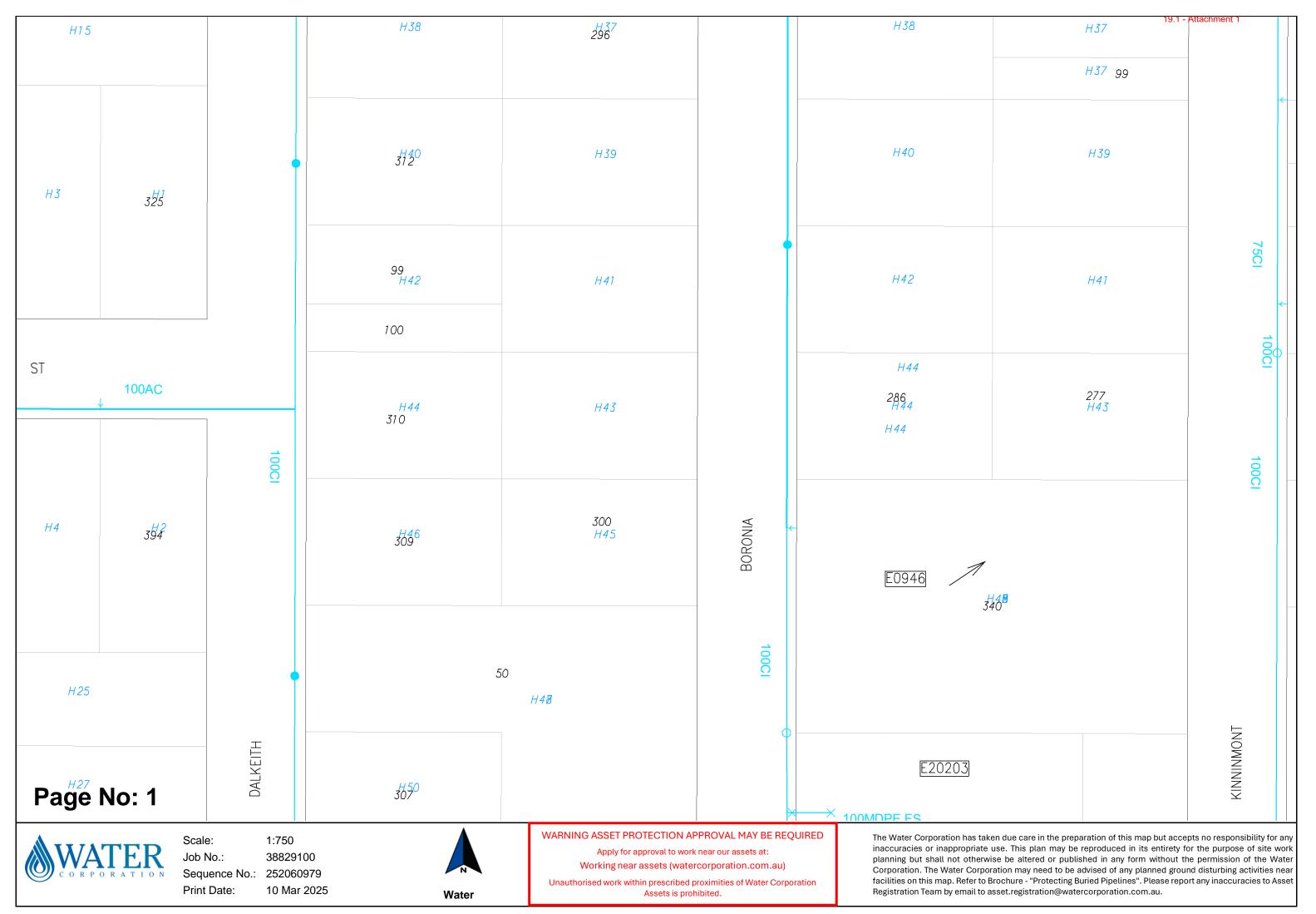
Telstra does not warrant or hold out that its plans are accurate and accepts no responsibility for any inaccuracy.

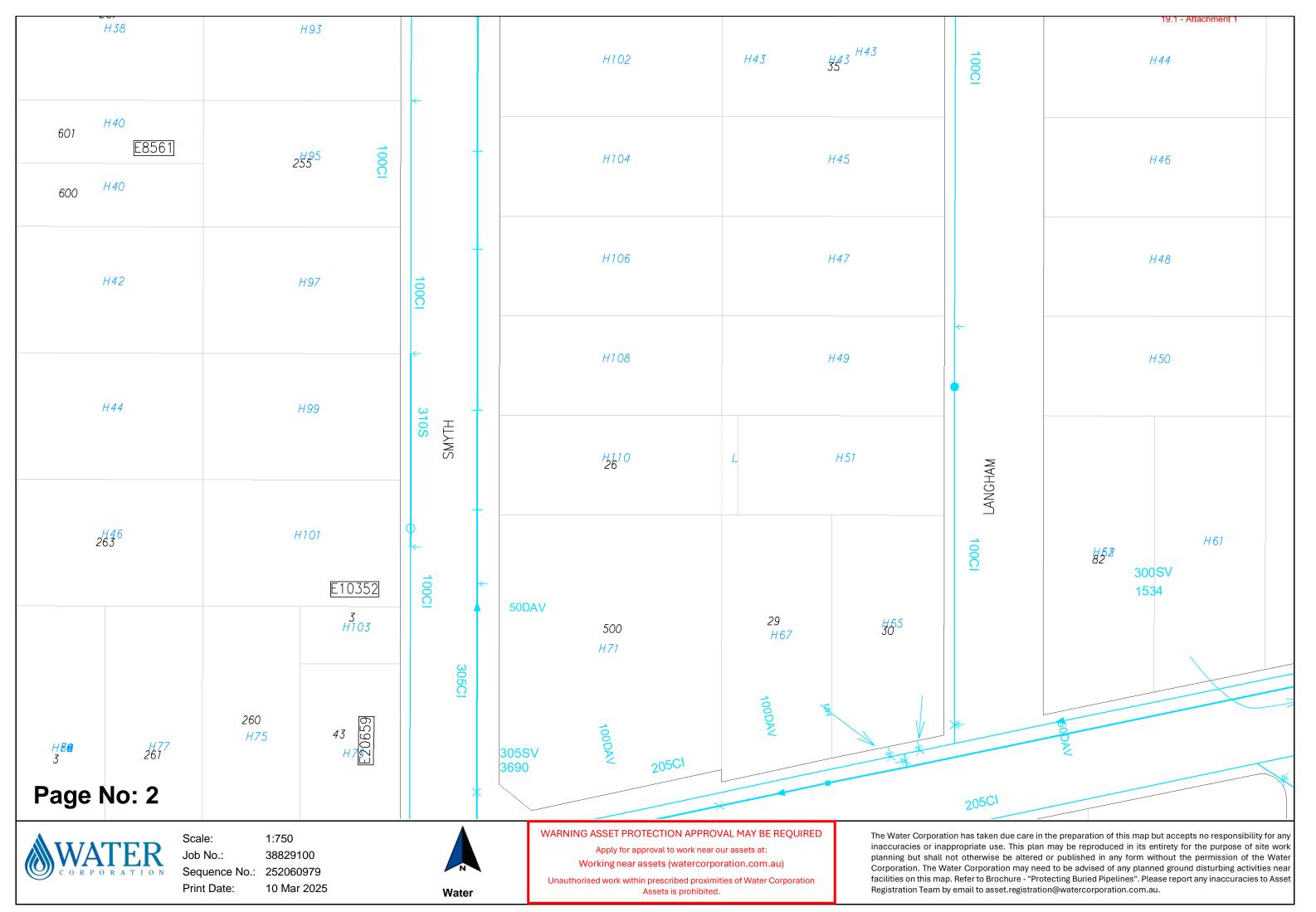
Further on site investigation is required to validate the exact location of Telstra plant prior to commencing construction work.

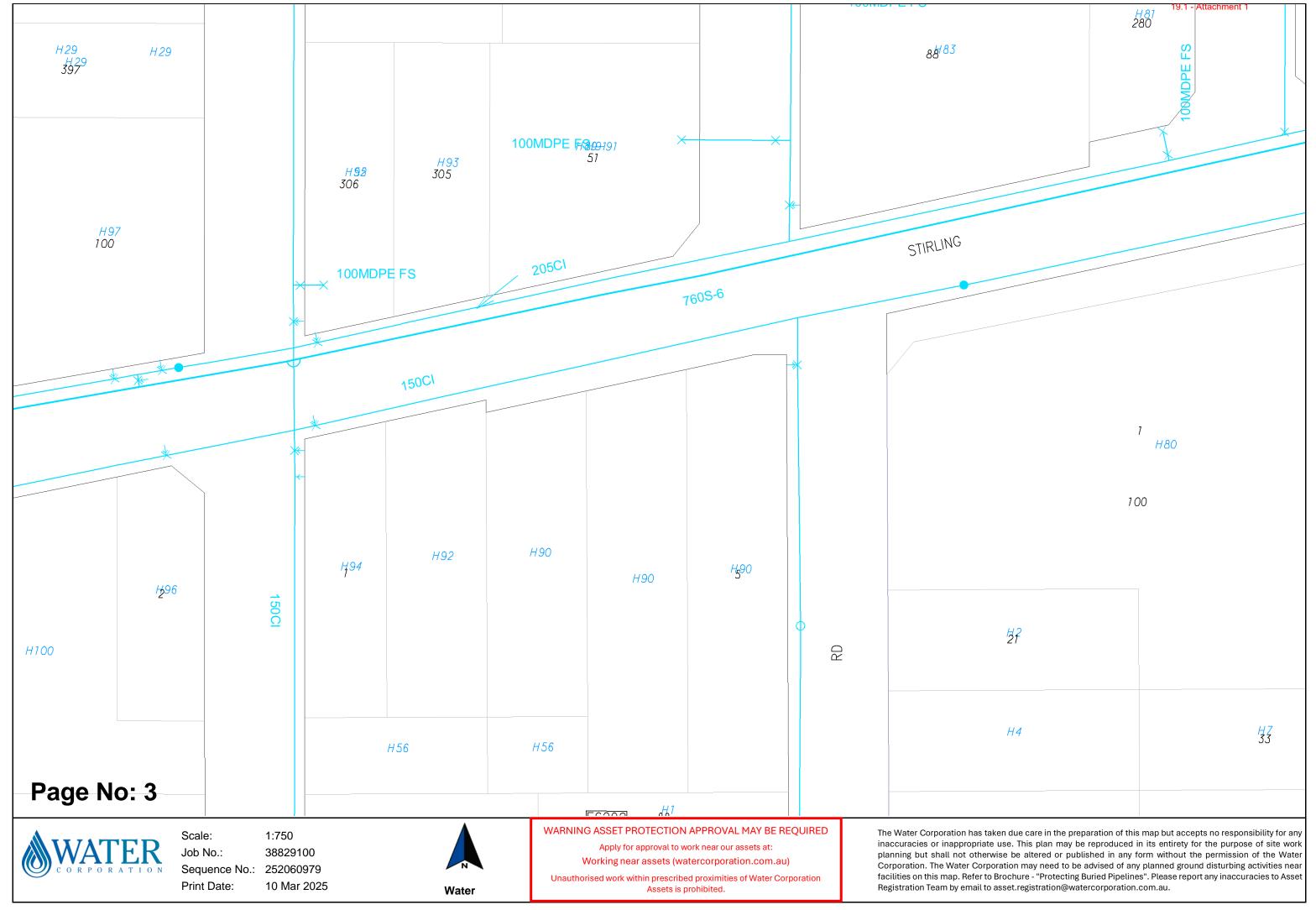
A Certified Locating Organisation is an essential part of the process to validate the exact location of Telstra assets and to ensure the asset is protected during construction works.

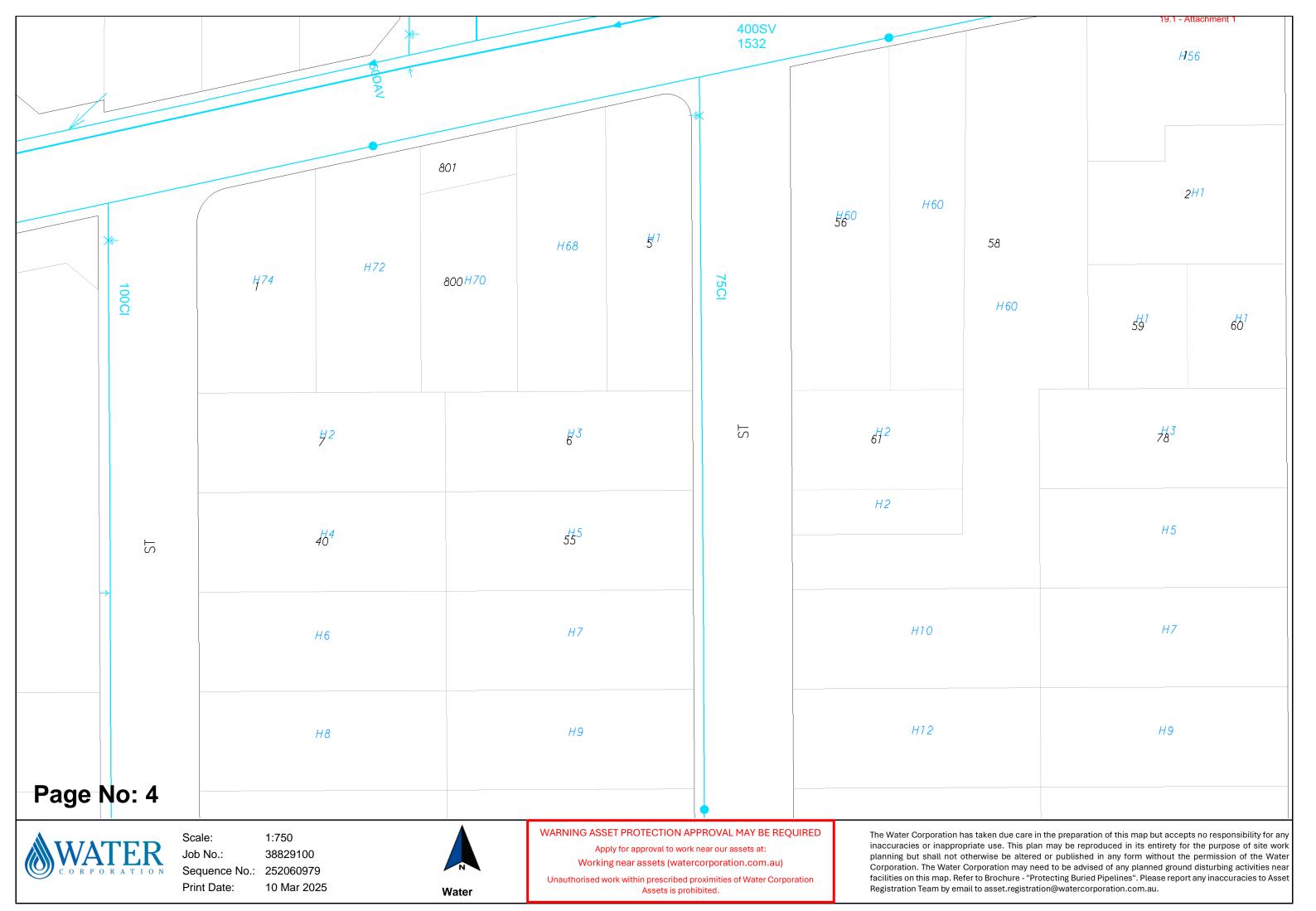
See the Steps- Telstra Duty of Care that was provided in the email response.









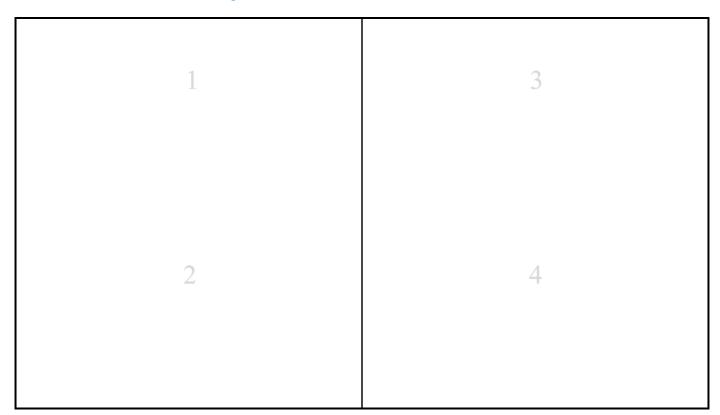


To: Joyce Yang
Phone: Not Supplied
Fax: Not Supplied

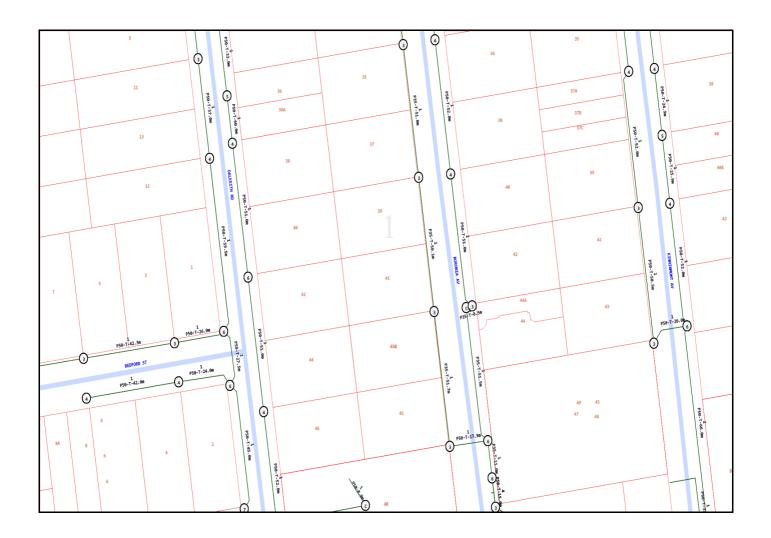
**Email:** joyce.yang@pfeng.com.au

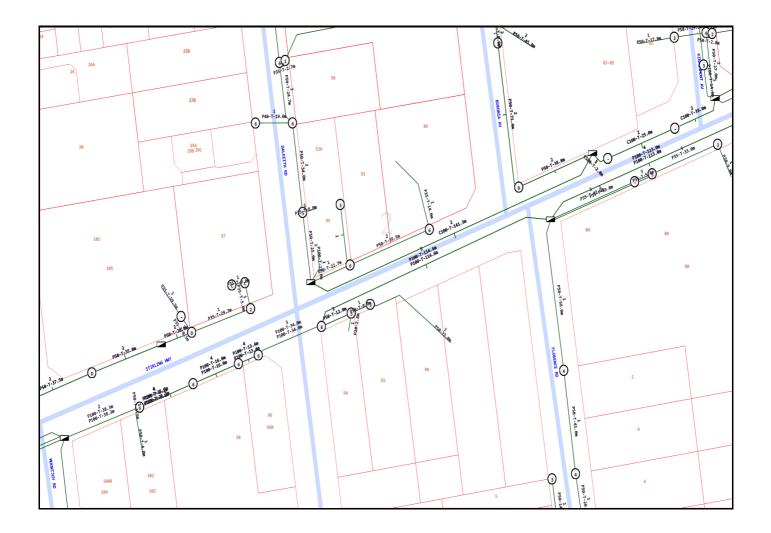
Dial before you dig Job #:		BEFORE
Sequence #	252060977	YOU DIG
Issue Date:	10/03/2025	Zero Damage - Zero Harm
Location:	58 Kinninmont Avenue , Nedlands , WA , 6009	

# Indicative Plans are tiled below to demonstrate how to layout and read nbn asset plans

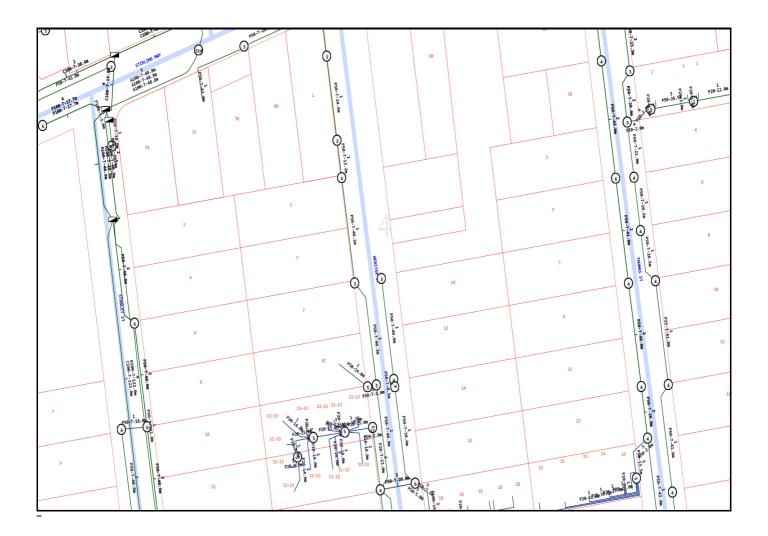


+	LEGEND nbn (i)		
34	Parcel and the location		
3	Pit with size "5"		
<b>②</b> E	Power Pit with size "2E".  Valid PIT Size: e.g. 2E, 5E, 6E, 8E, 9E, E, null.		
	Manhole		
$\otimes$	Pillar		
PO - T- 25.0m P40 - 20.0m	Cable count of trench is 2.  One "Other size" PVC conduit (PO) owned by Telstra (-T-), between pits of sizes, "5" and "9" are 25.0m apart.  One 40mm PVC conduit (P40) owned by NBN, between pits of sizes, "5" and "9" are 20.0m apart.		
-S 1 9	2 Direct buried cables between pits of sizes ,"5" and "9" are 10.0m apart.		
-99-	Trench containing any INSERVICE/CONSTRUCTED (Copper/RF/Fibre) cables.		
-00-	Trench containing only DESIGNED/PLANNED (Copper/RF/Fibre/Power) cables.		
-00-	Trench containing any INSERVICE/CONSTRUCTED (Power) cables.		
BROADWAY ST	Road and the street name "Broadway ST"		
Scale	0 20 40 60 Meters 1:2000 1 cm equals 20 m		







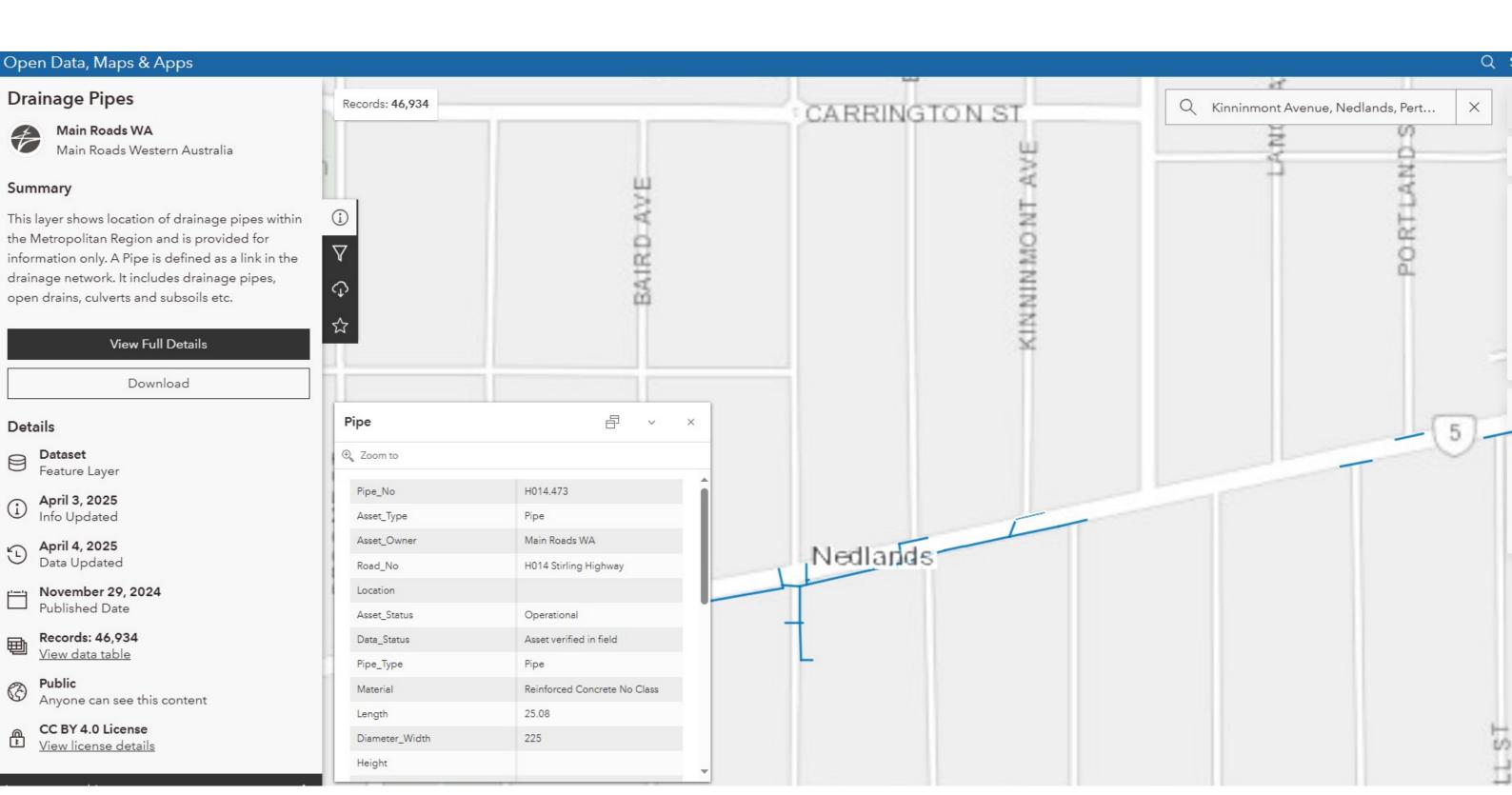


## **Emergency Contacts**

You must immediately report any damage to the  ${\bf nbn}^{\sf m}$  network that you are/become aware of. Notification may be by telephone - 1800 626 329.

Business 19.1 - Attachment 1

Appendix Nine: MRWA Drainage Mapping



Business 19.1 - Attachment 1

Appendix Ten: MRWA Pedestrian Gap Study Data

#### AM & PM Peak for Pedestrian Gap Analysis CROSSING A

#### EASTBOUND

#### TUESDAY

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)
8:00:00	0:00:02	23	0:00:13	39
8:15:00	0:00:02	21	0:00:14	43
8:30:00	0:00:02	23	0:00:13	39
8:45:00	0:00:02	23	0:00:15	39
8:00 - 9:00	0:00:02	90	0:00:13	40

#### TUESDAY

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)	
15:00:00	0:00:03	35	0:00:14	26	
15:15:00	0:00:03	35	0:00:13	26	
15:30:00	0:00:03	27	0:00:15	33	
15:45:00	0:00:03	28	0:00:15	32	
15:00 - 16:00	0:00:03	125	0:00:14	29	

#### WEDNESDAY

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)
8:00:00	0:00:02	22	0:00:14	41
8:15:00	0:00:02	24	0:00:13	38
8:30:00	0:00:02	17	0:00:17	53
8:45:00	0:00:02	28	0:00:13	32
8:00 - 9:00	0:00:02	91	0:00:14	40

#### WEDNESDAY

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)
15:00:00	0:00:03	29	0:00:15	31
15:15:00	0:00:03	29	0:00:14	31
15:30:00	0:00:03	30	0:00:14	30
15:45:00	0:00:03	29	0:00:16	31
15:00 - 16:00	0:00:03	117	0:00:15	31

#### THURSDAY

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)	
8:00:00	0:00:02	23	0:00:15	39	
8:15:00	0:00:02	18	0:00:15	50	
8:30:00	0:00:02	25	0:00:12	36	
8:45:00	0:00:02	14	0:00:13	64	
8:00 - 9:00	0:00:02	80	0:00:14	45	

#### THURSDAY

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)
15:00:00	0:00:03	27	0:00:15	33
15:15:00	0:00:03	21	0:00:18	43
15:30:00	0:00:03	32	0:00:14	28
15:45:00	0:00:03	21	0:00:17	43
15:00 - 16:00	0:00:03	101	0:00:16	36

#### SATURDAY

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)
8:00:00	0:00:06	38	0:00:18	24
8:15:00	0:00:06	44	0:00:15	20
8:30:00	0:00:05	39	0:00:16	23
8:45:00	0:00:04	38	0:00:15	24
8:00 - 9:00	0:00:05	159	0:00:16	23

#### SATURDAY

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)
15:00:00	0:00:04	35	0:00:17	26
15:15:00	0:00:04	38	0:00:14	24
15:30:00	0:00:04	34	0:00:16	26

#### WESTBOUND

#### TUESDAY

TOESDAT					
Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)	
8:00:00	0:00:03	21	0:00:19	43	
8:15:00	0:00:04	31	0:00:15	29	
8:30:00	0:00:04	25	0:00:16	36	
8:45:00	0:00:04	25	0:00:17	36	
8:00 - 9:00	0:00:04	102	0:00:16	35	

#### TUESDAY

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)	
15:00:00	0:00:03	29	0:00:13	31	
15:15:00	0:00:03	24	0:00:14	38	
15:30:00	0:00:03	28	0:00:15	32	
15:45:00	0:00:03	20	0:00:18	45	
15:00 - 16:00	0:00:03	101	0:00:15	36	

#### WEDNESDAY

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)
8:00:00	0:00:03	22	0:00:18	41
8:15:00	0:00:04	33	0:00:14	27
8:30:00	0:00:03	23	0:00:15	39
8:45:00	0:00:04	30	0:00:16	30
8:00 - 9:00	0:00:04	108	0:00:16	33

#### WEDNESDA

WEDNESDAT					
Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)	
15:00:00	0:00:03	29	0:00:12	31	
15:15:00	0:00:03	28	0:00:13	32	
15:30:00	0:00:03	28	0:00:14	32	
15:45:00	0:00:03	28	0:00:14	32	
15:00 - 16:00	0:00:03	113	0:00:13	32	

#### THURSDA

INUKSDAT				
Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)
8:00:00	0:00:04	23	0:00:18	39
8:15:00	0:00:03	21	0:00:14	43
8:30:00	0:00:04	25	0:00:14	36
8:45:00	0:00:04	31	0:00:16	29
8:00 0:00	0.00.04	400	0.00.45	36

#### THURSDAY

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)
15:00:00	0:00:03	29	0:00:13	31
15:15:00	0:00:03	29	0:00:12	31
15:30:00	0:00:04	35	0:00:15	26
15:45:00	0:00:03	29	0:00:15	31
15:00 - 16:00	0:00:03	122	0:00:14	30

#### SATURDAY

SATOREAT						
Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)		
8:00:00	0:00:05	37	0:00:16	24		
8:15:00	0:00:05	33	0:00:18	27		
8:30:00	0:00:04	36	0:00:15	25		
8:45:00	0:00:03	32	0:00:15	28		
8:00 - 9:00	0:00:04	138	0:00:16	26		

#### SATURDAY

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)
15:00:00	0:00:04	28	0:00:16	32
15:15:00	0:00:04	28	0:00:19	32
15:30:00	0:00:05	28	0:00:19	32

sufficent 6.94 6.94

 7 2 1.2 1.2 1.2 1.1 1.1 0.17 0.17 0.52 0.52 0.52 6.94 6.94



The pedestrian crossing time is the time it would take an average pedestrian to cross the road in question and is given by:

The confirmation time is the time interval required by sensitive pedestrians seeking to confirm the traffic situation (i.e. all vehicles have been perceived), and that the gap presented is indeed adequate for their needs.

