

AGENDA

Council Meeting Agenda Forum

Tuesday, 10 June 2025

Notice of Meeting

Mayor & Councillors

A Council Meeting Agenda Forum of the City of Nedlands is to be held on Tuesday, 10 June 2025 in the Council chambers at 71 Stirling Highway Nedlands commencing at 7pm.

This meeting will be livestreamed [Livestreaming Council & Committee Meetings » City of Nedlands](#)



Keri Shannon | Chief Executive Officer
05 June 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 council@nedlands.wa.gov.au

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: [Public Address Registration Form | City of Nedlands](#)

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

Leave of Absence

Councillor Amiry

Costal Ward

Apologies

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. DISCLOSURES OF INTERESTS AFFECTING IMPARTIALITY

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. DECLARATIONS BY MEMBERS THAT THEY HAVE NOT GIVEN DUE 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 Schedule of Strategic Planning Projects – June 2025

Report Number	PD24.06.25
Meeting & Date	Council Meeting – 24 June 2025
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil
Report Author	Sergio Famiano – Manager Planning & Development
Director	Bruce Thompson – Director Planning & Development
Attachments	Nil

Purpose

This report is presented to Council to outline the current and future strategic planning projects.

Administration Recommendation

That Council **RECEIVES** the Schedule of Strategic Projects dated June 2025.

Voting Requirement

Simple Majority

Background

Council resolved at the 27 August 2024 Ordinary Council Meeting that the strategic projects be listed at every ordinary Council meeting.

Discussion

The current schedule of strategic planning projects is found in the table below. The schedule has been updated to reflect ongoing progress of projects.



Schedule of Strategic Planning Projects – June 2025			
Project	Summary	Status / Council resolution of June 2025	Update
LPP 1.1: Residential Development	The policy is proposed to be amended to reflect recently gazetted R-Codes changes. Sets out built form criteria for areas not covered by LPP 5.14: Precincts.	Adopted by Council December 2024.	COMPLETED
Mount Claremont Master Plan	The masterplan sets out the vision for the future land use, transportation and green networks for the Brockway Road area and its surrounding once the Wastewater Treatment Plant is capped.	Adopted for advertising at the November 2024 OCM.	Public and stakeholder advertising of the Masterplan was undertaken between 17 January – 14 February 2025. Officers are currently considering community feedback and a number of changes required to the Masterplan as a result. The Masterplan is scheduled to be presented back to Council for final consideration later in 2025.
New LPP 3.4: Tree Retention R25-R80	This is a new Policy which seeks to retain regulated trees on R25-R80 lots within the City.	Adopted by Council at the May 2025 OCM	COMPLETED
LPP 4.1 Parking	The collection of cash-in-lieu requires a parking plan/strategy setting out where the collected funds are to be spent in the City. Policy would update non-residential car parking standards to contemporary car parking ratios	The updated policy was adopted for advertising at the November 2024 OCM.	Public and Stakeholder advertising was undertaken between 21 February – 14 March 2025. Report to be presented to Council 24 June 2025.
LPP7.9 – Percent for Art	This is a new Policy that aims to promote	Adopted by Council on the 22 April 2025.	COMPLETED



	public art within selected new development or through developer contributions administered through the City's Public Art Strategy and Masterplan.		
Scheme Amendment 14: Vehicle Access	Restricts vehicle access to a single crossover for corner lots in the R60 areas within the NSHAC Residential precinct.	The Scheme Amendment was advertised for community comment from 6 September to 18 October 2024. The amendment was adopted by Council at the December 2024 OCM for progression to WAPC.	The Scheme Amendment has been referred to the WAPC for review and recommendation to the Minister for Planning.
Scheme Amendment 19: Short-Term Rental Accommodation	The Scheme Amendment proposes to update LPS No.3 to introduce new and revised land use classes and general definitions to facilitate State Government reforms for short-term rental accommodation.	The Draft Scheme Amendment has been initiated by Council for the purpose of seeking the WAPC's permission to advertise the amendment at the May OCM.	WAPC permission to advertise will be sought and then the amendment advertised to the public.
Local Planning Strategy and Scheme Review*	The Local Planning Strategy and LPS No.3 are required to be reviewed every 5 years as per State legislation. Substantial background reports will be required which include: <ul style="list-style-type: none"> - Housing Strategy - Public Open Space Strategy (Expand existing Policy to include all of the City) - Retail and Commercial Strategy 	Council resolution of August 2024 for strategy to commence in February 2025. Phase 1 'Scheme Review Report' has been drafted.	A presentation to Elected Members was given in May regarding the review. Engagement on the 'Scheme Review Report' with the WAPC is underway. Phase 1 – 'Scheme Review Report' will be presented to Council for adoption at the 24 June 2025 OCM.
Scheme Amendment 16: Fast Food	The proposed Scheme Amendment is to make	The amendment report is being developed and will	Expected to be presented to Council in July 2025.



	'Fast Food' an 'X' use within the City.	require Council approval to initiate.	
New LPP – Verges and Street Trees	The Planning team to investigate a new Planning Policy, setting out the protection of verges and street trees.	Council resolution of August 2024 for policy to be developed and presented to Council in October 2024.	Expected to be presented to Council in July 2025 for approval to advertise.
New LPP – Construction Management Plans	The preparation of a new policy setting out requirements and processes for construction of new development.	The draft policy is being researched.	To review if this policy is required.
LPP 3.2: Waste Management	The existing policy sets out waste criteria but is already covered by existing legislation. Policy will not be supported by the WAPC and is redundant. Policy will be revoked with technical specifications for development provided as a publicly available administrative document.	The Council Report is in progress.	Expected to be presented to Council later in 2025 to revoke.
New LPP: Commercial	The preparation of a new policy setting out built form and other criteria for non-residential development.	Not yet commenced.	Expected to be presented to Council for a request to advertise for public comment late 2025.
Review of LPP 1.3 Sustainable Design – Residential	Council has requested the review of the Policy to align with a similar Policy developed by the City of Subiaco.	Policy is currently being drafted.	Expected to be presented to Council in July 2025 for approval to advertise.
Local Heritage Survey and Heritage List review	The City's LHS and the Heritage List are required to be periodically reviewed.	Not yet commenced	Expected to be presented to Council in second half of 2025 for consideration prior to advertising.
UWA-QEII Improvement Plan	The City is working with the DPLH and City	Not yet commenced	Further discussion with DPLH and the



	of Perth to create an Improvement Scheme for the area.		City of Perth is being sought.
New LPP: Broadway Public Realm	The City will investigate the preparation of a public realm plan and design guidelines for the upgrade of public realm to the area.	Not yet commenced	Further discussion with the City of Perth to scope the project and to seek their support to participate in the project.
New LPP: Percent for Canopy	Council has requested that the City consider the preparation of a new Policy to seek developer contribution to expand the City's tree canopy.	Not yet commenced	Expected to commence review late 2025
Sustainability Strategy	The City's Strategic Community Plan and Corporate Business Plan identifies an action for the City to develop a Sustainability Plan for the City of Nedlands.	Early stages of project planning has commenced.	Project needs to be properly scoped. Expected to commence later in 2025.
Public Realm Plan for Nedlands / Dalkeith Town Centre	Council has requested that the City develop a public realm improvement plan for the Nedlands / Dalkeith Town centre.	Not yet commenced.	Project needs to be properly scoped. Expected to commence later in 2025.
Review of LPP 7.3 – Consultation Policy	The City is required to review is LPP 7.3.	Not yet commenced	Project needs to be properly scoped. Expected to commence later in 2025.
Review of LPP 7.2 Design Review Panel	The City is required to review its LPP 7.2 to make some minor edits in response to the DAP Regulation changes and resolution of Council.	Not yet commenced.	Expected to commence later in 2025.
New LPP for Electric charging stations in commercial and residential development	Undertake research and consider a new LPP to implement electric charging stations in selected	Not yet commenced	Further assessment if required with the amended parking and sustainable design policy.



	commercial and residential development.		
Scheme Amendment 13: NSHAC Amendments	Form building height limits and bonuses for Stirling Highway, add neighbourhood centre and residential zonings and improve vehicle access.	Awaiting decision from the Minister for Planning	Awaiting decision from the Minister for Planning – decision expected by June 2025.
City of Nedlands Laneway Project	Undertake the following: <ul style="list-style-type: none"> - Audit of the City's laneways and develop concepts for each and costings. - Develop Cost Contribution Plan for laneways (includes scheme provisions, DCP Report and Cost Schedule) Local Planning Policy to guide new development.	Early stages of scoping project have commenced.	Project to be scoped with assistance from a planning consultant.
Walking Trails <ul style="list-style-type: none"> - Lake to Lake - Trail to Remember 	To be integrated into the Local Planning Strategy.	Preliminary review of project commenced.	Project to be scoped during the review of a new Strategy.
Cash in lieu for Car parking Strategy and Local Planning Policy	City to prepare a strategy and Local Planning Policy which will enable the City to capture funds in lieu of car parking being provided.	Project is currently being scoped.	Draft strategy and Local Planning Policy anticipated for Council consideration later in 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 **Place**

Outcome 6. Sustainable population growth with responsible urban planning.

Budget/Financial Implications

Some items, particularly the scheme review, will require consultancy work. These items have been included in the draft 24/25 FY budget contingent on Council approval. Should the budget change, the schedule of upcoming projects will need to be modified.

Legislative and Policy Implications

The [Planning and Development Act 2005](#) requires that the scheme and strategy be reviewed every 5 years, and that local planning policies be regularly reviewed.

Decision Implications

The resolution simply notes the proposed schedule of works but does not bind Council or City Officers to maintain the proposed order of work should other priorities arise.

Conclusion

The report provides Council with an outline of the current and future strategic planning projects. It is recommended that Council note the Schedule of Strategic Projects.

Further Information

Nil



16.2 Local Planning Scheme No.3 – Report of Review

Report Number	PD25.06.25
Meeting & Date	Council Meeting – 24 June 2025
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil
Report Author	Sergio Famiano - Manager Urban Planning and Development
Director	Bruce Thompson – Director Planning & Development
Attachments	Attachment 1 - Report of Review of Local Planning Scheme No.3

Purpose

The purpose of this report is for Council to consider the 'Report of Review' (**see Attachment 1**) of Local Planning Scheme No.3 and the City's Local Planning Strategy, and to adopt the report so that it can be presented to the Western Australian Planning Commission (WAPC) for final approval. The approval of the 'Report of Review' will lay the groundwork for the update of the City's Local Planning Strategy and Local Planning Scheme No.3, which is a statutory requirement under the *Planning and Development (Local Planning Scheme) Regulations 2015*.

Administration Recommendation

That Council:

1. In accordance with Regulation 66 of the *Planning and Development (Local Planning Scheme) Regulations 2015*, **ADOPTS** the City of Nedlands 'Report of Review' of Local Planning Scheme No.3 and the City's Local Planning Strategy which includes the following recommendations:
 - (a) That the City of Nedlands should prepare a new Local Planning Strategy to reflect the current state and local planning framework. The strategy will replace the existing Local Planning Strategy, which shall be revoked upon endorsement of the new Strategy in accordance with Regulation 66 (3) (b) (iii) of the *Planning and Development (Local Planning Scheme) Regulations 2015*.
 - (b) That the City of Nedlands Local Planning Scheme No.3 is satisfactory in its existing form but should be considered for amendment based on an agreed program of Scheme Amendments that will be determined as the Local Planning Strategy is developed in consultation with the Western Australian Planning Commission, in accordance with Regulation 66 (3) (a) (ii) of the *Planning and Development (Local Planning Scheme) Regulations 2015*.
2. Upon Council's determination of the 'Report of Review', the City **REFER** the adopted 'Report of Review' to the Western Australian Planning Commission for



final determination in accordance with Regulation 67, of the *Planning and Development (Local Planning Scheme) Regulations 2015*, which includes the City publishing the report and notice of the Western Australian Planning Commission in accordance with Regulation 67 (2) of the *Planning and Development (Local Planning Scheme) Regulations 2015*.

Voting Requirement

Simple Majority

Background

In accordance with Part 6, Division 1, Regulation 65 of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the City of Nedlands is required to review its Local Planning Scheme (Local Planning Scheme No.3) every five years. This is the first review of the City's Local Planning Scheme No.3 (LPS No.3) which was gazetted on the 16 April 2019. Supporting the City's LPS No.3 is the Local Planning Strategy which was adopted on the 26th September 2017. As a supporting strategy to LPS No.3, the City is also required to review the Local Planning Strategy.

Now that the City's Local Planning Strategy and LPS No.3 have been operative for approximately 8 and 6 years respectively, in accordance with Regulation 66 of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the City is required to prepare a 'Report of Review' into the operation of both documents and resolve the following:

- (a) approve the report by resolution; and
- (b) provide the approved report to the Western Australian Planning Commission (WAPC)

The 'Report of Review' must be prepared in a format approved by the WAPC and recommend whether the scheme:

- (a) is satisfactory in its existing form; or
- (b) should be amended; or
- (c) should be repealed and a new scheme prepared in its place.

Upon referring the 'Report of Review' to the WAPC, in accordance with Regulation 67 of the *Planning and Development (Local Planning Scheme) Regulations 2015*, the WAPC, within 90 days of receiving the report must decide whether it agrees or disagrees with the recommendations in the report and notify the City of Nedlands of its decision. After receiving notification of the WAPC's decision on the 'Report of Review' the local government must publish in accordance with regulation 76A of the, the report, and notice of the Commission's decision.



The decision by the WAPC will then pave the way for the City to commence the process to update its Local Planning Strategy and LPS No.3 in accordance with the recommendations highlighted in the 'Report of Review'. This process will include extensive community and stakeholder engagement.

Discussion

City of Nedlands Local Planning Strategy

The City's Local Planning Strategy is a 'high level' and strategic document that sets out the framework for local planning and development within the City of Nedlands, over a period of 10 to 15 years. The recommendations of the Local Planning Strategy will form the basis for any changes to zoning and development standards set out in the City's Local Planning Scheme.

A Local Planning Strategy is a legislative prerequisite for preparing the City's local planning scheme. The Strategy also addresses the City's responsibility for implementing strategic metropolitan planning directions, such as dwelling targets, set out in the WA Planning Commission's *Central Sub-Regional Planning Framework (WAPC, 2018)* and adherence to State Planning Policies. The City's Local Planning Strategy has the following objectives:

- Provide strategic direction for land use planning and development to 2030 and beyond as the basis for a Local Planning Scheme.
- Provide a high-level strategic plan which is consistent with State planning.
- Set out the strategic direction for sustainable resource management and development in the context of state planning.
- Provide the rationale for the zoning and reservation of land and for the provisions of a Local Planning Scheme relating to development and development control.
- Provide a strategic framework for assessment and decision-making in relation to a local planning scheme, scheme amendments, subdivision, and development.
- Provide the context for coordinated planning and programming of physical and social infrastructure at the local level.
- Identify the need for further studies or investigation within the City to address longer-term strategic planning and development issues.
- Provide a flexible and robust framework that can readily adapt to forecasted growth and market trends and changing community expectations as they arise.

As a prerequisite for the preparation of a Local Planning Strategy, it is important that it aligns with key state and local planning frameworks. This includes the following:

State Planning Framework

- State Planning Strategy (i.e. Perth and Peel @ 3.5m)
- State Planning Policies (i.e. Residential Design Codes)
- Metropolitan Region Scheme

Local Planning Framework

- City of Nedlands Vision
- Strategic Community Plan and Corporate Business Plan (2023-33)



- Strategies and Policies – i.e. Local Commercial Strategy (2001) and Local Housing Strategy (2001)

Captured in the City's Local Planning Strategy is a series of recommendations that influence not only the City's Local Planning Scheme No.3 but further strategies and policies which guide the land use planning and development within the City of Nedlands. This includes:

- Population and Housing
- Retail and Commerce
- Physical Features, Climate and Natural Areas
- Recreation and Open Space
- Community Facilities
- Traffic and Transport
- Infrastructure Services
- Urban Design, Character and Heritage
- Precinct Specific Strategies

In setting targets in the Local Planning Strategy for the subject matter above it is important that there is alignment between the state planning framework and the local context. For example, in the strategic state planning document – *Perth and Peel @3.5m* it sets population and dwelling targets to be achieved in all Local Authorities within the Perth and Peel area, including the City of Nedlands. The City of Nedlands through the Local Planning Strategy then identifies under the heading of '*population and housing*', how it is to achieve these population and dwelling targets. These recommendations are then cemented in the City's Local Planning Scheme No.3, through changes to residential density.

In addition to setting broad objectives and targets for the City of Nedlands, the Local Planning Strategy also sets specific targets and strategies for its various precincts:

- Swanbourne
- Mt Claremont West
- Mt Claremont East
- Floreat
- Shenton Park
- Monash
- Nedlands North
- Hampton / Broadway
- Carrington
- Stirling Highway
- Nedlands South
- Dalkeith

Review of the Local Planning Strategy

Since the adoption of the City's Local Planning Strategy (2017) there has been significant changes in state planning frameworks (strategies and policies) and legislation, in addition to changing social and economic circumstances. These are relevant to the ongoing utility and relevance of the Local Planning Strategy (2017) and Local Planning Scheme No.3.



Since the last scheme review, the Western Australian Planning Commission released a new regional planning framework in the form of – *Perth and Peel @ 3.5 million* in March 2018 which replaced the previous – *Directions 2031 and Beyond* strategic document. The updated strategy includes a revised *Central Sub Regional Structure Plan* which incorporates the City of Nedlands. These frameworks build upon the key principles of the previous *Directions 2031 and Beyond* framework considered in the City's Local Planning Strategy 2017, however, contain significant new land use and infrastructure priorities including:

- dwelling and population targets for infill areas.
- new urban and industrial expansion and investigation areas.
- upgrades to existing roads and new major road projects.

In addition, there have been several new and updates to existing State Planning Policies since the last scheme review, which are relevant to the Local Planning Strategy and Local Planning Scheme No.3. These include:

- SPP 7.3 Residential Design Codes Volume 1 and 2 (2024)
- SPP 3.6 Developer Contributions (2021)
- SPP 3.10 Bushfire Prone Areas (2024)
- SPP 4.2 Activity Centres for Perth and Peel (2023)
- SPP 4.1 Industrial Interface (2022)
- SPP 5.14 Road and Rail Noise (2019)
- New SPP 7.0 Design of the Built Environment (2019)
- New SPP 7.2 Precinct Design (2021)

A new Local Planning Strategy will need to reflect the significant changes identified in *Perth and Peel @ 3.5 million* and the new and modified State Planning Policies as they relate to the City of Nedlands.