The approach adopted here (as per the NZTA approach) is to increase the confirmation time allowance from 0 to 3 seconds in proportion to the number of sensitive pedestrians defined as those <12 years of age and the elderly.

C = 3ps

where, p. = the proportion of sensitive users - children <12 years old and the elderly.

15:45:00 0:00:04 36 0:00:15 25

15:45:00 0:00:04 30 0:00:15 30 15:00 - 16:00 0:00:04 114 0:00:17 32

#### AM & PM Peak for Pedestrian Gap Analysis CROSSING B

#### EASTBOUND

#### TUESDAY

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)
8:00:00	0:00:02	20	0:00:14	45
8:15:00	0:00:02	18	0:00:15	50
8:30:00	0:00:02	17	0:00:14	53
8:45:00	0:00:02	23	0:00:15	39
8:00 - 9:00	0:00:02	78	0:00:14	46

#### TUESDAY

Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)		
0:00:03	32	0:00:15	28		
0:00:03	31	0:00:14	29		
0:00:03	24	0:00:16	38		
0:00:03	22	0:00:18	41		
0:00:03	109	0:00:15	33		
	0:00:03 0:00:03 0:00:03 0:00:03	Average Gap Sufficent Gaps  0:00:03 32 0:00:03 31 0:00:03 24 0:00:03 22	Average Gap         Sufficent Gaps         Ave Sufficent Gap Time           0:00:03         32         0:00:15           0:00:03         31         0:00:14           0:00:03         24         0:00:16           0:00:03         22         0:00:18		

#### WEDNESDAY

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)
8:00:00	0:00:02	18	0:00:16	50
8:15:00	0:00:02	19	0:00:14	47
8:30:00	0:00:02	14	0:00:19	64
8:45:00	0:00:02	26	0:00:14	35
8:00 - 9:00	0:00:02	77	0:00:15	47

#### WEDNESDAY

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)
15:00:00	0:00:03	29	0:00:15	31
15:15:00	0:00:03	22	0:00:17	41
15:30:00	0:00:03	27	0:00:15	33
15:45:00	0:00:03	25	0:00:18	36
15:00 - 16:00	0:00:03	103	0:00:16	35

#### THURSDAY

Time	Average Gap	Number of Sufficent Gaps		Ave Wait Time Between Sufficent Gap (s)
8:00:00	0:00:02	19	0:00:16	47
8:15:00	0:00:02	18	0:00:15	50
8:30:00	0:00:02	21	0:00:13	43
8:45:00	0:00:02	12	0:00:14	75
8:00 - 9:00	0:00:02	70	0:00:14	51

#### THURSDAY

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)
15:00:00	0:00:03	23	0:00:16	39
15:15:00	0:00:03	20	0:00:19	45
15:30:00	0:00:03	30	0:00:15	30
15:45:00	0:00:03	17	0:00:19	53
15:00 - 16:00	0:00:03	90	0:00:17	40

#### SATURDAY

Time	Average Gap	Number of Sufficent Gaps		Ave Wait Time Between Sufficent Gap (s)
8:00:00	0:00:06	36	0:00:19	25
8:15:00	0:00:06	38	0:00:16	24
8:30:00	0:00:05	36	0:00:17	25
8:45:00	0:00:04	35	0:00:16	26
8:00 - 9:00	0:00:05	145	0:00:17	25

SATURDAT						
Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)		
15:00:00	0:00:04	32	0:00:18	28		
15:15:00	0:00:04	32	0:00:16	28		
15:30:00	0:00:04	31	0:00:17	29		
15:45:00	0:00:04	36	0:00:15	25		
15:00 - 16:00	0:00:04	131	0:00:16	27		

#### WESTBOUND

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Betwee Sufficent Gap (s)
8:00:00	0:00:03	20	0:00:19	45
8:15:00	0:00:04	26	0:00:16	35
8:30:00	0:00:04	21	0:00:18	43
8:45:00	0:00:04	20	0:00:20	45
8:00 - 9:00	0:00:04	87	0:00:18	41

ľU		

Time	Average Gap	Number of Sufficent Gaps		Ave Wait Time Betweer Sufficent Gap (s)
15:00:00	0:00:03	21	0:00:15	43
15:15:00	0:00:03	22	0:00:15	41
15:30:00	0:00:03	24	0:00:16	38
15:45:00	0:00:03	19	0:00:19	47
15:00 - 16:00	0:00:03	86	0:00:16	42

WEDNESDAT						
Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Betwee Sufficent Ga (s)		
8:00:00	0:00:03	18	0:00:20	50		

Time	Average Gap	Number of Sufficent Gaps		Ave Wait Time Between Sufficent Gap (s)
8:00:00	0:00:03	18	0:00:20	50
8:15:00	0:00:04	26	0:00:16	35
8:30:00	0:00:03	17	0:00:18	53
8:45:00	0:00:04	24	0:00:18	38
8:00 - 9:00	0:00:04	85	0:00:18	42

#### WEDNESDAY

Time	Average Gap	Number of Sufficent Gaps		Ave Wait Time Between Sufficent Gap (s)
15:00:00	0:00:03	26	0:00:13	35
15:15:00	0:00:03	24	0:00:14	38
15:30:00	0:00:03	24	0:00:16	38
15:45:00	0:00:03	23	0:00:16	39
15:00 - 16:00	0:00:03	97	0:00:14	37

IORSDAT					
Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave V Time Be Sufficen (s)	

		Gaps	Gap Time	Sufficent Gap (s)
8:00:00	0:00:04	22	0:00:18	41
8:15:00	0:00:03	15	0:00:17	60
8:30:00	0:00:04	21	0:00:16	43
8:45:00	0:00:04	28	0:00:17	32
8:00 - 9:00	0:00:04	86	0:00:17	42
THURSDAY				

TI	41	JF	RS	D	A'	١

Time	Average Gap	Number of Sufficent Gaps		Ave Wait Time Between Sufficent Gap (s)
15:00:00	0:00:03	25	0:00:14	36
15:15:00	0:00:03	22	0:00:14	41
15:30:00	0:00:04	31	0:00:16	29
15:45:00	0:00:03	23	0:00:17	39
15:00 - 16:00	0:00:03	101	0:00:15	36

#### SATURDAY

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)
8:00:00	0:00:05	33	0:00:17	27
8:15:00	0:00:05	31	0:00:19	29
8:30:00	0:00:04	31	0:00:16	29
8:45:00	0:00:03	23	0:00:18	39
8:00 - 9:00	0:00:04	118	0:00:17	31

#### SATURDAY

Time	Average Gap	Number of Sufficent Gaps		Ave Wait Time Between Sufficent Gap (s)
15:00:00	0:00:04	23	0:00:19	39
15:15:00	0:00:04	26	0:00:20	35
15:30:00	0:00:05	25	0:00:21	36
15:45:00	0:00:04	26	0:00:17	35
15:00 - 16:00	0.00.04	100	0:00:10	26

	Peds	Child/Eld	ps			
TUE AM	3		0	dc	6.3	6.3
TUE PM	0		0	vw	1.2	1.2
WED AM	2		0	Fs	1.1	1.1
WED PM	5		0	ps	0.50	0.50
THU AM	2	1	1 0.5	c	1.50	1.50
THU PM	2			top	7.28	7.28
SAT AM	0	(	0			
SAT PM	2		0			
Total	16	1	1 0.5			



The pedestrian crossing time is the time it would take an average pedestrian to cross the road in question and is given by:

$t_{op} = (d_o/v_w)F_o +$	c				(1)

where, \$\frac{1}{2} = \text{Cossing distance (m)}\$

where, \$\frac{1}{2} = \text{Tense may walking speed (m/s)}\$

\$\frac{1}{2} = \text{Rect of Sale (m)}\$

\$\frac{1}{2} = \text{Rect of Sale (m)}\$

The confirmation time (s)

The confirm the traffic situation (i.e. all vehicles have been perceived), and that the gap presented is indeed adequate for their needs.

The approach adopted here (as per the NZTA approach) is to increase the confirmation time allowance from 0 to 3 seconds in proportion to the number of sensitive pedestrians defined as those <12 years of age and the elderly.

C = 3ps

where,  $g_{a}$  = the proportion of sensitive users – children <12 years old and the elderly.

#### AM & PM Peak for Pedestrian Gap Analysis CROSSING C

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap
8:00:00	0:00:02	26	0:00:12	35
8:15:00	0:00:02	29	0:00:12	31
8:30:00	0:00:02	32	0:00:11	28
8:45:00	0:00:02	26	0:00:14	35
8:00 - 9:00	0:00:02	113	0:00:12	32

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap
8:00:00	0:00:03	28	0:00:15	32
8:15:00	0:00:04	37	0:00:13	24
8:30:00	0:00:04	32	0:00:14	28
8:45:00	0:00:04	34	0:00:14	26
8:00 - 9:00	0:00:04	131	0:00:14	27

TUE AM TUE PM WED AM WED PM THU AM THU PM SAT AM SAT PM Total

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Time Between Sufficent Ga (s)
8:00:00	0:00:03	28	0:00:15	32
8:15:00	0:00:04	37	0:00:13	24
8:30:00	0:00:04	32	0:00:14	28
8:45:00	0:00:04	34	0:00:14	26
8:00 - 9:00	0:00:04	131	0:00:14	27

8300-9300	030004	131	0:00:14	21
TUESDAY				
Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)
15:00:00	0:00:03	33	0:00:12	27
15:15:00	0:00:03	32	0:00:12	28
15:30:00	0:00:03	32	0:00:14	28
15:45:00	0:00:03	25	0:00:16	36

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)
15:00:00	0:00:03	33	0:00:12	27
15:15:00	0:00:03	32	0:00:12	28
15:30:00	0:00:03	32	0:00:14	28
15:45:00	0:00:03	25	0:00:16	36
15:00 - 16:00	0:00:03	122	0:00:13	30

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap
8:00:00	0:00:03	28	0:00:15	32
8:15:00	0:00:04	39	0:00:13	23
8:30:00	0:00:03	30	0:00:13	30
8:45:00	0:00:04	38	0:00:14	24
8:00 - 9:00	0:00:04	135	0:00:14	27

DAY					WEDNESDAY				
	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)	Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gay (s)
,	0:00:03	33	0:00:14	27	15:00:00	0:00:03	33	0:00:11	27
)	0:00:03	30	0:00:14	30	15:15:00	0:00:03	35	0:00:11	26
)	0:00:03	32	0:00:14	28	15:30:00	0:00:03	31	0:00:14	29
,	0:00:03	33	0:00:15	27	15:45:00	0:00:03	39	0:00:12	23
00	0:00:03	128	0:00:14	28	15:00 - 16:00	0:00:03	138	0:00:12	26
v					THURSDAY				

HURSDAY					THURSDAY			
Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (1)	Time	Average Gap	Number of Sufficent Gaps	Ave Sufficen Gap Time
8:00:00	0:00:02	28	0:00:13	32	8:00:00	0:00:04	29	0:00:15
8:15:00	0:00:02	27	0:00:12	33	8:15:00	0:00:03	30	0:00:12
8:30:00	0:00:02	29	0:00:11	31	8:30:00	0:00:04	32	0:00:13
8:45:00	0:00:02	23	0:00:10	39	8:45:00	0:00:04	34	0:00:15
8:00 - 9:00	0:00:02	107	0:00:12	34	8:00 - 9:00	0:00:04	125	0:00:14

8:00 - 9:00	0:00:02	107	0:00:12	34		8:00 - 9:00	0:00:04	125	0:00:14	29
THURSDAY					т	IURSDAY				
Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap		Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Ga
15:00:00	0:00:03	31	0:00:14	29		15:00:00	0:00:03	34	0:00:12	26
15:15:00	0:00:03	28	0:00:15	32		15:15:00	0:00:03	41	0:00:10	22
15:30:00	0:00:03	33	0:00:14	27		15:30:00	0:00:04	37	0:00:14	24
15:45:00	0:00:03	24	0:00:15	38		15:45:00	0:00:03	35	0:00:13	26
15:00 - 16:00	0:00:03	116	0:00:14	31		15:00 - 16:00	0:00:03	147	0:00:12	24
EATURDAY					-	TURDAY				

DAY					SATURDAY				
Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)	Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	-
8:00:00	0:00:05	39	0:00:18	23	8:00:00	0:00:05	41	0:00:15	ı
8:15:00	0:00:05	47	0:00:15	19	8:15:00	0:00:05	37	0:00:17	T
8:30:00	0:00:05	46	0:00:15	20	8:30:00	0:00:04	45	0:00:13	T
8:45:00	0:00:04	42	0:00:14	21	8:45:00	0:00:03	34	0:00:14	Т
8:00 - 9:00	0:00:05	174	0:00:15	21	8:00 - 9:00	0:00:04	157	0:00:15	t

SATURDAY				
Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Walt Time Between Sufficent Gap (s)
15:00:00	0:00:04	39	0:00:16	23
15:15:00	0:00:04	41	0:00:14	22
15:30:00	0:00:04	37	0:00:15	24
15:45:00	0:00:04	41	0:00:14	22
15:00 - 16:00	0:00:04	158	0:00:15	23

where,  $g_a$  = the proportion of sensitive users - children <12 years old and the elderly.

#### AM & PM Peak for Pedestrian Gap Analysis CROSSING D

#### EASTBOUND

#### WESTBOUND

TUESDAY				
Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)
8:00:00	0:00:02	6	0:00:23	150
8:15:00	0:00:02	8	0:00:21	113
8:30:00	0:00:02	8	0:00:18	113
8:45:00	0:00:02	10	0:00:20	90
8:00 - 9:00	0:00:02	32	0:00:20	113

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)
8:00:00	0:00:03	11	0:00:27	82
8:15:00	0:00:04	13	0:00:23	69
8:30:00	0:00:04	13	0:00:23	69
8:45:00	0:00:04	9	0:00:31	100
8:00 - 9:00	0.00.04	46	0:00:26	78

		Manage of	
TUESDAY			
8:00 - 9:00	0.00.04	46	0:00:26

Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)	
15:00:00	0:00:03	7	0:00:25	129	
15:15:00	0:00:03	9	0:00:22	100	
15:30:00	0:00:03	12	0:00:23	75	
15:45:00	0:00:03	15	0:00:21	60	
15:00 - 16:00	0.00.03	43	0:00:22	84	

Y					WEDNESDAY	DNESDAY				
	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)	Time	Time A	lverage Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Tir Betv Suffice (s
	0:00:02	11	0:00:19	82	8:00:00	8:00:00	0:00:03	10	0:00:28	9
	0:00:02	10	0:00:18	90	8:15:00	8:15:00	0:00:04	14	0:00:22	6
	0:00:02	9	0:00:24	100	8:30:00	8:30:00	0:00:03	9	0:00:25	11
	0:00:02	10	0:00:20	90	8:45:00		0:00:04	15	0:00:23	6
	0:00:02	40	0:00:20	90	8:00 - 9:00	8:00 - 9:00	0.00.04	48	0:00:24	7

/EDNESDAY		Number of	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap	WEDNESDAY		Number of	Ave Sufficent	Ave Wait Time
Time	Average Gap	Sufficent Gaps				Average Gap	Sufficent Gaps		Between Sufficent Gap (s)
15:00:00	0:00:03	13	0:00:21	69	15:00:00	0:00:03	6	0:00:22	150
15:15:00	0:00:03	14	0:00:20	64	15:15:00	0:00:03	9	0:00:19	100
15:30:00	0:00:03	16	0:00:19	56	15:30:00	0:00:03	12	0:00:22	75
15:45:00	0:00:03	12	0:00:26	75	15:45:00	0:00:03	8	0:00:26	113
15:00 - 16:00	0:00:03	55	0:00:21	65	15:00 - 16:00	0.00.03	35	0:00:22	103

HURSDAY				
Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap
8:00:00	0:00:02	9	0:00:24	100
8:15:00	0:00:02	11	0:00:17	82
8:30:00	0:00:02	6	0:00:19	150
8:45:00	0:00:02	3	0:00:29	300
8:00 - 9:00	0:00:02	29	0:00:21	124
	0.0002	29	0:00:21	124
HURSDAY				
				Ave Wait

THURSDAY					THURSDAY				
Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (s)		Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap (a)
15:00:00	0:00:03	11	0:00:23	82	15:00:00	0:00:03	11	0:00:21	82
15:15:00	0:00:03	15	0:00:21	60	15:15:00	0:00:03	5	0:00:24	180
15:30:00	0:00:03	14	0:00:19	64	15:30:00	0:00:04	15	0:00:21	60
15:45:00	0:00:03	11	0:00:24	82	15:45:00	0:00:03	12	0:00:22	75
15:00 - 16:00	0:00:03	51	0:00:22	71	15:00 - 16:00	0.00.03	43	0:00:22	84

SATURDAY					SATURDAY				
Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap	Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent G
8:00:00	0:00:06	20	0:00:25	45	8:00:00	0:00:05	15	0:00:26	60
8:15:00	0:00:06	24	0:00:20	38	8:15:00	0:00:05	17	0:00:26	53
8:30:00	0:00:05	20	0:00:22	45	8:30:00	0:00:04	11	0:00:27	82
8:45:00	0:00:04	19	0:00:20	47	8:45:00	0:00:03	15	0:00:23	60
8:00 - 9:00	0:00:05	83	0:00:22	43	8:00 - 9:00	0.00.04	58	0:00:25	62

ATURDAY					SATURDAY				
Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave Wait Time Between Sufficent Gap	Time	Average Gap	Number of Sufficent Gaps	Ave Sufficent Gap Time	Ave W Tim Betwo Sufficen (s)
15:00:00	0:00:04	15	0:00:26	60	15:00:00	0:00:04	12	0:00:26	75
15:15:00	0:00:04	22	0:00:18	41	15:15:00	0:00:04	16	0:00:26	56
15:30:00	0:00:04	21	0:00:21	43	15:30:00	0:00:05	15	0:00:27	60
15:45:00	0:00:04	16	0:00:22	56	15:45:00	0:00:04	14	0:00:23	64
15:00 - 16:00	0:00:04	74	0:00:21	49	15:00 - 16:00	0.00.04	57	0:00:26	63

The pedestrian crossing time is the time it would take an average pedestrian to cross the road in question and is given by:

$t_{ce} = (d_0/y_{ce})$	)F <sub>1</sub> + C(1)
where,	d <sub>c</sub> = crossing distance (m)
	y <sub>a</sub> = mean walking speed (m/s) E <sub>z</sub> = factor of safety

S – Inchor of sales (see your year)

The confirmation time (see in inferval required y sensitive pedestrians seeking to contem the traffs student (s. et al. vehicles have been proceived), and that the gap proceived in shaded departs in their developer. The process is also additionable to their received.

The approach is added here (as por the NUTA supproach) is to increase the confirmation time developer. The process of age and the eighbor to the number of sensitive pedestrians defined as those -12 years of age and the eighbor.  $C = 3p_6$ 

where,  $\mathbf{p}_{\!\scriptscriptstyle B}$  = the proportion of sensitive users – children <12 years old and the elderly.

Business 19.1 - Attachment 1

Appendix Eleven: Nedlands Square Transport Impact Assessment

# Transport Impact Assessment

Nedlands Square

CW1200386 / 304900782

Prepared for Fabcot Pty Ltd

2 November 2022





now





Phone +61 8 6222 7000

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RJC.docx

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Date 2 November 2022

Version Number B

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Traffic Engineer

Approved By:

Ray Cook Date Approved 2/11/2022

Group Leader - Traffic and Transport

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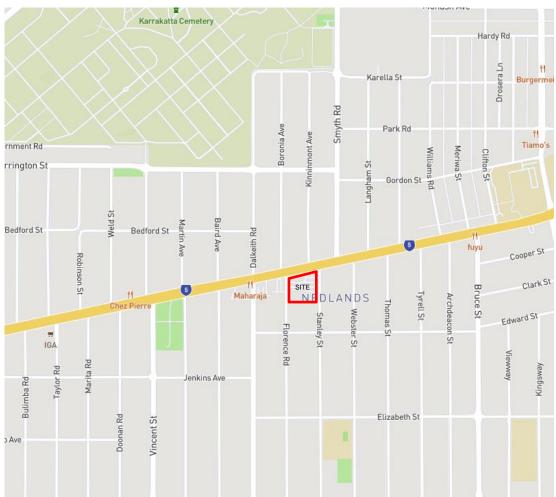
## 1 Introduction

Cardno (now Stantec) has been commissioned by Fabcot Pty Ltd to prepare a Transport Impact Assessment (TIA) for a proposed shopping centre development ("the Site"), consisting of supermarket, medical centre, pharmacy, specialty retails, liquor store, restaurant/café.

The Site is located in the suburb of Nedlands, City of Nedlands at the existing Captain Stirling Hotel site at 80 Stirling Highway and will also include neighbouring lots at 2-6 Florence Street, and 7-9 Stanley Street. **Figure 1-1** below shows the location of the Site. The existing Captain Stirling Hotel site will be retained.

This TIA report aims to document the development proposal, transport impact, and parking supply.





## 2 Existing Situation

### 2.1 Site Context

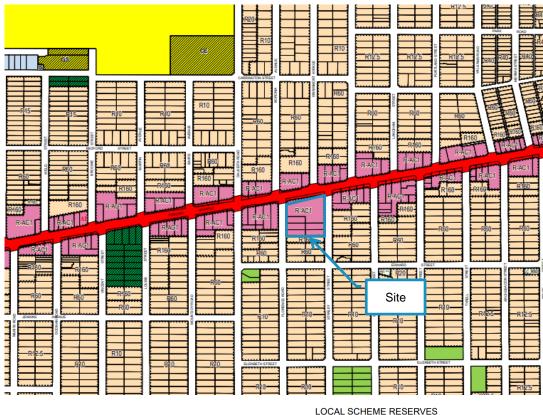
The Site is currently occupied by the existing Captain Stirling Hotel (80 Stirling Highway) and 5 lots of residential dwellings (2-6 Florence Street and 7-9 Stanley Street) as shown in **Figure 2-1**. The Site in bounded by Stirling Highway to the north, Stanley Street to the east, and Florence Street to the west. There is also a liquor store located on the north east corner of the Captain Stirling Hotel site.

It is currently zoned as 'Mixed used' under the City of Nedlands Local Planning Scheme 3 (**Figure 2-2**) along the Stirling Highway Activity Corridor. The area surrounding the Site is zoned as residential.

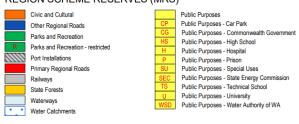
Figure 2-1 Existing Site Situation







## REGION SCHEME RESERVES (MRS)





Government Services

Infrastructure Services

Public Open Space

Cemetery

Civic and Community

Drainage/Waterway

Source: City of Nedlands Local Planning Scheme No. 3

### 2.2 Existing Road Network

The layout and classification of the roads surrounding the Site are presented in Figure 2-3.

Road classifications are defined in the Main Roads Functional Hierarchy as follows:

- > **Primary Distributors (light blue):** Form the regional and inter-regional grid of MRWA traffic routes and carry large volumes of fast-moving traffic. Some are strategic freight routes and all are National or State roads. They are managed by Main Roads WA.
- > **Regional Distributors (red):** Roads that are not Primary Distributors, but which link significant destinations and are designed for efficient movement of people and goods within and beyond regional areas. They are managed by Local Government.
- > **District Distributor A (green):** These carry traffic between industrial, commercial and residential areas and connect to Primary Distributors. These are likely to be truck routes and provide only limited access to adjoining property. They are managed by Local Government.
- > **District Distributor B (dark blue):** Performs a similar function to District Distributor A but with reduced capacity due to flow restrictions from access to and roadside parking alongside adjoining property. These are often older roads with traffic demand in excess of that originally intended. District Distributor A and B roads run between land-use cells and not through them, forming a grid that would ideally be around 1.5 kilometres apart. They are managed by Local Government.
- Local Distributors (orange): Carry traffic within a cell and link District Distributors at the boundary to access roads. The route of the Local Distributor discourages through traffic so that the cell formed by the grid of District Distributors only carries traffic belonging to or serving the area. These roads should accommodate buses but discourage trucks. They are managed by Local Government.
- > Access Roads (grey): Provide access to abutting properties with amenity, safety and aesthetic aspects having priority over the vehicle movement function. These roads are bicycle and pedestrian friendly. They are managed by Local Government.

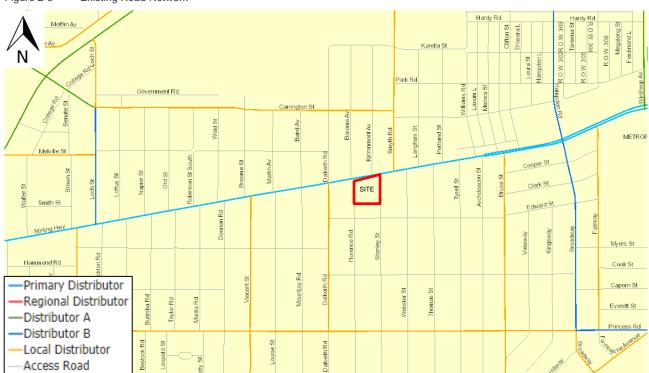


Figure 2-3 Existing Road Network

Source: MRWA Road Information Mapping



The detailed information of the existing road network is summarised in **Table 2-1**.

Table 2-1 Existing Road Network

	Road Hierarchy		Road Network				
Road Name	Road Hierarchy	Jurisdiction	No. of Lanes	No. of Footpaths	Kerb to Kerb Width (m)	Posted Speed (km/h)	
Stirling Highway	Primary Distributor	MRWA	4	2	14	60	
Smyth Road	Local Distributor	Local Government	2	1	7	50	
Stanley Street	Access Road	Local Government	2	1	6	50	
Kinninmont Avenue	Access Road	Local Government	2	1	6	50	
Florence Road	Access Road	Local Government	2	1	6	50	
Boronia Avenue	Access Road	Local Government	2	1	6	50	
Dalkeith Road	Local Distributor	Local Government	2	1	9.7	50	
Edward Street	Access Road	Local Government	2	1	6	50	



## 2.3 Existing Traffic Volume

The existing traffic volume related to the Site was sourced from MRWA Traffic Map and City of Nedlands and is summarised in **Table 2-2**.

Table 2-2 Existing Site Traffic

Road Name	Date	Two-way AM Peak Traffic Volume (Weekday Average)	Two-way PM Peak Traffic Volume (Weekday Average)	Two-way Daily Traffic Volume (7-day average)	Source
Stirling Highway (East of Smyth Road)	2021 / 2022	2,942	2,790	33,387	MRWA Traffic Map
Stirling Highway (East of Dalkeith Road)	2019 / 2020	2,422	2,504	31,635	MRWA Traffic Map
Smyth Road (between Stirling Highway and Carrington Street)	August 2022	444	349	3,881	City of Nedlands
Stanley Street (between Stirling Highway and Edward Street)	September 2022	39	50	461	City of Nedlands
Kinninmont Avenue (between Stirling Highway and Carrington Street)	September 2022	71	66	566	City of Nedlands
Florence Road (between Stirling Highway and Edward Street)	September 2022	18	37	277	City of Nedlands
Boronia Avenue (between Stirling Highway and Carrington Street)	September 2022	38	41	352	City of Nedlands
Dalkeith Road (between Stirling Highway and Edward Street)	September 2022	549	407	3,976	City of Nedlands
Dalkeith Road (between Stirling Highway and Bedford Street)	September 2022	370	359	3,087	City of Nedlands

## 2.4 Existing Intersections

> **Stirling Highway/ Dalkeith Road** is a four-way signalised intersection. 2 approach lanes are available on each leg. Pedestrian crossings are provided on all intersection legs. Right turns into Dalkeith Road north and south legs are prohibited during weekday peak hours.

Figure 2-4 Stirling Highway / Dalkeith Road



> Stirling Highway/ Florence Road & Stirling Highway/ Boronia are both three-way intersections in close proximity to each other, essentially forming a staggered T-intersection. Florence Road has stop control while Boronia Avenue has give-way control. All turning movements are allowed at both intersections. Pedestrian crossing kerb ramps are provided on Florence Road and Boronia Avenue.

Figure 2-5 Stirling Highway / Florence Road & Stirling Highway Boronia Avenue



> Stirling Highway/ Stanley Street & Stirling Highway / Kinninmont Avenue both are three-way intersections in close proximity to each other, essentially forming a staggered T-intersection. Stanley Street and Kinninmont Avenue have give-way control. All turning movements are allowed at both intersections. Pedestrian crossing kerb ramps are provided on Stanley Street and Kinninmont Avenue.

Figure 2-6 Stirling Highway / Stanley Street



> **Stirling Highway/ Smyth Road** is a three-way stop control intersection. All turning movements are allowed except for right out of Smyth Road. There is a pedestrian crossing facility on the east leg of Stirling Highway and on Smyth Road.