Also, since the Local Planning Strategy was adopted there have been significant updates to the City's local planning framework. This includes significant changes to the list of the City's operating strategies. The recent adoption of the Integrated Transport Plan (2024), Urban Forrest Strategy (2018-2030), the revision of the City's Council Plan 2023-33 (integrated Strategic Community Plan and Corporate Business Plan) and the creation of the City's Public Open Space Strategy for Nedlands and Dalkeith (2024) are a few to mention. In respect to the latter, the WAPC has advised the need to update this strategy to capture the entire City of Nedlands.

Other strategies are dated, such as the Housing Strategy (2001) and Retail and Commercial Strategy (2001) and need to be revised. The revised Local Planning Strategy will need to incorporate the above to ensure that it maintains its relevance moving forward.

Local Planning Scheme No.3

The City's Local Planning Scheme No.3 has been operative since 16 April 2019 and has since been the subject of 19 separate amendments. Most of these amendments were initiated by Council to maintain the Scheme as an up-to-date and effective planning instrument and included amendments to implement actions of the Local Planning Strategy. Of the 19 amendments, (4) have been gazetted, (6) have been refused by the



Minister for Planning, (3) are awaiting WAPC and / or Ministerial determination, (2) are being drafted, (1) has been put on hold pending further investigation, and (3) have failed to be initiated.

Since the Scheme was adopted, the City have issued approvals for no less than 1276 additional dwellings within its borders. Most of these dwelling approvals can be found in the Stirling Activity Centre Corridor and Hampton Road Precinct. Of the 1301 approval for new dwellings, only 475 have sought Building Permit approval, which reflects the conditions of the market where cost of construction increases have curtailed the number of 'planning approvals' translating to 'building permits and new builds. This trend is expected to continue into the near future.

The 2021 Census reveals a modest 2.7% population growth from 2011 to 2021 with a projected population growth target of 15.95% growth by 2031 and 31.7% growth by 2050. The increase in population is expected to occur through an increase in the number of dwellings from 8070 in 2011 to 12,390 (increase of 4,320 dwellings) by 2050. It is anticipated that population levels are currently around 24,000 based on the level of development that has occurred in the City of Nedlands since implementation of Local Planning Scheme No.3 in 2019.

The additional population is expected to be located in the higher density Mixed-Use and Residential areas adjoining Stirling Highway, Hampden Road and Broadway in Nedlands, and along Waratah Avenue between Adela Road and Alexander Road in Dalkeith. These areas were significantly up coded upon adoption of Local Planning Scheme No.3.

Consultation

The *Planning and Development (Local Planning Scheme) Regulations 2015*, does not stipulate a need for broader engagement on the 'Report of Review' given the nature and purpose of the report. Nonetheless, the City of Nedlands has undertaken internal engagement and engagement with the Western Australian Planning Commission pertaining to the preparation of the 'Report of Review'.

Since the approval of the Local Planning Strategy and Local Planning Scheme No.3, the City of Nedlands has undertaken the preparation of several key strategies which will help to inform the preparation of the new Local Planning Strategy and scheme. This includes the following key documents:

- Strategic Community Plan and Corporate Business Plan (2023-33)
- Strategic Recreation Plan (2020-2030)
- Natural Areas Management Plan (2019-2024)
- Integrated Transport Strategy (2023)
- Foreshore Management Plan (2025)
- Urban Forrest Strategy (2018-2030)
- Public Open Space Strategy: Nedlands and Dalkeith (2024)
- Asset Management Strategy (2019-29)
- Public Health Plan (2024-28)
- Stirling Highway Activity Corridor Strategy (2024)



- Local Heritage Survey and Heritage List (2012)

The above documents were prepared in consultation with the community and relevant government and non-government stakeholders and endorsed by Elected Members of the City of Nedlands.

The City of Nedlands anticipates that through the preparation of a new Local Planning Strategy, there will be extensive elected member, stakeholder and community engagement.

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 Outcome	People 2. A healthy, active and safe community.
Pillar Outcome	Planet 4. Healthy and sustainable ecosystems.
Pillar Outcome	Place 6. Sustainable population growth with responsible urban planning.
Pillar Outcome	Prosperity 9. A vibrant local economy.
Pillar Outcome	Performance 11. Effective leadership and governance.

Budget/Financial Implications

The review of the City's Local Planning Strategy will require the assistance of a suitably qualified Planning Consultant, together with specialist sub consultants to prepare a revised Local Planning Strategy over the 2025/26 and 2026/27 financial years. This will include specialist technical knowledge to assist the City in preparing the Local Planning Strategy and supporting strategic documents – Housing Strategy, update to the Public Open Space Strategy and new Retail and Commercial Strategy.

Legislative and Policy Implications

The City of Nedlands is required through Regulation 65 of the *Planning and Development (Local Planning Scheme) Regulations 2015*, to review its Local Planning Scheme (Local Planning Scheme No.3) every five years. As part of this process, the City is required to



prepare a 'Report of Review' in accordance with Regulation 66 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. The Report once adopted by the City, will then be presented to the WAPC for approval.

The Report will recommend whether the scheme:

- (a) is satisfactory in its existing form; or
- (b) should be amended; or
- (c) should be repealed and a new scheme prepared in its place.

Once adopted by the WAPC, the City will be required to prepare a new Local Planning Strategy in accordance with Part 3 of the *Planning and Development (Local Planning Scheme) Regulations 2015*. The Scheme review will also be undertaken in accordance with Part 4 of the *Planning and Development (Local Planning Scheme) Regulations 2015* should a new scheme be required, or Part 5 of the *Planning and Development (Local Planning Scheme) Regulations 2015* should the City's LPS No.3 be retained and amended accordingly.

Decision Implications

Implications of the Report of Review of LPS No.3 and Local Planning Strategy

If Council resolves to support the 'Report of Review' into the operation of the City's Local Planning Strategy and LPS No.3, the report will be referred to the WAPC for review and adoption.

If adopted in its current form, the 'Report of Review' will pave the way forward for the City to commence the process to prepare a new Local Planning Strategy and following this, undertake amendments to its LPS No.3 to ensure the two align. This will be undertaken through significant community, stakeholder and elected member engagement.

If Council resolves not to support the 'Report of Review', it will not be progressed and the City risks that the WAPC may intervene on the matter.

Conclusion

It is recommended that Council support the 'Report of Review' for referral to the Western Australian Planning Commission for the purpose of obtaining approval of the report. This will enable the City to progress with its review of the Local Planning Strategy and LPS No.3 in accordance with the *Planning and Development (Local Planning Scheme) Regulations 2015*.

Further Information

Nil



Review of City of Nedlands
Local Planning Strategy & Local Planning Scheme No. 3
REVIEW REPORT

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Review of City of Nedlands

Local Planning Strategy & Local Planning Scheme No. 3

1.0 Introduction

This review of the City of Nedlands Local Planning Scheme No. 3 (LPS No. 3) is prepared in accordance with Regulation 66 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, which requires local governments to review their local planning schemes every five years. This is the first review of the City's Local Planning Scheme No.3 which was gazetted on the 16 April 2019.

2.0 Background

The City of Nedlands (City) is in Perth's western suburbs approximately 7 kilometres west of the Perth Central Business District. The City covers an area of 19.6km² and extends from the Swan River to the Indian Ocean. The City arcs around the Town of Claremont and the Town of Cottesloe to the south and includes the suburbs of Swanbourne, Mt Claremont, Floreat (part thereof), Shenton Park (part thereof), Nedlands, and Dalkeith. The City is bounded by the Town of Cambridge to the north, the City of Subiaco to the northeast, and the City of Perth to the east.

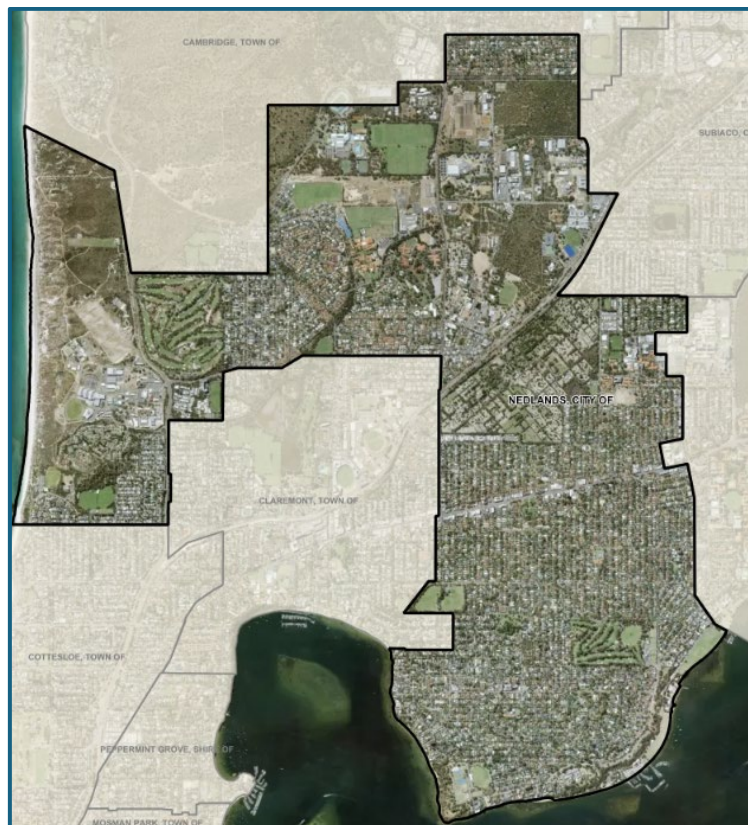


Figure 1: City of Nedlands Local Government Area

The City is made up of historical residential suburbs such as Dalkeith and Nedlands, with commercial and retail activity primarily concentrated within the Mixed-Use zones along Stirling Highway, Broadway and Hampden Road.

Significant portions of the City are not zoned under LPS No. 3, but are reserved Public Purposes under the Metropolitan Region Scheme (MRS) and relate to various entities such as Karrakatta Cemetery (Cemetery Board), Irwin Barracks (Department of Defence), the Subiaco Wastewater Treatment Plant (Water Corporation), Graylands Hospital (Department of Health), Perth High Performance Centre (Venues West), the University of Western Australia Sports Park and the Campbell Barracks (Department of Defence).

Concentrated areas of open space are located along the Swan River foreshore, the Indian Ocean and towards the western portion of the City. Shenton College (Department of Education) also sits within the City boundaries.

2.1 Local Planning Strategy

The City's Local Planning Strategy (Strategy) was endorsed by the Western Australian Planning Commission (WAPC) on 26 September 2017 and has not been reviewed. The Strategy did not anticipate the extent of the density changes which occurred with the introduction of LPS No. 3 which was developed by the Department of Planning Lands and Heritage.

The City's Local Planning Strategy contains a total of 86 'Actions' listed under 20 separate strategy themes. As at May 2025, most actions (39) have been fully completed or are in progress or partially completed (16), some are ongoing or are a continuing responsibility (17), while others have not yet commenced (14). Actions may be short to medium-term or longer-term continuing throughout the life of the Local Planning Strategy and are subject to regular monitoring and review. Some Actions in progress or ongoing can be considered for carry over into a potential new Local Planning Strategy where they remain relevant or may be included in a modified form. Table 2 below provides a summary of the status of the Local Planning Strategy 2017 strategy actions.

Strategy Theme	Completed	In Progress	Ongoing	Not Yet Commenced	Total
Population and Housing	7	0	0	1	8
Retail and Commerce	2	0	1	3	6
Physical Features, Climate, and natural Area	4	0	0	0	4
Recreation and Open Space	0	4	1	0	5
Community Facilities	1	0	2	0	3
Traffic and Transport	3	1	2	0	6
Infrastructure Services	1	0	1	1	3

Urban Design, Character, and Heritage	1	2	1	1	5
Precinct Strategy – Swanbourne	1	1	1	1	4
Precinct Strategy – Mt Claremont West	1	0	1	0	2
Precinct Strategies – Mt Claremont East	0	3	1	0	4
Precinct Strategies - Floreat	0	0	1	0	1
Precinct Strategies – Shenton Park	0	3	0	0	3
Precinct Strategy - Monash	6	1	0	2	9
Precinct Strategy – Nedlands North	4	0	0	1	5
Precinct Strategy – Hampden / Broadway	4	1	0	1	6
Precinct Strategy – Carrington	0	0	0	1	1
Precinct Strategy – Stirling Highway	2	0	0	1	3
Precinct Strategy – Nedlands South	1	0	3	1	5
Precinct Strategy – Dalkeith	1	0	2	0	3
Total	39	16	17	14	86

Table 1: List of LPS Recommendations and status

Since the adoption of the City's Local Planning Strategy (2017) there have been significant changes to the state planning framework (strategies and policies) and legislation, in addition to changing social and economic circumstances. These are relevant to the ongoing utility and relevance of the Local Planning Strategy (2017) and Local Planning Scheme No. 3. These are discussed in more detail in the Strategic Context Section below. The WAPC has since released the new Local Planning Strategy Guidelines in October 2021 which provides guidance to local governments on the preparation of their Local Planning Strategies and, which when applied, would result in a more effective and up-to-date Local Planning Strategy for the City.

2.2 Local Planning Scheme No.3

Local Planning Scheme No.3 was gazetted on 16 April 2019 and was prepared by the Department of Planning Lands and Heritage. The scheme includes 8 zones, and 10 reserves as outlined in the table below:

Zones	Reserves
Residential	Public Open Space
Mixed Use	Environmental Conservation
Local Centre	Civic and Community
Neighbourhood Centre	Public Purpose
Service Commercial	Infrastructure Services

Private Community Purposes	Education
Urban Development	Government Services
Special Use	Recreational
	Cemetery
	Drainage / Waterway

Table 2: List of Zones and Reserves in LPS No.3

The zones and reserves are consistent with the Model Provisions of the Planning and Development (LPS) Regulations.

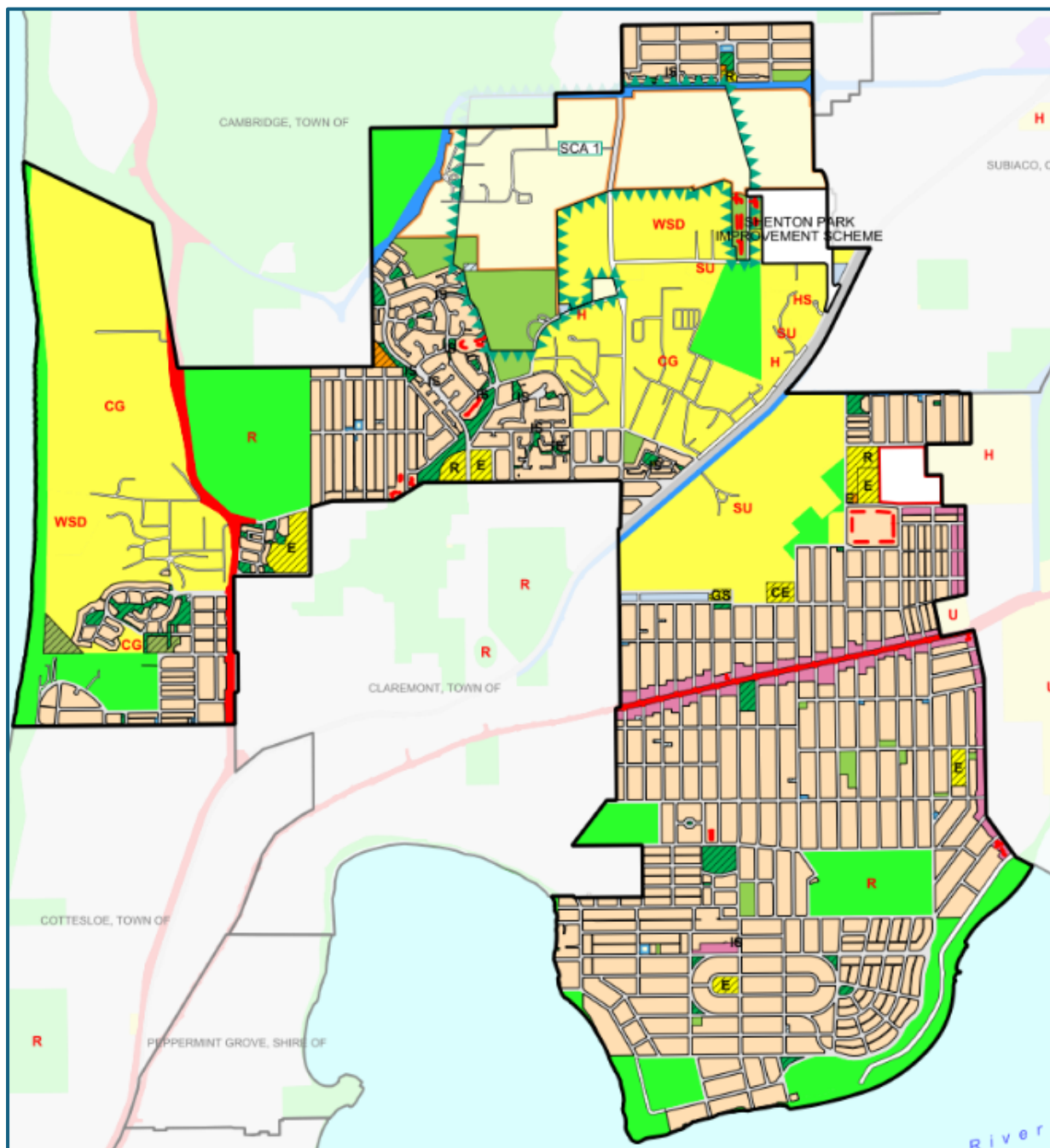


Figure 2: City of Nedlands Local Planning Scheme Map

The City's LPS No. 3 has undergone 4 amendments (19 proposed or initiated in total), and there has been no comprehensive review to date. The scheme has been in operation for 6 years and the amendments have centred around administrative changes, some specific residential density code changes and to guide vehicle access on corner lots. A complex amendment relating to development within the Mixed-Use zones of the Nedlands Stirling Highway Activity Corridor area was also proposed. The City maintains a copy of LPS No. 3 as a fully consolidated Scheme published on the City's website as each amendment is gazetted.

3.0 Strategic Context

3.1 State Planning Frameworks and Policies

Since the last scheme review, there have been significant changes to the state planning framework. This includes the Western Australian Planning Commission releasing a new regional planning framework in the form of – *Perth and Peel @ 3.5 million* in March 2018 which replaced the previous – *Directions 2031 and Beyond* strategic document. The updated strategy includes a revised *Central Sub-regional Planning Framework* which incorporates the City of Nedlands. These frameworks are based on the principle of a consolidated urban form with an integrated land use and movement network to maximise the use of existing infrastructure, whilst avoiding and protecting regionally significant environmental attributes in the sub-region. These frameworks build upon the key principles of the previous *Directions 2031 and Beyond* framework considered in the City's Local Planning Strategy 2017, however, contain significant new land use and infrastructure priorities including:

- dwelling and population targets for infill areas;
- new urban and industrial expansion and investigation areas; and,
- upgrades to existing roads and new major road projects

In addition, there have been several new and updates to existing State Planning Policies since the last scheme review, which are relevant to the City of Nedlands and a new Local Planning Strategy and potentially new or updated Local Planning Scheme No.3. These include:

- Planning Codes Volume 1 and 2 (2024)
- SPP 3.6 Infrastructure Contributions (2021)
- SPP 3.7 Bushfire (2024)
- SPP 4.2 Activity Centres (2023)
- SPP 4.1 Industrial Interface (2022)
- SPP 5.4 Road and Rail Noise (2019)
- New SPP 7.0 Design of the Built Environment (2019)
- New SPP 7.2 Precinct Design (2021)

In addition to the number of changes and inclusion of new State Planning Policies, the Western Australian Planning Commission has also introduced two new Operating Policies which may affect planning within the City of Nedlands. These are:

- 1.11 Community Schemes (2021)
- 2.2 Residential Subdivision (2024)

The changes to the state planning framework over the last 7-8 years has been significant. A new Local Planning Strategy and amended scheme will need to take into consideration the changes to the state planning framework.

3.2 Scheme Amendments

There have been 19 separate amendments proposed to the City's Local Planning Scheme No.3 since its gazettal in April 2019. Most of these amendments were initiated by Council to maintain the Scheme as an up-to-date and effective planning instrument and included amendments to implement actions of Local Planning Strategy 2017. Of the 19 amendments, (4) have been gazetted, (6) have been refused by the Minister, (3) are awaiting WAPC and / or Ministerial determination, (2) are being drafted, (1) has been put on hold pending further investigation, and (3) failed to be initiated. A full list of amendments to the City's Local Planning Scheme No.3 is detailed in Table 3 below:

Amendment No.	Amendment Title and Description	Status
1	Basic Amendment - Reword Clause 32.4(5) Sought to insert the words 'local planning policy' into clause 32.4 (5) of the scheme.	Gazetted on 17 January 2020
4	Fast Food outlet land use permissibility Sought to limit NLA of fast food uses to 200sqm and not permit these uses on Broadway, Hampden, or Waratah Ave. The amendment was refused because it created inconsistency between the text and zoning table and was inconsistent with the State Planning Framework.	Refused by Minister on 5 November 2021
5	Basic Amendment - 14 and 16 Napier Street Rezone 14 Napier Street from Residential to Drainage/Waterway and remove R-Coding. Rezone 16 Napier Street from Drainage/Waterway to Residential and add R15 coding.	Gazetted on 1 October 2020
6	Ceding Laneways and Vehicular Access Sought to require establishment of laneways on subdivided lots to prevent proliferation of driveways on some streets. After refusal, a different approach has been taken with Scheme Amendment 14.	Refused by Minister on 24 October 2023

7	South Broadway Proposed lower densities in the Southern three quarters of the Broadway precinct (R40, R-AC4).	Refused by Minister on 5 November 2021
8	Modify residential density on Alexander Road Sought to modify several lots in the vicinity of Alexander Road from R60 and R80 to R35. The Minister required a modification that lots on the western side of Alexander Road be coded R40 and the lots on the eastern side of Alexander Road remain R80.	Gazetted on 4 February 2022
9	Deep Soil Planting for Single and Grouped Dwellings Sought to impose a 20% deep soil requirement on R40, R60, R80 and R160 lots in transitional density areas.	Refused by Minister on 5 November 2021
10	Additional Use A9 Betty Street Doonan Road Additional Use for Residential Aged Care to be a 'P' use at 10 and 11 Betty Street and 73 and 75 Doonan Road. Aged Care use to be developed in accordance with R80 coding but R12.5 density applied to map.	Gazetted on 4 February 2022
11	Residential Aged Care Facility Sought to amend clause 32.4 and add clause 32.7	Refused by Minister on 5 November 2021
12	Tree Retention on Private Land (R20 and below) Sought to classify tree removal as requiring a development application where trees met the definition of a regulated tree.	Refused by Minister on 9 February 2024
13	NSHAC Amendments Seeks to change zoning for some lots along the highway to create neighbourhood centres and residential pockets. Also seeks to return heights to the acceptable outcomes of Volume 2 of the R-Codes.	Awaiting decision by Minister
14	Consolidated Vehicle Access for R60 Corner Lots Seeks to prevent large numbers of driveways on subdivided corner lots.	Being progressed.
15	Nedlands Village Rezoning of Nedlands Village site in accordance with Precinct Structure Plan. From Residential with A3 to Residential, Mixed use and Public Open Space	Awaiting WAPC consideration
16	Fast Food Outlets Seeks to make Fast Food Outlets an 'X' use in the Mixed Use and Neighbourhood Centre zones. The WAPC is not in support of an amendment that	With DPLH. The CoN requested a pause of processing to provide

	seeks to disallow what the State does allow for. Fast food would be better controlled through built form policies aimed at protecting amenity from drive through facilities.	further justification and seek alternative proposals.
17	Omnibus Amendment A series of basic amendments to LPS 3	In draft
19	Short Term Rental Accommodation Amendment of land uses to be consistent with State's amendments to the Planning and Development (Local Planning Schemes) Regulations 2015 regarding Short Term Rental Accommodation.	Has been drafted and is due to be presented to Council at its May 2025 meeting to initiate the amendment.

Table 3 List of Scheme Amendments to Local Planning Scheme No. 3

3.3 Local Planning Framework changes

Since the adoption of the City's Local Planning Strategy and Local Planning Scheme No.3, the City has embarked upon a significant review and renewal of its Local Planning framework, including a comprehensive review of its various strategies and Local Planning Policies. This is documented in the following sections.

3.3.1 Local Planning Strategy amendments

The Strategy has not been amended but needs updating considering changes in population and recent strategic documents responding the LPS No. 3 and its associated amendments.

3.3.2 City of Nedlands Strategies

At the time of the approval of the City's Local Planning Strategy, there were several strategies and management plans which helped to inform the Local Planning Strategy. The status of these strategies and management plans and the creation of new strategies and management plans is identified in the table 4 below:

Documents under the Current Local Planning Strategy	Current Status	New Documents approved since the Local Planning Strategy
Strategic Community Plan (2014)	Superseded	Council Plan (2023-2033)
Strategic Recreation Plan (2010-2015)	Superseded	Strategic Active Facilities Plan 2020-2050
Natural Areas management Plan (2013-2018)	Superseded	Natural Areas management Plan 2019-2024

Travel Plan (2009-2012)	Superseded	Integrated Transport Strategy (2024)
Sustainability Strategy (2009)	Due for review	
Foreshore Management Plan (2010)	Superseded	Foreshore Management Plan (2025)
WESROC Western Suburbs Green Plan (2002)	Superseded	Urban Forest Strategy 2018-2030
Local Commercial Strategy (2001)	Due for review	
Local Housing Strategy (2001)	Due for review	
Housing Diversity Strategy (2006)	Due for review – part of Housing Strategy	
Local Hubs Framework (2013)	Due for review – part of Commercial Strategy	
Draft Stirling Highway Project (2009)	Superseded	Nedlands Stirling Highway Activity Corridor Strategy (2024)
Hampton Road / Broadway Precinct Study (2014)	Superseded	LPP 5.14 Precincts
Community Facilities Audit	Due for review	
		Public Open Space Strategy: Nedlands and Dalkeith (2024)
		Asset Management Strategy 2019-29
		Public Health Plan 2024-28
		Local Heritage Survey & Heritage List 2012
		Long Term Cycle Network (2025)

Table 4: List of Previous and current strategies and management plans for the City of Nedlands

A revised Local Planning Strategy will need to consider the updated strategies and management plans and determine if selected current strategies are required to be updated (i.e. Housing Strategy).

3.3.3 City of Nedlands Local Planning Policies

At the time of the approval of the City's Local Planning Strategy, the following Local Planning Policies were in place:

- Cash in Lieu of Car Parking
- Swanbourne Design Guidelines A (Precincts 1 to 5 and 9)
- Swanbourne Design Guidelines B (Precincts, 6, 7 and 8)

- Subdivision Policy
- Two Grouped Dwellings in Dual Coded Areas
- Allen Park Residential Estate Design Standard for Lots 11 To 17 Clement Street and Lots 18 To 25 North Streets, Swanbourne
- Road Widening (Stirling Highway)
- Cash In Lieu Of Car Parking - Government Road
- Listed Heritage Places - Demolition Policy
- Intensification of Residential Density
- Reduction of Front Setbacks
- St Peters Square Design Guidelines
- Carports And Minor Structures Forward of The Primary Street Setback
- Hollywood Design Guidelines
- Old Swanbourne Hospital Precinct
- Sea Containers
- Ancillary Accommodation
- Advertisement Signs on Zoned and Reserved Land (Except Road Reserves)
- Fill and Fencing

Since the adoption of Local Planning Scheme No.3, the State Government has embarked upon a significant review of its planning framework. This has included legislative changes to the Planning and Development (local planning scheme) Regulations 2015, the introduction of Perth and Peel @ 3.5 million and the review of the Western Australian Planning Commission's, suite of State Planning Policies. As a result, the City has also undertaken an overhaul of its Local Planning Policies, revoked several policies, and reviewed others, and has introduced more contemporary policies to its framework. The City's list of current Local Planning policies is detailed below:

- 1.1 Residential Development
- 1.2 Removal of Occupancy Restrictions 1.3 Sustainable Development
- 2.1 Signage and Advertising
- 2.2 Short term Accommodation
- 2.3 Child Care Premises
- 2.4 Residential Aged Care Facilities
- 3.1 Landscaping Plans
- 3.2 Waste Management
- 3.3 Tree Retention
- 4.1 Parking
- 4.2 Dalkeith to Stanley Street Laneway
- 5.1 Hollywood Design Guidelines
- 5.2 Old Swanbourne Hospital Precinct
- 5.3 St Peters Square Design Guidelines
- 5.4 Swanbourne Design Guidelines
- 5.6 Allen Park Residential estate Design
- 5.9 Primary Controls for Apartment Development
- 5.13 St John Wood Estate Fencing
- 5.14 Precincts
- 6.1 Heritage Incentives
- 7.1 Exempt Development

- 7.2 Design Review Panel
- 7.3 Consultation on Planning Proposals
- 7.4 Refunding and Waiving DA fees
- 7.5 Development Compliance
- 7.6 State Administrative Tribunal
- 7.7 Public Open Space Contributions

At the time of writing this report the City is also working on the following Local Planning Policies to implement recommendations of the current Local Planning Strategy:

Local Planning Policy Title	Description	Status
LPP 3.4 – Tree Retention R25-R80	The policy seeks to retain regulated trees on R25-R80	Currently advertised and is due for presentation to Council by mid-2025.
LPP 4.1 – Non-Residential Parking	The policy will update non-residential car parking standards to contemporary ratios and provide minimum requirements for bicycle parking and Electric Vehicle Charging spaces.	Currently advertised and is due for presentation to Council by mid-2025.
New LPP – Percent for Art	The new policy will promote public art within development or through contributions. The Policy will work alongside the City's Public Art Strategy to define where public art monies will be spent.	Adopted by Council at its April 2025 meeting.
New LPP – Verge Tree Protection	The new policy will put in place measures to ensure the protection of existing verge trees during development.	Currently being developed.

Table 5: List of Upcoming Local Planning Policies

4.0 Development activity in the local government area

4.1 Development approvals

Local Planning Scheme No. 3 introduced high-density mixed-use development into lots that had formally been coded low density residential. This occurred in areas such as Stirling Highway Activity Centre Corridor and the Hampden and Broadway Precincts. Between 2018 and May of 2025, new development applications have accounted for a net increase of 1,302 additional new dwellings in the City of Nedlands (i.e. excluding a single house replacing a single house). The below table illustrated the number of additional dwellings created because of development approval between 2018 and May 2025.

Development approval for additional dwellings – 2018-2025								
	18-19	19-20	20-21	21-22	22-23	23-24	24-25*	TOTAL
Single	11	14	25	22	6	12	15	105
Grouped	0	30	74	60	62	70	24	320
Multiple	0	36	210	153	73	336	69	877
Total additional dwellings	11	80	309	235	141	418	109	1,302

Table 6: Development approval for additional dwellings 2018-2025

*As of 12 May 2025

4.2 Building Permits

For the same period 475 building permits were issued for additional dwellings. The breakdown for the 2018-2025 period is shown in the table below.

Building permits for additional dwellings – 2018-2025								
	18-19	19-20	20-21	21-22	22-23	23-24	24-25*	TOTAL
Single	8	9	21	25	16	6	6	91
Grouped	0	7	46	44	28	23	3	151
Multiple	0	0	62	171	0	0	0	233
Total additional dwellings	8	16	129	240	44	29	9	475

Table 7: Building permits for additional dwellings 2018-2025

*As of 12 May 2025

4.3 Local Development Plans

The following local development plans are operative:

Plan area	Purpose	Status
Hollywood Hospital	Modification to portions of maximum building height.	Adopted 22 November 2022
Hollywood residential area	To provide built form controls	As per the deemed provisions, effect until 2025. Will be incorporated into LPP prior expiry.
St Peter's Square	To provide built form controls	As per the deemed provisions, effect until 2025. Will be incorporated into LPP prior expiry.
Former Swanbourne High School	To provide built form controls	As per the deemed provisions, effect until 2025. Will be incorporated into LPP prior expiry.

		incorporated into LPP prior expiry.
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Table 8: Current Operative Local Development Plans

4.4 Structure Plans

At the time of approval of the Local Planning Strategy, The City of Nedlands had the following Structure Plans within its municipality:

- Hollywood Hospital Masterplan
- Hollywood Village Masterplan
- Shenton Park Hospital Redevelopment (Under Improvement Scheme)
- Mt Claremont Masterplan

Since then, the Western Australian Planning Commission has adopted the Nedlands Village Precinct Structure Plan in 2024. This structure plan is bound by Karella Street, Williams Road, Smyth Road, and Monash Avenue. The Precinct Structure Plan includes Mixed Use and Residential zonings and one Public Open Space reserve. The Structure Plan provides for between 70-80 new single residential lots and 100-150 apartments.



Figure 3 Nedlands Village PSP Location

The City has also assessed a Precinct Structure Plan for Lot 47 (No. 2-6) Orton Road, Shenton Park. In March 2025 this remained under assessment by the Department of Planning, Lands and Heritage.



Figure 4 Orton Road PSP Location

4.5 Lot Creation

Since 2019 a total of 421 residential final approvals have been granted through subdivision as per WAPC State Lot Activity summaries. See table.

	No. lots granted final approval						
2019	2020	2021	2022	2023	2024	2025	TOTAL
59	63	113	77	65	26	18	421

Table 9: Additional Lot Creation 2018-2025

5.0 Population change

The table below shows the current and estimated population growth for the City of Nedlands using the 2011 and 2021 Census for 2011 and 2021 respectively, and *Directions 2031 and Beyond* and Perth and Peel @ 3.5m for population projections for the City of Nedlands in 2031 and 2050, respectively.

2011	2021	2031	2050
21,536	22,132	25,620	31,530

Table 10: Population change - current and projected to 2050

The Census reveals a 2.7% population growth from 2011 to 2021 with a projected population growth target of 15.95% growth by 2031 and 31.7% growth by 2050. The increase in population is expected to occur through an increase in the number of dwellings from 8070 in 2011 to 12,390 (increase of 4,320 dwellings) by 2050. It is anticipated that population levels are currently around 24,000 based

on the level of development that has occurred in the City of Nedlands since implementation of Local Planning Scheme No.3 in 2019.

The additional population is expected to be in the higher density Mixed-Use and Residential areas adjoining Stirling Highway, Hampden Road, and Broadway in Nedlands, and along Waratah Avenue between Adelma Road and Alexander Road in Dalkeith. These are the areas that were significantly up-coded upon adoption of the 2019 Local Planning Scheme No.3.

Development along these roads is expected to result in traffic congestion. The City notes that no traffic modelling has been undertaken (yet) by the WAPC, DPLH or the City of Nedlands to assess the impacts of this additional density on traffic congestion. There is limited opportunity for the local government for road widening for additional traffic lanes or reserved bus lanes due to the width of the road reserves along Hampden Road and Broadway.

Additional retail and commercial uses are expected to compliment the population growth. This is already occurring within the Mixed-Use zones as development in recent years have included ground floor shops and offices.

Between Karrakatta Cemetery and Carrington Street sits a long narrow block of Commercially zoned lots. Given potential amenity impacts to the low-density residential zones across the street, it is not anticipated that this commercial zone will become a significant source of commercial activity. Such commercial activity is likely to increase along Stirling Highway, particularly along the western portion of the highway near the boundary of the Town of Claremont.

6.0 Consultation

The City of Nedlands has undertaken internal engagement and consultation with the Western Australian Planning Commission pertaining to the preparation of the Scheme Review report. Further consultation has also been undertaken with Elected Members of the City of Nedlands. Since the approval of the Local Planning Strategy and Local Planning Scheme No.3, the City of Nedlands has undertaken the preparation of several key strategies which will help to inform the preparation of the new Local Planning Strategy and scheme. This includes the following key documents:

- Strategic Community Plan and Corporate Business Plan (2023-33)
- Strategic Active Sports Plan 2020-2050
- Natural Areas Management Plan (2019-2024)
- Integrated Transport Strategy (2023)
- Foreshore Management Plan (2025)
- Urban Forest Strategy (2018-2030)
- Public Open Space Strategy: Nedlands and Dalkeith (2024)

- Asset Management Strategy (2019-29)
- Public Health Plan (2024-28)
- Stirling Highway Activity Corridor Strategy (2024)
- Local Heritage Survey and Heritage List (2012)

The above documents were prepared in consultation with the community and relevant government and non-government stakeholders and endorsed by Elected Members of the City of Nedlands.