Figure 2-7 Stirling Highway / Smyth Road



## 2.5 Existing Pedestrian / Cycling Network

Footpaths are provided on at least one side of all roads in the vicinity of the Site, including Stirling Highway, Florence Road, and Stanley Street. There is no dedicated cycling facility in the vicinity of the Site, however, there is a Safe Active Street that runs along Elizabeth Street and Jenkins Street to the south of the Site.

The only formal pedestrian crossings across Stirling Highway in the vicinity of the site are:

- > Stirling Highway / Dalkeith Road signalised parallel walk crossing on both legs;
- > Stirling Highway / Smyth Road kerb ramp crossing with 1.2m wide refuge island.

### 2.6 Existing Public Transport Facilities

**Figure 2-8** below shows the existing bus routes and the nearest bus stops in the vicinity of the Site. The Site is serviced by a number of bus routes along Stirling Highway including the high frequency routes 995, 998, and 999 as well as 103. Nearest bus stops are located near Dalkeith Road and Webster Street.





Table 2-3 Bus Routes and Frequency

Bus Routes		Frequency					
	Route Description	W	/eekdays	Saturdays	Sundays and Public Holidays		
	Perth - Claremont Station	Peak	20mins		No service		
103	via Thomas St, QEII Medical Ct & Stirling Hwy	Off-Peak	60 mins	No service			
995	Perth - Claremont Station	Peak	10 mins				
	via University of WA & Stirling Hwy	Off-Peak	15mins	15 mins	15 mins		
000	Cirolo Douto Claskwias	Peak	15 mins	45			
998	Circle Route Clockwise	Off-Peak	15 mins	15 mins	30 mins		
000	Circle Route Anti	Peak	15 mins	45	20		
999	Clockwise	Off-Peak	15 mins	15 mins	30 mins		

## 2.7 Crash History

The crash data in the proximity of the Site between 01 January 2017 and 31 December 2021 was extracted from *Main Roads Western Australia (MRWA) Reporting Centre*. The area selected for crash assessment include:

> Stirling Highway between Dalkeith Road and Smyth Road

Figure 2-9 shows the study area and recorded crashes.

Figure 2-9 Crash assessment area



Source: MRWA Reporting Centre

The crash types and severity along the above-mentioned roads are summarised in **Table 2-4** and **Table 2-10**.

Table 2-4 Stirling Highway Midblock Crashes

Table 2-4 Stiffing Flighway Midblock Grashes								
Type of Crash	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes		
Right angle	-	-	-	1	1	2		
Rear End	-	-	1	6	4	11		
Sideswipe Same Direction	-	-	-	4	2	6		
Hit Object	-	-	-	1	-	1		
Non collision	1	-	-	-	-	1		
Total	1	-	1	12	7	21		

Table 2-5 Stirling Highway / Smyth Road Intersection Crashes

Type of Crash	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Rear End	-	1	4	8	-	13
Right Angle	-	-	2	4	-	6
Sideswipe Same Direction	-	-	-	1	-	1
Right Turn Thru	-	-	-	1	-	1
Total	-	1	6	14	-	21

Table 2-6 Stirling Highway / Stanley Street Intersection Crashes

Type of Crash	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle	-	-	-	1	2	3
Rear End	-	-	-	-	1	1
Sideswipe Same Direction	-	-	-	1	-	1
Total	-	-	-	2	3	5

Table 2-7 Stirling Highway / Kinninmont Avenue Intersection Crashes

Type of Crash	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Rear End	-	-	-	-	1	1
Right Angle	-	-	-	2	-	2
Total	-	-	-	2	1	3

Table 2-8 Stirling Highway / Florence Road Intersection Crashes

	9 9 7					
Type of Crash	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Right Angle	-	-	-	3	-	3
Rear End	-	1	1	-	1	3
Sideswipe Same Direction	-	-	-	1	-	1
Unspecified	-	-	-	1	-	1
Total	-	1	1	5	1	8

Table 2-9 Stirling Highway / Boronia Avenue Intersection Crashes

Type of Crash	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Rear End	-	-	1	-	-	1
Unspecified	-	-	-	1	-	1
Total	-	-	1	1	-	2

Table 2-10 Stirling Highway / Dalkeith Road Intersection Crashes

Type of Crash	Fatal	Hospital	Medical	Major Property Damage	Minor Property Damage	Total Crashes
Rear End	-	-	4	17	5	26
Sideswipe Same Direction	-	-	-	3	4	7
Non Collision	-	-	1	-	-	1
Right Angle	-	-	-	1	-	1
Right Turn Thru	-	-	1	1	1	3
Hit Object	-	-	-	1	-	1
Total	-	-	6	23	10	39

The summary of the crash data are as follows:

- > There are a total of 21 midblock crashes and 78 intersection crashes within the subject road section;
- Most midblock crashes are rear end type crash. Out of 11 rear end crashes, 10 results in property damage and 1 resulted in requiring medical assistance. 1 non-collision crash resulted in fatality involving a pedestrian riding a motorised wheelchair along the footpath. The pedestrian lost control of the motorised wheelchair and sustained head injury.
- > The majority of intersection crashes along the subject road section occurred at Dalkeith Road and Smyth Road.
- > There are 21 crashes recorded at Smyth Road, with the majority (13 crashes) being rear end crash. 1 rear end crash resulted in hospitalisation involving a car colliding with another vehicle waiting to turn right into Smyth Road.
- > There are 39 crashes recorded at Dalkeith Road with the majority (26 crashes) being rear end crash. 4 rear end crashes resulted in medical severity.

## 3 Development Proposal

## 3.1 Proposed Land Use

The Site is proposed to be developed into a mixed-use town centre, comprising of commercial, supermarket, restaurants, and retail. The development yield is summarised in **Table 3-1** below. The existing Captain Stirling Hotel is proposed to be retained.

Table 3-1 Proposed Land Use

Land Use	Yield		
Supermarket	3,357 m <sup>2</sup>		
Kiosk	50 m <sup>2</sup>		
Liquor Store	250 m <sup>2</sup>		
Restaurant / Café	582 m <sup>2</sup>		
Specialty Shops	714 m <sup>2</sup>		
Commercial (Office)	1,639 m²		
Medical Centre	515 m <sup>2</sup>		
Recreation – Private (Gym)	634 m <sup>2</sup>		
Parking	<ul><li>388 car parking bays</li><li>7 motorcycle parking bays</li></ul>		



## 3.2 Access Arrangement

**Figure 3-2** below shows the access arrangements for pedestrian and vehicles. Pedestrian access points are provided on all street frontages.

Vehicular access points are provided on Florence Road and Stanley Street and is described below. Additionally, a rear laneway is proposed at the southern boundary of the Site, providing connection between Florence Road and Stanley Street and to allow access to the loading dock.

- > Access A full movement access to the undercroft car park. Located on Florence Road;
- Access B full movement access to the rear laneway connecting Florence Road and Stanley Street. The laneway provides access to the loading dock as well the undercroft car park;
- Access C full movement access to the rear laneway connecting Florence Road and Stanley Street. The laneway provides access to the loading dock as well the undercroft car park;
- > Access D full movement access to the level 1 car park.

All of the vehicular access points are located on straight roads and as such no sight lines issues are anticipated.

Figure 3-2 Access Arrangement Stirling Highway Stanley STORE-SMALL MALL Florence Road В Laneway Pedestrian Access Vehicular Access

# 3.3 Car Parking

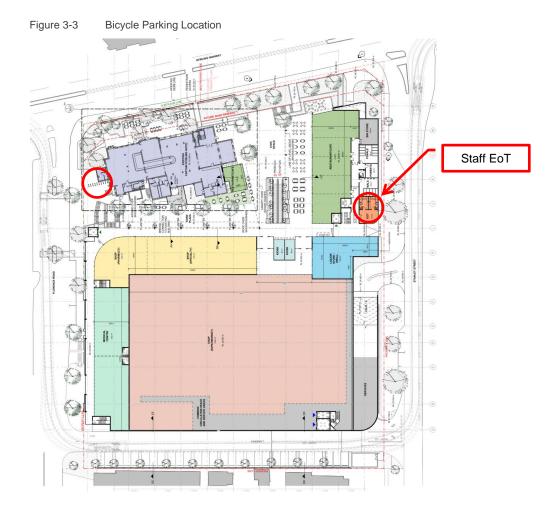
The statutory car parking requirements, in accordance with the *City of Nedlands Local Planning Policy*, with proposed modification to the rates as previously agreed with the City of Nedlands, are summarised below in **Table 3-2**. Based on the below, the proposed car parking supply meets the statutory requirements.

Table 3-2 Car Parking Requirements

Proposed Land Use	Yield	Car Parking Requirements	Parking Bays Required	Parking Bays Provided	
Shop	<ul> <li>Supermarket: 3,357 m²</li> <li>Liquor store: 250 m²</li> <li>Specialty shops: 714 m²</li> <li>Kiosk: 50 m²</li> <li>Total: 4,371 m²</li> </ul>		219 bays		
Restaurant	582 m² (120 persons)	582 m² (120 persons) 1 bay per 2.6m² seating area or 1 per 2 persons		388 bays	
Commercial	<ul> <li>Office: 1,639 m²</li> <li>Medical Centre: 515 m²</li> <li>Gym: 634 m²</li> <li>Total: 2,788 m²</li> </ul>	3.6 bays per 100m <sup>2</sup> NLA	98 bays		
Hotel	14 rooms	2 bays per 5 bedrooms	6 bays		
TOTAL			383 bays	388 bays	

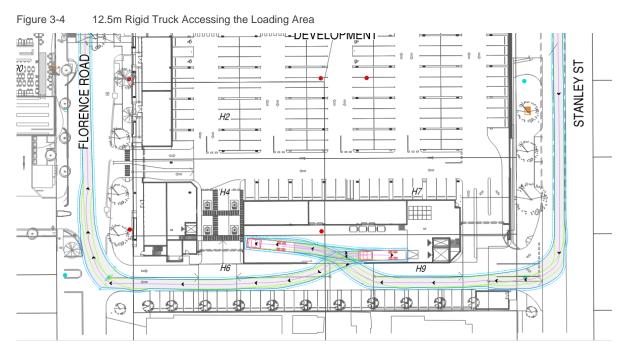
# 3.4 Bicycle Parking

Bicycle parking rails are provided on ground level near Florence Road, adjacent to Captain Stirling Hotel. End-of-trip (EoT) facilities for staff are also provided to the east side of the development, accessible via Stanley Street. **Figure 3-3** below shows the location of the bicycle parking facilities.



## 3.5 Service Vehicles

Largest service vehicle expected is a 12.5m rigid trucks. The loading area is located to the rear of the Site, accessible from the rear laneway. Trucks will enter via Stanley Street and exit via Florence Road as shown in **Figure 3-4** and **Appendix B**.



# 4 Changes to Surrounding Area

#### 4.1 Road Network

As part of the development, the following changes are proposed to the road network:

- > Boronia Avenue restricted to left in and left out (Figure 4-1, Appendix C)
- > Florence Road restricted to left in and left out (Figure 4-1, Appendix C)
- > Stanley Street restricted to left in, left out, and right in (Figure 4-2, Appendix C)
- > A rear laneway on the southern boundary of the Site connecting Florence Road and Stanley Street.

Additionally, Main Roads WA has a long-term plan to widen Stirling Highway, including installing signals at Stirling Highway and Smyth Road intersection. The applicant of the proposed development is aware of these plans.

As part of the Stirling Highway future widening/upgrades, Main Roads WA also have plans for rationalisation of the Stirling Highway road reserve and the proposed turning restrictions at Boronia Avenue, Florence Road, and Stanley Street are consistent with this plan.

Figure 4-1 Florence Road and Boronia Avenue Proposed Left in Left out

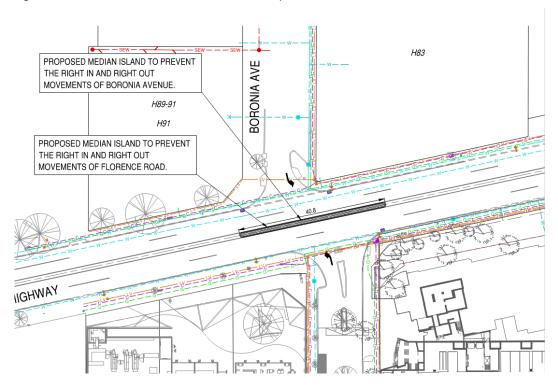
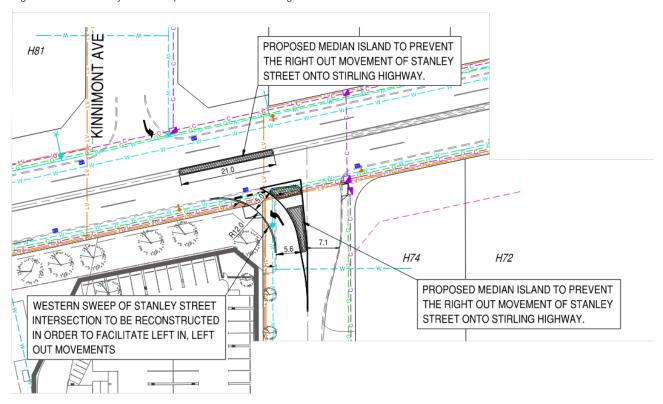


Figure 4-2 Stanley Street Proposed Left in Left out Right In



# 4.2 Pedestrian / Cycling Network

There are no changes proposed as part of the development, other than pedestrian access/connections from the Site to the frontage roads (Florence Road, Stanley Street, and Stirling Highway).

## 4.3 Public Transport

No changes to existing public transport services are currently proposed.

# 5 Integration with Surrounding Area

# 5.1 Surrounding Generators

The Site is proposed to be developed into a town centre located on an existing commercial strip which is envisaged to change to a mixed-use corridor with establish residential area away from Stirling Highway. Therefore, most traffic generators will be the surrounding residential area, office employees, as well as activity from the nearby University of Western Australia.

# 5.2 Proposed Changes to Surrounding Land Uses

West of Florence Road, the now closed shopping centre (includes IGA supermarket and specialty shops) will be redeveloped into an ALDI supermarket and specialty retail shops.

There are no other planned changes to land uses in the surrounding area in the short term, however the Site is located within a Mixed Use corridor with increased density permitted under the City's Local Planning Scheme No. 3, and therefore in the long term mixed use developments may be constructed gradually over the coming years.

# 5.3 Level of Accessibility

The Site can be easily accessed by vehicles from Stirling Highway and is supported by permeable road network within the suburb of Nedlands. This allows vehicles to filter through the local road network and access Dalkeith Road to exit right out onto Stirling Highway.

The Site is serviced by excellent public transport service with high frequency bus routes along Stirling Highway. The bus stops are located near Dalkeith Road intersection which have pedestrian crossing signals, to allow safe crossing of Stirling Highway.

Pedestrian and cycling access to the Site is achieved via footpaths and proposed access along the Site's road frontages.

# 6 Analysis of Transport Network

#### 6.1 Assessment Year and Time Period

The time periods selected for analysis/assessment are Thursday PM peak (5PM – 6PM) and Saturday peak (12Noon – 1PM), which are the typical peak periods for a shopping centre type development.

The assessment year will be undertaken for existing year only and therefore, future year scenario with background traffic growth will not be considered. Refer to **Section 6.6** showing minimal to no recent growth along Stirling Highway.

# 6.2 Key Intersections

Intersections to be analysed for this assessment are listed and shown below:

- 1. Stirling Highway / Dalkeith Road
- 2. Stirling Highway / Florence Road / Boronia Avenue
- 3. Stirling Highway / Kinninmont Avenue
- 4. Stirling Highway / Stanley Street
- 5. Stirling Highway / Smyth Road

Intersections along Edward Street were not analysed as they have existing low peak hour volumes, and the addition of the development traffic would not have an unacceptable impact to local amenity as discussed later in **Section 6.9**. Therefore, SIDRA assessment for intersections along Edward Street are not warranted.

Figure 6-1 Key Intersection Locations





# 6.3 Development Traffic Generation

The traffic generation for the Site has been determined in previous TIAs by SLR (August 2019) and Riley Consulting (September 2022) and is adopted in this TIA for consistency. The trip generation estimates are summarised in **Table 6-1** and **Table 6-2**. The trip generation was considered to be appro

The source for the trip generation rates are as follows:

- > **Shopping centre** *Traffic Generation Data 2006-2018 Queensland Government Open Data* was used as the source for shopping centre trip rates. Weekday PM and Saturday peak rates for 0 10,000m<sup>2</sup> shopping centres were adopted for this Site. Daily trips were assumed to be 10 times the PM peak rate.
- Commercial Guide to Traffic Generating Developments: Updated Traffic Surveys by NSW Road and Maritime Services (RMS), 2013 was used for commercial component of the development for the PM and daily peak. The office PM peak and daily rate were adopted.

Saturday rates for commercial uses were sourced from Guide to Traffic Generating Developments by NSW Roads and Traffic Authority (now Road and Maritime Services) 2002. For the Saturday peak, different trip rates were adopted in accordance with the different commercial use as office trip rates for Saturday are not available.

Table 6-1 Traffic Generation Rates

abic o i i i i i i i i	io Ocheration Rates			
Land Use	Source	PM Peak Rate	Saturday Peak Rate	Daily Rate
Shopping Centr	e			
Supermarket		9.51 per 100m <sup>2</sup>	10.85 per 100m <sup>2</sup>	95 per 100m <sup>2</sup>
Kiosk		9.51 per 100m <sup>2</sup>	10.85 per 100m <sup>2</sup>	95 per 100m <sup>2</sup>
Liquor		9.51 per 100m <sup>2</sup>	10.85 per 100m <sup>2</sup>	95 per 100m <sup>2</sup>
Restaurant/C	Café	9.51 per 100m <sup>2</sup>	10.7 per 100m <sup>2</sup>	95 per 100m <sup>2</sup>
Shops		9.51 per 100m <sup>2</sup>	10.85 per 100m <sup>2</sup>	95 per 100m <sup>2</sup>
Commercial				
Office		1.2 per 100m²	0 per 100m <sup>2</sup>	11 per 100m <sup>2</sup>
Medical		1.2 per 100m²	2.2 per 100m <sup>2</sup>	11 per 100m <sup>2</sup>
Gym		1.2 per 100m <sup>2</sup>	6.84 per 100m <sup>2</sup>	11 per 100m <sup>2</sup>

Table 6-2 Directional Distribution

Land Use	PM I	Peak	Saturda	ay Peak	Daily		
Lanu Ose	In	Out	In	Out	In	Out	
Shopping Centre							
Supermarket	50%	50%	50%	50%	50%	50%	
Kiosk	50%	50%	50%	50%	50%	50%	
Liquor	50%	50%	50%	50%	50%	50%	
Restaurant/Café	50%	50%	50%	50%	50%	50%	
Shops	50%	50%	50%	50%	50%	50%	
Commercial							
Office	15%	85%	-	-	50%	50%	
Medical	15%	85%	50%	50%	50%	50%	
Gym	50%	50%	50%	50%	50%	50%	

Table 6-3 Total Trip Generation

Land Use	Yield	PM	Peak	Saturd	ay Peak	Da	nily	
Land 036	i leiu _	In	Out	In	Out	In	Out	
Shopping Centre								
Supermarket	3,357 m <sup>2</sup>	160	160	182	182	1595	1595	
Kiosk	50 m <sup>2</sup>	2	2	3	3	24	24	
Liquor	250 m <sup>2</sup>	12	12	14	14	119	119	
Restaurant/Café	582 m <sup>2</sup>	28	28	31	31	277	277	
Shops	714 m²	34	34	39	39	340	340	
Commercial								
Office	1,639 m²	3	17	0	0	91	91	
Medical	515 m <sup>2</sup>	1	5	6	6	29	29	
Gym	634 m²	4	4	22	22	35	35	
	Tatal	243	261	296	296	2510	2510	
	Total -	5	04	5	92	5020		

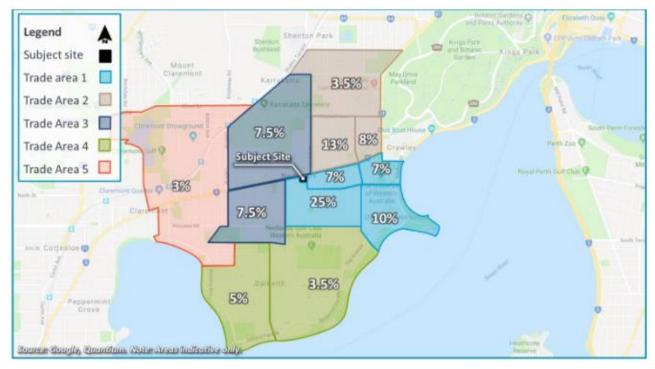
# 6.4 Pass-by Trips

Pass-by trip rates for PM peak adopted is 50% as referred to in *Austroads Guide to Traffic Management Part* 12. For Saturday, 20% pass-by rate is assumed as it is expected that most trips on a Saturday would be new trips. The pass-by trips are only applied on Stirling Highway. These pass-by rates were previously presented to the City of Nedlands and considered appropriate for this development.

# 6.5 Development Traffic Distribution

Development trip distribution adopted is shown in **Figure 6-2.** This distribution is previously considered appropriate by the City of Nedlands in their assessment of previous TIAs for the proposed development prepared by SLR (August 2019) and Riley Consulting (September 2021).

Figure 6-2 Adopted Trip Distribution



Source: Nedlands Square Development TIA by SLR August 2019

### 6.6 Background Traffic

To obtain the background traffic turning movements at key intersections, data was collated from various sources including Riley Consulting TIA for Nedlands Square (September 2021), proposed ALDI TIA by Transcore (June 2018), Main Roads WA Traffic Map, and midblock traffic counts undertaken by City of Nedlands, specifically as per the following:

#### > Dalkeith Road

Weekday PM peak hour volumes for Dalkeith Road is sourced from Main Roads WA Traffic Map 24-hour turning count in December 2019. Saturday Peak turning count was sourced from Riley Consulting TIA for Nedlands Square (September 2021). Daily volumes were sourced from September 2022 midblock counts by City of Nedlands.

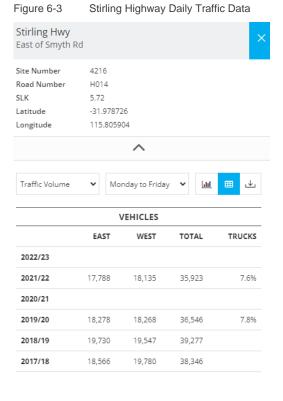
#### > Florence Road and Boronia Avenue

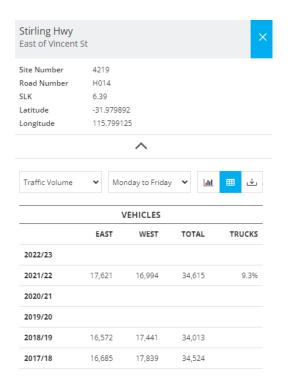
For Florence Road, the most recent midblock traffic count (September 2022) from the City of Nedlands was not used. This is due to the existing IGA shopping centre, which is closed in March 2020 is not captured in the traffic count. The IGA is due to be replaced by an ALDI shopping centre. Therefore, older traffic data from 2019 sourced from Riley Consulting and Transcore's ALDI TIA are adopted instead to obtain the PM and Saturday peak turning movements. As the ALDI shopping centre is only replacing the IGA shopping centre, the traffic generation from the new ALDI is assumed to be similar to the now closed IGA. Daily traffic is sourced from Main Roads WA Traffic Map turning counts from December 2019.

#### Kinninmont Avenue, Stanley Street, and Smyth Road

September 2022 midblock counts by City of Nedlands were used for these roads. Due to lack of turn counts from the Nedlands 2022 midblock counts, turn movements proportion were determined from available data from Riley Consulting TIA and Main Roads WA Traffic Map 2019 turn counts.

No future year background traffic has been adopted for the peak hour SIDRA analysis as traffic growth in the peak hour, particularly along Stirling Highway is constrained by the existing road capacity and additional traffic growth would therefore occur outside of the peak hour. Based on Main Roads WA Traffic Map, daily traffic along Stirling Highway has experience little growth in recent years as shown below in **Figure 6-3.** 





#### 6.7 Peak Hour Traffic Volumes

Peak hour traffic volumes diagrams are presented in Appendix D. These diagrams show

- > background traffic
- > diversion of background traffic due to turn restrictions at Florence Road and Stanley Street
- > development trips
- > background and development trip

Note that there is no turn count data at intersections along Edward Street and Carrington Street, hence no background turn volumes are provided at those intersections.

#### 6.8 Intersection Performance

SIDRA results for each approach are presented below in the form of Degree of Saturation (DOS), Average Delay, Level of Service (LOS) and 95th Percentile Queue. These characteristics are defined as follows:

- > Degree of Saturation (DOS) is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The DOS for an un-signalized intersection is considered critical where DOS > 0.80;
- > 95<sup>th</sup> percentile Queue is the statistical estimate of the queue length up to or below which 95% of all observed queues would be expected;
- > Average Delay is the average of all travel time delays for vehicles through the intersection; and
- > Level of Service (LOS) is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. The different levels of service can generally be described as shown in **Table 6-4**.

Table 6-4 Level of Service (LOS) Performance Criteria

LOS	Description	Signalised Intersection	Unsignalised Intersection
Α	Free-flow operations (best condition)	≤10 sec	≤10 sec
В	Reasonable free-flow operations	10-20 sec	10-15 sec
С	At or near free-flow operations	20-35 sec	15-25 sec
D	Decreasing free-flow levels	35-55 sec	25-35 sec
Е	Operations at capacity	55-80 sec	35-50 sec
F	A breakdown in vehicular flow (worst condition)	≥80 sec	≥50 sec



## 6.8.2 Analysis Scenario

The SIDRA analysis will be undertaken for the scenarios listed below in **Table 6-5**. **Figure 6-4** and **Figure 6-5** shows the SIDRA network layouts.

Table 6-5 SIDRA Analysis Scenario

	Description	Road Network
Scenario 1	Background traffic only without development.	Existing road network
Scenario 2	Background and development traffic. No growth applied to background traffic	<ul> <li>Boronia Avenue and Florence Road is left-in, left-out only</li> <li>Stanley Street is left-in, left-out, right in only</li> </ul>

Figure 6-4 SIDRA Network Scenario 1

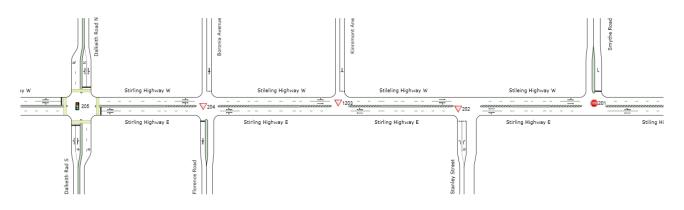


Figure 6-5 SIDRA Network Scenario 2

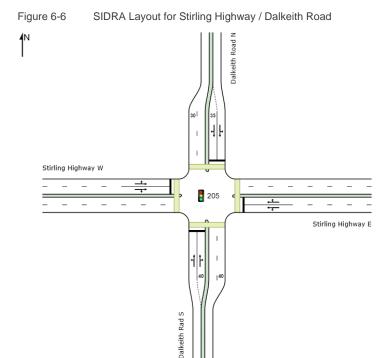


### 6.8.3 Stirling Highway / Dalkeith Road

The following presents the results of the analysis of Stirling Highway / Dalkeith Road intersection for all scenarios. **Figure 6-6** is a SIDRA layout representation of the intersection. Note that on Thursday PM peak, right turns from Stirling Highway to Dalkeith Road are prohibited.

**Figure 6-7** and **Table 6-6** shows the signal phase and timing for the SIDRA analysis for both scenarios. In Scenario 1, existing condition without development traffic, the phase timing is based on the latest publicly available SCATS data from February 2022. For Scenario 2, with development traffic, the cycle time was adjusted manually to produce the best performance.

Table 6-7 to Table 6-8 shows the results of the analysis.