The City of Nedlands anticipates that through the preparation of a new Local Planning Strategy, there will be extensive stakeholder and community engagement.

7.0 Officer's comments

Local Planning Strategy

The City's Local Planning Strategy and Local Planning Scheme No.3 has been operational for 8 and 6 years, respectively. During this period, there has been significant change to the State Planning Framework which has been adopted by the City through amendments to Local Planning Scheme No.3 and through updates and the creation of new Local Planning Policies to support the City's local planning framework. The current Local Planning Strategy references the superseded state Planning Strategy – Directions 2031 and Beyond and many of the referenced State Planning Policies have been updated or superseded by revised State Planning Policies. New State Planning Policies such as SPP 7.0 'Design of the Built Environment' have been introduced along with significant changes to the Residential Design Codes with the introduction of Volumes 1 and 2 as an example.

The City's Local Planning Strategy will require significant modification to reflect the updated state planning strategy and various state planning policies implemented since the current local planning strategy was approved in 2017. Preliminary consultation with the City's administration has also identified areas where there could be improvement and further emphasis in future planning. A summary of the proposed changes to the strategy is identified below:

1.0 State Planning Framework

The Local Planning Strategy will need to be updated to reflect the significant changes that have occurred to the State Planning Framework including the replacement of *Directions 2031 and Beyond* with *Perth and Peel @ 3.5m*, in addition to the number of state planning policy changes that have occurred since the Local Planning Strategy was approved.

2.0 Local Planning Framework and Context

The Local Planning Strategy will need to be updated to reflect changes in population projections that have occurred since the Local Planning Strategy was approved. In addition, the City has adopted a

new Strategic Community Plan and Corporate Business Plan (2023-33) and there have been changes to the City's strategies, introduction of new structure plans and significant changes to the City's Local Planning Policies which will need to be incorporated into the City's Local Planning Strategy.

3.0 Environmental

The City could explore a greater emphasis on sustainability and tree retention to ensure a growing tree canopy as development in the area increases. Greater emphasis on sustainable built form can be explored to ensure the City's carbon footprint is effectively managed. There is also a need to revisit the City's Greenway Policy and add into the Urban Forest Strategy.

4.0 Transport Infrastructure

Greater emphasis on improving a connected cycle and pedestrian network in the City and further investigation into promoting greater public transport use via planning for future Mid-Tier public transport along activity corridors. This is seen as critical if the City of Nedlands together with other western suburb councils are required to increase population densities and commercial activity in the coming years.

The City should also investigate the interface with Shenton Park and Western Power substation to integrate with the Montario Quarter. This will include an improved transport network and provision for public transport, cycling and pedestrian movement infrastructure.

To improve the activity corridor along Stirling Highway, which has been at capacity for several years, the City should advocate for public transport priority to accommodate some form of mid-tier transit to support the commercial and residential densification of the Stirling Highway corridor. Better landscaping and urban design to improve the amenity of the corridor should also be a priority.

To support the greening and active streets, the City should create a Road Hierarchy and Landscape Masterplan for the City of Nedlands to guide future upgrades and greening of streets. This will include developing a standard upgrade treatment for roads with medians.

5.0 Retail and Commercial

A revised Retail and Commercial Strategy is considered necessary since the existing Retail and Commercial Strategy was adopted in 2001. The revised strategy will need to capture the growth in retail and commercial floorspace that is prompted by a growth in mixed-use development in selected activity centre corridors since the adoption of Local Planning Scheme No.3.

The new Commercial and Retail Strategy can include an audit of smaller centres to consider if they are still viable for commercial use and potentially explore rezoning such areas for medium density housing. The strategy could also examine the vacancy rate along Hampden Road and consider an approach to encourage the leasing of shopfronts to allow new innovative businesses to accept short term subleases.

It is important to the City that it creates a new or resurrect an existing MOU between City of Nedlands and the City of Perth to jointly create a streetscape improvement plan along Hampden Road and consider funding and timing for delivery. The City can also explore the option to develop a new Local Planning Policy that will guide Alfresco/Dining (i.e. like City of Vincent). This is considered important to ensure public realm amenity grows as this area transitions into greater mixed use and residential development.

The City is also looking to undertake the preparation of a development concept and business case to redevelop the ageing Library and City Administration Building to create a 'Local Hub' along Stirling Highway and demonstration of 'mixed use' development. The concept can explore new commercial, civil and community facilities and possible residential options for the site.

6.0 Public Open Space

The City will need to investigate the quantity and quality of public open space within the City across its various historic and emerging suburbs to ensure there is adequate public open space amenity to support the growing population and changing residential density within the City. This is particularly important since the introduction of higher residential densities into the municipality since the adoption of Local Planning Scheme No.3. The City has adopted a public open space strategy for the suburbs of Dalkeith and Nedlands, however this needs to be reviewed and expanded to incorporate the entire municipality.

7.0 Housing

The City's Housing Strategy is dated (2001) and is required to be reviewed. Despite this, the adoption of Local Planning Scheme No.3 introduced several 'growth' areas within the City introducing more intense residential development. The new housing strategy will need to investigate the level of potential housing diversity under the current Local Planning Scheme No.3, versus the City's obligations under the Perth and Peel @3.5m policy framework.

The new housing strategy should also recommend an audit of all Laneways in the City and recommend a planning framework (i.e. cost contribution plan) and Local Planning Policy to guide the future upgrade to laneways and future development adjacent to laneways. The Local Planning Policy could include subdivision guidelines with conditions and a checklist when developments occur with laneways.

The City's current Local Planning Policy 1.3 should be reviewed to add additional sustainability initiatives to support 'greening' of high-density development in the City. This could include 'green walls' / vertical gardens and 'green rooftops' as some ideas.

8.0 Community Facilities

The City will investigate creating a Community Wellbeing Plan for the City of Nedlands and undertake a full audit of the City's property assets and consider options for disposing and / or redevelopment via a business case.

9.0 Infrastructure

The City would also like to explore the possibility of assigning development contributions for large developments (e.g. Montario Quarter) to support the upgrade of surrounding infrastructure. The City will also investigate the establishment of an inter-government liaison with State Government Agencies and other Authorities to coordinate infrastructure delivery in the City of Nedlands.

10.0 Sustainability

The City would like to explore implementing the 'behaviour change program' called 'Your Move' in the City of Nedlands with the Department of Transport to help relieve growing parking and traffic problems in the City. This will be undertaken in conjunction with undertake the preparation of a new sustainability strategy to guide the City's adoption of sustainability practices, improve community awareness and adoption of sustainability practices, and report on progress against key performance indicators via a Sustainability Dashboard Report.

The preparation of a Sustainability Strategy for the City could also recommend changes and new practices to improve the environment, sustainable transport, waste management and adapt to climate change.

11.0 Other

The following are additional recommendations for consideration in the new Local Planning Strategy:

Developer Contributions for Infrastructure

With an increasing population there is growing demand for infrastructure such as parks, main street amenity and transport infrastructure (i.e. cycle and pedestrian infrastructure). The City will explore developer contribution funding to support the upgrade to infrastructure as population and commerce within the municipality increases through greater mixed use and residential densification. This will be explored around the Stirling Highway precinct in Nedlands and Dalkeith where residential densities have increased and there are known deficiencies in public open space. This will need to be supported by a revised public open space strategy that identifies existing public open space within the City and proposed new housing in areas that have been recoded when Local Planning Scheme No.3 came into effect. Further discussion with the Western Australian Planning Commission will be undertaken to further define the boundaries of a future developer contribution scheme to ensure there is an appropriate nexus with population growth and new development.

The city has a traffic model (TIMON) which is being updated to a 2025 base year. It is hoped that this traffic model can be used in the future to help assess the wider impacts of proposed developments

on the transport network and assist in the equitable assessment of developer contributions for transport infrastructure.

QEII Improvement Scheme

The Western Australian Planning Commission has identified the need for an 'Improvement Scheme' to be enacted over the area comprising the QEII Medical Precinct. The area known as Improvement Plan No.63 'UWA QEII (Specialised) Activity Centre' includes portions of the suburb of Dalkeith, west of Hampden Road and areas north of Stirling Highway west of Hampden Road, bounded by Hampden Road and Williams Road, and the area south of Aberdare Road and north of Monash Avenue. The establishment of this new precinct and its objectives will need to be reflected in the Local Planning Strategy and Local Planning Scheme No.3.

Local Planning Scheme

The Scheme has had several amendments to address several planning issues and remains fit for purpose. A series of minor improvements has been identified which may take the place of an omnibus amendment to bring the scheme definitions into alignment with the model scheme text and separate out distinct residential land uses. Subject to the updates also required for the Local Planning Strategy, this may translate to additional amendments to Local Planning Scheme No.3 as and when required (i.e. scheme provisions for a cost contribution plan). A summary of current identified amendments that are required to the scheme is detailed below:

- Add the definitions of 'single house,' 'grouped dwelling,' 'multiple dwelling,' 'independent living complex' and 'Residential Building' to Part 6. Clause 38(1);
- Add the definitions of "Community Purpose," 'Fast Food Outlet' and 'Lunch Bar,' 'Service Station' and 'Veterinary Service' to Part 6. Clause 38(1);
- Amend Table 3 to include land use permissibility for the land uses of 'single house,' 'grouped dwelling,' 'multiple dwelling,' 'independent living complex,' 'Residential Building,' 'Fast Food Outlet' and 'Lunch Bar';
- Delete the use 'Residential' and associated permissibility from Table 3 – Zoning;
- Include as an 'X' use, the land use 'Single Residential,' in land coded R100 and above;
- Introduce scheme provisions for the establishment of a Developer Contribution Plan in the Scheme replacing Part 4 (27) and (28) of the scheme.
- Review the Model Scheme text to ensure consistencies with Local Planning Scheme No.3 and the Model Scheme Text are ameliorated.
- The introduction of the QEII Improvement Scheme within Local Planning Scheme No.3
- Introduction of scheme definitions and land use permissibility in Table 1 to reflect the State Governments standardisation of Short-Term Accommodation land use.

The above amendments are in their planning phase and further discussion with the Western Australian Planning Commission is needed to determine if they are appropriate moving forward.

8.0 Recommendation

The Council, pursuant to Regulation 66(3) of the *Planning and Development (Local Planning Schemes) Regulations 2015* recommends to the Western Australian Planning Commission that:

1. That the City of Nedlands should prepare a new Local Planning Strategy to reflect the current state planning framework. This strategy will replace the existing Local Planning Strategy, which shall be revoked upon endorsement of the new Strategy in accordance with Regulation 66 (3) (b) (iii) of the *Planning and Development (Local Planning Scheme) Regulations 2015*.
2. That the City of Nedlands Local Planning Scheme No.3 is satisfactory in its existing form but should be considered for amendment based on an agreed program of Scheme Amendments that will be determined as the Local Planning Strategy is developed in consultation with the Western Australian Planning Commission, in accordance with Regulation 66 (3) (a) (ii) of the *Planning and Development (Local Planning Scheme) Regulations 2015*.



16.3 Keeping of Beehives within Cottesloe Golf Course

Report Number	PD26.06.25
Meeting & Date	Council Meeting – 24 June 2025
Applicant	John Faherty, Postcode Honey
Employee Disclosure under section 5.70 Local Government Act 1995	Nil
Report Author	Alain Baldomero - Manager Health and Compliance
Director	Bruce Thompson - Director Planning and Development
Attachments	Attachment 1 - Application for the keeping of Bees Attachment 2 - The City of Nedlands Health Local Law 2017 Division 5 Bee Keeping Attachment 3 - City of Nedlands Bee Keeping Policy 2019 Attachment 4 - Proposed location and arrangement of beehives within the Cottesloe Golf Course, and location of Remnant Bushland Area 10 Attachment 5 - Certificate of Registration of a Food Business Postcode Honey City of Swan

Purpose

Council to consider approval of keeping 20 beehives by a commercial beekeeper, Postcode Honey, within Cottesloe Golf Club (CGC).

Current beekeeping policy caters for residential purposes only and does not extend to the proposed purpose.

Administration Recommendation

That Council APPROVE an application by Mr John Faherty, Postcode Honey, to keep 20 beehives at Cottesloe Golf Course subject to the following conditions:

- 1. The applicant to manage the beekeeping operation within relevant legislative requirements and to the satisfaction of the City of Nedlands (the City).**
- 2. The location of beehives is to be at least 30m away from any remnant bushland conservation area.**
- 3. The keeping of beehives and production of honey must not be of a commercial nature. Should honey production expand into a larger-scale operation in the future, the matter may warrant reconsideration, and further approval may be required.**
- 4. The applicant is to seek approval from the City prior to making any change in the management or operation of beehives.**
- 5. Any operation regarding extraction, processing and sale of honey is not permitted to occur within the City's district.**



6. All users must be notified of the presence of beehives in the golf course.
7. Appropriate signs are to be installed in the perimeter of the beehive location.
8. Investigate bee-related complaints that arise from within the golf course within 72 hours, where relevant, review and implement control measures as a result of the investigation, and record correspondences.
9. The City reserves the right to revoke the approval for keeping bees at any time. In the event that approval is revoked, the applicant will have 21 days to remove all bees and hives from the property and return the landscape of the area to a state to the satisfaction of the City.

Voting Requirement

Simple Majority

Background

The City of Nedlands received an application (Attachment 1) on 12 July 2024 seeking approval for the keeping of a maximum of 20 beehives within CGC. The golf course spans over 62 hectares and provides opportunities for environmental projects like beekeeping which intend to contribute to local biodiversity, enhance pollinator habitats, and provide community education opportunities. The Golf Club liaised with Postcode Honey (the applicant) and proposed to keep bees within the Golf Course as they considered it to be an environmentally friendly undertaking.

Discussion

Council Policy – Beekeeping

Division 5 of the *City of Nedlands Health Local Law 2017* (Attachment 2) allows the keeping of beehives within the district if approved by the City of Nedlands.

On 28 February 2012 Council approved the retention of a hobby beehive at a residence within the City's district. Conditional to this approval, Council resolved that the City's Administration prepare a report outlining conditions under which approval for similar applications can be assessed under delegations by administrative staff.

The scope of the current beekeeping policy (Attachment 3) is limited to residential premises only and does not include beekeeping on crown land. Since Postcode Honey is a commercial beekeeper and the Golf Club is a non-residential premises, it is considered appropriate for the Council to decide the outcome of the application.

Position of Cottesloe Golf Club and Postcode Honey

CGC initiated the beekeeping proposal with an intent to improve biodiversity onsite. They requested Postcode Honey to be a partner in this venture. The CEO of the Club suggested that having beehives in golf courses is becoming more common. Wembley



Golf Couse (Town of Cambridge) and Mt Lawley Golf Club (City of Stirling) for example, have beehives.

The Club's CEO and Mr Faherty (the applicant) have confirmed that the operation will not be of a commercial nature and will not be selling the honey produced from the beehives.

Furthermore, Mr Faherty suggested that the production of honey at CGC is unlikely to be of commercial volumes within the next two years. If and when any honey is produced, it is unlikely to cover the cost of for example, relocating the bees, and providing hive woodware.

As part of the beekeeping proposal, feral bee colonies currently situated at the golf course will be re-homed to allow these colonies to establish beehives at the golf course. Beehives are proposed to be introduced to the golf course progressively and the outcomes will be monitored.

Administration assessment

The application has been assessed based on the criteria within the City of Nedlands Beekeeping Policy 2019. Although the Policy was developed for hobby beekeeping within the residential premises in the City, many criteria in it can be applied to the current context. The essential considerations in the Policy are discussed in context with the application:



	Essential considerations	Applicant's response	Administration's comment
1.	<p>Hive Density: A maximum of two (2) hives may be permitted within a single residential lot.</p>	<p>The policy and application form refer to a maximum of 2 hives per residential lot. The Cottesloe Golf Course occupies an area greater in size than 200 residential lots. Our application refers specifically to limiting the maximum number of hives to 20 hives at this location. In our experience this would allow for ample year-round food for the bees (being adjacent to Bold Park and other bushland). The proposed location is approximately 400-500 metres from the nearest residence. Local (neighbouring) residents are unlikely to notice any increase in bee numbers and certainly wouldn't experience any nuisance.</p>	<p>The application is outside of the scope of the existing Policy as the intended location is not a residential premises, and a commercial beekeeper will be managing the hives. Hence a council decision on this matter is required.</p>
2.	<p>Hive Placement:</p> <ul style="list-style-type: none">• Beehive(s) should not be positioned in the front yard of suburban residence• Where possible, beehive(s) should be positioned out of sight of the public• Where practical the entrance of the hive(s) is to be located in such a direction that bees fly across the property allotment.	<p>It is intended to position the beehives in two rows of up to 10 hives. Approximate distance between hives will be 1 metre and the rows will be located approximately 5 metres apart. Exact positions of the hives may change slightly to suit shade requirements and hive management practices. The nearest private residence to this location is most likely 55 Fortview Rd, Mount Claremont WA 6010. I estimate that this is more than 400 metres from the proposed location. There are buildings associated with Campbell Barracks (to the west of West Coast Highway) which may be closer - but are still more than 200 metres from the proposed location of the beehives. These distances mean that there will be little (if any) interaction between bees and the nearest neighbouring properties. The location of the</p>	<p>The proposed beehives' location is more than 400m from any nearby residential premises. Plants and trees within the golf course will help keeping the beehives from public sight. Bee flight paths are not likely to cross any property allotment. However, the hives have been suggested to be located within remnant bushland area 10 (Attachment 4), which is not a suitable location. Administration recommends that beehives be located at least 30m away from any remnant bushland conservation area. The CGC to notify all users about the presence of beehives within the golf course.</p>



		<p>bushland adjacent to the golf course and Bold Park which currently host many feral honey bee colonies means that residents would not notice any increased bee activity.</p> <p>The proposed location is approximately 400-500 metres from the nearest residence. Local (neighbouring) residents are unlikely to notice any increase in bee numbers and certainly wouldn't experience any nuisance. Direction of bee flight is not relevant due to the great distance between the site and the nearest neighbour.</p> <p>A site map has previously been submitted - which shows the location of the beehives in the non-irrigated area between the 11th and 17th holes - approximately 80 metres from West Coast Highway. This location is elevated above the adjacent fairways - which will mean that there will be minimal (if any) interaction between bees and golfers. There is no need for flight path barriers - due to the fact that the proposed location is higher than the adjacent fairways. The Cottesloe Golf Club would ensure that all members would be made aware that there are beehives on the course. Note that there are currently existing feral colonies in hollow trees etc. on the golf course.</p>	<p>Appropriate signs are to be installed in the perimeter of the beehive location.</p>
3	Barriers	<p>Due to the fact that the proposed location is approximately 400-500 metres from the nearest</p>	<p>Barriers may not be required at this stage. Should issues or concerns be raised in</p>



	<p>Flight path barriers are recommended to be above 2m when crossing property boundaries. This may be achieved by using screens, shrubs, walls, hedges, fences, etc., thereby encouraging bees to fly at a height.</p>	<p>residence and there are numerous trees, hills and hollows between the hives and the nearest neighbours mean that flight path barriers, construction materials and fencing are not relevant.</p>	<p>future, an assessment could be undertaken to address the situation.</p>
4	<p>Lights</p> <p>It is recommended that a physical barrier, screen or similar is provided between the hive entrance and light sources from immediate properties</p>	<p>Due to the fact that the proposed location is approximately 500 metres from the nearest residence, barriers to light sources are not relevant due to the isolated nature of the proposed site. Neighbouring lights are just too distant to be able to attract bees at nighttime.</p>	<p>Light barriers would not be required at this stage. Should issues or concerns are raised in future, an assessment could be undertaken to address the situation.</p>
5	<p>Water Supply</p> <p>An adequate supply of water must be available with each hive.</p>	<p>Access to water will be maintained at the Cottesloe Golf Course site (within 10 metres of the hives) at all times. Water will be provided via poultry watering devices or similar – as we use at other similar locations.</p>	<p>A final site assessment will be conducted to ensure adequate water supply.</p>
6	<p>Docile bees</p> <p>The applicant is to monitor the hive to maintain a docile strain of bees.</p>	<p>Postcode Honey utilises docile honeybees with genetics sourced initially from the Rottnest Island Queen Rearing program. To minimise interaction between honeybees and neighbours and/or other members of the public, beehives will normally be transported at night.</p>	<p>Applicant's response appears to be satisfactory.</p>



7	<p>Hive management</p> <p>The applicant must be able to justify that they have sufficient knowledge, expertise or experience to manage a beehive and are capable of identifying problems that may arise, particularly in relation to swarm control, temperament of the colony, disease management and prevention, and maintenance of safety to nearby properties. This includes management of any transport of the colony and hives that may be required.</p>	<p>I, John Faherty (Postcode Honey) have experience as a beekeeper dating back more than 30 years. I have been keeping bees in the Perth metropolitan area for more than 10 years. These hives have been located in a number of Local Government Areas. In that time, I have only received one complaint – which was addressed immediately with the introduction of an improved flight path barrier. I currently keep beehives throughout the Perth metropolitan area including areas such as the Perth CBD. I have a good understanding of the importance of docile strains, swarm control, disease management and maintenance of safety to nearby properties.</p> <p>All beehives will be standard “Langstroth” hives (approximate dimensions of each box is: 463mm x 362mm x 241mm). The number of boxes per hive varies throughout the year and is adjusted to match bee numbers, availability of food and weather. Ventilated “telescopic” lid design negates any requirement for shade.</p>	<p>Statement provided by the applicant appears to be satisfactory. But if concern over hive management is brought to the City’s attention, City officers will investigate the matter further.</p>
8	<p>Registration</p> <p>Any person who owns or who has charge, care or possession of honeybees or beehives is required to</p>	<p>I am registered with the Department of Primary Industries and Regional Development. All of my hives are marked with the registered brand “SX9” – see Certificate of Registration attached to initial application.</p>	<p>A copy of the Certificate of Registration (14782) has been received (Attachment 1).</p>



	register with the Department of Primary Industries and Regional Development (DPIRD) within fourteen (14) days of becoming a beekeeper. Registered beekeepers, both amateur and commercial are allocated a hive identifier.		
9	<p>Quality Assurance Schemes</p> <p>DPIRD have developed two (2) quality assurance schemes for beekeepers and honey producers being:</p> <ul style="list-style-type: none">• B-Qual• B-Safe <p>These are designed to ensure the consumer receives a safe and healthy Product. There is a further additional requirement to comply with the Food Standards Australia New Zealand (FSANZ) Food Safety Standard, which</p>	<p>Postcode Honey is a Perth based food company and is subject to Western Australian Health Department requirements. Our food processing facility is based within the City of Swan and is subject to regular food safety audits.</p> <p>John Faherty is a beekeeper registered with the Western Australian Department of Agriculture and Food and possesses a good understanding of beekeeping and food safety. Additionally, John is a member of the Western Australian Apiarists Association.</p>	<p>Certificate of Registration with the City of Swan received (Attachment 5).</p>



	requires food businesses to develop a Hazard Analysis and Critical Control Point (HACCP) based food safety plan.		
10	Notification to immediate residences	Due to the isolated location of the beehives (near the centre of the Cottesloe Golf Course) – there are no immediate residences. Postcode Honey understands that the City of Nedlands has already notified some residences located more than 400 metres away.	Neighbour Notification Letters were posted to immediate neighbouring residential premises. Only one concern was received advising the kids being sensitive to stings, but no anaphylaxis concern from bee stings were raised.



Complaints and community impact

Information from the application demonstrates that the proposed beekeeping activities would comply with the City's beekeeping policy requirements including having sufficient knowledge and expertise in managing beehives. The large distance between location of beehives within the Golf Course and the nearest residential property contribute to minimising nuisance complaints from being arisen.

Options available

An option available to Council is to approve the application with conditions including:

- The applicant to manage the beekeeping operation within relevant legislative requirements and to the satisfaction of the City of Nedlands.
- The location of beehives is to be at least 30m away from any remnant bushland conservation area.
- The keeping of beehives and production of honey must not be of a commercial nature. Should honey production expand into a larger-scale operation in the future, the matter may warrant reconsideration, and further approval may be required.
- The applicant is to seek approval from the City prior to making any change in the management or operation of beehives.
- Any operation regarding extraction, processing and sale of honey is not permitted to occur within the City's district.
- All users must be notified of the presence of beehives in the golf course.
- Appropriate signs are to be installed in the perimeter of the beehive location.
- Investigate bee-related complaints that arise from within the golf course within 72 hours, where relevant, review and implement control measures as a result of the investigation, and record correspondences.
- The City reserves the right to revoke the approval for keeping bees at any time. In the event that approval is revoked, the applicant will have 21 days to remove all bees and hives from the property and return the landscape of the area to a state to the satisfaction of the City.

An alternate option is to reject the application. If this option is chosen, the site will continue to be managed as per the current management scheme.

Consultation

A referral was sent to relevant internal departments for their comments on the application.

- Technical Services
- Leasing
- Rangers
- Urban Planning and Development
- Environmental Conservation

City of Nedlands Planning team contacted relevant state government departments for their comments.

- Department of Planning, Lands and Heritage (DPLH)
- Department of Biodiversity, Conservation and Attractions (DBCA)



Advice was sought from the DPLH via City's Planning team on if certain developments located on Crown land would require planning approval. Confirmation received advised that planning approval is not required for the proposed activities. However, should honey production expand into a larger-scale operation in the future, the matter may warrant reconsideration, and a formal application may be required by the DPLH.

Neighbour notification letters were posted to immediate neighbouring residential premises. Residential houses on Fortview Road, Mt Claremont abutting the golf course were also notified. Only one concern was received advising the kids being sensitive to stings, but no anaphylaxis concern from bee stings were confirmed.

Public Consultation	
Issue Raised	Officer Comment
Kids prone to reactions to stings.	Contacted the concerned resident via email to confirm whether any of their children were anaphylactic to bee stings. Requested appropriate proof (e.g., document from GP) to substantiate any claim of anaphylaxis. Resident advised not being aware of any reaction to bee stings.

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 4. Healthy and sustainable ecosystems.

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

Budget/Financial Implications

No financial implications have been identified associated with the recommendations.

Legislative and Policy Implications

[City of Nedlands Health Local Law 2017](#) Division 5 clause 98(1) requires a person to acquire approval from the City to keep bees.

[Council Policy Bee Keeping](#)



Decision Implications

If approved, up to 20 beehives will be kept at Cottesloe Golf Course on an ongoing basis.

If rejected, no beehives will be kept at Cottesloe Golf Course.

Conclusion

The City of Nedlands allows keeping of a maximum of two beehives within a single residential lot in the City given the essential considerations in the Council Policy – Beekeeping are complied with. Although the Policy was developed focusing on residential environment, the key considerations outlined there are relevant to the current application for keeping up to 20 beehives within the Cottesloe golf course. The applicant has adequately demonstrated that the premise is suitable for keeping of bees. It is, therefore, recommended that the Council approves the application subject to the conditions in the Recommendations section.

Further Information

Nil



APPLICANT DETAILS

Name: JOHN FAHERTY ☐ Owner or ☒ Occupier (please tick)

Email: postcodehoney@outlook.com

Phone:

Mobile: 0407 380 674

Postal address: 22 GILL ST NORTH PERTH WA6006

OWNER/S DETAILS (if different to Applicant)

Name: COTTESLOE GC.

Signature:

Date:

Name: TRACEY LEATLEY

Signature:

Date:

12/07/24

The application will **NOT** proceed without the signature of **ALL** owners

PROPERTY DETAILS (where the bees are to be kept):

Street/house no: 173

Lot no: COTTESLOE GOLF CLUB

Street name: ALFRED RD

Suburb: SWANBOURNE 6010

DECLARATION

- I declare I have read and understood the City of Nedlands Bee Keeping Policy 2019 and the following essential considerations have been addressed within my application and/or accompany this application:

- ☒ A detailed site plan of the location on the property for the hive(s);
- ☒ Type and dimensions of the proposed hive/s (maximum of 2);
- ☐ Location of shade areas and water supply;
- ☒ Flight path barriers and/or construction materials and height of fencing;
- ☒ Barriers to light sources from immediate properties;
- ☐ Knowledge, expertise and/or experience of hive management including:
 - Strategies for managing a docile strain;
 - Swarm control;
 - Disease management and prevention;
 - Maintenance of safety to nearby properties;
 - Management of transport of the colony if required;

- ☒ You will also need to be registered with the Department of Primary Industries and Regional Development as a beekeeper within 14 days of becoming a beekeeper. Once registered you will be allocated a hive identifier number which must be displayed on each beehive. Copies of this registration will need to be provided to the City once received.
(<https://www.agric.wa.gov.au/livestock-biosecurity/registering-owner-stock-or-beekeeper>)

- I acknowledge in association with this application, the City of Nedlands will advise immediate neighbours of the application for the keeping of bees, and provide 10 days for queries, concerns, or comments to be provided to the City.

Full name: JOHN FAHERTY

Signature:

Date:

11-7-2024

Application for the keeping of bees at Cottesloe Golf Course – City of Nedlands

All beehives will be standard “Langstroth” hives (approximate dimensions of each box is: 463mm x 362mm x 241mm). The number of boxes per hive varies throughout the year and is adjusted to match bee numbers, availability of food and weather. Ventilated “telescopic” lid design negates any requirement for shade.

Access to water will be maintained at the Cottesloe Golf Course site (within 10 metres of the hives) at all times.

Due to the fact that the proposed location is approximately 500 metres from the nearest residence, flight path barriers, construction materials and fencing are not relevant. Similarly, barriers to light sources are not relevant due to the isolated nature of the proposed site.

I, John Faherty (Postcode Honey) have experience as a beekeeper dating back more than 30 years. I have been keeping bees in the Perth metropolitan area for more than 10 years. These hives have been located in a number of Local Government Areas. In that time, I have only received one complaint – which was addressed immediately with the introduction of an improved flight path barrier. I currently keep beehives throughout the Perth metropolitan area including areas such as the Perth CBD. I have a good understanding of the importance of docile strains, swarm control, disease management and maintenance of safety to nearby properties.

I am registered with the Department of Primary Industries and Regional Development. All of my hives are marked with the registered brand “SX9” – see Certificate of Registration attached.



Department of
Primary Industries and
Regional Development

Certificate of Registration 147828
Biosecurity & Agriculture Management
(Identification & Movement of Stock & Apianes) Regulations 2013

Hive Brand

EXPIRY: 15-Jan-2026

JG FAHERTY
22 GILL STREET
NORTH PERTH WA 6006

Hive Brand: **SX9**

*Division 5—Bee Keeping***97. Interpretation**

In this Division, unless the context otherwise requires—

“**bees**” means an insect belonging to any of the various hymenopterous insects of the super family Apoidea and commonly known as a bee; and

“**bee hive**” means a moveable or fixed structure, container or object in which a colony of bees is kept.

98. Restrictions on keeping of Bees in Hives

A person shall not keep or permit the keeping of bees anywhere within the district unless approval to do so has been given by the local government.

(1) The local government may direct any person to remove any bees or approved beehives which in the opinion of the Manager Health and Compliance are causing a nuisance.

(2) A person shall comply with a direction within the time specified.



Bee Keeping

Status	Council
Responsible Division	Planning & Development
Objective	To allow the keeping of bees within the City of Nedlands subject to appropriate management to avoid nuisance.

Context

On 28 February 2012 Council approved the retention of a hobby bee hive at a residence in the City of Nedlands. Conditional to this approval Council resolved that the City's Administration prepare a report outlining conditions under which approval for similar applications can be assessed under delegations by Administrative staff.

Statement

Honeybees possess a sting and therefore require proper and responsible management, so they do not create a problem for neighbouring properties. The City notes that whilst bees exist in the natural environment, there are residents who enjoy keeping bees for recreation. There are occasions where the keeping of bees may conflict with those who have allergies or experience nuisance as a result of the keeping of bees. Effective management has been demonstrated to minimise adverse consequences that may result from keeping bees in a residential environment.

The following items address essential considerations for keeping bee hive(s) in the City of Nedlands:

1. Hive density

A maximum of two (2) hives may be permitted within a single residential lot.

2. Hive Placement

- Bee hive(s) should not be positioned in the front yard of suburban residence
- Where possible, bee hive(s) should be positioned out of sight of the public
- Where practical the entrance of the hive(s) is to be located in such a direction that bees fly across the property allotment.



3. Barriers

Flight path barriers are recommended to be above 2m when crossing property boundaries. This may be achieved by using screens, shrubs, walls, hedges, fences, etc., thereby encouraging bees to fly at a height.

4. Lights

It is recommended that a physical barrier, screen or similar is provided between the hive entrance and light sources from immediate properties.

5. Water Supply

An adequate supply of water must be available with each hive.

6. Docile bees

The applicant is to monitor the hive to maintain a docile strain of bees.

7. Hive management

The applicant must be able to justify that they have sufficient knowledge, expertise or experience to manage a bee hive and are capable of identifying problems that may arise, particularly in relation to swarm control, temperament of the colony, disease management and prevention, and maintenance of safety to nearby properties. This includes management of any transport of the colony and hives that may be required.

8. Registration

Any person who owns or who has charge, care or possession of honeybees or beehives is required to register with the Department of Primary Industries and Regional Development (DPIRD) within fourteen (14) days of becoming a beekeeper. Registered beekeepers, both amateur and commercial are allocated a hive identifier.

9. Quality Assurance Schemes

DPIRD have developed two (2) quality assurance schemes for beekeepers and honey producers being:

- B-Qual
- B-Safe



These are designed to ensure the consumer receives a safe and healthy Product. There is a further additional requirement to comply with the Food Standards Australia New Zealand (FSANZ) Food Safety Standard, which requires food businesses to develop a Hazard Analysis and Critical Control Point (HACCP) based food safety plan.

10. Notification to immediate residences

- A City of Nedlands representative will advise immediate neighbours following receipt of an application to keep a bee hive(s)
- Neighbours will be provided with 10 working days to comment in writing to the application.
- If an objection is received the application for keeping bees is to be determined by the Chief Executive Officer.

11. Approval for the keeping of bees can be revoked at any time by the Chief Executive Officer. In the event that approval is revoked, the applicant has 21 days to remove all bees and hives from the property.

Related documentation

Application to DPIRD for registration as a beekeeper.