Note: Right turn from Stirling Highway is banned at PM peak

Figure 6-7 Signal Phasing

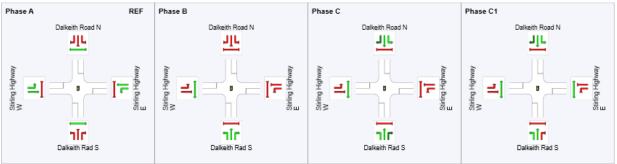


Table 6-6 Phase Timing

		PM Pe	Saturday Peak							
	Phase	Α	В	С	C1	Phase	Α	В	С	C1
	Phase Change Time (sec)	0	52	74	99	Phase Change Time (sec)	0	43	59	74
Scenario 1	Green Time (sec)	51	15	19	2	Green Time (sec)	42	9	10	1
Phase Time (sec) Phase Split		58	21	25	3	Phase Time (sec)	49	14	16	2
	, ,	54%	20%	23%	3%	Phase Split	60%	17%	20%	2%
				_						
	Phase	Α	В	С	C1	Phase	Α	В	С	C1
	Phase Phase Change Time (sec)	0 0	61	90	119	Phase Phase Change Time (sec)	0 0	62	81	C1 94
Scenario 2										
Scenario 2	Phase Change Time (sec)	0	61	90		Phase Change Time (sec)	0	62	81	94

Table 6-7 Stirling Highway / Dalkeith Road Scenario 1

Table 6-1 Guilling Flight	, , .		ad Occilario i								
				Stirling	Highway /	Dalkeith R	oad				
		Scenario 1 – Background Traffic Only									
Intersection Approach		1	hursday Pl	M Peak		Saturday Peak					
Арргоаст		DOS	Delay	Los	95% Queue (m)	DOS	Delay	Los	95% Queue (m)		
	L	0.169	24.6	С	32	0.111	23.4	С	8.7		
South: Dalkeith Road	Т	0.686	23.6	С	80.9	0.452	22.9	С	27.4		
	R	0.686	33.3	С	80.9	0.452	29.6	С	27.4		
	L	0.815	33.8	С	146.9	0.693	21.3	С	90		
East: Stirling Highway	Т	0.815	28.2	С	146.9	0.693	16.1	В	90		
	R	N/A	N/A	N/A	N/A	0.693	22	С	89.2		
	L	0.187	38.5	D	27.5	0.145	33.2	С	8.5		
North: Dalkeith Road	Т	0.66	39.6	D	69.5	0.511	30.9	С	27.9		
	R	0.660	49.2	D	69.5	0.511	36.3	D	27.9		
	L	0.597	27.5	С	153.2	0.7	21.5	С	94.4		
West: Stirling Highway	Т	0.597	21.9	С	153.3	0.7	16.2	В	94.4		
	R	N/A	N/A	N/A	N/A	0.7	22.1	С	88.4		
All vehicles		0.815	27.6	С	153.3	0.7	18.4	В	94.4		

Table 6-8 Stirling Highway / Dalkeith Road Scenario 2

				Stirling	Highway /	Dalkeith R	oad				
		Scenario 2 – Background Traffic + Development									
Intersection		1	hursday Pl	M Peak		Saturday Peak					
Approach		DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)		
	L	0.209	25.8	С	51	0.178	31.9	С	29.6		
South: Dalkeith Road	Т	0.849	22.2	С	111	0.723	29.8	С	72.8		
	R	0.849	48.8	D	111	0.723	44.8	D	72.8		
	L	0.897	52.3	D	146.9	0.796	23.9	С	146.9		
East: Stirling Highway	Т	0.897	46.7	D	146.9	0.796	23.1	С	146.9		
	R	N/A	N/A	N/A	N/A	0.796	36.4	D	146.9		
	L	0.242	44.6	D	46.7	0.229	44.8	D	25.7		
North: Dalkeith Road	Т	0.855	53.3	D	103.8	0.808	49.2	D	81.7		
	R	0.855	72	Е	103.8	0.808	56.8	E	81.7		
	L	0.628	34.9	С	197.1	0.767	23.4	С	242.8		
West: Stirling Highway	Т	0.628	29.2	С	197.3	0.767	22.8	С	242.8		
	R	N/A	N/A	N/A	N/A	0.767	37.6	D	168.8		
All vehicles		0.897	41.3	D	197.3	0.808	27.1	С	242.8		

As the analysis results shows, the intersection would experience a reduction in performance as a result of the development, however overall level of service and degree of saturation is still at an acceptable level, however the cycle time for the future scenario would need to be increased to achieve this as shown in **Table 6-6.** 

Worst performing movement after the completion of the development (Scenario 2) is the right turn out of Dalkeith Road north leg due to the increased delay, however, degree of saturation is still at an adequate level of under 0.9 for a constrained brownfield intersection.



## 6.8.4 Stirling Highway / Florence Road / Boronia Avenue

The following presents the results of the analysis of Stirling Highway / Florence Road / Boronia Avenue intersection for all scenarios. **Figure 6-8** is a SIDRA layout representation of the intersection. **Table 6-9** to **Table 6-10** shows the results of the analysis.

Figure 6-8 SIDRA Layout for Stirling Highway / Florence Road / Boronia Avenue

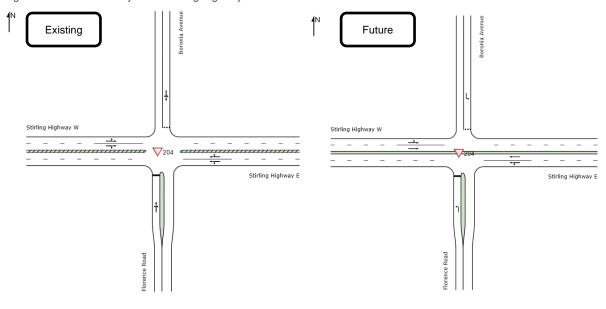


Table 6-9 Stirling Highway / Florence Road / Boronia Avenue Scenario 1

		Stirling Highway / Florence Road / Boronia Avenue Scenario 1 – Background Traffic Only										
Intersection		1	Thursday Pl	M Peak		Saturda	y Peak					
Approach		DOS	Delay	Los	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)			
	L	4.029	2819.2	F	301.9	4.228	2978.2	F	139.1			
South: Florence Road	Т	4.029	2973.9	F	301.9	4.228	3208.6	F	139.1			
	R	4.029	2947.4	F	301.9	4.228	3099.7	F	139.1			
	L	0.414	5	Α	108.6	0.487	5	Α	2.8			
East: Stirling Highway	Т	0.414	0.7	Α	110.9	0.487	0.4	Α	2.8			
	R	0.414	21.5	С	110.9	0.487	21.8	С	1.5			
	L	0.681	154.9	F	17.3	1.029	558.2	F	10.1			
North: Boronia Avenue	Т	0.681	643	F	17.3	1.029	1109.7	F	10.1			
	R	0.681	1068.5	F	17.3	1.029	1528.4	F	10.1			
	L	0.428	5.5	Α	0	0.475	5.5	Α	0			
West: Stirling Highway	Т	0.428	4.1	Α	67.7	0.475	3.8	Α	28.1			
	R	0.428	36.9	E	67.7	0.475	34.7	D	28.1			

Table 6-10 Stirling Highway / Florence Road / Boronia Avenue Scenario 2

		Stirling Highway / Florence Road / Boronia Avenue Scenario 2 – Background + Development									
Intersection		1	Thursday Pl	M Peak		Saturda	y Peak				
Approach		DOS	Delay	LOS	95% Queue (m)	DOS	Delay	LOS	95% Queue (m)		
South: Florence Road	L	0.327	15.5	С	24.2	0.425	14.9	В	18		
Facts Ctiving Highway	L	0.399	5	А	122.4	0.369	5	А	95.2		
East: Stirling Highway	Т	0.399	0	А	122.4	0.369	0	А	95.2		
North: Boronia Avenue	L	0.047	8.4	А	1.4	0.034	8.9	А	1		
West: Stirling Highway	L	0.361	5.5	А	0	0.396	5.5	Α	0		
	Т	0.361	0	А	0	0.396	0	А	0		

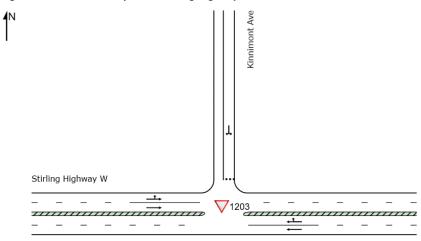
The results above show that at the existing condition, Florence Road and Boronia Avenue are performing poorly, even though these legs have very few turning movements. This is due to the high through traffic volume on Stirling Highway, which do not create enough gaps in traffic to allow right turn and through movements exit these legs in a timely manner.

Post development, Florence Road and Boronia Avenue are converted into left in and left out intersection, therefore right turn and through movements are removed and as a result, this intersection layout perform satisfactorily. The SIDRA result showing queue on Stirling Highway east leg is as a result of queuing at Dalkeith Road intersection extending into Florence Road and Boronia Avenue intersection.

## 6.8.5 Stirling Highway / Kinninmont Ave

The following presents the results of the analysis of Stirling Highway / Kinninmont Avenue intersection for all scenarios. **Figure 6-9** is a SIDRA layout representation of the intersection. **Table 6-11** to **Table 6-12** shows the results of the analysis.

Figure 6-9 SIDRA Layout for Stirling Highway / Kinninmont Avenue



Stirling Highway E

Table 6-11 Stirling Highway / Kinninmont Avenue Scenario 1

					Highway / Ł o 1 – Backo				
Intersection			Thursday	PM Peak			Saturda	y Peak	
Approach		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
East: Stirling	Т	0.737	2.3	А	27.5	0.388	1.3	А	5.4
Highway	R	0.737	26.1	D	27.5	0.388	29.8	D	5.4
North: Kinninmont	L	0.421	46	Е	8.6	0.773	273.9	F	7.4
Ave	R	0.421	1142	F	8.6	0.773	1012.7	F	7.4
West: Stirling	L	0.341	5	А	0	0.374	5	А	0
Highway	Т	0.341	0	А	0	0.374	0	А	0

Table 6-12 Stirling Highway / Kinninmont Avenue Scenario 2

					Highway / k 2 – Backgro				
Intersection			Thursday	PM Peak			Saturda	y Peak	
Approach		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
East: Stirling	Т	0.515	3.8	А	37.5	0.512	4.4	А	57.2
Highway	R	0.515	29.5	D	37.5	0.512	41.7	E	57.2
North: Kinninmont	L	0.807	182.7	F	23.2	1.047	363	F	39.5
Ave	R	0.807	2297.5	F	23.2	1.047	1308.7	F	39.5
West: Stirling	L	0.369	5	А	0	0.408	5	А	0
Highway	Т	0.369	0	А	6.5	0.408	0	А	19.8

In both scenarios, Kinninmont Avenue performs poorly due to delays experienced right turn movements exiting into Stirling Highway. Note that while the delays are high, the right turn volumes are very low (less than 5), and queue lengths are not extensive. Drivers would likely adjust to traffic condition and avoid turning right out from Kinninmont Avenue at peak times.

Other turn movements experience slight decrease in performance due to the development traffic, however they are all still perform at adequate levels.



## 6.8.6 Stirling Highway / Stanley Street

The following presents the results of the analysis of Stirling Highway / Stanley Street intersection for all scenarios. **Figure 6-10** is a SIDRA layout representation of the intersection. **Table 6-13** to **Table 6-14** shows the results of the analysis.

Figure 6-10 SIDRA Layout for Stirling Highway / Stanley Street

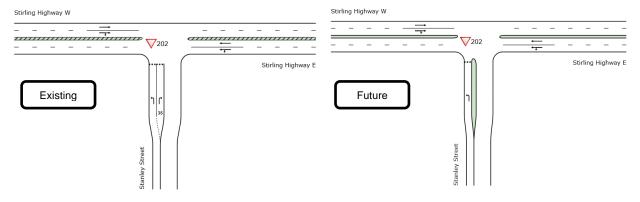


Table 6-13 Stirling Highway / Stanley Street Scenario 1

Table 0-13 Stilling 11	igitway	7 Otariloy Ot	ieet oceriano	<u>'</u>					
					ng Highway o 1 – Backç				
Intersection			Thursday	PM Peak		Saturday Peak			
Approach		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Stanley	L	0.046	10.1	В	1.2	0.029	8.7	А	0.3
Street	R	2.456	1867.1	F	86.4	1.579	1301.1	F	18.6
East: Stirling	L	0.417	3.8	А	0	0.362	3.8	А	0
Highway	Т	0.417	0	А	0	0.362	0	А	0
West: Stirling	Т	0.361	1.1	А	10.3	0.38	0.5	А	2.3
Highway	R	0.361	38.6	E	10.3	0.38	29.8	D	2.3

Table 6-14 Stirling Highway / Stanley Street Scenario 2

Table 0-14 Culling 11	igiiway	7 Ottarries Ot	rect occitatio						
					ng Highway 2 – Backgr				
Intersection			Thursday	PM Peak			Saturda	y Peak	
Approach		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
South: Stanley Street	L	0.171	9.8	А	3.6	0.107	12.6	В	2.7
East: Stirling	L	0.408	3.8	А	57.9	0.498	3.8	Α	0
Highway	Т	0.408	0	А	76.7	0.498	0	А	0
West: Stirling	Т	0.572	5.5	А	57.2	0.562	5.8	Α	57.2
Highway	R	0.572	39	E	57.2	0.562	36.2	Е	57.2



The results above show that at the existing condition, Stanley Street right turn is performing poorly, due to the high through traffic volume on Stirling Highway. In the post development scenario, this right turn movement is removed, and resulted in Stanley Street performing satisfactorily.

Right turn from Stirling Highway into Stanley Street experience reduction in performance due to the additional development traffic, with queue extending pass Kinninmont Avenue. This would restrict right turn movement out from time to time. However, the right turn movement out of Kinninmont Avenue is very low (less than 5) and it is likely that drivers will adjust to traffic condition and would avoid turning right out of Kinninmont Avenue during peak time.



## 6.8.7 Stirling Highway / Smyth Road

The following presents the results of the analysis of Stirling Highway / Smyth Road intersection for all scenarios. **Figure 6-11** is a SIDRA layout representation of the intersection. **Table 6-15** to **Table 6-16** shows the results of the analysis.

Figure 6-11 SIDRA Layout for Stirling Highway / Smyth Road

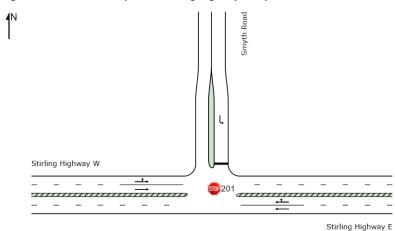


Table 6-15 Stirling Highway / Smyth Road Scenario 1

					ing Highwa o 1 – Backç				
Intersection		Thursday	PM Peak			Saturday Peak			
Approach		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
East: Stirling	Т	0.646	4.4	Α	65.4	0.629	3.8	Α	20.8
Highway	R	0.646	30.6	D	65.4	0.629	34.5	D	20.8
North: Smyth Road	L	0.209	11.7	В	5.7	0.25	12.8	В	2.9
West: Stirling	L	0.345	3.8	Α	0	0.371	3.8	А	0
Highway	Т	0.345	0	Α	0	0.371	0	А	0

Table 6-16 Stirling Highway / Smyth Road Scenario 2

Table 6-16 Suning H	igiiway	/ Sillytti Koa	ad Scenario 2						
Intersection			-	Scenario	ing Highwa 2 – Backgr		elopment/		
Approach			Thursday	PM Peak			Saturda	ay Peak	
приссен		DOS	Delay (s)	LOS	95% Queue (m)	DOS	Delay (s)	LOS	95% Queue (m)
East: Stirling	Т	0.922	18	С	204	0.694	2.9	Α	46.9
Highway	R	0.922	54.5	F	204	0.694	40.4	Е	46.9
North: Smyth Road	L	0.216	12	В	5.9	0.26	13.2	В	7.6
West: Stirling	L	0.356	3.8	Α	0	0.384	3.8	Α	0
Highway	Т	0.356	0	Α	0	0.384	0	Α	0

Post development, the right turn movement from Stirling Highway into Smyth Road experience decrease in performance due to a combination of increased eastbound through traffic along Stirling Highway due to development traffic and some development traffic diverting to this intersection to head north due to the removal of right turn movement at Stanley Street. The queue lengths in the PM peak are particularly high and would obstruct other intersections along Stirling Highway.

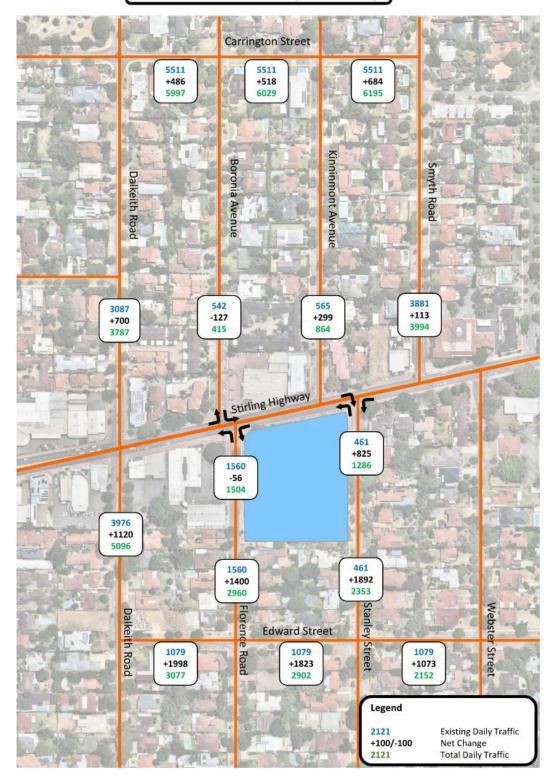
Smyth Road in existing condition is already have a significant volume of traffic (128 vph) in the PM peak and it is noted that Main Roads WA has a plan to install traffic signals at Smyth Road in the future to improve the safety performance of this intersection. This is expected to provide improvements to performance to the right turn movements into Smyth Road and would benefit the intersection both at existing condition and post development.

# 6.9 Local Traffic Impacts

**Figure 6-12** below summarises the changes in daily traffic volume changes within the local road network. The next sections will discuss the local traffic impact further.

Figure 6-12 Daily Traffic Volume Changes

# DAILY TRAFFIC FLOW (TWO-WAY)





## 6.9.1 Assessment Against Main Roads WA Road Hierarchy Criteria

Main Roads WA Road Hierarchy designates the role of all roads in WA as described in **Section 2.2**. Each hierarchy category has criteria that define its role, with one of them being the maximum desirable daily volume.

**Table 6-17** shows the daily traffic on local roads compared with the threshold.

Table 6-17 Daily Traffic Impact Assessment Against MRWA Road Hierarchy Criteria

able 6-17 Dai	ly Traffic Impact Assessment Agai	Instivikwa Road Hiera	irchy Chlena		
Road	Location	MRWA Road Hierarchy Threshold (vpd)	Background Traffic Only (vpd)	Net Change* (vpd)	Total Traffic (vpd)
Dalkeith Road (North of Stirling Highway)	Between Stirling Highway and Carrington Street	Access Road (3,000)	3,087	+700	3,787
Dalkeith Road (South of Stirling Highway)	Between Stirling Highway and Edward Street	Local Distributor (6,000)	3,976	+1,120	5,096
Florence Road	Between Stirling Highway and Woolworth Access	Access Road (3,000)	1,560	-56	1,504
Florence Road	Between Edward Street and Woolworth Access	Access Road (3,000)	1,560	+1,400	2,960
Boronia Avenue	Between Stirling Highway and Carrington Street	Access Road (3,000)	542	-127	415
Stanley Street	Between Stirling Highway and Woolworth Access	Access Road (3,000)	461	+825	1,286
Stanley Street	Between Edward Street and Woolworth Access	Access Road (3,000)	461	+1,892	2,353
Kinninmont Avenue	Between Stirling Highway and Carrington Street	Access Road (3,000)	565	+299	864
Smyth Road	Between Stirling Highway and Carrington Street	Local Distributor (6,000)	3,881	+113	3,994
Edward Street	Between Dalkeith Road and Florence Road	Access Road (3,000)	1,079	+1,998	3,077
Edward Street	Between Florence Road and Stanley Street	Access Road (3,000)	1,079	+1,823	2,902
Edward Street	East of Stanley Street	Access Road (3,000)	1,079	+1,073	2,152
Carrington Street	Between Dalkeith Road and Boronia Avenue	Local Distributor (6,000)	5,511	+486	5,997
Carrington Street	Between Boronia Avenue and Kinninmont Avenue	Local Distributor (6,000)	5,511	+518	6,029
Carrington Street	Between Kinninmont Avenue and Smyth Road	Local Distributor (6,000)	5,511	+684	6,195

<sup>\*</sup> Net Change includes development traffic, as well as background traffic that diverts due changes at Florence Road and Stanley Street



As the table above shows, most roads in the vicinity of the Site will remain within the desirable maximum volume after the development is completed. There are a few roads that slightly exceed its threshold, which are listed below:

- > Dalkeith Road (north) Between Stirling Highway and Carrington Street 3,787vpd, Access Road threshold 3,000vpd
- > Edward Street Between Dalkeith Road and Florence Road 3,077 vpd, Access Road threshold 3,000vpd
- > Carrington Street Between Boronia Avenue and Kinninmont Avenue 6,029 vpd, Local Distributor threshold 6,000vpd
- Carrington Street Between Kinninmont Avenue and Smyth Road 6,195 vpd, Local Distributor threshold 6,000vpd.

While Dalkeith Road (north) is classified as an Access Road, the existing traffic volume is already slightly exceeding its desirable volume, indicating that this road is performing a role similar to a Local Distributor. The development is adding a further 700vpd which may marginally reduce the amenity of the street, however as the increase is not particularly high and only for a short section of Dalkeith Road, the impact is not significant. If the road is considered as a Local Distributor, then the total daily volume is still well within the 6,000vpd threshold of a Local Distributor road.

Traffic volumes on Carrington Street and Edward Street only exceed their respective threshold slightly and therefore it is not expected to result in material impact to the amenity of the surrounding area.

Overall, the development traffic is not expected to result in significant impact to the local road network development.

#### 6.9.2 Assessment Against Liveable Neighbourhoods Guidelines

Liveable Neighbourhoods guidelines is WAPC's policy for the design and assessment for structure plan and subdivision for new urban, greenfield, and urban infill sites. While Main Roads hierarchy focuses on function, Liveable Neighbourhoods puts more emphasis on amenity, character, and land use integration.

Since the Site is located at an existing urban area (brownfield site), Liveable Neighbourhoods guidelines do not apply to the Site, however it can still provide guidance on whether the daily traffic volume would exceed the desirable maximum and thus potentially negatively impact the amenity of the area. However, in most older Perth suburbs, with older street designs and mixed-use development, the Liveable Neighbourhood volume thresholds are generally exceeded.

**Table 6-18** below shows the daily traffic on local roads compared to Liveable Neighbourhoods threshold. As these roads were not build to Liveable Neighbourhood standards, the classification of each road will only be based on the existing pavement width.

As the Site is located in an established suburb, the roads are narrow as it was built is accordance with older standards and as such most streets would be classified as Access Street D, the lowest hierarchy of access streets, and as a result many roads in the vicinity of the Site exceeded its desirable maximum volume based Liveable Neighbourhood guidelines even without the proposed development.

However, if the function of the road as per the Main Roads WA hierarchy is taken into consideration, the roads some of the roads such as Dalkeith Road and Smyth Road would be classified as Neighbourhood Connector A.

One of the key differentiators between Access Street C and D in Liveable Neighbourhood is whether onstreet parking is allowed. As many streets in the vicinity of the Site allows on-street parking on one side of the road, many Access Street D would at least be classified as Access Street C if on-street parking within the carriageway was allowed.

When the Liveable Neighbourhood threshold is set as its function, all roads except for Dalkeith Road north of Stirling Highway is within the threshold. In case of Dalkeith Road (north), the impact of the additional traffic is not expected to be unacceptable as it is only occurring on a short section of Dalkeith Road, between Stirling Highway and Carrington Street.

Table 6-18 Daily Traffic Impact Assessment Against Liveable Neighbourhood Guidelines

			N old (vpd)			
Road	Location	Classification based on Pavement width	Classification based on function	Background Traffic Only (vpd)	Net Change* (vpd)	Total Traffic (vpd)
Dalkeith Road (North of Stirling Highway)	Between Stirling Highway and Carrington Street	Access Street D (1,000)	Neighbourhood Connector B (3,000)	3,087	+700	3,787
Dalkeith Road (South of Stirling Highway)	Between Stirling Highway and Edward Street	Access Street B (3,000)	Neighbourhood Connector A (7,000)	3,976	+1,120	5,096
Florence Road	Between Stirling Highway and Woolworth Access	Access Street D (1,000)	Access Street C (3,000)	1,560	-56	1,504
Florence Road	Between Edward Street and Woolworth Access	Access Street D (1,000)	Access Street C (3,000)	1,560	+1,400	2,960
Boronia Avenue	Between Stirling Highway and Carrington Street	Access Street D (1,000)	Access Street C (3,000)	542	-127	415
Stanley Street	Between Stirling Highway and Woolworth Access	Access Street D (1,000)	Access Street C (3,000)	461	+825	1,286
Stanley Street	Between Edward Street and Woolworth Access	Access Street D (1,000)	Access Street C (3,000)	461	+1,892	2,353
Kinninmont Avenue	Between Stirling Highway and Carrington Street	Access Street D (1,000)	Access Street C (3,000)	565	+299	864
Smyth Road	Between Stirling Highway and Carrington Street	Access Street C (3,000)	Neighbourhood Connector A (7,000)	3,881	+113	3,994
Edward Street	Between Dalkeith Road and Florence Road	Access Street D (1,000)	Access Street C (3,000)	1,079	+1,998	3,077
Edward Street	Between Florence Road and Stanley Street	Access Street D (1,000)	Access Street C (3,000)	1,079	+1,823	2,902
Edward Street	East of Stanley Street	Access Street D (1,000)	Access Street C (3,000)	1,079	+1,073	2,152
Carrington Street	Between Dalkeith Road and Boronia Avenue	Access Street C (3,000)	Neighbourhood Connector A (7,000)	5,511	+486	5,997
Carrington Street	Between Boronia Avenue and Kinninmont Avenue	Access Street C (3,000)	Neighbourhood Connector A (7,000)	5,511	+518	6,029
Carrington Street	Between Kinninmont Avenue and Smyth Road	Access Street C (3,000)	Neighbourhood Connector A (7,000)	5,511	+684	6,195

<sup>\*</sup> Net Change includes development traffic, as well as background traffic that diverts due changes at Florence Road and Stanley Street

#### 6.10 **Pedestrian and Cycling Amenity**

Footpaths are available on all road frontages and the proposed development has provided pedestrian access to all of these road frontages. Cyclists can access the Site from either Florence Road or Stanley Street. Bicycle parking for visitors is provided near the Captain Stirling Hotel on Florence Road, while staff EoT is accessed from Stanley Street.

Pedestrian crossing facilities are provided across Florence Road and Stanley Street, however there is no midblock crossing facility (refuge) provided on Stirling Highway. Stirling Highway experiences high volumes of traffic and has a narrow median strip, which is not conducive to providing a safe environment for pedestrian crossing. The nearest crossing facility to allow pedestrians to cross Stirling Highway is located at the intersection of Dalkeith Road 100m to the west of the Site, where signalised crossing is provided which will provide a safer alternative to cross Stirling Highway. There is also another crossing at Smyth Road, however it is inconvenient for people with mobility impairment as it is located uphill from the Site.

The provision of a pedestrian refuge island on Stirling Highway, midway between Florence Road and Kinnimont Avenue, was investigated by the project team and the likely works involved are shown in Figure 6-13 and Appendix E. Due to the age of Stirling Highway and the narrow road reservation, the works would involve significant pavement widening, relocation of drainage and other utilities (e.g., telecommunications), and significant filling and retaining within the current Captain Stirling beer garden area due to the level difference between the road and the hotel site (which is State Heritage Listed). Overall, it is considered that the provision of a refuge island would not be feasible in advance of the general widening of Stirling Highway which will be undertaken by Main Roads at a later date.

Figure 6-13 Stirling Highway Refuge Island Concept ⋛ H81 H83 KINNIMONT GRATED GULLY TO BE PROPOSED STIRLING HIGHWAY RELOCATED TO THE FACE REALIGNMENT TO FACILITATE OF NEW KERB. 2000mm WIDE PEDESTRIAN REFUGE.

WESTERN SWEEP OF STANLEY STREET INTERSECTION TO BE RECONSTRUCTED IN ORDER TO FACILITATE LEFT IN, LEFT **OUT MOVEMENTS** WATER MAIN LIKELY TO BE IMPACTED PROPOSED ROAD RESERVE WIDENING

#### 6.11 **Public Transport Access**

The Site has a good access to public transport due to a number of high frequency bus routes along Stirling Highway, including route 995, 998, and 999. The nearest bus stops are located near the intersection of Dalkeith Road and can be accessed via footpaths along Stirling Highway and the signalised crossing facility.

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FACILITATE THE WATER MAIN

REALIGNMENT.

COMMUNICATIONS, HV AND LV TO BE RELOCATED TO THE SOUTH TO

TO FACILITATE THE PROPOSED

PEDESTRIAN CROSSING AND PRAM

RAMP. EARTH FILL REQUIRED AND

POTENTIALLY A RETAINING WALL TO

FACILITATE THE FOOTPATH WIDENING

# 7 Summary

This Transport Impact Assessment outlines the transport aspects of the proposed redevelopment focusing on impact to intersections, local traffic, access, as well as discussions regarding pedestrian and public transport.

This assessment has been prepared in accordance with the WAPC Transport Impact Assessment Guidelines Volume 4: Individual Developments (2016) for lodgement with the development application.

The following conclusions have been made in regard to the proposed development:

- > The Site is proposed to be redeveloped to as a shopping centre, consisting of supermarket, medical centre, pharmacy, specialty retails, liquor store, restaurant/café. The existing Captain Stirling Hotel site will be retained.
- > The proposed development is estimated to generate 504 trips in the AM peak, 592 trips in the PM peak, and up to 5020 trips daily;
- As part of the development, Florence Road and Boronia Avenue are proposed to be modified to only allow left in and left out movements only. Stanley Street is proposed to be modified by removing right out movement. As part of the Stirling Highway future widening/upgrades, Main Roads WA also have plans for rationalisation of the Stirling Highway road reserve and the proposed turning restrictions at Boronia Avenue, Florence Road, and Stanley Street is consistent with this plan. Additionally, a laneway to the rear of the Site connecting Florence Road and Stanley Street is proposed.
- SIDRA analysis has been conducted at intersections along Stirling Highway between and inclusive of Dalkeith Road and Smyth Road. All intersections perform adequately post development with the exception of Kinninmont Avenue and Smyth Road.
  - Kinninmont currently performs poorly due to delays when turning right out. As a result, the right turn volume is low as drivers seek a more convenient route. It is expected that drivers will continue to adjust their behaviour and select a different route due to the delay experienced.
  - SIDRA results indicates that the right turn from Stirling Highway into Smyth Road post development would experience long queues in the PM peak, which would negatively impact Stirling Highway. Main Roads WA long term plan is to upgrade Smyth Road to be a signalised intersection, which would improve the performance of this intersection.
- Local traffic Impact of the development would overall be able to be catered by the local road network, and is not expected to result in unacceptable outcome to amenity. Some roads may slightly experience higher traffic than their daily volume threshold, however this would only occur only along short sections.
  - In the case of Dalkeith Road north of Stirling Highway, the existing traffic volume is already exceeding the volume threshold of its existing Main Roads WA road hierarchy (as Access Road) and Liveable Neighbourhood classification (as either Access Road D or Neighbourhood Connector B). This indicates that this road is performing a role similar to a Local Distributor or Neighbourhood Connector A. Note that the higher traffic volume only occurs on a short section of Dalkeith Road north of Stirling Highway, and as such, the impact to amenity will not be unacceptable.

**APPENDIX** 

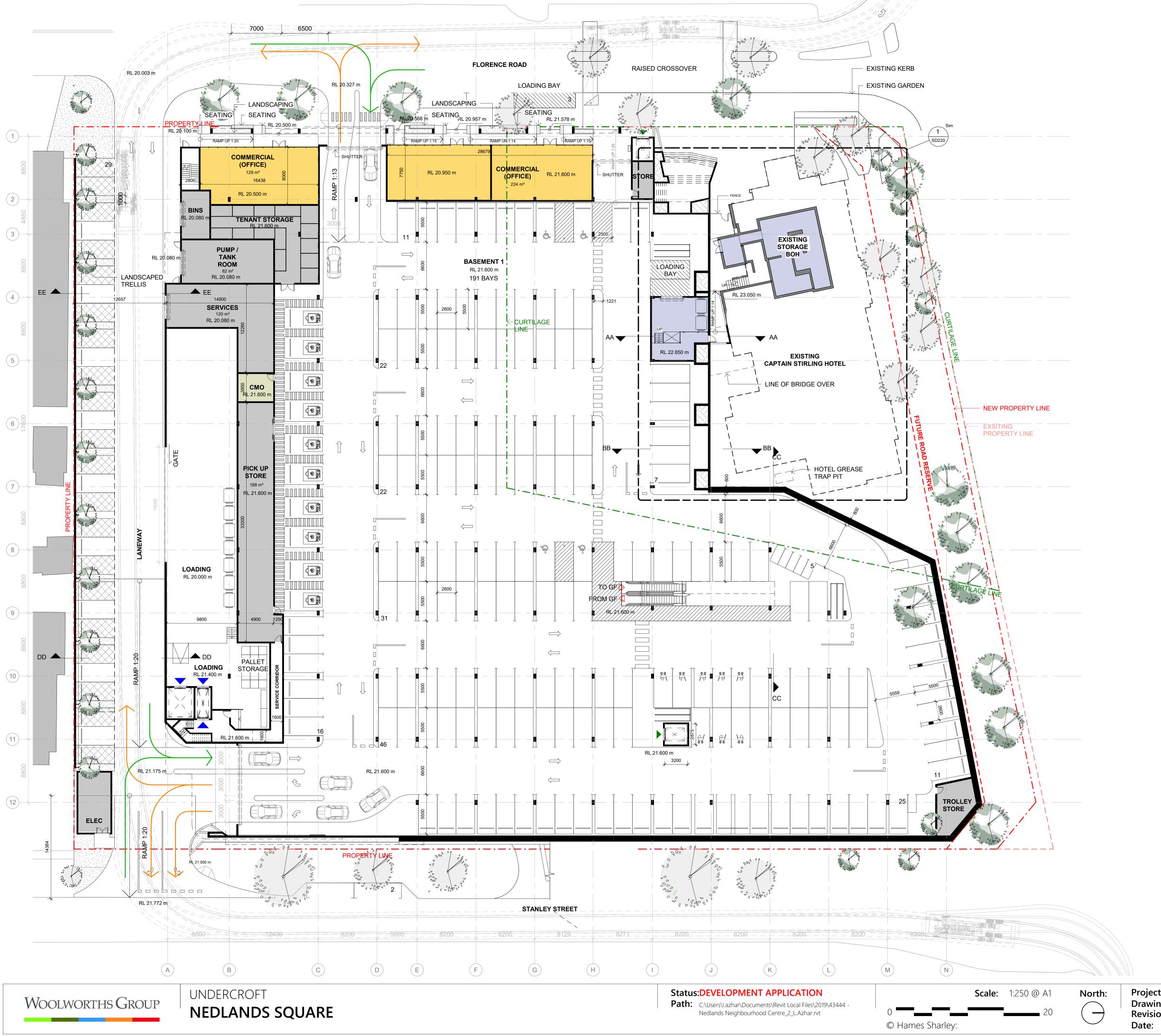
A

SITE PLAN



now





UNDERCROFT FLO	OR ARE	A (N	LA)
Name	Co	unt	Area
	·		
COMMERCIAL	2		353 m²
GROUND FLOOR NLA:	2		353 m²

PARKING - BASEMENT 1					
Туре	Count				
LANEWAY					
5400 x 2600 Standard Parking	29				
	29				
	10				
UNDERCROFT 5400 x 3000 Drive-Thru Pick-Up 5500 x 2600 Disabled Bays	10				
5400 x 3000 Drive-Thru Pick-Up					
5400 x 3000 Drive-Thru Pick-Up 5500 x 2600 Disabled Bays 5500 x 2600 Parents Parking	4				
5400 x 3000 Drive-Thru Pick-Up 5500 x 2600 Disabled Bays	4 8				

MOTORCYCLE BAYS:

# TREE LEGEND



**NEW TREES** 



**EXISTING TREES** 

# RETAIL AREAS

CMO

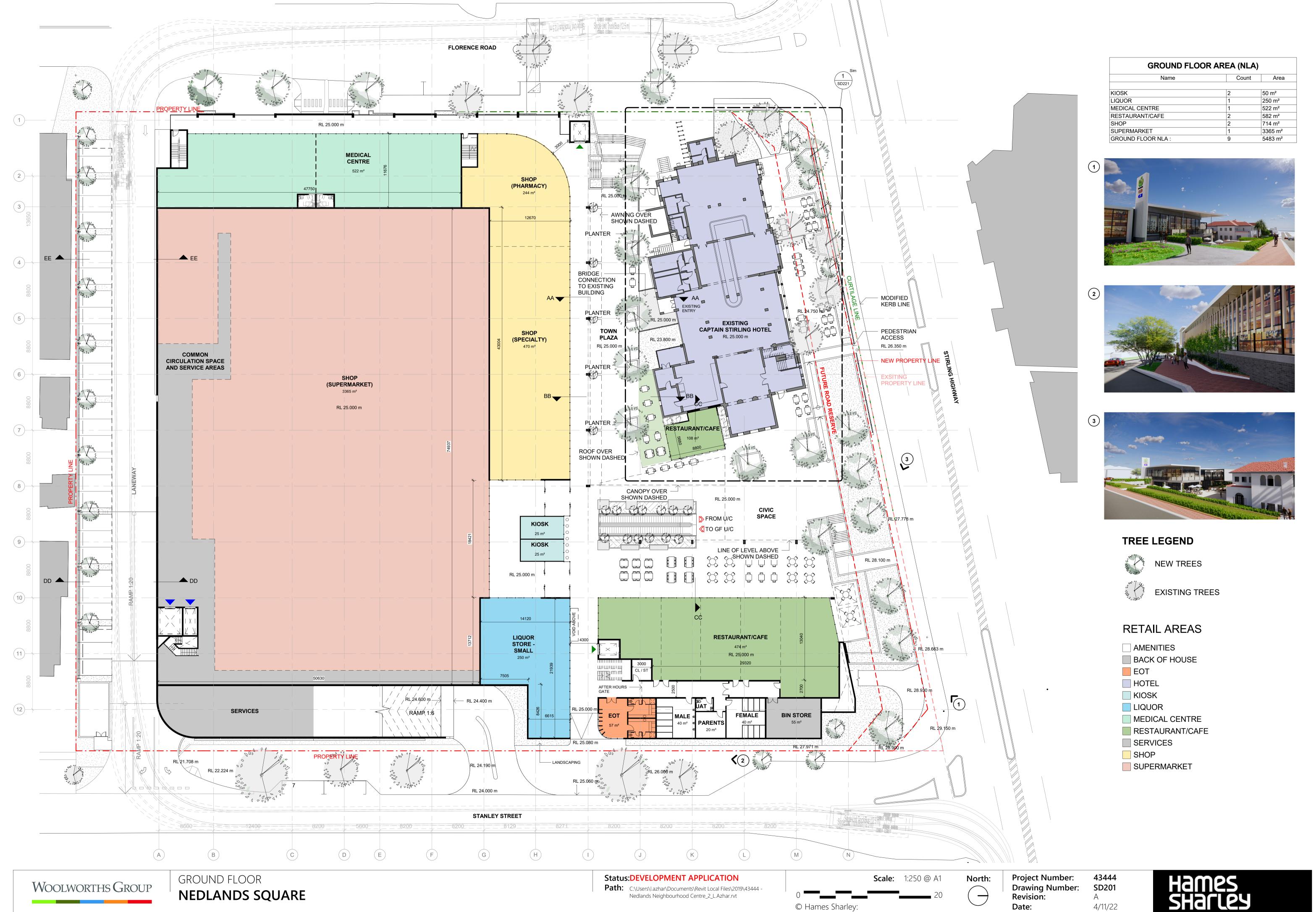
COMMERCIAL

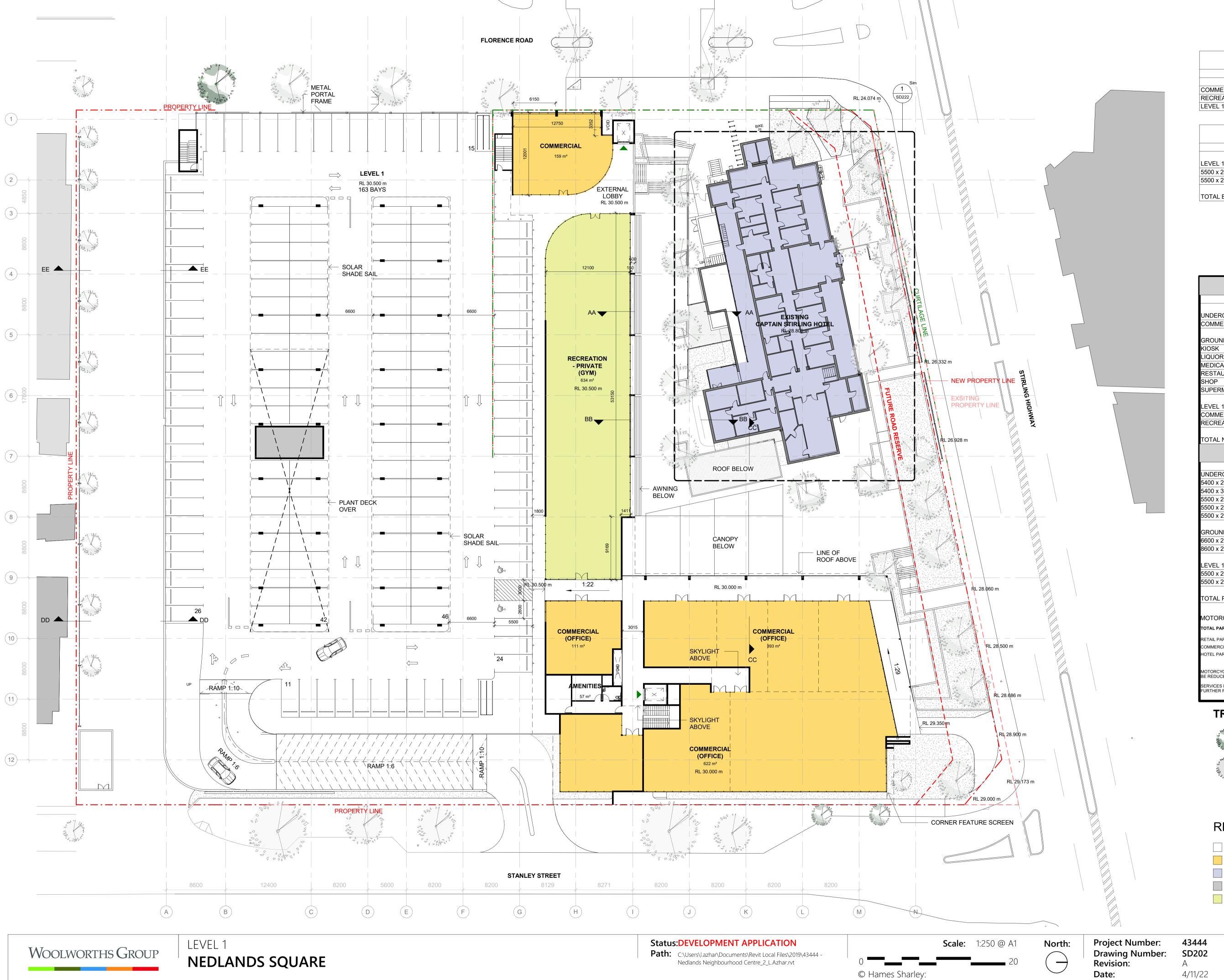
HOTEL

SERVICES

Project Number: Drawing Number: Revision:

43444 SD200 4/11/22





 LEVEL 1 AREA (NLA)

 Name
 Count
 Area

 COMMERCIAL
 4
 1286 m²

 RECREATION - PRIVATE
 1
 634 m²

 LEVEL 1 NLA :
 5
 1920 m²

PARKING - LEVEL 1						
Туре	Count					
LEVEL 1						
5500 x 2600 Disabled Bays	2					
5500 x 2600 Standard Parking	161					
	163					
TOTAL BAY:	163					

Tenancy	Count	Area
,		
UNDERCROFT		
COMMERCIAL	2	353 m²
	2	353 m²
GROUND FLOOR		
KIOSK	2	50 m²
LIQUOR	1	250 m²
MEDICAL CENTRE	1	522 m²
RESTAURANT/CAFE	2	582 m²
SHOP	2	714 m²
SUPERMARKET	1	3365 m²
	9	5483 m²
LEVEL 1		T
COMMERCIAL	4	1286 m²
RECREATION - PRIVATE	1	634 m²
	5	1920 m²
TOTAL NLA :	16	7756 m²
JNDERCROFT		20
5400 x 2600 Standard Parking		29
5400 x 3000 Drive-Thru Pick-Up		10
5500 x 2600 Disabled Bays		4
5500 x 2600 Parents Parking		8
5500 x 2600 Standard Parking		169
		220
GROUND FLOOR		
6600 x 2100 Parallel Bays		4
8600 x 2100 Parallel Loading Bays		1
LEVEL 4		5
LEVEL 1 5500 x 2600 Disabled Bays		2
5500 x 2600 Disabled Bays 5500 x 2600 Standard Parking		161
Jood X 2000 Standard Parking		163
TOTAL PARKING PROVIDED :		388
TOTAL PARKING PROVIDED :		388
		7
TOTAL PARKING PROVIDED :  MOTORCYCLE BAYS: TOTAL PARKING REQUIRED		
MOTORCYCLE BAYS:		7 : 367 BAYS
MOTORCYCLE BAYS: TOTAL PARKING REQUIRED RETAIL PARKING REQUIRED	: 247 @ 5 BAYS / 100	7 : 367 BAYS
MOTORCYCLE BAYS:  TOTAL PARKING REQUIRED  RETAIL PARKING REQUIRED  COMMERCIAL/ MEDICAL PARKING REQUIRED	: 247 @ 5 BAYS / 100 : 70 @ 2.5 BAYS / 100	7 : 367 BAYS
MOTORCYCLE BAYS:  FOTAL PARKING REQUIRED  RETAIL PARKING REQUIRED	: 247 @ 5 BAYS / 100	7 : 367 BAYS
MOTORCYCLE BAYS:  OTAL PARKING REQUIRED  ETAIL PARKING REQUIRED  OMMERCIAL/ MEDICAL PARKING REQUIRED	: 247 @ 5 BAYS / 100 : 70 @ 2.5 BAYS / 100 : 50 BAYS	7 : <b>367 BAYS</b> m <sup>2</sup> Dm <sup>2</sup>

# TREE LEGEND



**NEW TREES** 



EXISTING TREES

# RETAIL AREAS

AMENITIES

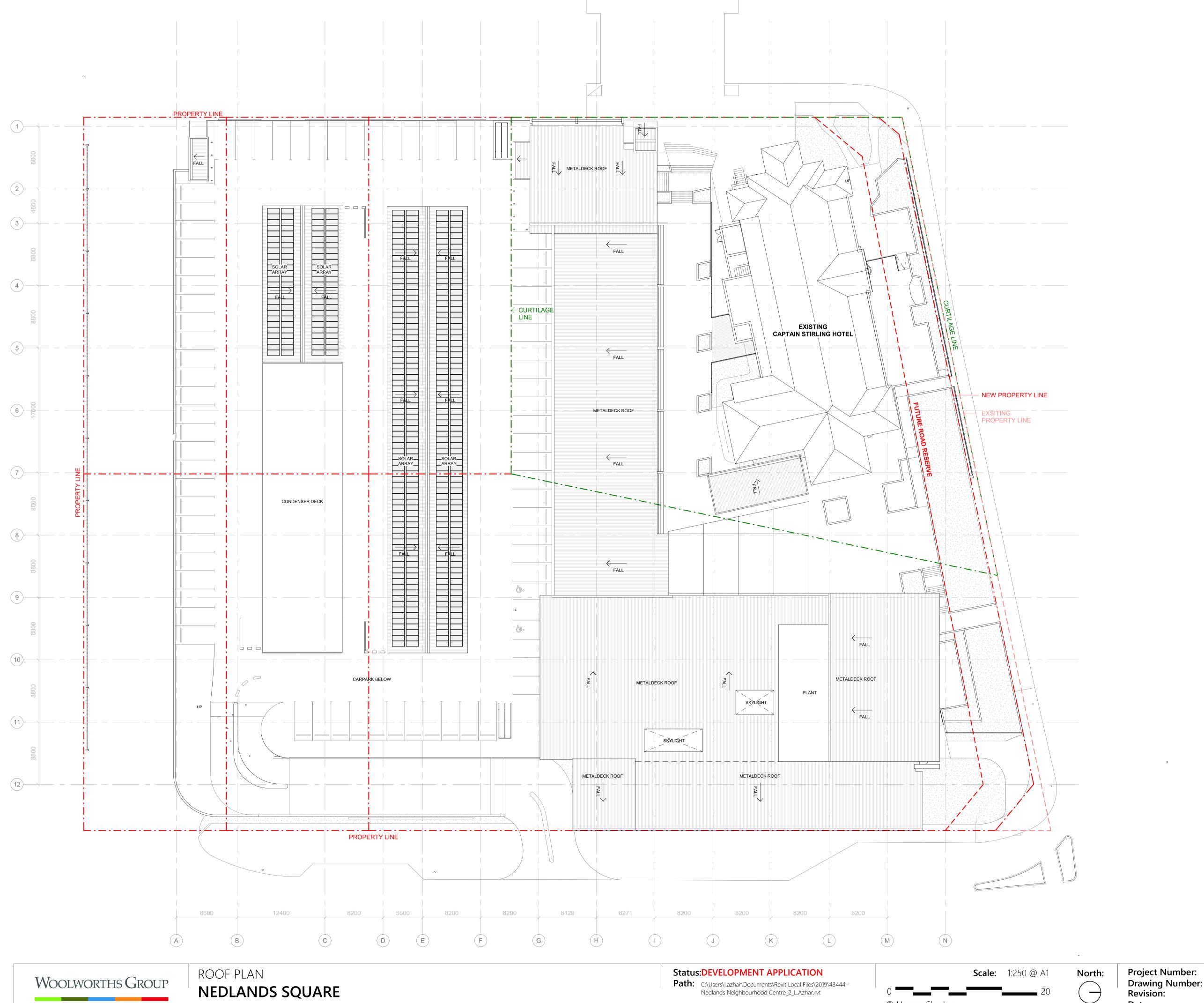
COMMERCIAL

HOTEL PLANT

□ PLANT

RECREATION - PRIVATE

Hames



43444 SD206 4/11/22 **APPENDIX** 

B

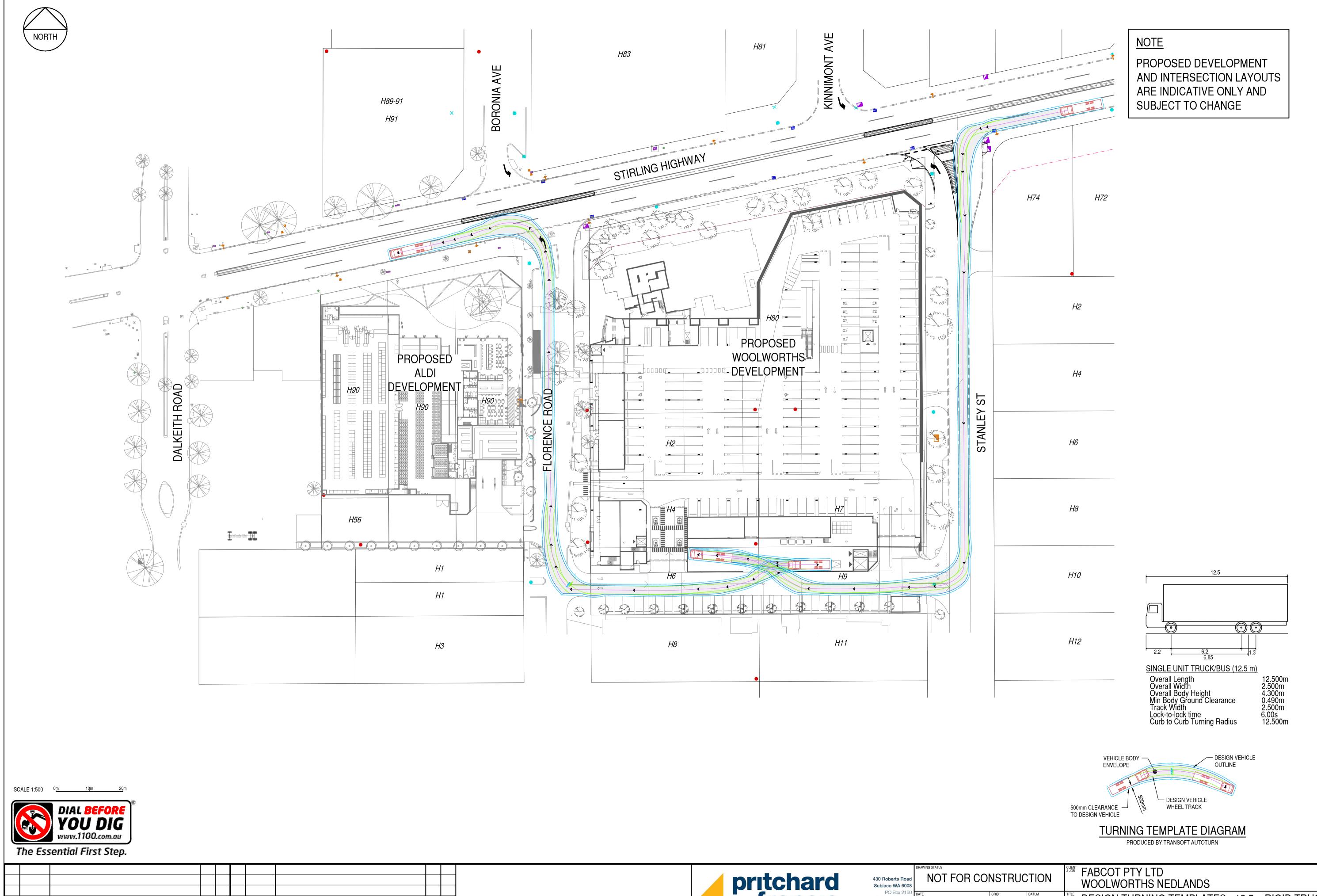
**SWEPT PATHS** 



19.1 - Attachment 1

now





pritchard	NOT FOR CONSTRUCTION WOOLWORTHS NEDLANDS  NOT FOR CONSTRUCTION WOOLWORTHS NEDLANDS
FOR APPROVAL RH JDP francis  BOCK MOVEMENTS ADDED RH JDP	Subiaco WA 6904  AUGUST 2022  GRID PCG94  DATUM AHD  DESIGN TURNING TEMPLATES - 12.5m RIGID TRUCK CONTINUOUS MOVEMENT  CONTINUOUS MOVEMENT
SSUE DESCRIPTION BY CHKR REV DATE DESCRIPTION BY CHKR	Telephone: (08) 9382 5111 admin@pfeng.com.au  N/A  Scale u.n.o.  State u.n.o.  A1  DRG No.  20111-C9-SK-10  Revision  C