Related Local Law/legislation

City of Nedlands Health Local Laws 2017 Division 5 - Bee Keeping

Related delegation

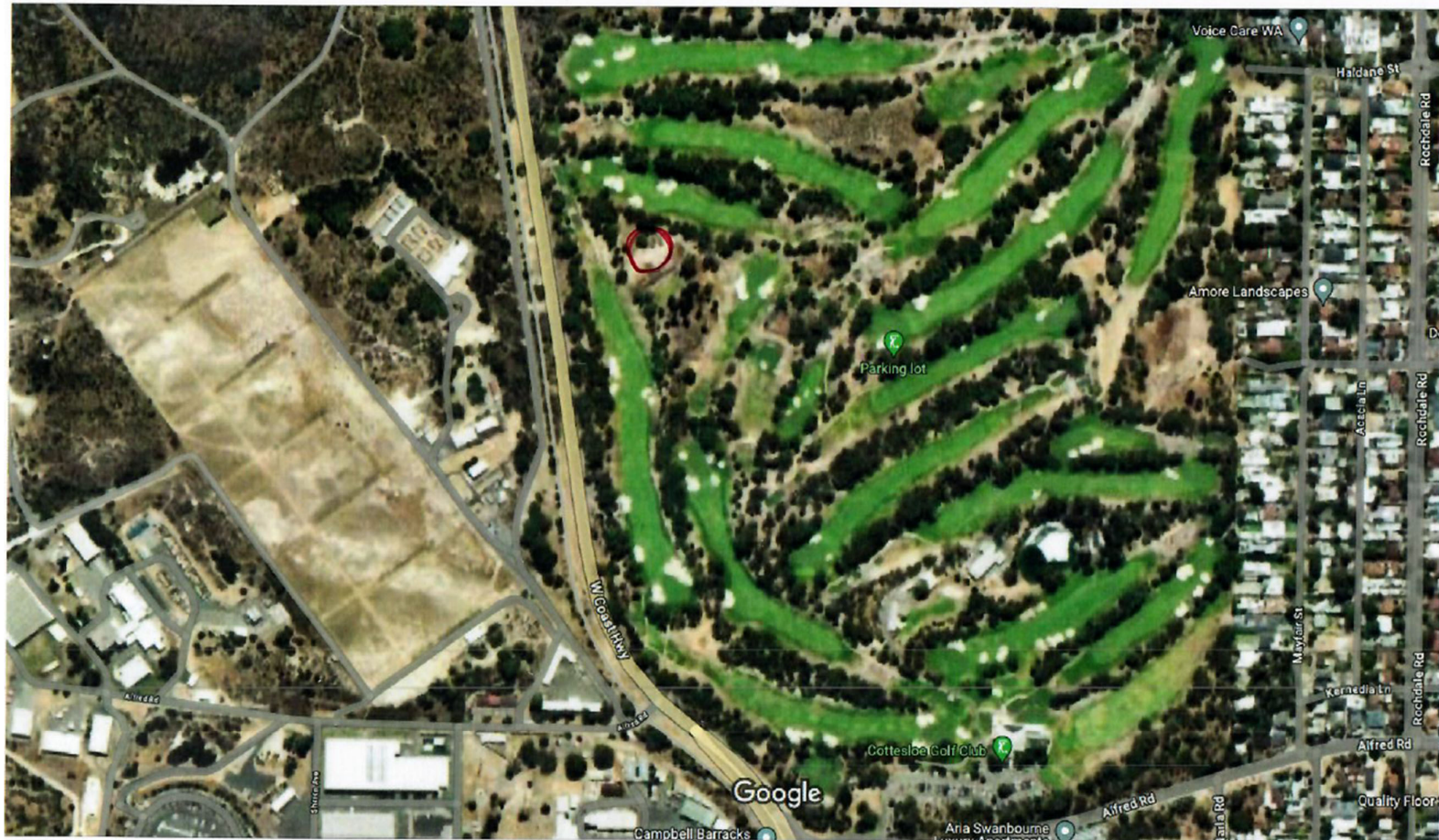
Nil

Review History

17 December 2019 (Item 13.7)
 20 December 2016 (Report CPS33.16)
 24 September 2013 (Report CPS28.13)

Attachment 4

Figure 1. Proposed location for the beehives within Cottesloe Golf Course



O = ELEVATED AREA WHERE BEEHIVES ARE TO BE KEPT.

Figure 2. Arrangement of proposed beehives

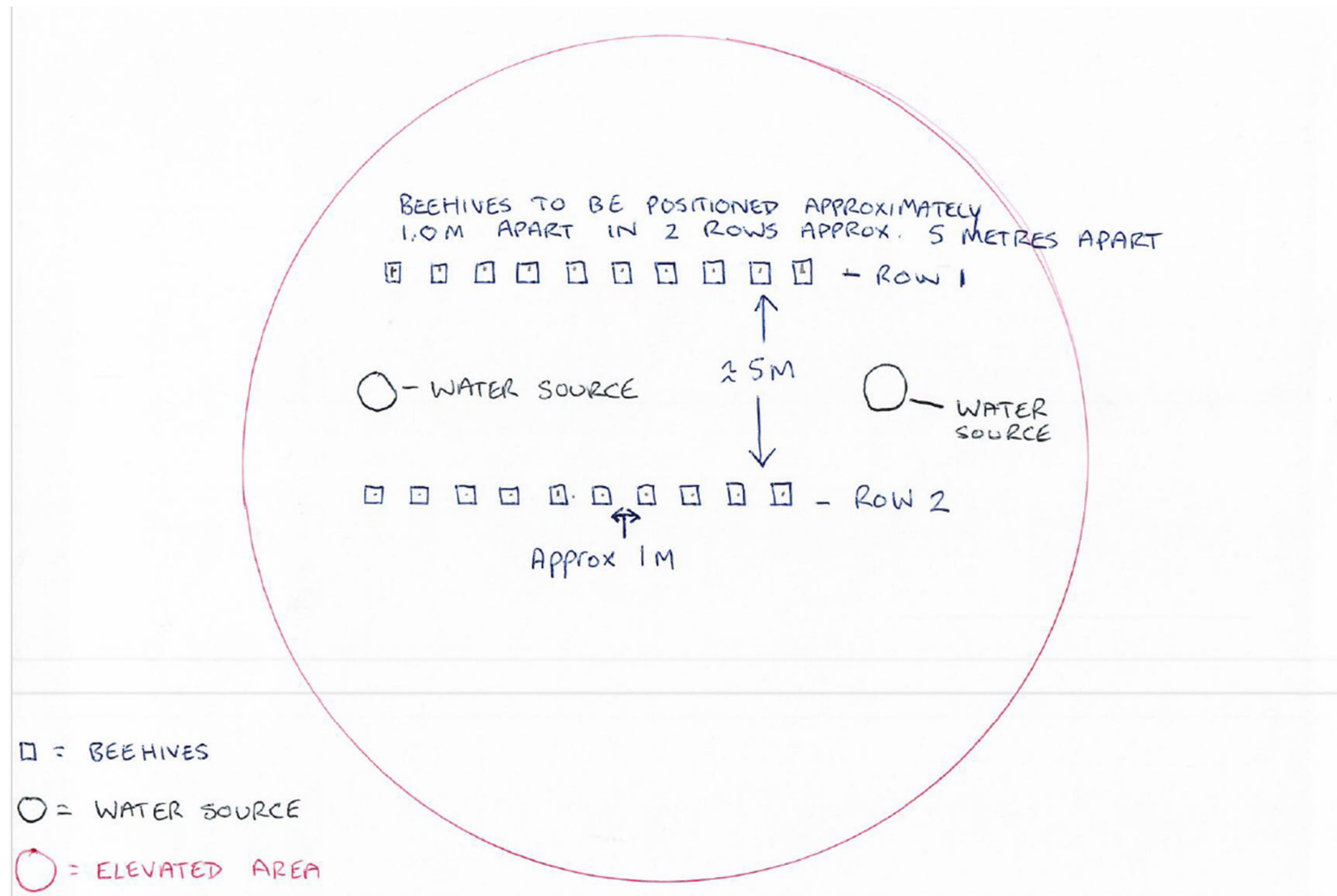


Figure 3. Location of Remnant Bushland Area 10 within Cottesloe Golf Course



Registration FP-3865/2020

Food Act 2008

Section 110(6)

**CERTIFICATE OF REGISTRATION
OF A FOOD BUSINESS**

This is to certify that the following business

POSTCODE HONEY PTY LTDoperated by **Postcode Honey Pty Ltd**

and located at

5/7 Vale Street, MALAGA WA 6090

Is registered as a Food Business with a

**LOW RISK CLASSIFICATION
Manufacturer**Honey products including honeycombs & pollen.
Production, bottling and despatch

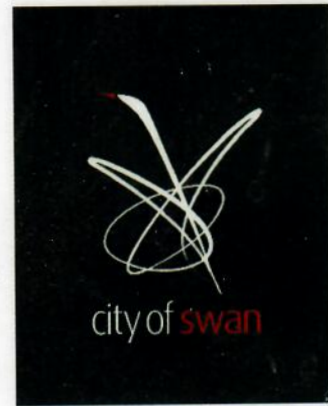
This registration is subject to compliance with the following conditions:

- a) Payment of the prescribed Annual Food Business Registration Fee by 30 June each year.
- b) The holder of the Certificate shall notify within 7 days in writing to the Chief Executive Officer if;
 - (i) The food business ceases to be conducted at those premises;
 - (ii) The food business is sold;
 - (iii) Any changes to the activities carried out that may affect the classification of the food business.
- c) The holder of the licence shall not make or permit to be made any structural alteration in or addition to the premises without the prior written approval of the local authority nor make any other alteration in or addition to the premises or any furniture, fixtures, counters and major food preparation equipment without the prior written consent of the Principal Environmental Health Officer.
- d) This certificate is issued in accordance with the Food Act 2008 only and does not indicate compliance with other legislation. In particular separate approvals by the City's Planning and Building Services may be required.



for Chief Executive Officer


Dated: 21 July 2021




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 cityofswan

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16.4 Adoption of Local Planning Policy 4.1: Non-Residential Parking

Report Number	PD27.06.25
Meeting & Date	Council Meeting – 24 June 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	Attachment 1 – Local Planning Policy 4.1: Non-Residential Parking (for adoption) Attachment 2 – Local Planning Policy 4.1: Non-Residential Parking (tracked changed version) Attachment 3 – Schedule of Submissions

Purpose

The purpose of this report is for Council to consider the adoption of the draft Local Planning Policy 4.1 – Non-Residential Parking (the Policy), found under Attachment 1 following public consultation.

The policy has been prepared with the aim of simplifying the City's parking ratios for non-residential uses in accordance with the *WA Planning Manual – Non-Residential Car Parking Rates in Perth and Peel* (WA Planning Manual) released in November 2024.

Administration Recommendation

That Council:

1. **ADOPTS** the amended draft Local Planning Policy 4.1: Non-Residential Parking (Attachment 1) in accordance with Clause 4 of the Deemed Provisions of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.
2. In accordance with Clause 4 (4) of the Deemed Provisions of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, **PUBLISHES** a notice of its decision to adopt the amended Local Planning Policy 4.1: Non-Residential Parking, in accordance with clause 87 of the Regulations.



Voting Requirement

Simple Majority

Background

The City's current policy, in effect since September 2019, is being reviewed as part of an ongoing schedule to review the City's Local Planning Policies.

Initial discussions to amend the policy began in 2022, focusing on introducing cash in lieu of parking into the City's planning framework. However, this was deferred to allow additional time to consider the implications of starting this program without the necessary provision of a Car Parking Strategy to implement this.

The policy review initially began by considering new parking ratios for the City's existing Parking Policy. However, following the release of the Department of Planning, Lands and Heritage (DPLH) planning reform document *Car Parking Requirements for Non-Residential Land Uses in Perth and Peel – draft Interim Guidance document* (the Interim Guidance) a full policy overhaul was initiated. It is noted that as of November 2024, the Interim Guidance has since been formally adopted as the *WA Planning Manual - Non-Residential Parking Rates in Perth and Peel* (the guidelines).

A draft policy was prepared and presented to Council for consent to advertise in November 2024 and was subsequently advertised for 21 days in February and March 2025.

Discussion

During the review process of the City's existing parking policy, Officers have considered both the Interim Guidance released in May 2023, and the WA Planning Manual released in November 2024. Both documents provided evidence-based research to create consistent parking standards for non-residential land uses across the Perth and Peel region. The provisions and ratios within the advertised policy will largely remain unchanged, with some minor changes described in subsequent sections of this report.

Objectives

The policy maintains its core objective to provide clear and consistent parking ratios for non-residential uses across the City. The policy aims to balance maintaining parking availability and reducing reliance on on-street parking bays. There is also an emphasis on utilising sustainable transport modes, providing end-of-trip facilities and electric vehicle charging infrastructure.

Non-Residential Parking Ratios



The ratios within the policy have been updated to largely align with the guidelines. Where uses are not listed under these consistent standards a review of comparable ratios in similar local governments have been used.

Bicycle Parking and End-of-trip Facilities

Integrating bicycle parking within the Policy allows the City to promote active and sustainable transport options. The provisions and definition associated with end-of-trip facilities will remain unchanged from the advertised policy.

Electric Vehicle Parking

The requirements for the provision of electric vehicle bays and parking systems to new developments remain in the policy for adoption.

Parking Management Plan

A Parking Management Plan template included as part of this local planning policy is required to be lodged with any development application that proposes a parking shortfall or alternative parking arrangements (i.e.: shared and reciprocal parking). This template will assist applicants and officers when assessing the parking needs of a development and remains unchanged from the advertised policy.

Cash In Lieu Policy

Pursuant to Part 9A of the *Planning and Development (Local Planning Schemes) Regulations 2015* (LPS Regulations), the City is unable to impose cash-in-lieu as a condition of approval unless a Parking Plan is in effect. This sits separate from the policy review process and requires further investigation by the City to implement.

The City is currently in the process of scoping the preparation of a Parking Plan and Local Planning Policy that would enable the City to collect funds in the form of cash in lieu of car parking. The Local Planning Policy will form the administrative mechanism to collect funds in lieu of car parking and the Parking Plan will outline where and how parking will be provided from the funds collected. The City anticipates that the Parking Plan and Local Planning Policy will be developed and presented to Council in the later part of 2025 for the purposes of public consultation.

Residential Car Parking

This policy applies only to non-residential parking. Residential parking is governed by *State Planning Policy 7.3 - Residential Design Codes* (R-Codes), with shortfalls addressed through an assessment against the relevant design principles.

City of Nedlands Parking Strategy

The preparation of a Parking Strategy, separate from the policy review process will enable the City to assess its long-term management of parking related issues, identify locations to improve parking management and availability as well as trial new enforcement technologies. Any Strategy that is prepared must comply with the requirements in the City's Strategic Community Plan and the Long-Term Financial Plan prior to being prepared.

Changes to Advertised Policy



Since community consultation took place earlier this year, the City is proposing some minor modifications in relation to the advertised policy due to internal feedback and changes adopted elsewhere in the State planning framework.

The tracked changed version of the policy (**Attachment 2**) proposes some minor changes post-advertising in response to internal and external feedback.

Changes to Proposed Ratios (post-advertising)

Internally, the ratios for Consulting Rooms and Medical Centre have been presenting problems for Planning Officers during assessments. Practitioner based ratios have proved difficult to implement given control on personnel numbers cannot be strongly implemented through planning legislation. This can result in staffing changes after approvals have been issued due to a lack of imposable conditions. In response the unit of measurement has changed from 2 bays per practitioner to 2 bays per 100m² of Floor Area (FA). This updated ratio is easier to articulate on plans and enforce through conditions. This represents a minor change from the existing ratio, with parking availability only slightly reduced from the advertised policy.

Additionally, Small Bar and Restaurant uses were also operating based on persons in public areas, leading to an oversupply of parking in some instances. Therefore, a change is being made to alter these ratios to bays per 100m² FA of public space. The new ratios allow 5 and 10 bays per 100m² for Small Bar and Restaurant uses respectively. The minor nature of this change still guarantees availability of parking bays while adopting an easier to enforce unit of measurement.

A minor change has also been made to the ratio for Motor Vehicle Wash that now makes a clear distinction between service and waiting bays, addressing officer concerns during assessments. Additionally, the requirement for a bicycle parking bay has been removed to better reflect the nature of the use.

Finally, in response to submissions received during consultation about street parking issues in residential areas, the 'Purpose' section of the policy has been updated to reaffirm the policy intent to better manage parking within lot boundaries.

The full extent of changes to the advertised policy are shown in **Attachment 2**.

Changes to align with LPS Regulations Amendments to Short-Term Rental Accommodation

Various minor changes are also being proposed to align the policy with the recent amendments to the LPS Regulations regarding Short-Term Rental Accommodation (STRA). Council at its meeting in May 2025 adopted for the purposes of public consultation, Scheme Amendment 19 (STRA) and draft Local Planning Policy 2.2 - Un-hosted Short Term Rental Accommodation for the purposes of public consultation to affect the changes of the LPS Regulations.

The changes within this policy will include new ratios and mandatory refined land use terms that will be required to be written into to each Local Planning Scheme. New ratios



for 'Unhosted STRA' and 'Tourist and Visitor Accommodation' are proposed, with the new terms replacing the existing land uses of 'Holiday House,' 'Holiday Accommodation', 'Motel' and 'Serviced Apartments.' It is noted that the City is progressing a Scheme Amendment to incorporate these LPS Regulations changes into its Local Planning Scheme. A report has been presented to Council for consent to advertise in May 2025.

Consultation

Community consultation was undertaken for a period of 21 days from 28 February to 21 March 2025. The submissions can be found in full in **Attachment 3**. In total, the city received three (3) submissions on the advertised policy with one each providing positive, negative and neutral comments. A summary of issues raised within these submissions are as follows:

Public Consultation	
Issue Raised	Officer Comment
Inadequate on-site parking for restaurants	The ratio for restaurants has been amended to instead use floor area as a unit of measurement. This will ensure slightly more parking than the advertised ratio while implementing a unit of measure that is easier to enforce. Consequently, this is expected to improve parking related issues for new uses.
Loss of Local Government control over parking ratios	The City has created these ratios largely in accordance with state guidelines namely <i>WA Planning Manual – Non-Residential Parking for Perth and Peel</i> . Should the City identify localised concerns the City can propose changes to the model ratios through future policy review.
Inconsistencies with Deemed Provisions	Clause 67(2)(t) is a due regard condition which is only applicable should a development application be required. Should a proposal be a 'P' use the City cannot request a development application be submitted and therefore cannot apply Local Planning Policy 4.1. This is in accordance with Clause 18(5) of the LPS Regulations which cannot be altered by local governments within their own local planning schemes.
Misapplication or omission of definitions	The placement of the term walkable catchment alongside the concessions is required as it has a direct impact on the provisions. Reference to on-site parking, has been added to the 'Purpose' section of the policy to set clear parameters from the start of the document.
Conflict with the intent of State Planning Policy 4.2 – Activity Centres (SPP4.2)	A key outcome of this State planning policy is to minimise dependence on private vehicles when interacting with activity centres. By reducing parking within areas covered by public and active transport and a focus on utilising shared parking our local planning policy aligns with the intent of SPP4.2.

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 Outcome Place
8. A city that is easy to get around safely and sustainably.

Pillar Outcome Performance
11. Effective leadership and governance.

Budget/Financial Implications

Nil

Legislative and Policy Implications

Clause 4 of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 allows the City to prepare a Local Planning Policy in respect to any matter related to the planning and development of the Scheme area. The Policy has been advertised and is presented to Council for final determination.

Council must consider any submissions received and resolve 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 proceed with the Policy, it will be adopted and take effect once a notice has been placed on the City's website.

If Council resolves to endorse the policy with modifications, the Policy will be amended to include the modifications before being adopted.

If Council resolves not to proceed, the existing Policy will remain in use by the City.

Conclusion

The policy has been reviewed to provide contemporary parking provisions for non-residential development within the City.