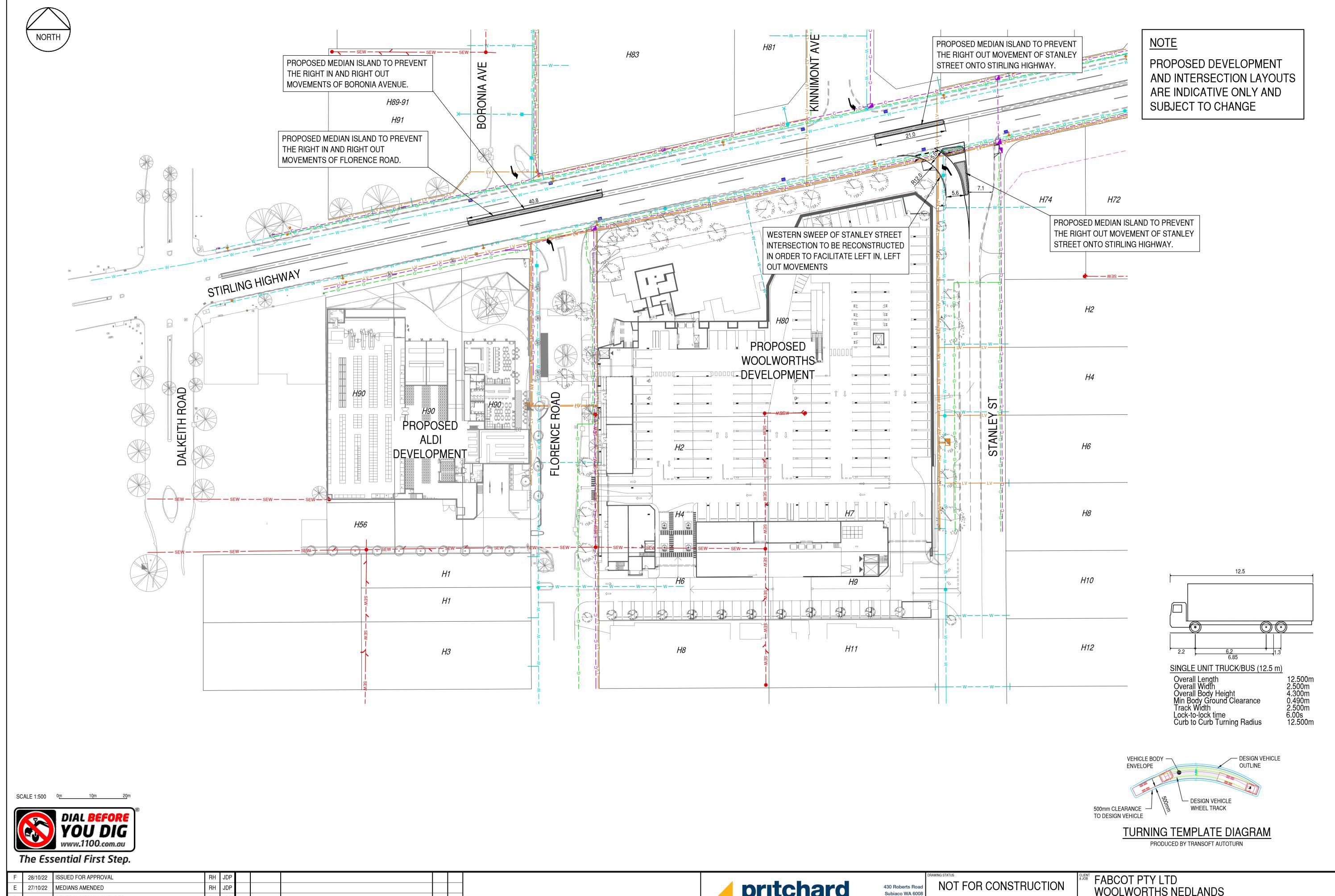
# **APPENDIX**

C

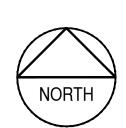
FLORENCE ROAD & STANLEY STREET CONCEPT





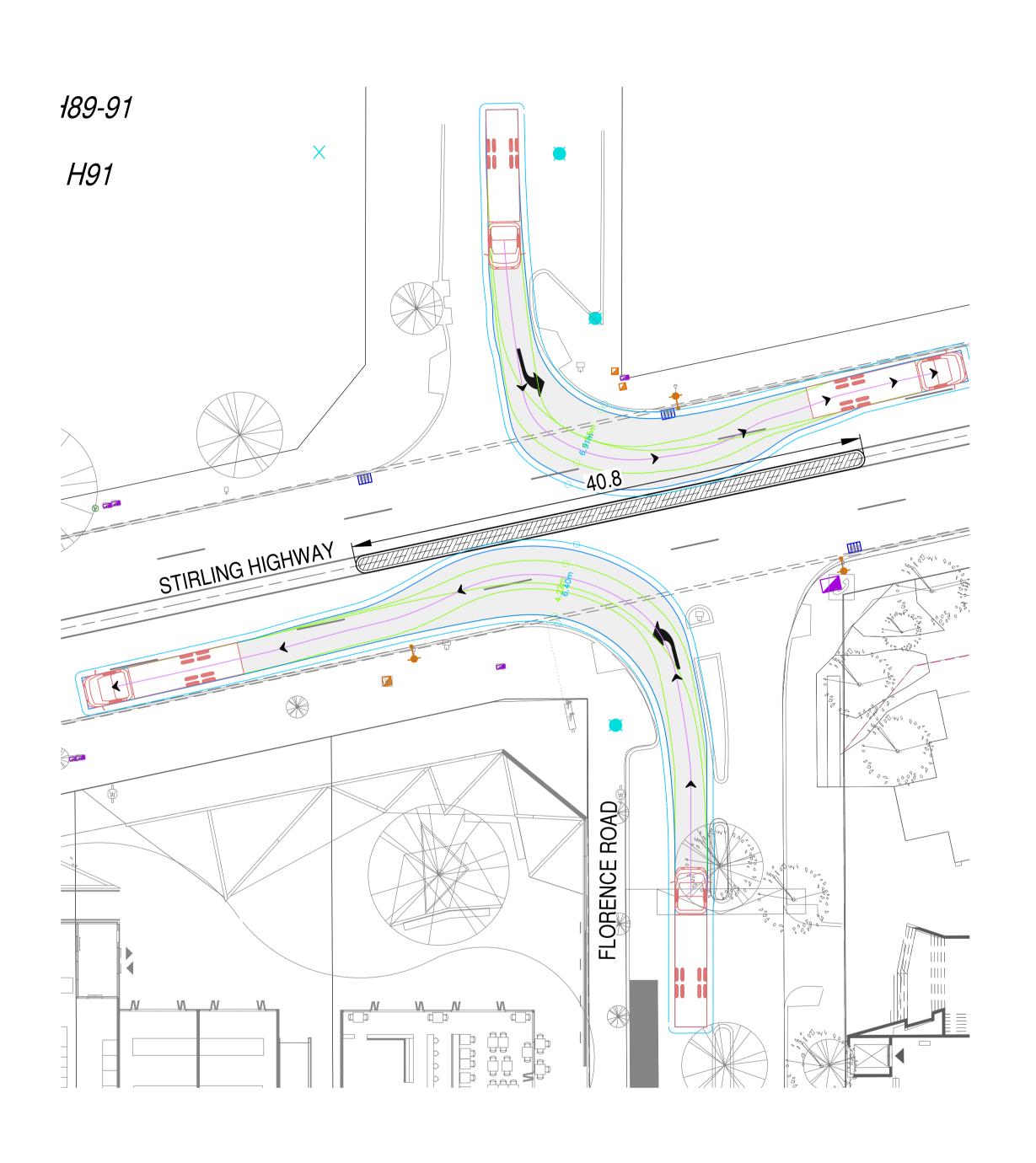


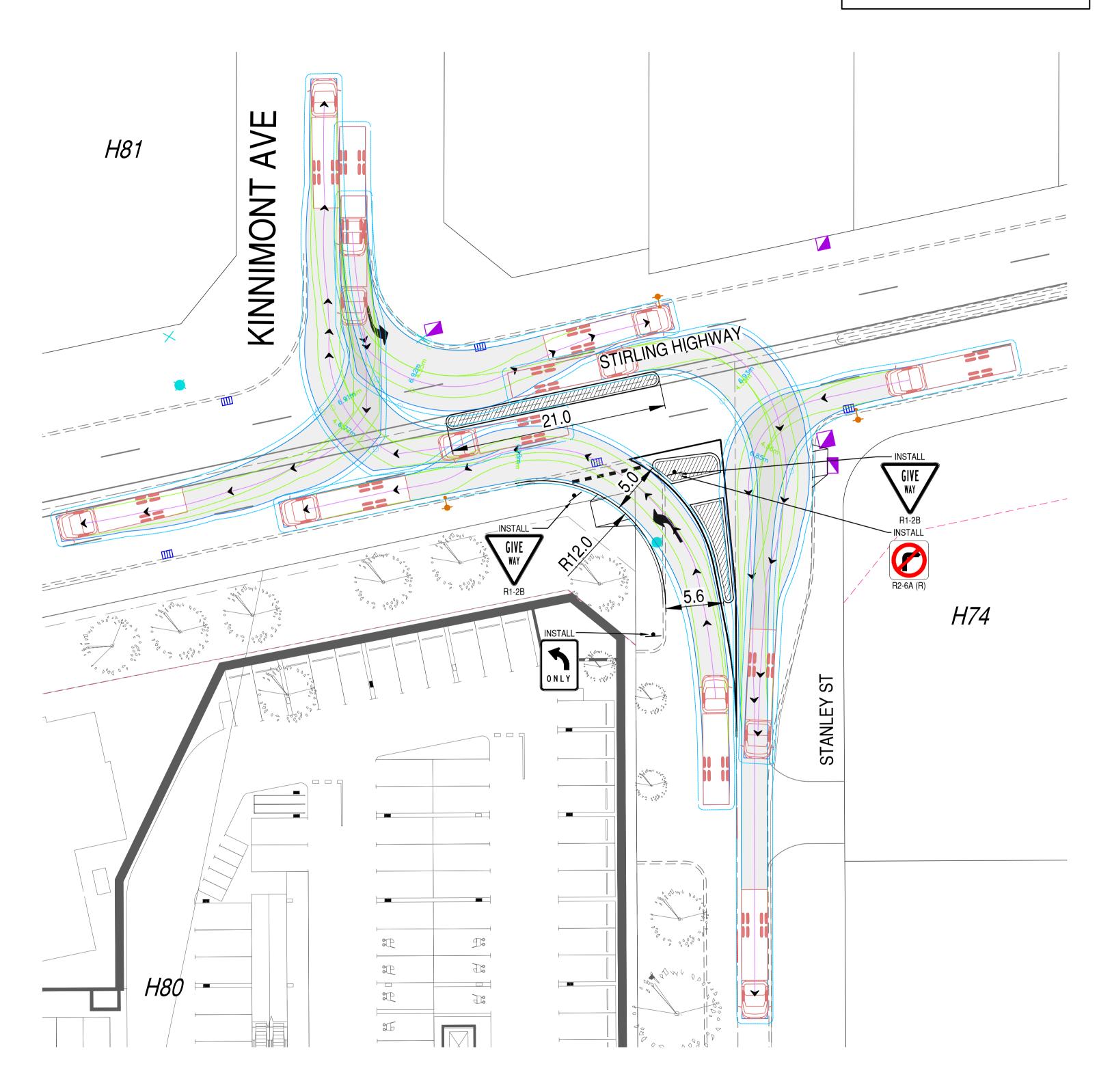
	D 21/09/22 C 19/09/22 B 16/09/22	MEDIANS AMENDED  CENTRAL MEDIAN AMENDED  CENTRAL MEDIAN AMENDED  MINOR AMENDMENTS	RH JDP RH JDP RH JDP RH JDP		Pritchard Subiaco WA 6008 PO Box 2150 Subiaco WA 6904  WOOLWORTHS NEDLANDS  AUGUST 2022 PCG94 DATUM AHD DESIGN TURNING TEMPLATES CONTINUOUS MOVEMENT	- 12.5m RIGID TRUCK
L	A 08/09/22	INITIAL ISSUE	RH JDP		Telephone: (08) 9382 5111  admin@pfeng.com.au  N/A  A FOO  A TOO  A TOO	/ 10
R	REV DATE	DESCRIPTION	BY CHKR RE	V DATE DESCRIPTION BY CHKF	N/A 1:500 @ A1 20111-C9-SK	<u>-12   F</u>



<u>NOTE</u>

PROPOSED DEVELOPMENT
AND INTERSECTION LAYOUTS
ARE INDICATIVE ONLY AND
SUBJECT TO CHANGE





SCALE 1:250 0<u>m 5m 10</u>m



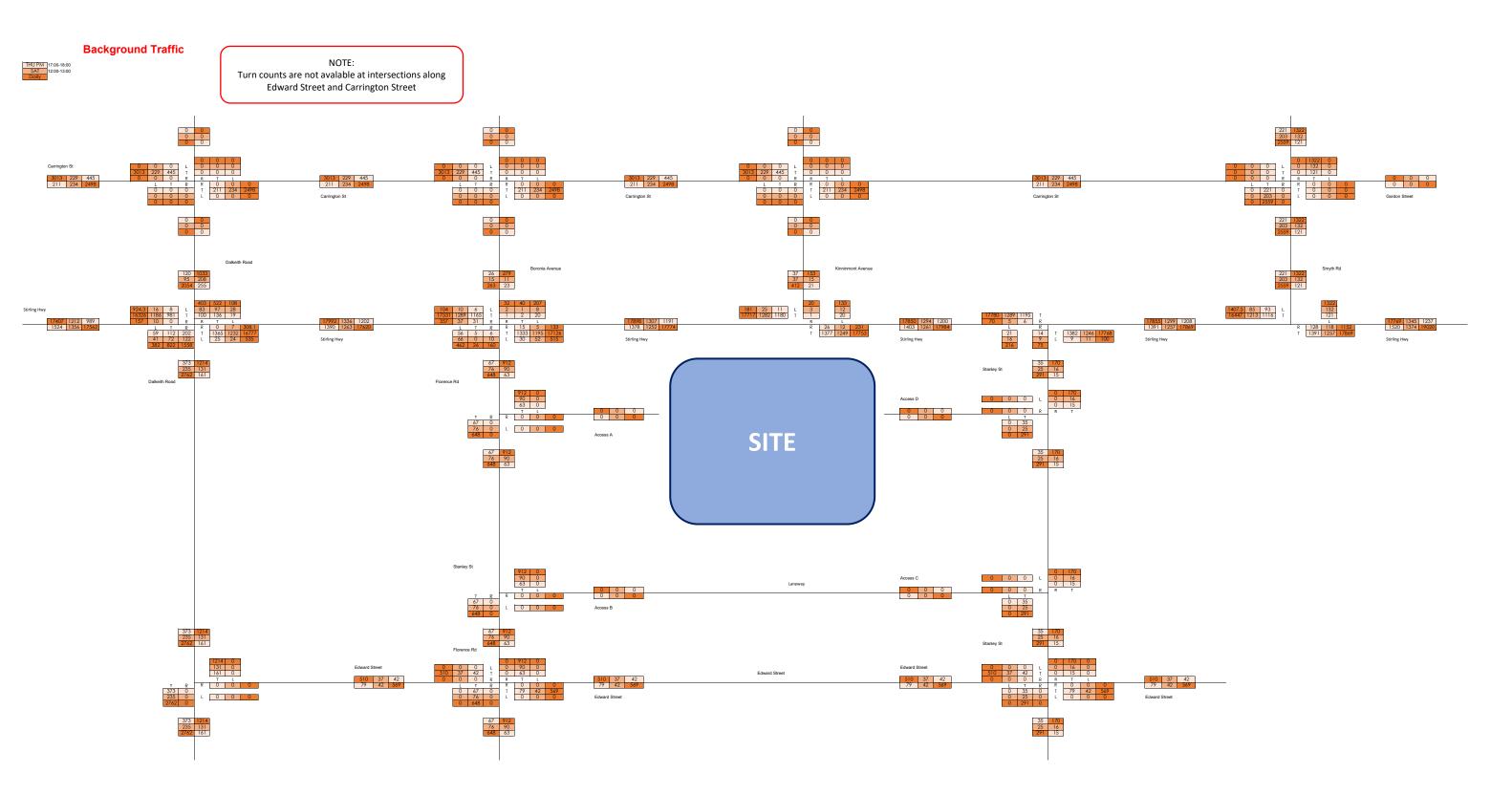
F	28/10/22	ISSUED FOR APPROVAL	RH	JDP					
Е	27/10/22	MEDIANS AMENDED	RH	JDP					
D	21/09/22	CENTRAL MEDIAN AMENDED	RH	JDP					
С	19/09/22	CENTRAL MEDIAN AMENDED	RH	JDP					
В	16/09/22	MINOR AMENDMENTS	RH	JDP					
Α	08/09/22	INITIAL ISSUE	RH	JDP					
REV	DATE	DESCRIPTION	BY	CHKR	REV	DATE	DESCRIPTION	BY	CHKR



Roberts Road biaco WA 6008			R CO	NSTRUC	CTION		BCOT PTY LTD OLWORTHS NEDLANDS
PO Box 2150 ubiaco WA 6904		AUGUST 20	22	GRID PCG94	DATUM AHD	TITLE DES	SIGN TURNING TEMPLATES - 12.5m RIGID TRUCK
	DESIGNED JDP	DRAWN DL	CHECKED JDP	APPROVED JDP	/	COI	NTINUOUS MOVEMENT
(08) 9382 5111 n@pfeng.com.au	W.A.P.C.	N/A		1:25	50 @	SHEET SIZE	20111-C9-SK-13 REVISION F

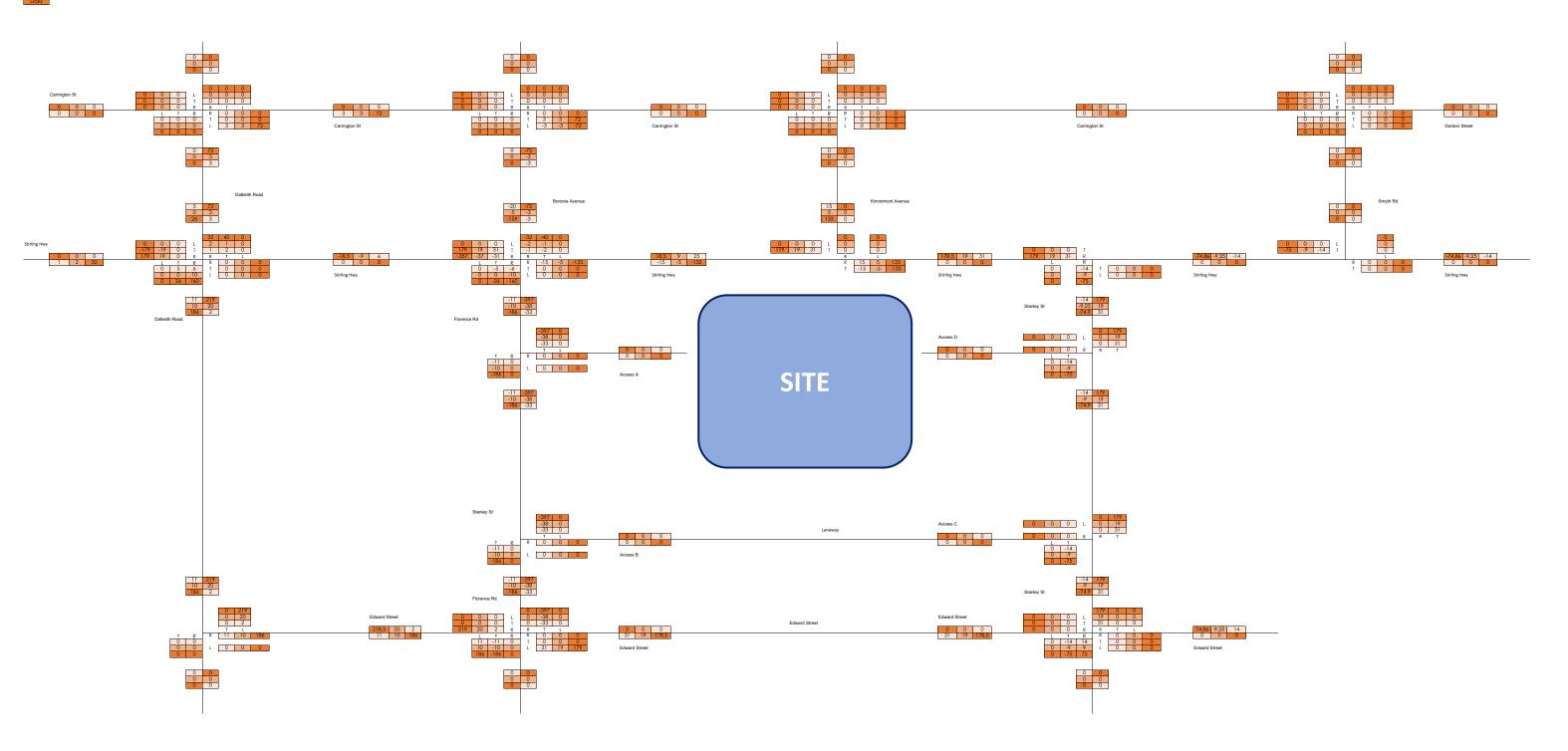






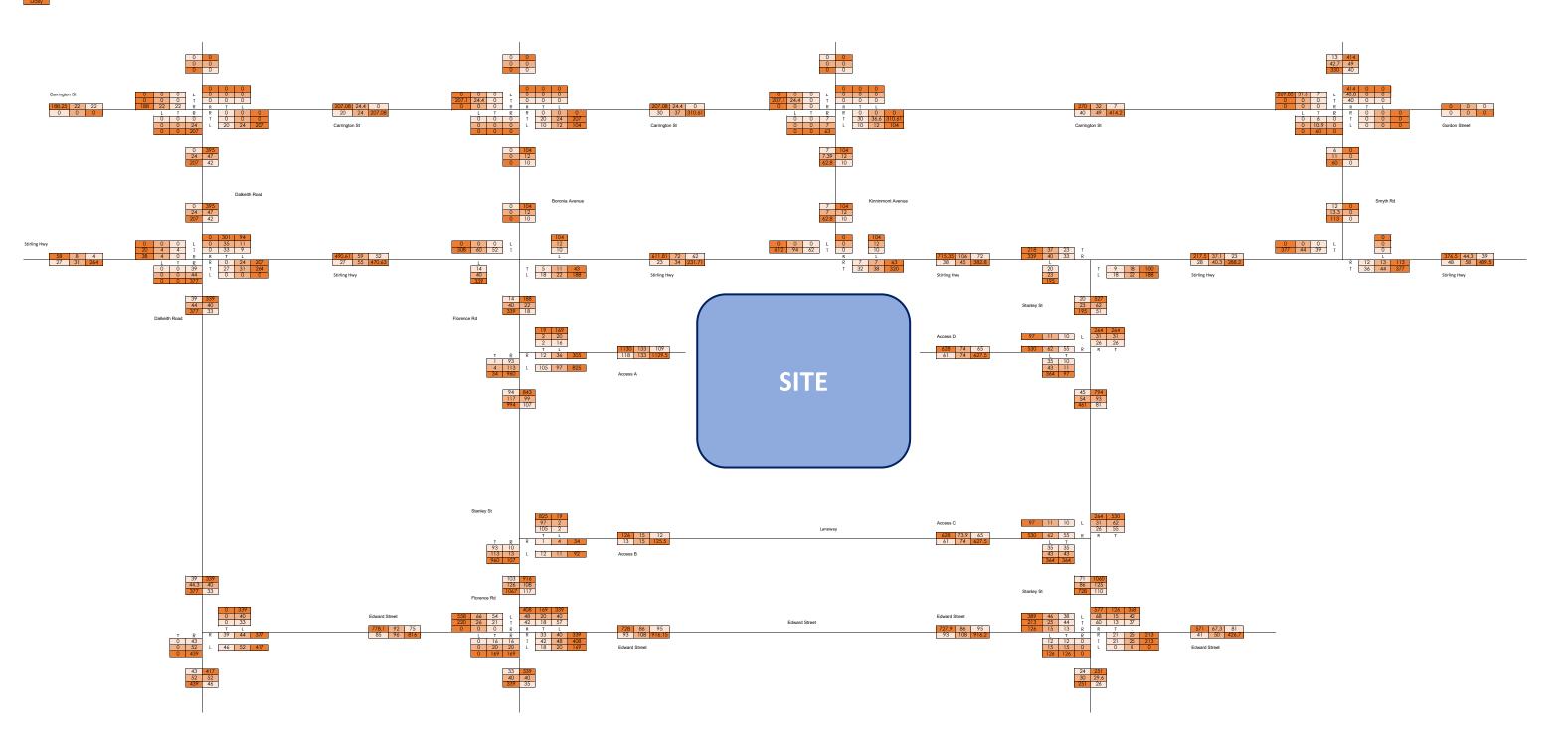
## **Background Traffic Diversion Due To Florence Road and Stanley Street Turn Restrictions**





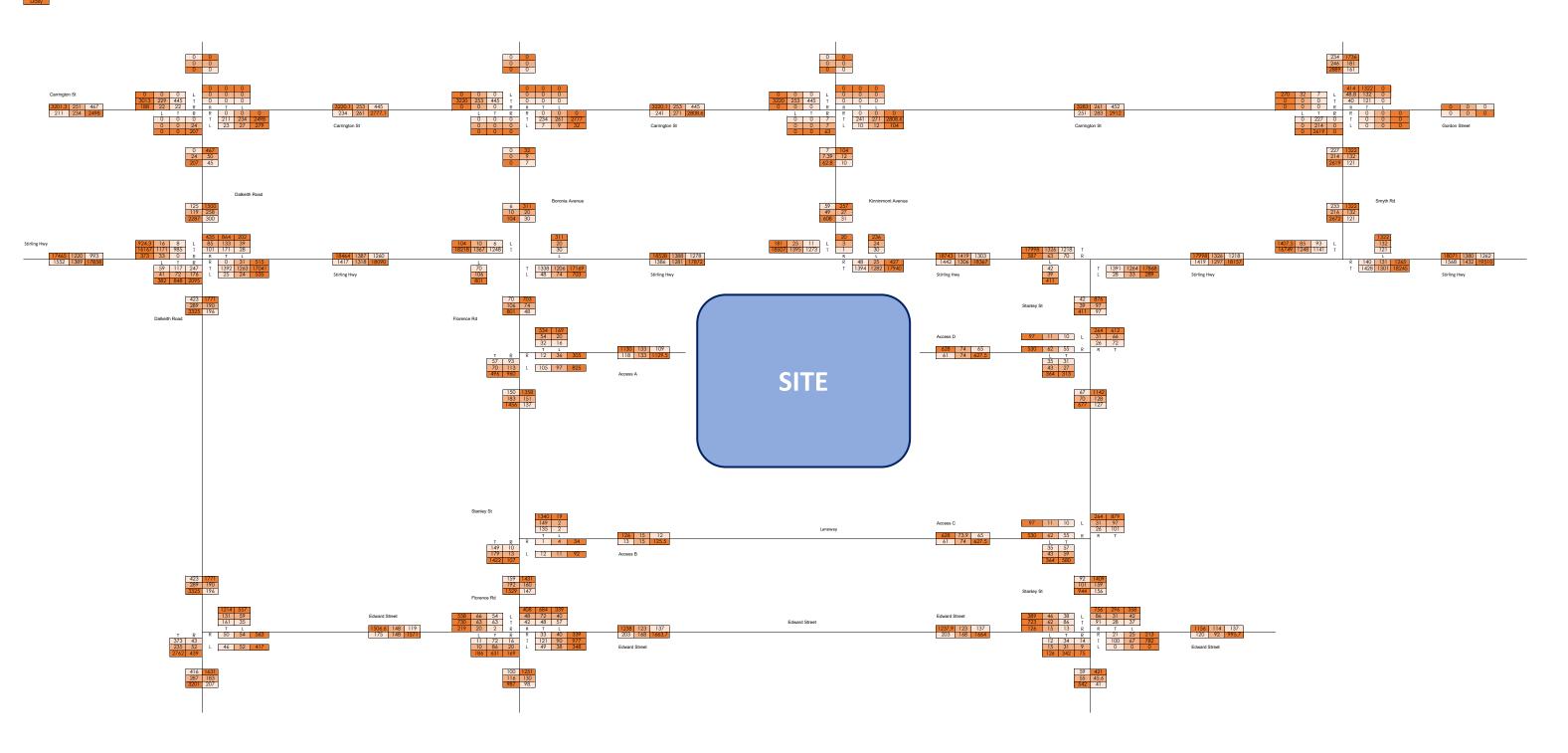
## **Development Traffic**





## **Background + Development Traffic Total**



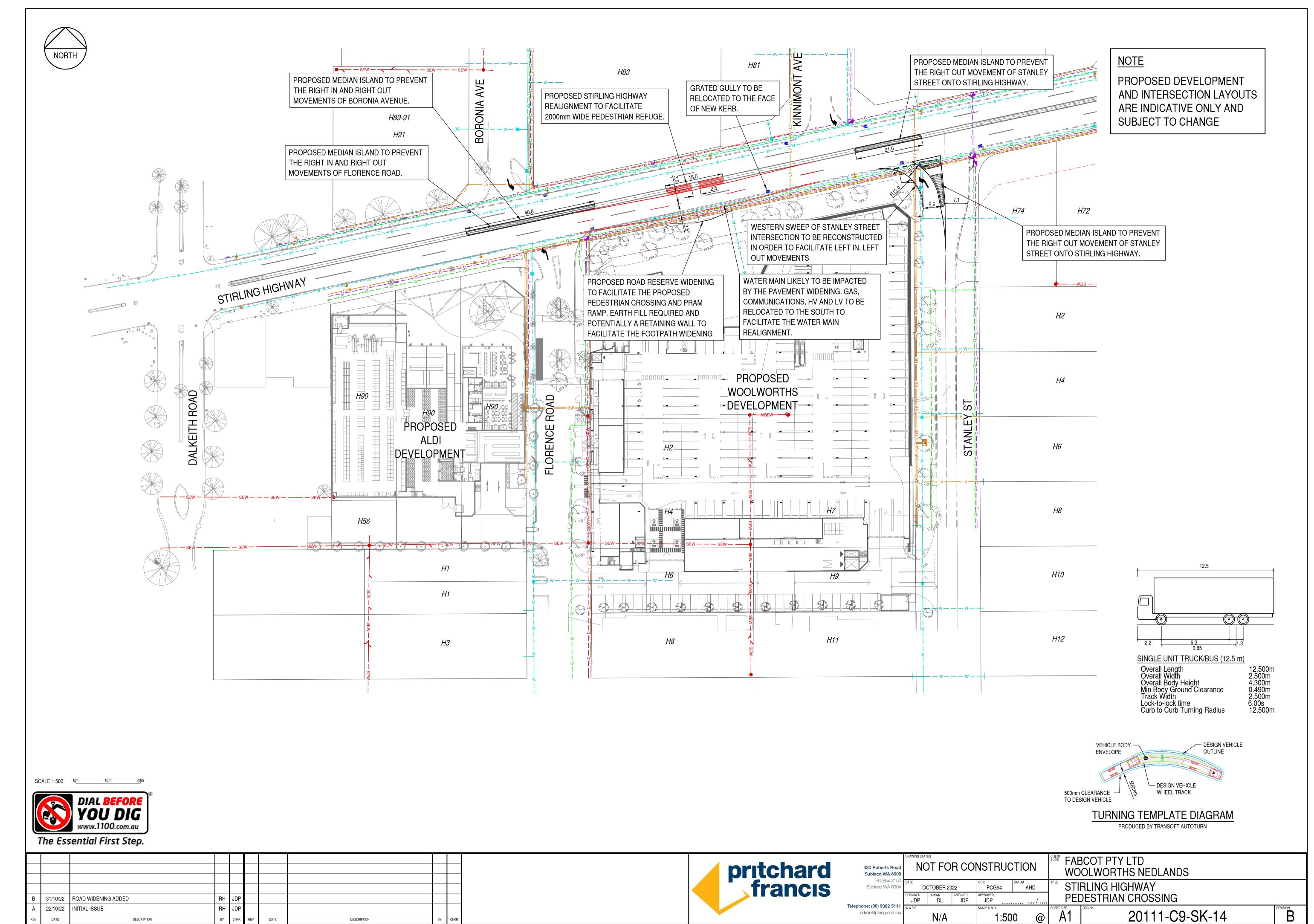


**APPENDIX** 

MIDBLOCK CROSSING INVESTIGATION







Nedlands Square

**APPENDIX** 

WAPC CHECKLIST



19.1 - Attachment 1





Item	Provided	Comments/Proposals
Introduction/Background		
name of applicant and consultant	Section 1	
development location and context	Section 1, 2.1	
brief description of development proposal	Section 1	
key issues	Section 1	
background information	Section 1, 2	
Existing situation		
existing site uses (if any)	Section 2.1	
existing parking and demand (if appropriate)	N/A	
existing access arrangements	Section 2.1	
existing site traffic	N/A	
surrounding land uses	Section 2.1, 5.1	
surrounding road network	Section 2.2	
traffic management on frontage roads	Section 2.2, 2.4	
traffic flows on surrounding roads (usually am and pm peak hours)	Section 2.3	
traffic flows at major intersections (usually am and pm peak hours)	Section 6.7	
operation of surrounding intersections	Section 6.8	
existing pedestrian/cycle networks	Section 2.5	
existing public transport services surrounding the development	Section 2.6	
Crash data	Section 2.7	
Development proposal		
regional context	Section 2.1	
proposed land uses	Section 3.1	
table of land uses and quantities	Section 3.1	
access arrangements	Section 3.2	
parking provision	Section 3.2	
end of trip facilities	Section 3.4	
any specific issues	N/A	
road network	Section 4.1	
intersection layouts and controls	Section 4.1	
pedestrian/cycle networks and crossing facilities	N/A	
public transport services	N/A	



Item	Provided	Comments/Proposals
Integration with surrounding area		
surrounding major attractors/generators	Section 5.1	
committed developments and transport proposals	Section 5.2, 4.1	
proposed changes to land uses within 1200 metres	Section 5.2	
travel desire lines from development to these attractors/generators	Section 5.3	
adequacy of existing transport networks	Section 5.3	
deficiencies in existing transport networks	Section 5.3	
remedial measures to address deficiencies	N/A	
Analysis of transport networks		
assessment years	Section 6.1	
time periods	Section 6.1	
development generated traffic	Section 6.3	
distribution of generated traffic	Section 6.3	
parking supply & demand	Section 3.3	
base and "with development" traffic flows	Section 6.7	
analysis of development accesses	Section 3.2	
impact on surrounding roads	Section 6.8, 6.9	
impact on intersections	Section 6.8	
impact on neighbouring areas	Section 6.9	
traffic noise and vibration	N/A	
road safety	Section 2.7	
public transport access	Section 6.11	
pedestrian access / amenity	Section 6.10	
cycle access / amenity	Section 6.10	
analysis of pedestrian / cycle networks	Section 6.10	
safe walk/cycle to school (for residential and school site developments only)	N/A	
Traffic management plan (where appropriate)	N/A	

# **About Cardno**

Cardno is a professional infrastructure and environmental services company, with expertise in the development and improvement of physical and social infrastructure for communities around the world. Cardno's team includes leading professionals who plan, design, manage and deliver sustainable projects and community programs. Cardno is an international company listed on the Australian Securities Exchange [ASX:CDD].

# Contact

Ground Floor 226 Adelaide Terrace Perth WA 6000 Australia

Phone +61 8 6222 7000

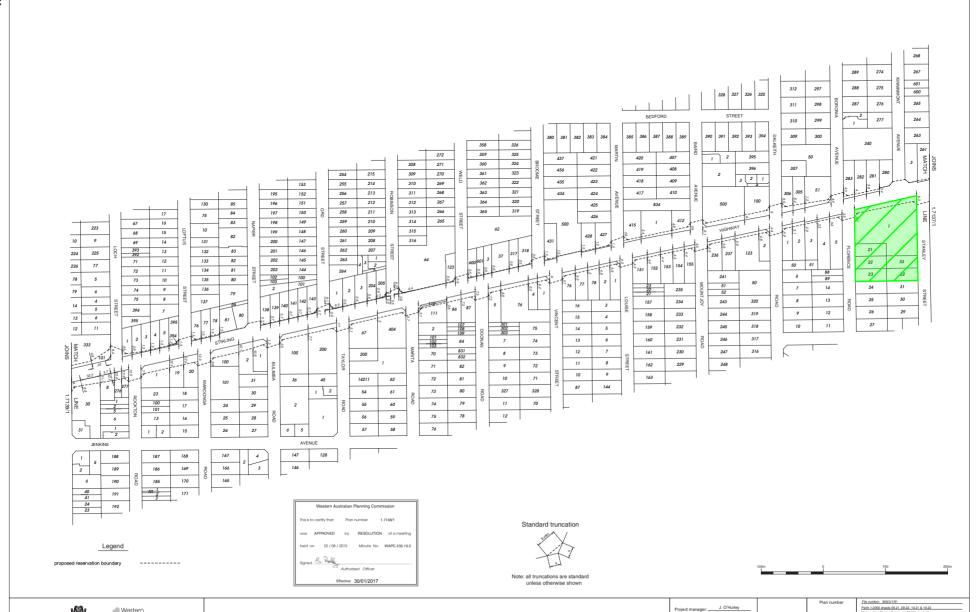
Web Address www.cardno.com





Business 19.1 - Attachment 1

Appendix Twelve : MRWA Future Road Reserve



GOVERNMENT OF WESTERN ADDITIONAL



1\_7138\_1.han
23 Sap 2015
Produced by Mapping & GeoSpatial Data Branch, Department of Planning, Perth WA
On behalf of the Western Australian Planning Commission
Base information supplied by Western Australian Liard Information Authority LL430-2000-6



Stirling Highway - Stanley Street to Bay Road Primary Regional Roads - proposed land requirement

Project manager:	J. O'Hurley	_	
Draftsperson:			
Examined:		_	4
Revised:		_	
Date:		_	

\_N \_ 1

1.7138/1

The number 80021.01
Parts 10020 Rents 102.1.00.22.103.11.1.10.122
Parts 10020 Rents 102.1.00.22.103.11.10.102

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amended sans 2.0020

Supersedes plan
1.7138

Business 19.1 - Attachment 1

Appendix Thirteen: MRWA Meeting Minutes and Correspondence



# **Meeting - Minutes**

**Project Name** 25-049 Stirling Highway Pedestrian Crossing

Date of Meeting 05 May 2025 Meeting No. 0002

Issued By Alyssa Edwards MRWA - RNOC Venue

Att	Apol	Name	Initial	Att	Apol	Name	Initial
<b>√</b>		Maryely Rueda Bernal – MRWA	MB	<b>✓</b>		Alyssa Edwards - Colliers	AME
✓		Viet Vu - MRWA	VV	<b>√</b>		Fabio Otranto – Colliers	FO
	<b>✓</b>	Joyce Yang – Colliers	JY	<b>√</b>			

Item	Action
Background	
Colliers has been engaged as Consulting Design Engineers on behalf of the City of Nedlands	
to carry out feasibility investigation for a pedestrian crossing of Stirling Hwy at Kinninmont	
Road.	
This investigation considers a variety of options including an underpass and, at grade	
signalised crossing.	
There is considerable development proposed in this area both on north and south side of	
Stirling Hwy, including the Nedland Square Site, Adli, a large development North of Stirling	
Hwy on Dalkeith Road, and zoning is high density along Stirling Highway, particularly at the	
area around Kinninmont Ave.	
MB advised that there has been significant discussion and assessment completed previously	
for this area by MRWA associated with proposed developments, including a pedestrian	
crossing. This includes involvement in JDAP for certain development, consideration of	
signalisation of Stanley St and Florence Rd amongst many other elements.	
MB/VV advised that Stirling Hwy is encumbered by current geometry and that Traffic	
modelling suggested that dedicated right turn pockets were necessary for any proposed	
developments, which would also involve difficult land acquisition processes.	
MB advised that long term planning includes conversion of Smyth Rd to a signalised	
intersection with Stirling Hwy. This should be taken into account with respect to any	
crossings being considered near Kinninmont Ave.	
MB advised that Network Operations has provided advice to other departments within	
MRWA and also stakeholders, however, attendees unaware of what conditions have	
been imposed within DA approval conditions. MB/VV to enquire with MRWA planning to	
	Colliers has been engaged as Consulting Design Engineers on behalf of the City of Nedlands to carry out feasibility investigation for a pedestrian crossing of Stirling Hwy at Kinninmont Road.  This investigation considers a variety of options including an underpass and, at grade signalised crossing.  There is considerable development proposed in this area both on north and south side of Stirling Hwy, including the Nedland Square Site, Adli, a large development North of Stirling Hwy on Dalkeith Road, and zoning is high density along Stirling Highway, particularly at the area around Kinninmont Ave.  MB advised that there has been significant discussion and assessment completed previously for this area by MRWA associated with proposed developments, including a pedestrian crossing. This includes involvement in JDAP for certain development, consideration of signalisation of Stanley St and Florence Rd amongst many other elements.  MBAVV advised that Stirling Hwy is encumbered by current geometry and that Traffic modelling suggested that dedicated right turn pockets were necessary for any proposed developments, which would also involve difficult land acquisition processes.  MB advised that long term planning includes conversion of Smyth Rd to a signalised intersection with Stirling Hwy. This should be taken into account with respect to any crossings being considered near Kinninmont Ave.  MB advised that Network Operations has provided advice to other departments within MRWA and also stakeholders, however, attendees unaware of what conditions have



No.	Item	Action
	seek any further information regarding MRWA requirements provided for planning and Development Application approvals.	MB/VV
1.8	BM advised that there are currently network performance issues in this location, with Dalkeith	
	Road already being saturated, no turn pockets available, and Bus Stop near Smyth causing	
	issues with traffic flow along Stirliing Hwy and the right turn out of Dalkeith Rd. This leads to	
	further issues with respect to the potential pedestrian crossing.	
2	Signalised mid-block pedestrian crossing	
2.1	AME/FO advised that given complexities associated with pedestrian underpass, a signalised	
	mid-block pedestrian crossing has been identified to the City.	
2.2	AME/FO noted that there appears to be data publicly available from MRWA information	
	mapping showing previous pedestrian gap analysis completed, which assumed a staged	
	crossing, and generally low pedestrian volumes near Kinninmont Ave, and adequate gaps	
	being available.	
2.3	FO noted that the current median is not suitable for a staged pedestrian crossing with mid-	
	point refuge.	
2.4	MB/VV noted that support for a mid-block signalised pedestrian crossing will depend on	
	demonstration that no sufficient gaps for pedestrian movements are available.	MB/VV
2.5	MV/VV advised that any mid-block crossing would need to be a staged crossing, with	
	minimum central refuge width achieved for the staged crossing (approximately 2.8m - to	
	be confirmed), otherwise impact to Stirling Hwy performance would be too onerous	
2.6	AME/FO queried any likelihood of a signalised pedestrian crossing near Kinninmont, should	
	both Dalkeith Rd and Smyth Road be signalised. MB/VV suggested that another point of	
	signals would be most unlikely, however, would seek further advice form the Executive	
	Director regarding this aspect.	MB/VV
2.7	MB advised that any pedestrian crossing would need to be positioned such that it is	
	optimised for broader traffic/transport objectives for this area. MB advised that the Dep of	
	Transport long term cycling network suggests that transport planning considers cycling	
	routes along Dalkeith Rd and Smyth Road, and perhaps these crossing points are the most	
	logical for the broader transport network and should be considered within this feasibility	
	assessment.	
2.8	MB advised that Smyth Road is the main distributor road in this area, hence the long term	
	plan for signals at Stirling	
	Hwy.	

# 3 Other

3.1 MRWA would be supportive of restricting any traffic movements from side roads onto Stirling Hwy, e.g. Kinninmont. MB/VV were quite surprised that the City of Nedlands were promoting closing of Kinninmont Ave to support a possible underpass. MRWA Network and Operations



No.	Item	Action
	would have no objections to closing Kinninmont Ave, however a Traffic impact Assessment	
	would be required to determine impact of any traffic reassignment to surrounding roads.	
3.2	For any MRWA advice relating to assets, such as an underpass or bridge, initial discussion	
	would be recommended with MRWA assets - Craig Peek. Colliers to seek input.	AME/FO
3.3	AME/FO advised that construction of a possible underpass would result in significant	
	disruption to Stirling Hwy, and may require reduction to 1 lane in each direction. MB/VV	
	suggested this would be difficult to achieve, however, would need to be discussed with RPI	
	(Road Planning) for further advice. MB/VV to provide contact information for coordination	MB/VV
4	Actions	
4.1	MDNAA ta anni ida ann	
	MRWA to provide any planning approval information relating to previous DA's etc.	MB/VV
	INIAVVA to provide any pianning approval information relating to previous DA's etc.	MB/VV
4.2	MRWA to provide any planning approval information relating to previous DA's etc.  MRWA to provide initial advice from ED regarding possibility of mid-block signalised crossin	
4.2		
4.2	MRWA to provide initial advice from ED regarding possibility of mid-block signalised crossin	g
	MRWA to provide initial advice from ED regarding possibility of mid-block signalised crossin at Kinninmont when considering future signalisation of Smyth.	g
4.2	MRWA to provide initial advice from ED regarding possibility of mid-block signalised crossin at Kinninmont when considering future signalisation of Smyth.  MRWA to project RPI contact information RE staging/traffic management of Stirling Hwy.	g MB∕VV
	MRWA to provide initial advice from ED regarding possibility of mid-block signalised crossin at Kinninmont when considering future signalisation of Smyth.	g
	MRWA to provide initial advice from ED regarding possibility of mid-block signalised crossin at Kinninmont when considering future signalisation of Smyth.  MRWA to project RPI contact information RE staging/traffic management of Stirling Hwy.	g MB/VV

# **Alyssa Edwards**

From: Alyssa Edwards
Sent: 12 May 2025 13:25

**To:** 'craig.peek@mainroads.wa.gov.au'

**Subject:** RE: City of Nedlands - Striling Highway - Feasibility of Underpass [Filed 12 May

2025 13:24]

**Categories:** Filed by Mail Manager

Hi Craig

Thank you for your call this morning and the valuable feedback you provided.

We appreciate you flagging that the MRWA Future Road reserve may not currently be owned by MRWA or the City. This will necessitate land acquisition to build the structure. We will confirm this with Landgate and the DA application of Nedland Square.

We also note your preference that the bridge option should not connect to the building itself or land on private property, due to complications regarding ownership and access for maintenance. We will ensure this is documented in the options report.

Regarding your concerns about thrown objects over Stirling Highway for a bridge option, we are confident this can be addressed with an anti-throw screen during the design, if needed.

We also acknowledge your comments on constructability concerns and the importance of keeping the road open during peak times. We will continue to engage with MRWA Traffic Planning regarding traffic staging and MRWA approval.

If you have any further comments or feedback, we would appreciate any advice you can provide in order to provide the best answers to the City.

Kind Regards

Alyssa

#### **Alyssa Edwards**

Associate - Structural | Engineering & Design

Direct: +61 8 9382 5121 Main: +61 8 9382 5111

430 Roberts Road | Subiaco, Western Australia 6008 | Australia

<u>LinkedIn | X | YouTube | WeChat | View Privacy Policy | We welcome your feedback</u>





From: Alyssa Edwards Sent: 05 May 2025 14:54

To: 'craig.peek@mainroads.wa.gov.au' <craig.peek@mainroads.wa.gov.au>

Subject: City of Nedlands - Striling Highway - Feasibility of Underpass [Filed 05 May 2025 14:53]

# Hi Craig

We have been engaged by the City of Nedlands to provide feasibility advice regarding a pedestrian crossing option at Stirling Highway, at Kinninmont Ave. As part of our assessment, we have explored underpass options, bridge options, and a signalized pedestrian crossing.

During a recent meeting with Maryely Rueda Bernal from Network and Operations, it was suggested that you might be able to provide high-level feedback on MRWA's constraints for the underpass and bridge options and offer input on the following questions.

Attached is a possible underpass layout for your reference. The underpass would require the closure of Kinninmont Ave to Stirling Highway to accommodate ramps on the north side. This proposal is supported by the City and MRWA Network and Operations. The southern ramp is situated in the "MRWA Future Road Reserve", providing sufficient space for the ramp and allowing us to avoid relocating services on the southern side of Stirling Highway.

- Can MRWA confirm that an Underpass would be considered as a City of Nedlands Asset for Ownership and Maintenance?
- Would MRWA have conditions regarding the design or construction of the underpass as it would be installed under a MRWA owned road?
- Would MRWA have any objections to having the ramps in the future road reserve?

An alternative option is a steel or concrete footbridge. This would also require the closure of Kinninmont Ave at Stirling Highway to allow for the bridge landing on the North. The landing to the South would also need to be in the Road reserve or connect directly to the Nedlands Square building.

- Can MRWA confirm that a Bridge would be considered as a City of Nedlands Asset for Ownership and Maintenance or would it be considered a MRWA asset?
- Would MRWA generally support a bridge structure over an underpass to reduce the impact of traffic during construction and service relocation?
- Would MRWA have any objections to having the ramps in the future road reserve?
- Would MRWA have any objections to having the ramps connect directly to the Nedlands Square shopping Centre to allow for a small bridge structure? We could connect to the second story of the building at the external walkway would reduce the ramp length and allow for direct access to the site

We would appreciate your feedback on these questions or any other information you have regarding the site. If it would be helpful, we can arrange a Teams meeting to discuss these options further and provide more detailed information.

If you have any questions or need further clarification, please do not hesitate to get in touch.

Thank you for your assistance.

Kind Regards

# Alyssa



# **Alyssa Edwards**

Associate - Structural | Engineering & Design

Direct: +61 8 9382 5121 Main: +61 8 9382 5111

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# **Alyssa Edwards**

From: Viet Vu <viet.vu@mainroads.wa.gov.au>

**Sent:** 06 May 2025 13:13

**To:** Fabio Otranto; Maryely Rueda Bernal; Alyssa Edwards

Cc: Joyce Yang

**Subject:** RE: [External] RE: 25-049: Stirling Hwy pedestrian crossing: Kinninmont Ave

Follow Up Flag: Follow up Flag Status: Flagged

**OFFICIAL** 

**OFFICIAL** 

Apologies, an edit to the highlighted below.

EDNO has confirmed: Network Ops is open to supporting the proposal through TSAP process, **provided it** is backed by a strong case.

Kind regards,

#### Viet Vu

Acting Route Manager Traffic and Road Network Performance Network Operations Directorate

Tel: +61 8 9323 6580



From: Viet Vu <viet.vu@mainroads.wa.gov.au>

Sent: Tuesday, 6 May 2025 1:09 PM

To: Fabio Otranto <fabio.o@pfeng.com.au>; Maryely Rueda Bernal <Maryely.Rueda@mainroads.wa.gov.au>; Alyssa

Edwards <alyssa.edwards@pfeng.com.au>
Cc: Joyce Yang <joyce.yang@pfeng.com.au>

Subject: RE: [External] RE: 25-049: Stirling Hwy pedestrian crossing: Kinninmont Ave

**OFFICIAL** 

Hi all,

Thank you for taking the time to meet with us.

Below is a summary of the options discussed:

# 1. Underpass at Kinninmont Ave

Network Operations has no objections to this option. As it sits outside of Network Ops remit – we suggest reaching out to Craig Peek from our Regional Management & Operations team for further advice on feasibility and funding - <a href="mailto:craig.peek@mainroads.wa.gov.au">craig.peek@mainroads.wa.gov.au</a>

# 2. Pedestrian overpass (grade-separated bridge)

Also no objections to this option, however, best to contact Craig Peek for advice.

# 3. Signalised midblock crossing at Kinninmont Ave (with potential closure or left in/left out of **Kinninmont Ave)**

- Due to the close proximity to the Dalkeith Rd signals and the Smyth Rd intersection (which has long-term plans for signalisation), this option would require careful consideration.
- As a first step, we have raised the concept with the Executive Director Network Operations (EDNO) to understand the likelihood of support.
- EDNO has confirmed: Network Ops is supporting this proposal through the TSAP process. If it becomes the preferred option, it should be supported by a strong case that includes traffic modelling and appropriate justifications, including scenarios before and after the Smyth Rd signalisation.
- Please also note, the current median width is below the 2.7m minimum required for staged pedestrian crossings (in line with the pedestrian guidelines). This would need to be resolved in any design.

# Additional considerations:

- Road Access Planning (RAP) should be contacted for complete understanding of surrounding land use changes and development coordination. RAP will be best placed for up-to-date planning context including conditions placed on DA's. Attached is a diagram of file numbers that we could find relating to developments in this area. If you forward this to RAP, it will be helpful for them to search through their database and provide info quicker.
  - Contact → planninginfo@mainroads.wa.gov.au
- Road Planning Interventions (RPI) must be consulted for any temporary traffic management implications, particularly for the underpass and pedestrian bridge options if either are progressed. Contact → Gregory.Gendron@mainroads.wa.gov.au

Please let us know if we can assist with further information.

Kind regards,

#### Viet Vu

Acting Route Manager Traffic and Road Network Performance **Network Operations Directorate** Tel: +61 8 9323 6580











Main Roads acknowledges the traditional custodians throughout Western Australia and their continuing connection to the land, waters and community. We pay our respects to all members of the Aboriginal communities and their cultures; and to Elders both past and present.

From: Fabio Otranto < fabio.o@pfeng.com.au >

Sent: Tuesday, 6 May 2025 11:37 AM

To: Maryely Rueda Bernal < Maryely.Rueda@mainroads.wa.gov.au>

**Cc:** Joyce Yang <<u>ioyce.yang@pfeng.com.au</u>>; Viet Vu <<u>viet.vu@mainroads.wa.gov.au</u>>; Alyssa Edwards

<alyssa.edwards@pfeng.com.au>

Subject: RE: [External] RE: 25-049: Stirling Hwy pedestrian crossing: Kinninmont Ave

#### OFFICIAL

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Hi Maryely/Viet.

Thanks very much for your time and assistance yesterday.

I believe Alyssa may have sent some minutes out from the discussion. Let us know if you have any comments relating to the minutes and we can adjust if/as required.

Just following up from the discussion, and that you may be able to provide some further information relating to:

- Any previous MRWA planning advice that may have been provided to condition DA's or approvals in this area, noting that there has been minister direction to approve DA's.
- Some general guidance from your Executive Director in relation to the possibility of a signalised mid-block pedestrian crossing near Kinninmont Ave, whilst considering the fact that Smyth has long-term planning to be signalised.
- Any further contact information from RPI (forget the acronym) in relation to the traffic impact on Stirling Hwy during any construction activities, and what may be possible.

Your soonest advice to these elements would be most appreciated.

Please advise should you have further gueries or comments.

Thanks very much,

#### **Fabio Otranto**

Project Director - Civil | Engineering & Design Direct: +61 8 9382 5159 | Mobile: +61 430 147 370

Main: +61 8 9382 5111

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From: Maryely Rueda Bernal < Maryely.Rueda@mainroads.wa.gov.au>

**Sent:** Tuesday, 29 April 2025 4:49 PM

To: Fabio Otranto < fabio.o@pfeng.com.au>

Cc: Joyce Yang <joyce.yang@pfeng.com.au>; Edwards, Alyssa <Alyssa.Edwards@metconnx.com.au>; Viet Vu

<viet.vu@mainroads.wa.gov.au>

Subject: RE: [External] RE: 25-049: Stirling Hwy pedestrian crossing: Kinninmont Ave

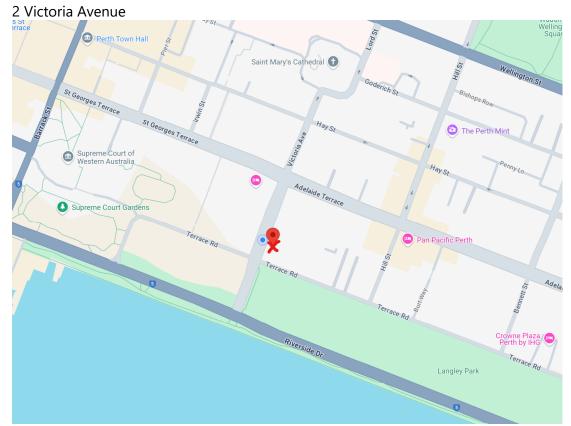
**OFFICIAL** 

**OFFICIAL** 

#### Hi Fabio

Apologies I am not longer available on Friday at 9am. Can we meet next Monday, 5<sup>th</sup> May at 9am?

No, I am not located at the Don Aitken Centre. I am located in RNOC (Road Network Operations Centre) Level 2,



Kind Regards Maryely R.

## **Maryely Rueda Bernal**

Network Area Performance Manager Traffic and Road Network Performance Network Operations Directorate

Tel: +61 8 9323 6137 Mob: +61 428 113 761



Main Roads acknowledges the traditional custodians throughout Western Australia and their continuing connection to the land, waters and community. We pay our respects to all members of the Aboriginal communities and their cultures; and to Elders both past and present.

From: Fabio Otranto < fabio.o@pfeng.com.au >

Sent: Tuesday, 29 April 2025 12:28 PM

To: Maryely Rueda Bernal < Maryely.Rueda@mainroads.wa.gov.au >

**Cc:** Joyce Yang <<u>joyce.yang@pfeng.com.au</u>>; Edwards, Alyssa <<u>Alyssa.Edwards@metconnx.com.au</u>>; Viet Vu <<u>viet.vu@mainroads.wa.gov.au</u>>; Rafael Carvajal Cifuentes <<u>Rafael.CARVAJALCIFUENTES@mainroads.wa.gov.au</u>>;

Patrick Ryan <patrick.ryan@mainroads.wa.gov.au>

Subject: RE: [External] RE: 25-049: Stirling Hwy pedestrian crossing: Kinninmont Ave

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Thanks Maryely,

Friday at 9AM should work well.

Assume you are based at the Don Aitken Centre?

Thanks.

#### **Fabio Otranto**

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From: Maryely Rueda Bernal < Maryely.Rueda@mainroads.wa.gov.au >

**Sent:** Tuesday, 29 April 2025 10:08 AM **To:** Fabio Otranto < fabio.o@pfeng.com.au>

**Cc:** Joyce Yang <<u>joyce.yang@pfeng.com.au</u>>; Edwards, Alyssa <<u>Alyssa.Edwards@metconnx.com.au</u>>; Viet Vu <<u>viet.vu@mainroads.wa.gov.au</u>>; Rafael Carvajal Cifuentes <<u>Rafael.CARVAJALCIFUENTES@mainroad</u>s.wa.gov.au>;

Patrick Ryan <patrick.ryan@mainroads.wa.gov.au>

Subject: RE: [External] RE: 25-049: Stirling Hwy pedestrian crossing: Kinninmont Ave

**OFFICIAL** 

**OFFICIAL** 

Hi Fabio

Happy to meet this week.

I am available on Thursday 1<sup>st</sup> May at 3pm or Friday 2<sup>nd</sup> May at 9am Please let me know if either of these dates suit you.

Regards

Maryely R.

#### **Maryely Rueda Bernal**

Network Area Performance Manager Traffic and Road Network Performance Network Operations Directorate

Tel: +61 8 9323 6137 Mob: +61 428 113 761



Main Roads acknowledges the traditional custodians throughout Western Australia and their continuing connection to the land, waters and community. We pay our respects to all members of the Aboriginal communities and their cultures; and to Elders both past and present.

From: Fabio Otranto < fabio.o@pfeng.com.au >

Sent: Monday, 28 April 2025 4:33 PM

To: Maryely Rueda Bernal < Maryely.Rueda@mainroads.wa.gov.au >

**Cc:** Joyce Yang <<u>ioyce.yang@pfeng.com.au</u>>; Edwards, Alyssa <<u>Alyssa.Edwards@metconnx.com.au</u>>; Viet Vu <<u>viet.vu@mainroads.wa.gov.au</u>>; Rafael Carvajal Cifuentes <<u>Rafael.CARVAJALCIFUENTES@mainroads.wa.gov.au</u>>;

Patrick Ryan <patrick.ryan@mainroads.wa.gov.au>

Subject: RE: [External] RE: 25-049: Stirling Hwy pedestrian crossing: Kinninmont Ave

#### **OFFICIAL**

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Hi Maryely,

Thanks for getting back to us.

It might be a good idea to come and chat face to face we suggest.

When might be a good time for you? Does later this week work by any chance?

Also, as part of our review, we're completing some feasibility for alternative crossing options in this area, e.g. signalised crossing, underpass, possibility of an overpass etc.

It would be great if we're able to discuss any preliminary thoughts from MRWA about these alternative as well if that was possible? Are you able to talk to these, or would other MRWA representatives be good to have present if that was possible?

Thanks very much,

#### **Fabio Otranto**

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From: Maryely Rueda Bernal < Maryely.Rueda@mainroads.wa.gov.au>

**Sent:** Monday, 28 April 2025 2:50 PM

**To:** Fabio Otranto < fabio.o@pfeng.com.au>

Cc: Joyce Yang < <u>ioyce.yang@pfeng.com.au</u>>; Edwards, Alyssa < <u>Alyssa.Edwards@metconnx.com.au</u>>; Viet Vu < <u>viet.vu@mainroads.wa.gov.au</u>>; Rafael Carvajal Cifuentes < <u>Rafael.CARVAJALCIFUENTES@mainroads.wa.gov.au</u>>;

Patrick Ryan <patrick.ryan@mainroads.wa.gov.au>

Subject: RE: [External] RE: 25-049: Stirling Hwy pedestrian crossing: Kinninmont Ave

**OFFICIAL** 

**OFFICIAL** 

Hi Fabio

Thanks for your message. Happy to further discuss the pedestrian crossing query along Stirling Hwy. Let me know if you want to have TEAMS meeting or you would prefer to have a face to face meeting.

Regards Maryely R.

### **Maryely Rueda Bernal**

Network Area Performance Manager Traffic and Road Network Performance Network Operations Directorate

Tel: +61 8 9323 6137 Mob: +61 428 113 761



From: Fabio Otranto <fabio.o@pfeng.com.au>

Sent: Monday, 28 April 2025 9:36 AM

To: Patrick Ryan <patrick.ryan@mainroads.wa.gov.au>; Maryely Rueda Bernal

<Maryely.Rueda@mainroads.wa.gov.au>

Cc: Joyce Yang < <u>ioyce.yang@pfeng.com.au</u>>; Edwards, Alyssa < <u>Alyssa.Edwards@metconnx.com.au</u>>; Viet Vu < <u>viet.vu@mainroads.wa.gov.au</u>>; Rafael Carvajal Cifuentes < <u>Rafael.CARVAJALCIFUENTES@mainroads.wa.gov.au</u>>

Subject: RE: [External] RE: 25-049: Stirling Hwy pedestrian crossing: Kinninmont Ave

# **OFFICIAL**

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Thanks very much Patrick and Rafael for your responses and advice regarding roles/responsibilities with respect to the network.

Maryely - nice to meet you.

If possible, would it be ok to chat with you about this feasibility project on Stirling Hwy? if so, can i get your number?

Thanks,

### **Fabio Otranto**

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From: Patrick Ryan <patrick.ryan@mainroads.wa.gov.au>

Sent: Monday, 28 April 2025 9:29 AM

To: Fabio Otranto <fabio.o@pfeng.com.au>; Maryely Rueda Bernal <Maryely.Rueda@mainroads.wa.gov.au> Cc: Joyce Yang <joyce.yang@pfeng.com.au>; Edwards, Alyssa <Alyssa.Edwards@metconnx.com.au>; Viet Vu <viet.vu@mainroads.wa.gov.au>; Rafael Carvajal Cifuentes <Rafael.CARVAJALCIFUENTES@mainroads.wa.gov.au>

Subject: [External] RE: 25-049: Stirling Hwy pedestrian crossing: Kinninmont Ave

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Hi Fabio,

Thank you for your email. I have been on leave and apologise for the delay in responding.

Network Operations is organised in a somewhat complex manner, with Stirling Highway being a State Road under the care and control of Main Roads. Any requests for traffic signals are managed by our Traffic and Road Network Performance Branch, within the Area Performance Management team. This team oversees the overall performance of the Metropolitan State Road Network, with responsibilities divided across eight Route Portfolios.

Maryely Rueda Bernal is the Network Area Performance Manager for Stirling Highway and would be the best contact to discuss your proposal further. I have copied her into this email for your convenience.

Kind regards,

## **Patrick Ryan**

**Traffic Services Coordinator Traffic Management Services Network Operations Directorate** 

Tel: +61 8 9323 4651 Mob: +61 427 961 590











connection to the land, waters and community. We pay our respects to all members of the Aboriginal communities and their cultures; and to Elders both past and present.

From: Fabio Otranto < fabio.o@pfeng.com.au>

Sent: Thursday, 24 April 2025 4:59 PM

To: Patrick Ryan < <a href="maintoads.wa.gov.au">patrick.ryan@mainroads.wa.gov.au</a>>; Rafael Carvajal Cifuentes

<Rafael.CARVAJALCIFUENTES@mainroads.wa.gov.au>

Cc: Joyce Yang < <u>ioyce.yang@pfeng.com.au</u>>; Edwards, Alyssa < <u>Alyssa.Edwards@metconnx.com.au</u>>

Subject: 25-049: Stirling Hwy pedestrian crossing: Kinninmont Ave

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# Hi Patrick/Rafael,

I was hoping to get some preliminary advice on another project if that was possible. Have tried to get you over the phone without too much luck.

If this is not within your portfolio then if you're able to pass on to the most relevant contact that would be appreciated.

We have been asked by the City of Nedlands to explore feasibility of a dedicated pedestrian/cycle crossing of Stirling Hwy, aligning with Kinninmont Ave (near the Captain Stirling pub) – rough mark up below.

There is a proposed development on the south side of Stirling Hwy adjacent Captain Stirling – e.g. Woolworths, Aldi and other mixed use. This will increase pedestrian demand across Stirling Hwy.

The City has engaged us to explore some pedestrian crossing options, with the focus initially being an underpass

We also suggested that a signalised mid-block at grade crossing may be another option.