The changes, particularly in relation to STRA are considered necessary for the City to incorporate within this policy as these changes are required by State Planning authorities to be made to all Local Planning Schemes by 1 January 2026. These changes will add to the longevity of the adopted policy, removing the need for further amendments in the coming months.



It is recommended that Council adopts the recommendation to adopt the policy and all its amendments post-advertising.

Further Information

Nil



LPP 4.1: Non-Residential Parking

LOCAL PLANNING POLICY 4.1: NON-RESIDENTIAL PARKING

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LPP 4.1: Non-Residential Parking

1	PURPOSE
1.1	To define on-site standards for car parking for non-residential developments within the City of Nedlands.
2	APPLICATION OF POLICY
2.1	This policy applies to all non-residential development on land that is reserved or zoned under the City of Nedlands Local Planning Scheme No. 3.
3	RELATIONSHIP TO OTHER POLICIES AND LEGISLATION
3.1	This policy has been prepared in accordance with Schedule 2 Part 2 Clause 4 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> .
3.2	This policy should be read in conjunction with the following legislative instruments and its requirements apply unless specifically stipulated elsewhere in any of the below: <ul style="list-style-type: none"> • <i>Planning and Development Act 2005</i> • <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> • <i>City of Nedlands Local Planning Scheme No. 3</i> • <i>Residential Design Codes Volumes 1 and 2</i>
3.3	Where this policy is inconsistent with a Local Development Plan, Structure Plan or Local Planning Policy that applies to a specific site, area or density code, the provisions of that instrument shall prevail over this policy to the extent of the inconsistencies.
3.4	Where this policy is inconsistent with the provisions of another general Local Planning Policy, the provisions of this policy shall prevail.
4	OBJECTIVES
4.1	To ensure suitable parking is provided for non-residential developments which meet the needs of its users, is appropriate for its location, and does not detrimentally impact the surrounding area.
4.2	To ensure commercial development does not rely on on-street parking within residential streets to satisfy the parking demand.
4.3	To ensure the amount of parking is not detrimental to the character and amenity of the locality.
4.4	To support the shift towards active and sustainable transport modes through the consideration of: <ul style="list-style-type: none"> i. the number, location and type (accessible, loading, short-term and long-term bays) of parking bays provided on site. ii. the number and location of parking for other active modes (e.g. bicycles and scooters) that are convenient and adequate enough to meet the demand of the development during the hours of operation. iii. the provision of end of trip facilities to support active transport modes. iv. the capability to provide electric charging bays from the outset or in the future through the provision of necessary infrastructure. v. an oversupply of parking does not occur that discourages alternative forms of transport. vi. vehicle sharing initiatives (i.e. communal vehicles that can be booked and returned).



LPP 4.1: Non-Residential Parking

5 POLICY MEASURES**5.1 Vehicle Parking**

- 5.1.1** Parking for all non-residential development is to be provided on site in accordance with Table 1.
- 5.1.2** Where a land use is not listed within Table 1 of this policy, the parking ratio will be determined having regard to the objectives of this policy, similar uses and surrounding uses.
- 5.1.3** The number of car parking bays is to be rounded up to the next whole number.
- 5.1.4** The maximum number of parking bays provided shall be no more than twice the minimum figure outlined in Table 1 of this policy.
- 5.1.5** Development proposing new parking facilities, or a significant redevelopment shall provide 20% of the bays as electric vehicle bays.
- 5.1.6** The number of electric vehicle bays shall be rounded up to the next whole number.
- 5.1.7** Electric vehicle charging systems shall be maintained and operational for the life of the development.
- 5.1.8** Change of use applications require compliance with the requirements of this policy, except where the change of use is for a 'P' use without a 'works' component.
- 5.1.9** The parking requirements for development with multiple land uses is calculated based on the total demand for all land uses on the site (where car parking is not allocated by a strata plan).
- 5.1.10** Where car stackers are proposed they are to be used for the sole purpose of employee parking. Visitor and accessible parking bays are to be provided at grade, at a location convenient and easily identifiable to users.
- 5.1.11** Reductions to the number of car parking bays required in Table 1 of this policy may be considered where the following criteria is satisfied (to a maximum of a 30% reduction):

Criteria	Reduction percentage
Within 400m of a train station entrance	20%
Within 800m of a train station entrance	10%
Within 250m of a stop on a high frequency bus route	10%
Within 400m of a stop on a high frequency bus route	5%

Note: the distance is measured from the pedestrian entry at lot boundary using the road system (walkable catchment).



LPP 4.1: Non-Residential Parking

5.2 Bicycle Parking

- 5.2.1** Bicycle parking facilities are to be designed and provided in accordance with Table 1 and Australian Standard AS 2890:3.
- 5.2.2** The number of bicycle bays shall be rounded up to the next whole number.
- 5.2.3** Where a land use is not listed within Table 1 of this policy, the parking ratio will be determined having regard to the objectives of this policy, similar uses and surrounding uses.
- 5.2.4** The ratio of long-term bicycle parking for staff and short-term bicycle parking for visitors shall be demonstrated by the applicant based on the land use and the scale of the proposal to the satisfaction of the City.
- 5.2.5** Bicycle parking facilities shall:
- i. be located on site;
 - ii. ensure universal access is available at all times;
 - iii. ensure public access is available for all short-term bicycle parking at all times;
 - iv. be placed in public view;
 - v. be located outside pedestrian movement paths;
 - vi. be located to not interfere with access to doorways, loading areas, service/plat rooms, emergency access or bin storage areas;
 - vii. be as close as possible to the cyclist's ultimate destination;
 - viii. be well lit by appropriate lighting;
 - ix. be protected from the weather where possible.

5.3 End-of-trip Facilities

- 5.3.1** The following end-of-trip facilities shall be provided for all developments with a Floor Area (FA) of 1,500m² and above, or where 5 or more long-term bicycle parking bays are proposed:
- i. Minimum of one female and one male shower, located in separate secure changing rooms for the first 10 bicycle parking bays;
 - ii. Additional shower facilities shall be provided at a rate of one female and one male shower room for every additional 10 bicycle parking bays, to a maximum of five female and five male showers per building;
 - iii. A locker shall be provided for every bicycle parking space provided (only if 10 or more spaces provided). Lockers shall be well ventilated and be of a size sufficient to allow for the storage of cycle attire and equipment.
- 5.3.2** All required end-of-trip facilities shall be appropriately located to ensure easy access from bicycle parking areas and be in common property where shared by more than one tenancy.
- 5.3.3** All end of trip facilities are required to be designed in accordance with the relevant Australian standards and Building Codes, including universal access.
- 5.3.4** End-of-trip facilities are only required to be provided for change of use is proposed in an existing building where 10 or more bicycle parking bays are required.

5.4 Motorcycle and Scooter Parking

- 5.4.1** Motorcycle and scooter (moped) parking bays are to be provided at a ratio of 1 bay for every 20 car parking bays, in addition to the minimum car and bicycle parking requirements.
- 5.4.2** Motorcycle bays are only required to be provided for new developments and not where a change of use is proposed.



LPP 4.1: Non-Residential Parking

5.5 Accessible Bays

5.5.1 The percentage of accessible bays required in a car park is specified by the National Construction Code (NCC) Volume 1.

5.5.2 Accessible bays are to be constructed in accordance with AS 2890.6.

5.6 Special Purpose Parking Bays

5.6.1 Where a service/loading bay is required for a land use it is to be provided in addition to the minimum number of car parking bays required under Table 1. A variation to this requirement may be appropriate where it can be demonstrated, through a Parking Management Plan, that a service bay is either, not required due to the land use, can be shared with visitor parking or may be located off-site.

5.6.2 Car parking bays shall be provided for 'waiting purposes' in addition to the parking required in Table 1 of this policy for uses which have a significant portion of business through pick-up and/or have a drive through component. These bays shall be available in a location convenient for the user to ensure efficient use of the bay and are occupied for a maximum of 5 minutes, with signage provided to this effect.

5.6.3 Any Drop off/Pick up bays proposed are to be in addition to the parking required in Table 1 this policy. The bays are to be specifically signed and designated for this purpose.

5.6.4 Special purpose bays may be located in the public realm where appropriate as demonstrated through a Parking Management Plan. Construction of the parking bays and upgrades to the verge are to be at the cost of the applicant and constructed to the satisfaction of the City.

6 TRAFFIC IMPACT STATEMENT AND TRAFFIC IMPACT STATEMENT

6.1 A traffic impact statement or a traffic impact assessment in accordance with the Western Australian Planning Commission's Transport Impact Assessment Guidelines is required in the following instances:

- i. A traffic impact statement is required when the development generated 10 – 100 vehicle trips in the peak hour.
- ii. A traffic impact assessment is required when the development generates more than 100 vehicle trips in the peak hour.

7 PARKING MANAGEMENT PLAN

7.1 A Parking Management Plan (Appendix 1) is to be submitted as part of a development application where any of the following are proposed:

- i. A shortfall in the required parking outlined in this policy;
- ii. Shared or reciprocal parking arrangements, service bays and/or end-of-trip facilities are proposed between multiple businesses.

7.2 In respect to clause 7.1, access, management and use agreements between multiple businesses and/or landowners shall be included in the Parking Management Plan, demonstrating the arrangements are permanent (e.g. through a registered easement, legal agreement or any other formal arrangement acceptable to the City).



LPP 4.1: Non-Residential Parking

8 NON-RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS

TABLE 1

Land Use	Minimum car parking bays	Minimum bicycle parking bays	Unit of Measure (bays per)
Amusement parlour	2	0.5	100m ² FA
Animal establishment	1 plus 0.15	0.2	Employee Animal
Art gallery	2	0.5	100m ² FA
Betting agency	2	0.5	100m ² FA
Bulky goods showroom	2	0.5	100m ² FA
Childcare premises	0.2	0.1	Persons
Cinema/theatre	0.2	0.05	Persons
Civic use	2	0.5	100m ² FA
Club premises	0.2	0.05	Persons
Community purpose	1	0.5	100m ² FA
Consulting rooms	2	0.5	100m ² FA
Convenience store	4	1	100m ² FA
Educational establishment	0.1	0.05	Persons
Exhibition centre	0.25	0.05	Persons
Family day care	1 ¹	Nil	-
Fast food outlet	5	2	100m ² FA
Garden centre	2	0.5	100m ² FA
Home business	Additional spaces required by the number of staff and customers coming to the property. ¹		
Hospital	0.25 plus 0.5	0.1	Patient bed Employee Car parking bay
Hotel	0.1 0.2	0.2	Guest room Persons ²
Industry – light	3	0.5	100m ² FA
Liquor store – small	4	1	100m ² FA
Lunch bar	3	1	100m ² FA
Market	2.5	1	100m ² FA
Medical centre	2	0.5	100m ² FA
Motor vehicle, boat or caravan sales	2	0.5	100m ² FA
Motor vehicle repair	4	0.5	Servicing bay
Motor vehicle wash	1 2	Nil	Servicing bay Waiting bay
Office	2	1	100m ² FA
Place of worship	0.2	0.05	Persons
Reception centre	0.2	0.05	Persons
Recreation – private	0.3	0.05	Persons
Residential aged care facility	0.5 plus 0.5	0.2	Patient bed Employee
Restaurant/café	10	0.5	100m ² FA ²
Service station	0.75 plus additional for supplementary uses	1	Fuel bowser / charging bay 100m ² FA
Shop	2	1	100m ² FA
Small bar	5	0.5	100m ² FA ²
Tavern	0.1	0.05	Persons
Tourist and visitor accommodation	0.5 0.5	0.2 0.2	Unit Employee
Trade display	2	0.5	100m ² FA
Trade supplies	2	0.5	100m ² FA
Transport depot	1.5	1	100m ² FA
Unhosted short-term rental accommodation	In accordance with R-Codes	In accordance with R-Codes	
Veterinary centre	3	0.3	Practitioner
Warehouse/storage	2	0.5	100m ² FA

¹ In addition to the R-Code requirements for the dwelling.

² Person accommodated in bar / restaurant / hospitality areas.

³ Person accommodated within public area



LPP 4.1: Non-Residential Parking

9 DEFINITIONS

For the purpose of this policy the following terms are defined

Accessible Parking Bay	A bay in accordance with AS/NZS 2890.6
Bicycle Parking Facilities	The facilities defined in Australian Standard AS 2890.3 2015
Floor Area (FA)	As defined under the Building Codes Australia.
Long term bicycle parking	Those of a security Level A and B in accordance with AS 2890.3 2015.
On-site	The area contained within the lot boundaries.
Parking Management Plan	A document prepared in accordance with Appendix 1.
Persons	The maximum number of people to be accumulated within a development at any one time, including employees, customers and visitors.
Reciprocal parking	Parking facilities serving separate uses, but not shared concurrently between the users and not necessarily on one site.
Service/loading bay	Parking bays reserved exclusively for the use of service and delivery vehicles, couriers, taxis and rideshare services, buses, coaches, or any other specific use (except public or tenant parking).
Shared parking	Parking facilities serving separate uses.
Walkable catchment	The actual area served within a walking distance along the street/footpath network measured from a public transport stop/station entrance.

Council Resolution Number	PD39.19
Adoption Date	24 September 2019
Date Reviewed/Modified	31 March 2020 28 July 2021 XX XX 2024



LPP 4.1: Non-Residential Parking

Appendix 1: Parking Management Plan

The parking management plan aims to consider and evaluate the parking needs of the proposed development. It requires an assessment of the existing site and its surrounding context, along with strategies to effectively manage parking areas.

Minimum parking requirements may be varied based on the submitted parking management plan. The justification for such variations is not limited to the elements outlined in the template.

Owner / Applicant Details:	
Name	
Address	
Phone	
Email	
Property Details:	
Lot number	
Address	
Parking Allocation:	
No. car parking spaces	
No. bicycle bays	
No. long-term bicycle bays	
End-of-tip facilities	
No. other parking bays (e.g. scooter)	
No. electric vehicle parking bays	
Parking Demand:	
Please specify the anticipated parking demand for the development	
Anticipated no. staff at any one time	
Anticipated no. customers at any one time	
Likelihood of multipurpose trips	
Alternative transport options:	
Please consider alternative ways people may be able to access your site	
Train	



LPP 4.1: Non-Residential Parking

Where is the nearest station, how far is this from your site and is the route provided with footpath access and shade	
Bus Where is the nearest high frequency bus stop, how far is this from your site and how frequent is the bus during peak periods?	
Cycling Is there a cycle path that accesses your site, are there existing facilities cyclists can use?	
Public parking Are there public parking facilities (on-street or car parks) in the vicinity of the site? How many bays are available and are there any parking restrictions? Note: the use of on-street parking within residential streets will not be supported.	
Shared parking arrangement: Clause 77Q of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 outlines the matters that the local government may have regard for when determining whether to approve a shared parking arrangement, including:	
Whether the peak operation hours of the development will overlap with those of the shared site.	
Whether the use of the car parking spaces to be made available on the shared site will impede the use of delivery or service areas on the shared site.	
Any relevant local planning policy.	
Adequate car parking is likely to be available at all times for both the proposed development and the shared site.	



LPP 4.1: Non-Residential Parking

<p>The relationship between the proposed development and the shared site will be such that the shared car parking spaces are likely to be used by persons using proposed development.</p>	
<p>Parking management strategies: Please detail any parking management strategies that will be implemented such as management or tandem bays, way finding.</p>	
<p>General Strategies Bay allocation and marking, time limited parking, fees payable</p>	
<p>Management and maintenance of parking (including car stackers)</p>	
<p>Management of tandem parking for staff / tenants</p>	
<p>Wayfinding Measures</p>	
<p>Promotion of alternative transport modes: i.e. the provision of well-maintained bicycle and end-of-trip facilities, use of active transport initiatives or public transport promotion.</p>	
<p>Service bays: Please detail how service vehicles will be accommodated</p>	
<p>Number of service bays provided: Private and/or shared</p>	
<p>Expected number of deliveries: Include schedule of deliveries (i.e. days, times)</p>	
<p>Management of shared service bays: Include requirements of other tenancies demonstrating there will be no conflict</p>	
<p>Other: Sign marking etc</p>	



LPP 4.1: Non-Residential Parking

Formal Arrangements

Arrangements for shared /
reciprocal access:

Registered easements, Legal
agreements, etc

Justification for vehicle parking bays not satisfying the ratios contained in Table 1:



LPP 4.1: Non-residential Parking

LOCAL PLANNING POLICY 4.1: NON-RESIDENTIAL PARKING

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LPP 4.1: Non-residential Parking

1	PURPOSE
1.1	To define <u>on-site</u> standards for car parking for non-residential developments within the City of Nedlands.
2	APPLICATION OF POLICY
2.1	This policy applies to all non-residential development on land that is reserved or zoned under the City of Nedlands Local Planning Scheme No. 3.
3	RELATIONSHIP TO OTHER POLICIES AND LEGISLATION
3.1	This policy has been prepared in accordance with Schedule 2 Part 2 Clause 4 of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> .
3.2	This policy should be read in conjunction with the following legislative instruments and its requirements apply unless specifically stipulated elsewhere in any of the below: <ul style="list-style-type: none"> • <i>Planning and Development Act 2005</i> • <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> • <i>City of Nedlands Local Planning Scheme No. 3</i> • <i>Residential Design Codes Volumes 1 and 2</i>
3.3	Where this policy is inconsistent with a Local Development Plan, Structure Plan or Local Planning Policy that applies to a specific site, area or density code, the provisions of that instrument shall prevail over this policy to the extent of the inconsistencies.
3.4	Where this policy is inconsistent with the provisions of another general Local Planning Policy, the provisions of this policy shall prevail.
4	OBJECTIVES
4.1	To ensure suitable parking is provided for non-residential developments which meet the needs of its users, is appropriate for its location, and does not detrimentally impact the surrounding area.
4.2	To ensure commercial development does not rely on on-street parking within residential streets to satisfy the parking demand.
4.3	To ensure the amount of parking is not detrimental to the character and amenity of the locality.
4.4	To support the shift towards active and sustainable transport modes through the consideration of: <ul style="list-style-type: none"> i. the number, location and type (accessible, loading, short-term and long-term bays) of parking bays provided on site. ii. the number and location of parking for other active modes (e.g. bicycles and scooters) that are convenient and adequate enough to meet the demand of the development during the hours of operation. iii. the provision of end of trip facilities to support active transport modes. iv. the capability to provide electric charging bays from the outset or in the future through the provision of necessary infrastructure. v. an oversupply of parking does not occur that discourages alternative forms of transport. vi. vehicle sharing initiatives (i.e. communal vehicles that can be booked and returned).