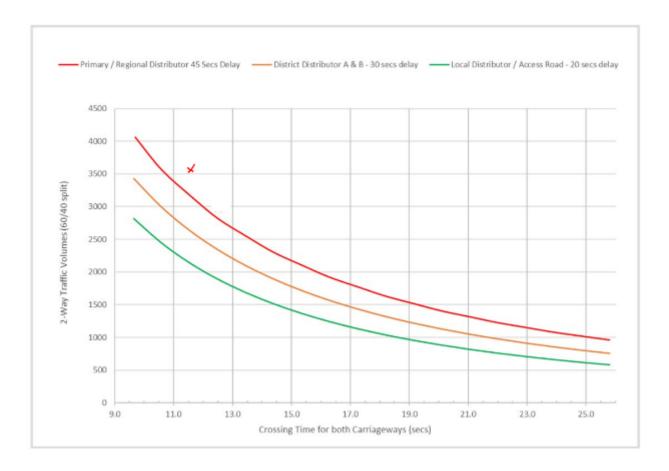
Currently we are only working on some due diligence, feasibility and concepts. Prior to developing these in too much detail, we were hoping to be able to get any preliminary feedback if possible from MRWA on any works in this location.

i.e.

- 1. Underpass:
- This would most likely require considerable disruption of the road and services at this point, and in order to carry this out would likely require substantial traffic management.
  - o E.g. road diversions
  - Temporary traffic lane diversions along side the works to facilitate excavation etc. this may require localised reduction of 2 lanes to one in each direction from our brief review.
- Are you able to provide any initial MRWA feedback regarding potential traffic management and temporary diversions in this area, along with reduction to 2 lanes from 4?

- 2. Mid-block signalised crossing
- We're aware that MRWA has carried out video surveys in this area, so wondering if the
  pedestrian crossing feasibility has been investigated before. From the data available, it
  appeared that there is sufficient gap availability, and recurrence to facilitate a non-signalised at
  grade staged crossing.
- At the moment, however, there is only a painted median at Kinninmont, and therefore a staged crossing may not be considered the most appropriate, and therefore the critical gap may be deemed longer, which could change the outcome. An initial check assuming a single crossing of approx. 14m and available vehicle traffic counts, based on the Guidelines for Pedestrian Crossing Facilities at Traffic Controls – section 7.5.1.1, Figure 17, would suggest that there may be warrant for a signalised crossing (as per mark up below).
- At a high level, are you able to guide us to the likehihood of MRWA supportoing a signalised mid-block pedestrian crossing in this location?





Any intiial advice would be very much appreciated, and happy to discuss with any MRWA representatives as regired.

Please advise shold you have any further queries in the first instance.

#### Cheers,

#### **Fabio Otranto**

Project Director - Civil | Engineering & Design

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Business 19.1 - Attachment 1

**Appendix Fourteen:** Water Corporation Email Correspondence

#### **Joyce Yang**

**From:** Shane Wray <Shane.Wray@watercorporation.com.au>

**Sent:** Tuesday, 8 April 2025 1:56 PM **To:** Fabio Otranto; Joyce Yang

**Cc:** Alyssa Edwards

**Subject:** RE: [External] RE: Stirling highway underpass - pre-design engagement

Follow Up Flag: Follow up Flag Status: Flagged

#### Good afternoon Fabio

Thanks for your time on the phone to discuss this project.

There are some governing factors that would make this proposal difficult to achieve around such a critical main. I'll dot point them below but the issues are not limited to the dot points but will try to cover as much as I can in the prelim. Each dot point would require careful consideration with regards to the design and details planning on a number of items to achieve an outcome.

- Isolation of the main difficult to achieve without substantial planning due to the draw rate of the distribution main. The planning could take up to a year and a date of isolation only be with a lower draw rate. In recent years the draw rates have not dropped off as we would usually see due to the warmer winter weather. Traditionally we'd isolate mains of this size in July/Aug but due to the lack of lower draw, its difficult to achieve.
- A bypass may be required to accommodate isolation of the associated proposed area of work. The area of verge is limited to install a bypass of this size.
- An underpass would be considerably deep to ensure that you have separation between the overt of the underpass and invert of the main which could be installed at 1.2-1.5m of cover. Considering the size of the pipe, our main could be as deep at 2.2 2.5m. The underpass would then need to be below.
- Constructability if you were to construct an underpass, we would need to isolate and remove a section of main, as mentioned above in isolation.
- Isolation contingency if there was an issue with the isolation or bypass and we saw pressure release, the volumes would easily flood the entire road in under a minute and it could undermine nearby properties.
- Constructability if the pipe was left in situ, the machine to get below to provide a tunnel would be too substantial for the size of the available verge in the area.
- Cost implications bypass at this size pipe plus contingency without factoring in the spoil, excavation sizes, reinstatement and welding of new section could be very very costly and upwards of 1-2 million earmarked costs. Welding conformance, banding and critical spares add to the cost.
- Nearby Power, if HV is located within the area, you would be required to undertake a voltage mitigation study and provide VM outcomes in line with our requirements which adds to the cost.
- Constructability detailed methodology is required however in order for a contractor to undertake the
  required works, roadway access would be impacted. This could have detriment to the traffic volumes this
  section of road receives daily.

The Water Corporation's preference would be to leave the current distribution main in situ without the proposal progressing due to the logistical implications surrounding the isolation and bypass as stated above. The option of a flyover or traffic light crossing would be more beneficial exploring due to the difficulties we have conveyed and the associated cost implications. When considering the risk factors of the proposal, underpass options do pose additional risks in the event of a joint failure which could engulf the underpass quickly.

If the proposal if to progress, we would seek that a team assessment be the best pathway forward by means of engaging with our headworks delivery team following the headworks relocation processes. From a protection of

assets perspective, its preferred that other options are sought however we are happy to assist in progressing this design should the need arise.

Happy as always to discuss.

**Kind regards Shane Wray** 

Senior Technical Advisor - Asset Protection Maintenance and Reliability 0436 664 260











From: Fabio Otranto <fabio.o@pfeng.com.au>

**Sent:** Tuesday, April 8, 2025 8:18 AM

To: Shane Wray <Shane.Wray@watercorporation.com.au>; Joyce Yang <joyce.yang@pfeng.com.au>

Cc: Alyssa Edwards <alyssa.edwards@pfeng.com.au>

Subject: RE: [External] RE: Stirling highway underpass - pre-design engagement

G'day Shane,

Not sure if you've had a chance to have a closer look at below to give us some initial guidance to talk to the City of Nedlands?

What's the minimum cover in verge that can be considered for the 760S main, and can it be placed locally on a different alignment so it is behind the kerb?

Thanks,

#### **Fabio Otranto**

Project Director - Civil | Engineering & Design

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From: Fabio Otranto

Sent: Tuesday, 1 April 2025 9:44 AM

To: 'Shane Wray' <Shane.Wray@watercorporation.com.au>; Joyce Yang <joyce.yang@pfeng.com.au>

Cc: Alyssa Edwards <alyssa.edwards@pfeng.com.au>

Subject: RE: [External] RE: Stirling highway underpass - pre-design engagement

Hi Shane,

No problems. Thanks for the initial reply.

For now we are really only looking at preliminary feasibility for underpass options on behalf of the city, to see if the project may stack up, and then go from there. As such, there is no intent to do any obstructive investigations on site, such as potholing to confirm main depth at this stage, and therefore just need to work with DBYD/Esinet. Investigations will be part of future works, should the project be deemed feasible.

We have done a couple initial sketches, however they are just plan view for now - see first sketch as an example, and will be refined as we work through the concept design.

Due to the spatial contstraints and path width and grade requirements whilst considering impact to the adjacent roads and businesses, the underpass is limited to a certain depth, such that the pedestrian ramps make it back up to level within the space.

As such, for now we are considering a couple main options.

- 1. underpass with cover of ~1.8m to 2m to allow services to pass over the top of the structure
- 2. underpass with minimum cover, i.e. 800mm to 1m to allow some shallow services over the top (e.g. comms/LV), but other services to go under the underpass.

For option 1, will there be an option to lay a new section of the 760S main above the top of the underpass, with potentially reduced cover - e.g. 750mm, and with horizontal alignment potentially adjusted to non standard such that it is not going under the roadway? This will likely be the main factor behind feasibility of this option.

Would this cover be considered if the main remained under the roadway?

If not, what is the minimum cover that could be achieved should the 760S main remain under the highway?

For option 2, the current strategy would be to divert the mains under the underpass, which would be in the order of 4-5m deep.

Note, we did something similar a few years back with the Scotch College underpass. Some relevant drawings and photos attached.

If you're able provide some further advice that would be most appreciated.

Thanks very much.

#### **Fabio Otranto**

Project Director - Civil | Engineering & Design Direct: +61 8 9382 5159 | Mobile: +61 430 147 370

Main: +61 8 9382 5111

430 Roberts Road | Subiaco, Western Australia 6008 | Australia

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From: Shane Wray <Shane.Wray@watercorporation.com.au>

Sent: Tuesday, 1 April 2025 6:51 AM

To: Joyce Yang < joyce.yang@pfeng.com.au>; Fabio Otranto < fabio.o@pfeng.com.au>

Cc: Alyssa Edwards <alyssa.edwards@pfeng.com.au>

Subject: RE: [External] RE: Stirling highway underpass - pre-design engagement

Good morning

Sorry for the delay in reply. Its been insane of late.

We'll need some figures to confirm the proposed separation distance as this is critical to understanding the best way forward. Potholing of the main to confirm the amount of cover and alignment would be really good as I'm guessing what we may have to deal with if I rely on esinet.

Preference would be to leave the main where it is and see what options would be best suited. We can move the main if need be but this would take some planning and probably would be quite some time away due to the draw rate on the main. I would also require a lot of contingency planning as part of that changeover, costly too. Not the preferred outcome here unless its critical to have the underpass in a specific location.

Do we have any scope to consider a design that may incorporate leaving the main where it is?

Drawings would be most beneficial.

#### Kind regards **Shane Wray**

Senior Technical Advisor - Asset Protection Maintenance and Reliability 0436 664 260













From: Joyce Yang < joyce.yang@pfeng.com.au >

Sent: Tuesday, March 25, 2025 3:26 PM

To: Shane Wray <Shane.Wray@watercorporation.com.au>; Fabio Otranto <fabio.o@pfeng.com.au>

Cc: Alyssa Edwards <alyssa.edwards@pfeng.com.au>

Subject: RE: [External] RE: Stirling highway underpass - pre-design engagement

Afternoon Shane,

Just touch base to see if there are any updates on this. 😊



Much appreciated.

**Joyce Yang** 

Engineer - Civil | Engineering & Design

Direct: +61 8 9207 7249

Main: +61 8 9382 5111

430 Roberts Road | Subiaco, Western Australia 6008 | Australia

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From: Shane Wray < Shane. Wray@watercorporation.com.au>

Sent: Thursday, 20 March 2025 9:45 AM

To: Fabio Otranto <fabio.o@pfeng.com.au>; Joyce Yang <joyce.yang@pfeng.com.au>

Cc: Alyssa Edwards <alyssa.edwards@pfeng.com.au>

Subject: RE: [External] RE: Stirling highway underpass - pre-design engagement

Good morning

Thanks for the below additional information. Good to hear from you Fabio.

The below adds more context which will help me provide support.

Let me have a look at this tomorrow for you and come back with some info to help.

#### **Kind regards Shane Wray**

Senior Technical Advisor - Asset Protection Maintenance and Reliability 0436 664 260











From: Fabio Otranto <fabio.o@pfeng.com.au> Sent: Thursday, March 20, 2025 9:34 AM

To: POS\_ENQUIRIES < POS\_Enquiries@watercorporation.com.au >; Joyce Yang < joyce.yang@pfeng.com.au >; Shane

Wray <Shane.Wray@watercorporation.com.au> Cc: Alyssa Edwards <alyssa.edwards@pfeng.com.au>

Subject: RE: [External] RE: Stirling highway underpass - pre-design engagement

Hi Shane.

Long time no speak. Good to see you are still with the WC 😊 Thanks for your quick reply here.

For this job... it is only early days feasibility/concepts for a pedestrian underpass.

I'll let Joyce go into more detail and provide some sketches if you require, but it was more the 760S main that we were hoping to get some guidance on, i.e. DS60. So not sure if this is your remit? If not, would you be able to put us onto the appropriate contact for any initial discussions please?

Is there any further information about this main, such as depth and alignment. From Esinet and observation, we believe the main may be just in front of the kerb under the Stirling Hwy road pavement?

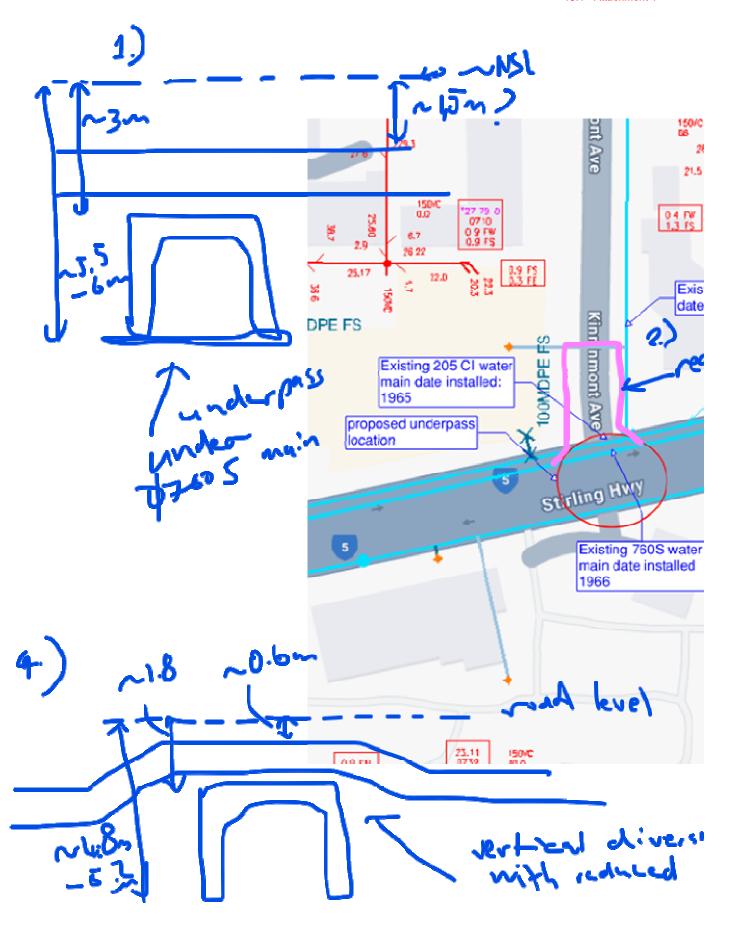
i.e. to facilitate the underpass, we would potentially consider (rough snip below for your info)

- 1. Building the concrete culvert type underpass under the existing steel main. This would require placing the pedestrian underpass quite deep (~5.5m to 6m) and working under the 760S main:
  - o Will this be possible?
  - o Does the main need to be shut down if so, how long can it be shut down for and at what times during the year?
  - o Can a temporary bypass be constructed?
  - o What clearances will WC require?
- 2. Building the underpass at minimum cover under the road and diverting the services horizontally into Kinninmont road reserve around the underpass structure and associated connecting ramps. E.g. quick snip below.
  - o Will this be acceptable?
  - o Depth and alignment required?
  - o Any other considerations
- 3. Building the underpass at minimum cover under the road and diverting the services vertically under the underpass structure. E.g. quick snip below. This would require the 760S main likely to be approximately 5+ m deep.
  - o Will this be acceptable?
  - Can this be complete prior to the underpass work and made live, whilst the underpass construction then happens above it? Or would a temporary diversion be require for the full duration of works?
  - o Any other considerations?
- 4. Building the underpass at a midpoint cover under the road and diverting the 760S main vertically above the top of the underpass with a reduced cover, e.g. min 600/750mm cover.
  - o Will this be acceptable?
  - Can this be complete prior to the underpass work and made live, whilst the underpass construction then happens above it? Or would a temporary diversion be require for the full duration of works?
  - o Any other considerations?

If you're able to provide any further advice relating to the 760S main that would be appreciated.

Let us know if you need any further information or have any queries.

We're happy to come in and discuss if better?



Thanks,

#### **Fabio Otranto**

Project Director - Civil | Engineering & Design Direct: +61 8 9382 5159 | Mobile: +61 430 147 370 Main: +61 8 9382 5111

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From: POS\_ENQUIRIES < POS\_Enquiries@watercorporation.com.au >

Sent: Thursday, 20 March 2025 6:30 AM To: Joyce Yang < joyce.yang@pfeng.com.au >

Cc: Fabio Otranto <fabio.o@pfeng.com.au>; Alyssa Edwards <alyssa.edwards@pfeng.com.au>

Subject: [External] RE: Stirling highway underpass - pre-design engagement

**CAUTION:** This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

#### Good morning Joyce

Our preference would be to have a section of main removed in the location of the works, construct the underpass and then replace the removed pipe with PN16 as per current requirements for DS63.

There are too many associated risks involved when working around an asset of this age and potential pipe joint movement in upstream and downstream locations of an excavation.

From what I can see, the property on the corner of Stirling Hwy and Kinninmont Ave is fed from the main in Stirling Hwy which should allow for a fairly straight forward cut and cap on both sides of the proposed work area.

From what I can see, there is no planned upgraded of this section of main in the near future by Water Corporation.

Feel free to reach out to myself if you wish to discuss further or meet when you are progressing your designs so we can assist.

## Kind regards **Shane Wray**

Senior Technical Advisor - Asset Protection Maintenance and Reliability 0436 664 260













From: Joyce Yang <joyce.yang@pfeng.com.au> Sent: Wednesday, March 19, 2025 5:55 PM

To: POS\_ENQUIRIES < POS\_Enquiries@watercorporation.com.au>; PRFS Inspection Services <PRFSinspectionservices@watercorporation.com.au>

Cc: Fabio Otranto <fabio.o@pfeng.com.au>; Alyssa Edwards <alyssa.edwards@pfeng.com.au>

Subject: Stirling highway underpass - pre-design engagement

#### Good afternoon,

This is Joyce from Colliers. We have been engaged with the City of Nedlands for the Stirling Highway Underpass project as part of a pre-feasibility study to explore safer ways to cross Stirling Highway near the junction of Kinninmont Ave.

The location can be seen in the picture below.

During our investigation, we identified several water main services crossing our site, which will be affected by the proposed underpass.

To protect Water Corporation's assets, one of our assumptions is to keep the existing services in place, lower the underpass level, and ensure the following:

- The same cover is maintained from the existing Stirling Highway surface to the top of the water main.
- A 1-meter clearance is provided between the bottom of the water main and the top of the underpass slab.
- The water main will be protected during construction, with more details will be provided at a later stage.

One of our concerns is that these water pipes are quite old. We're wondering if you can provide any as-constructed details or if there are any plans to reconstruct these pipes in the near future.

And we'd like to touch base at this early stage to confirm if this assumption is acceptable from Water Corporation's perspective before proceeding with the detailed design.

Looking forward to hearing back from you. Please feel free to call if you need more details or if anything is unclear.



## **Joyce Yang**

Engineer - Civil | Engineering & Design Direct: +61 8 9207 7249

Main: +61 8 9382 5111
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Business 19.1 - Attachment 1

Appendix Fifteen: Western Power Email Correspondence

#### **Joyce Yang**

**From:** David Carter <david.carter@westernpower.com.au>

**Sent:** Monday, 7 April 2025 12:42 PM

**To:** Joyce Yang

**Cc:** Fabio Otranto; Alyssa Edwards

**Subject:** [External] RE: stirling underpass pre-design

**CAUTION:** This email originated from outside of the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Good afternoon Joyce,

You will need to determine whether the work can be undertaken in accordance with the relevant safety requirements and also assess the impact of the proposed underpass on Western Power's assets to determine whether an asset relocation is required or not to maintain compliance with relevant standards.

There is some good information related to working near Western Power's assets on our website. <a href="https://www.westernpower.com.au/safety/working-near-our-network/">https://www.westernpower.com.au/safety/working-near-our-network/</a>

If it is determined that asset relocation is required, an application can be made here: <a href="https://www.westernpower.com.au/products-services/change-something-existing/move-or-remove-equipment/">https://www.westernpower.com.au/products-services/change-something-existing/move-or-remove-equipment/</a>

#### Regards

#### **David Carter**

Land Development Manager
Customer Connection Services

A Western Power – 114 Ayres Road Forrestdale WA 6112 M 0437 413 072 T 9411 7633 E david.carter@westernpower.com.au

From: Joyce Yang <joyce.yang@pfeng.com.au>

Sent: Monday, 7 April 2025 11:13 AM

To: David Carter <david.carter@westernpower.com.au>

Cc: Fabio Otranto <fabio.o@pfeng.com.au>; Alyssa Edwards <alyssa.edwards@pfeng.com.au>

Subject: RE: stirling underpass pre-design

You don't often get email from joyce.yang@pfeng.com.au. Learn why this is important

Good morning David,

Just touching base regarding the project mentioned in the email below.

Just wondering if you could please provide some advice for the project below or let us know the best contact person so we can be pointed in the right direction.

If you need any clarification, feel free to reach out.

#### Regsrds

#### **Joyce Yang**

Engineer - Civil | Engineering & Design

Direct: +61 8 9207 7249 Main: +61 8 9382 5111

430 Roberts Road | Subiaco, Western Australia 6008 | Australia

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From: Joyce Yang

Sent: Monday, 31 March 2025 9:43 AM

To: 'david.carter@westernpower.com.au' < david.carter@westernpower.com.au >

Cc: Fabio Otranto <fabio.o@pfeng.com.au>; Alyssa Edwards <alyssa.edwards@pfeng.com.au>

**Subject:** stirling underpass pre-design [Filed 31 Mar 2025 09:43]

Good morning, David,

This is Joyce from Colliers. We have been engaged with the City of Nedlands for the Stirling Highway Underpass project as part of a pre-feasibility study to explore safer ways to cross Stirling Highway near the junction of Kinninmont Ave.

The location can be seen in the picture below.



During our investigation, we identified several HV and LV cables crossing our site, which will be affected by the proposed underpass.

In order to start design process, just wondering to double check what is Western Power preference,

1. can we keep the services and ensure enough clearance between the structure and the power cable. Like the sketch below:



2. Or do you prefer us to relocate the services with a new alignment like around the ramp, or under the structure.

Please feel free to give me a call if there is any question or any clearance is needed.

Regards

#### **Joyce Yang**

Engineer - Civil | Engineering & Design

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## 19.2 Proposed changes to parking controls in Burwood Street, Nedlands.

Report Number	TS09.08.25
Meeting & Date	Council Meeting – 22 July 2025
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil
Report Author	Steven Piotrowski - Coordinator Transport and Development
Director	Santosh Amasi - Director Technical Services
Attachments	Nil

## **Purpose**

The purpose of this report is to obtain Council approval to amend the parking controls along a portion of the west side Burwood Street in Nedlands.

#### **Administration Recommendation**

That Council APPROVE the addition of 1-hour parking controls (7am-5pm, no parking all other times) on the west side of Burwood Street between #5 and the closest verge tree to Aberdare Rd (about 22m south of Aberdare Rd).

# **Voting Requirement**

Simple Majority

# **Background**

In late 2024, the Kith Eatery began trading at 51 Aberdare Road. The café has proven to be very popular and demand for nearby on-street parking is high.

A Council decision to allow parking on the west side of Croydon Street in February 2025 has resulted in ongoing complaints from local Croydon St residents about high parking utilisation (including illegal verge parking, parking in front of driveways and damage to reticulation).

Advice from the Coordinator of Ranger Services is that parking on Croydon Street is frequently being used by hospital staff and visitors, together with local residents of Croydon Street and patrons of the Kith eatery. Council Rangers are patrolling Croydon St regularly and issuing infringements but local residents continue to complain about amenity impacts of high parking utilisation in their street.

## **Discussion**

Figure 1 below shows the current parking controls in the vicinity of 51 Aberdare Road:

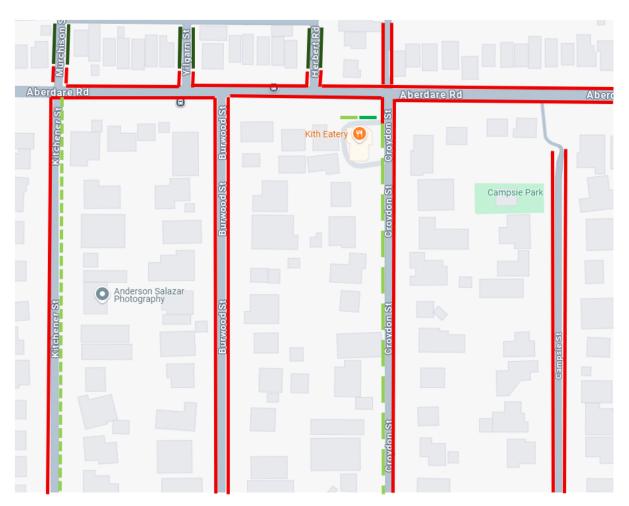


Figure 1 – Parking Controls in the Vicinity of the Kith Eatery (as of 10 June 2025)

#### Legend

No Parking anytime

2-hour parking (Mon-Fri 8am-5pm)

1-hour parking (7am-5pm), no parking all other times

1-hour parking (8am-6pm), Mon-Sun

1-hour parking anytime

15-min parking anytime



In addition to the 13 off-street bays at 51 Aberdare Road (for all three tenancies, two of which are vacant), there are four 1-hour bays and three 15-min bays owned by the council located between the Kith Eatery and Aberdare Road as shown below in red (Figure 2).



Figure 2

On Croydon Street, the on-street parking on the west side is highly utilised. Many residents have erected ad-hoc barriers on their verges and driveways to prevent illegal verge parking.

Aberdare Road is the boundary between the City of Nedlands and the City of Subiaco. 2-hour parking is available in Herbert Road, Yilgarn Street and Murchison Street. While some patrons of the Kith Eatery probably park in Herbert Street (it too is very busy), it seems doubtful that many Kith Eatery patrons would be willing to walk as far away as Yilgarn and Murchison (or Kitchener Street south of Aberdare Road in the City of Nedlands). Additionally, Aberdare Road is quite busy and presents a barrier to pedestrian movement as an added disincentive.

Burwood Street is only located one block west of the Kith Eatery and currently has parking banned on both sides of the street. Given the parking problems being experienced in nearby Croydon St, it is recommended that Council should introduce 1-hour parking (7am-5pm, no parking all other times) - on the west side of Burwood Street (because the footpath is located there) to relieve some pressure on the demand for parking on Croydon Street. This also results in a more equitable distribution of parking in the area as parking is also permitted on one side of Kitchener Street located one block to the west.

The new proposed 1-hour parking zone on Burwood Street should have the same restrictions as the existing parking on Croydon Street (1-hour parking (7am-5pm), no parking all other times) and should extend from #5 Burwood Street north to the northernmost verge tree (located about 22m south of Aberdare Rd). This change would add about 8 parking bays in the catchment area of the Kith Eatery and would result in a more equitable distribution of parking supply in the area.

Figure 3 shows the proposed parking controls in the vicinity of the Kith Eatery if this proposal is endorsed by Council.

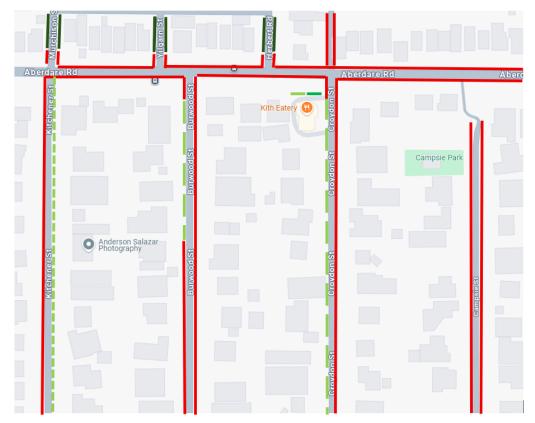


Figure 3 – Proposed Parking Controls in the Vicinity of the Kith Eatery

#### Consultation

There has been no consultation to date with residents of either Burwood Street or Croydon Street regarding this proposed change of parking controls.

# **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.

# **Budget/Financial Implications**

The costs associated with the proposed changes to parking controls can be accommodated within the existing 2025/26 budget.

## **Legislative and Policy Implications**

City of Nedlands Parking and Parking Facilities Local Law 2024 - <a href="https://www.nedlands.wa.gov.au/documents/39/local-laws-parking-and-parking-facilities">https://www.nedlands.wa.gov.au/documents/39/local-laws-parking-and-parking-facilities</a>

## **Decision Implications**

Should Council endorse this recommendation, the new parking controls would come into effect. Anyone parking in contravention to these controls could be subject to an infringement.

#### **Conclusions and Recommendations**

Parking controls require careful management by the City in order to match supply with demand. It is normal for parking controls to be regularly reviewed and updated from time to time based on feedback from residents, Council Rangers, and other Council staff.

Some action may be beneficial in the short term to mitigate the high parking utilisation in Croydon Street in response to numerous complaints received by Technical Services from local residents of Croydon Street.

There are three options:

Option 1: Council could endorse the proposed changes to parking in Burwood Street in order to provide a more equitable distribution of parking supply in the area and provide some short-term relief to parking problems in Croydon Street.

Option 2: Wait until the development of a Parking Management plan (anticipated in mid-2026) for the entire City of Nedlands before deciding on a course of action.

Option 3: Do Nothing.

#### **Further Information**

Nil

# 20. <u>DIVISIONAL REPORTS – GOVERNANCE</u>

Nil

# 21. <u>DIVISIONAL REPORTS – COMMUNITY DEVELOPMENT</u>

Nil

# 22. COUNCIL MEMBERS NOTICE OF MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN (OCM)

This item will be dealt with at the Ordinary Council Meeting.

# 23. <u>URGENT BUSINESS APPROVED BY THE PRESIDING MEMBER OR BY DECISION (OCM)</u>

This item will be dealt with at the Ordinary Council Meeting.

# 24. CONFIDENTIAL ITEMS

# 24.1 Hacket Hall Progress Report

Report Number	CEO35.07.25
Meeting & Date	Council Meeting – 22 July 2025
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil
Report Author	Keri Shannon – Chief Executive Officer
Director	Keri Shannon – Chief Executive Officer
Attachments	To be confirmed

Report to be provided.

# 25. <u>DECLARATION OF CLOSURE</u>

There being no further business, the Presiding Member will declare the meeting closed.