LPP 4.1: Non-residential Parking

5 POLICY MEASURES**5.1 Vehicle Parking**

- 5.1.1** Parking for all non-residential development is to be provided on site in accordance with Table 1.
- 5.1.2** Where a land use is not listed within Table 1 of this policy, the parking ratio will be determined having regard to the objectives of this policy, similar uses and surrounding uses.
- 5.1.3** The number of car parking bays is to be rounded up to the next whole number.
- 5.1.4** The maximum number of parking bays provided shall be no more than twice the minimum figure outlined in Table 1 of this policy.
- 5.1.5** Development proposing new parking facilities, or a significant redevelopment shall provide 20% of the bays as electric vehicle bays.
- 5.1.6** The number of electric vehicle bays shall be rounded up to the next whole number.
- 5.1.7** Electric vehicle charging systems shall be maintained and operational for the life of the development.
- 5.1.8** Change of use applications require compliance with the requirements of this policy, except where the change of use is for a 'P' use without a 'works' component.
- 5.1.9** The parking requirements for development with multiple land uses is calculated based on the total demand for all land uses on the site (where car parking is not allocated by a strata plan).
- 5.1.10** Where car stackers are proposed they are to be used for the sole purpose of employee parking. Visitor and accessible parking bays are to be provided at grade, at a location convenient and easily identifiable to users.
- 5.1.11** Reductions to the number of car parking bays required in Table 1 of this policy may be considered where the following criteria is satisfied (to a maximum of a 30% reduction):

Criteria	Reduction percentage
Within 400m of a train station entrance	20%
Within 800m of a train station entrance	10%
Within 250m of a stop on a high frequency bus route	10%
Within 400m of a stop on a high frequency bus route	5%

Note: the distance is measured from the pedestrian entry at lot boundary using the road system (walkable catchment).



LPP 4.1: Non-residential Parking

5.2 Bicycle Parking

- 5.2.1** Bicycle parking facilities are to be designed and provided in accordance with Table 1 and Australian Standard AS 2890:3.
- 5.2.2** The number of bicycle bays shall be rounded up to the next whole number.
- 5.2.3** Where a land use is not listed within Table 1 of this policy, the parking ratio will be determined having regard to the objectives of this policy, similar uses and surrounding uses.
- 5.2.4** The ratio of long-term bicycle parking for staff and short-term bicycle parking for visitors shall be demonstrated by the applicant based on the land use and the scale of the proposal to the satisfaction of the City.
- 5.2.5** Bicycle parking facilities shall:
- i. be located on site;
 - ii. ensure universal access is available at all times;
 - iii. ensure public access is available for all short-term bicycle parking at all times;
 - iv. be placed in public view;
 - v. be located outside pedestrian movement paths;
 - vi. be located to not interfere with access to doorways, loading areas, service/plat rooms, emergency access or bin storage areas;
 - vii. be as close as possible to the cyclist's ultimate destination;
 - viii. be well lit by appropriate lighting;
 - ix. be protected from the weather where possible.

5.3 End-of-trip Facilities

- 5.3.1** The following end-of-trip facilities shall be provided for all developments with a Floor Area (FA) of 1,500m² and above, or where 5 or more long-term bicycle parking bays are proposed:
- i. Minimum of one female and one male shower, located in separate secure changing rooms for the first 10 bicycle parking bays;
 - ii. Additional shower facilities shall be provided at a rate of one female and one male shower room for every additional 10 bicycle parking bays, to a maximum of five female and five male showers per building;
 - iii. A locker shall be provided for every bicycle parking space provided (only if 10 or more spaces provided). Lockers shall be well ventilated and be of a size sufficient to allow for the storage of cycle attire and equipment.
- 5.3.2** All required end-of-trip facilities shall be appropriately located to ensure easy access from bicycle parking areas and be in common property where shared by more than one tenancy.
- 5.3.3** All end of trip facilities are required to be designed in accordance with the relevant Australian standards and Building Codes, including universal access.
- 5.3.4** End-of-trip facilities are only required to be provided for change of use is proposed in an existing building where 10 or more bicycle parking bays are required.

5.4 Motorcycle and Scooter Parking

- 5.4.1** Motorcycle and scooter (moped) parking bays are to be provided at a ratio of 1 bay for every 20 car parking bays, in addition to the minimum car and bicycle parking requirements.
- 5.4.2** Motorcycle bays are only required to be provided for new developments and not where a change of use is proposed.



LPP 4.1: Non-residential Parking

5.5 Accessible Bays	
5.5.1	The percentage of accessible bays required in a car park is specified by the National Construction Code (NCC) Volume 1.
5.5.2	Accessible bays are to be constructed in accordance with AS 2890.6.
5.6 Special Purpose Parking Bays	
5.6.1	Where a service/loading bay is required for a land use it is to be provided in addition to the minimum number of car parking bays required under Table 1. A variation to this requirement may be appropriate where it can be demonstrated, through a Parking Management Plan, that a service bay is either, not required due to the land use, can be shared with visitor parking or may be located off-site.
5.6.2	Car parking bays shall be provided for 'waiting purposes' in addition to the parking required in Table 1 of this policy for uses which have a significant portion of business through pick-up and/or have a drive through component. These bays shall be available in a location convenient for the user to ensure efficient use of the bay and are occupied for a maximum of 5 minutes, with signage provided to this effect.
5.6.3	Any Drop off/Pick up bays proposed are to be in addition to the parking required in Table 1 this policy. The bays are to be specifically signed and designated for this purpose.
5.6.4	Special purpose bays may be located in the public realm where appropriate as demonstrated through a Parking Management Plan. Construction of the parking bays and upgrades to the verge are to be at the cost of the applicant and constructed to the satisfaction of the City.
6 TRAFFIC IMPACT STATEMENT AND TRAFFIC IMPACT STATEMENT	
6.1	A traffic impact statement or a traffic impact assessment in accordance with the Western Australian Planning Commission's Transport Impact Assessment Guidelines is required in the following instances: <ul style="list-style-type: none"> i. A traffic impact statement is required when the development generated 10 – 100 vehicle trips in the peak hour. ii. A traffic impact assessment is required when the development generates more than 100 vehicle trips in the peak hour.
7 PARKING MANAGEMENT PLAN	
7.1	A Parking Management Plan (Appendix 1) is to be submitted as part of a development application where any of the following are proposed: <ul style="list-style-type: none"> i. A shortfall in the required parking outlined in this policy; ii. Shared or reciprocal parking arrangements, service bays and/or end-of-trip facilities are proposed between multiple businesses.
7.2	In respect to clause 7.1, access, management and use agreements between multiple businesses and/or landowners shall be included in the Parking Management Plan, demonstrating the arrangements are permanent (e.g. through a registered easement, legal agreement or any other formal arrangement acceptable to the City).



LPP 4.1: Non-residential Parking

8 NON-RESIDENTIAL DEVELOPMENT PARKING REQUIREMENTS

TABLE 1

Land Use	Minimum car parking bays	Minimum bicycle parking bays	Unit of Measure (bays per)
Amusement parlour	2	0.5	100m ² FA
Animal establishment	1 plus 0.15	0.2	Employee Animal
Art gallery	2	0.5	100m ² FA
Bed and breakfast	4 ¹	0.2	Bedroom
Betting agency	2	0.5	100m ² FA
Bulky goods showroom	2	0.5	100m ² FA
Childcare premises	0.2	0.1	Persons
Cinema/theatre	0.2	0.05	Persons
Civic use	2	0.5	100m ² FA
Club premises	0.2	0.05	Persons
Community purpose	1	0.5	100m ² FA
Consulting rooms	2	0.5	Practitioner 100m ² FA
Convenience store	4	1	100m ² FA
Educational establishment	0.1	0.05	Persons
Exhibition centre	0.25	0.05	Persons
Family day care	1 ¹	Nil	-
Fast food outlet	5	2	100m ² FA
Garden centre	2	0.5	100m ² FA
Holiday accommodation	4 ¹	0.2	Bedroom
Holiday house	4 ¹	0.2	Bedroom
Home business	Additional spaces required by the number of staff and customers coming to the property. ¹		
Hospital	0.25 plus 0.5	0.1	Patient bed Employee Car parking bay
Hotel	0.1 0.2	0.2	Guest room Persons ²
Industry – light	3	0.5	100m ² FA
Liquor store – small	4	1	100m ² FA
Lunch bar	3	1	100m ² FA
Market	2.5	1	100m ² FA
Medical centre	2	0.5	Practitioner 100m ² FA
Motel	0.2 plus 0.2	0.2	Guest room Persons ²
Motor vehicle, boat or caravan sales	2	0.5	100m ² FA
Motor vehicle repair	4	0.5	Servicing bay
Motor vehicle wash	4	0.5	Servicing bay
Motor vehicle wash	1 2	Nil	Servicing bay Waiting bay
Office	2	1	100m ² FA
Place of worship	0.2	0.05	Persons
Reception centre	0.2	0.05	Persons
Recreation – private	0.3	0.05	Persons
Residential aged care facility	0.5 plus 0.5	0.2	Patient bed Employee
Restaurant/café	0.2 10	0.05 0.5	Persons ³ 100m ² FA ²
Serviced apartment	In accordance with R-Codes	0.5	Bedroom
Service station	0.75 plus additional for supplementary uses		Fuel bowser / charging bay
Shop	2	1	100m ² FA 100m ² FA
Small bar	0.15	0.05 0.5	Persons 100m ² FA ²
Tavern	0.1	0.05	Persons
Tourist and visitor accommodation	0.5 0.5	0.2 0.2	Unit Employee
Trade display	2	0.5	100m ² FA
Trade supplies	2	0.5	100m ² FA
Transport depot	1.5	1	100m ² FA



LPP 4.1: Non-residential Parking

<u>Unhosted short-term rental accommodation</u>	<u>In accordance with R-Codes</u>	<u>In accordance with R-Codes</u>	
Veterinary centre	3	0.3	Practitioner
Warehouse/storage	2	0.5	100m ² FA

¹ In addition to the R-Code requirements for the dwelling.

² Person accommodated in bar / restaurant / hospitality areas.

³ Person accommodated within public area

9 DEFINITIONS

For the purpose of this policy the following terms are defined

Accessible Parking Bay	A bay in accordance with AS/NZS 2890.6
Bicycle Parking Facilities	The facilities defined in Australian Standard AS 2890.3 2015
Floor Area (FA)	As defined under the Building Codes Australia.
Long term bicycle parking	Those of a security Level A and B in accordance with AS 2890.3 2015.
On-site	The area contained within the lot boundaries.
Parking Management Plan	A document prepared in accordance with Appendix 1.
Persons	The maximum number of people to be accumulated within a development at any one time, including employees, customers and visitors.
Reciprocal parking	Parking facilities serving separate uses, but not shared concurrently between the users and not necessarily on one site.
Service/loading bay	Parking bays reserved exclusively for the use of service and delivery vehicles, couriers, taxis and rideshare services, buses, coaches, or any other specific use (except public or tenant parking).
Shared parking	Parking facilities serving separate uses.
Walkable catchment	The actual area served within a walking distance along the street/footpath network measured from a public transport stop/station entrance.

Council Resolution Number	PD39.19
Adoption Date	24 September 2019
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LPP 4.1: Non-residential Parking

Appendix 1: Parking Management Plan

The parking management plan aims to consider and evaluate the parking needs of the proposed development. It requires an assessment of the existing site and its surrounding context, along with strategies to effectively manage parking areas.

Minimum parking requirements may be varied based on the submitted parking management plan. The justification for such variations is not limited to the elements outlined in the template.

Owner / Applicant Details:	
Name	
Address	
Phone	
Email	
Property Details:	
Lot number	
Address	
Parking Allocation:	
No. car parking spaces	
No. bicycle bays	
No. long-term bicycle bays	
End-of-tip facilities	
No. other parking bays (e.g. scooter)	
No. electric vehicle parking bays	
Parking Demand:	
Please specify the anticipated parking demand for the development	
Anticipated no. staff at any one time	
Anticipated no. customers at any one time	
Likelihood of multipurpose trips	
Alternative transport options:	
Please consider alternative ways people may be able to access your site	
Train	



LPP 4.1: Non-residential Parking

Where is the nearest station, how far is this from your site and is the route provided with footpath access and shade	
Bus Where is the nearest high frequency bus stop, how far is this from your site and how frequent is the bus during peak periods?	
Cycling Is there a cycle path that accesses your site, are there existing facilities cyclists can use?	
Public parking Are there public parking facilities (on-street or car parks) in the vicinity of the site? How many bays are available and are there any parking restrictions? Note: the use of on-street parking within residential streets will not be supported.	
Shared parking arrangement: Clause 77Q of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 outlines the matters that the local government may have regard for when determining whether to approve a shared parking arrangement, including:	
Whether the peak operation hours of the development will overlap with those of the shared site.	
Whether the use of the car parking spaces to be made available on the shared site will impede the use of delivery or service areas on the shared site.	
Any relevant local planning policy.	
Adequate car parking is likely to be available at all times for both the proposed development and the shared site.	



LPP 4.1: Non-residential Parking

<p>The relationship between the proposed development and the shared site will be such that the shared car parking spaces are likely to be used by persons using proposed development.</p>	
<p>Parking management strategies: Please detail any parking management strategies that will be implemented such as management or tandem bays, way finding.</p>	
<p>General Strategies Bay allocation and marking, time limited parking, fees payable</p>	
<p>Management and maintenance of parking (including car stackers)</p>	
<p>Management of tandem parking for staff / tenants</p>	
<p>Wayfinding Measures</p>	
<p>Promotion of alternative transport modes: i.e. the provision of well-maintained bicycle and end-of-trip facilities, use of active transport initiatives or public transport promotion.</p>	
<p>Service bays: Please detail how service vehicles will be accommodated</p>	
<p>Number of service bays provided: Private and/or shared</p>	
<p>Expected number of deliveries: Include schedule of deliveries (i.e. days, times)</p>	
<p>Management of shared service bays: Include requirements of other tenancies demonstrating there will be no conflict</p>	
<p>Other: Sign marking etc</p>	



LPP 4.1: Non-residential Parking

Formal Arrangements

Arrangements for shared / reciprocal access:

Registered easements, Legal agreements, etc

Justification for vehicle parking bays not satisfying the ratios contained in Table 1:

Schedule of Submissions

Draft Local Planning Policy 1.1 – Residential Development



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No.	Submitter Details	Submission	Officer Response
1	[REDACTED]	This seems quite reasonable.	Support noted.
2	[REDACTED]	Ensure sufficient parking is provided on site given the maximum expected demand. Avoid overflow parking impacting adjacent properties and increasing on street parking in residential areas.	These comments are noted. In response some wording has been added to the 'Purpose' section to set parameters that this policy will focus on on-site parking and not street parking as the impact on residential areas are noted by the City.
3	[REDACTED]	<p>The objectives of the policy are very positive. In particular, the first 3 that 'ensure' non-residential developments meet their own parking needs on-site, and do not have detrimental effect on local amenity or being dependent on parking in residential streets.</p> <p>However, the large reduction in the minimum parking requirements fails to ensure these objectives are met. I'm going to use the development of the café/restaurant, Kith Eatery in the local centre at 51 Aberdare Rd as an example, because the numbers and the issues with this development are well known to the Nedlands city council. This proposal would reduce the minimum on-site parking requirements of all restaurants from 1 per 2 people, to 1 per 5 people, with further reductions depending on proximity to bus/train stations.</p> <p>While Kith Eatery doesn't meet this proposed minimum parking requirement, it would if the 7 bays on its verge were 'on-site'. The</p>	<p>Support Noted.</p> <p>Further changes to the parking ratios have been made as the City acknowledges that there have been problems enforcing parking ratios on a per person basis as capacities are not controlled by planning legislation. In response the ratio is being changed to reflect parking per 100sqm as this is easier to enforce through development approvals.</p> <p>In this Kith Eatery instance the parking was not assessed as the use was a 'P' class use</p>

Schedule of Submissions

Draft Local Planning Policy 1.1 – Residential Development



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	<p>local centre has exclusive use of these bays, and even with that, Kith Eatery falls well short of meeting the policy objectives. The parking shortfall is so large that its customers, as many as 20 at a time, are parking on residential streets causing detriment to the safety and amenity of the street.</p> <p>Clause 77D of the regulations allow local governments to lower minimum on-site parking requirement on a case-by-case basis, depending on factors such as off-site parking facilities and shared parking arrangements but there is no clause that allows local governments to increase the minimum requirement once it is set by this policy. By reducing the minimum on-site parking requirements, the City of Nedlands is giving away its control. Control, that is required to ensure the objectives of this policy are met.</p> <p>Clause 6.1 of the proposed policy discusses requirements of traffic impact statements and assessments, stating that they are only required depending on the amount of traffic that is generated during the developments peak hours, but this can only be known once the development is complete and operating. Clause 67(2)(t) of the deemed provisions state that the council must, prior to giving development approval, give consideration to the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety; So Clause 6.1 of the proposed</p>	<p>meaning that no change of use development approval was required. When assessing change of use applications, these concerns are all considered under clause 67(2) of the LPS Regulations however, given the due regard nature these provisions do not always require a more comprehensive assessment.</p> <p>This clause only prohibits local governments from making these changes outside of the policy review process, it does not prohibit increases in parking ratios categorically. It must also be noted that the parking ratios proposed in the City's policy are largely aligned with state-wide standards and can only alter with permission granted from the WAPC.</p> <p>As previously stated, these are due regard provisions which while requiring consideration cannot feasibly apply to all potential developments. This specific area of the deemed provisions only mentions consideration of the traffic not when to prepare traffic impact assessments. It must also be noted that this provision remains due regard when viewing local planning policies.</p>
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Schedule of Submissions

Draft Local Planning Policy 1.1 – Residential Development



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	<p>policy is inconsistent with the deemed provisions and is of no effect.</p> <p>Clause 5.1.8 of the proposed policy states: “Change of use applications require compliance with the requirements of this policy, except where the change of use is for a ‘P’ use without a ‘works’ component.” It fails to recognise the definition of the term ‘class P use’ as noted in clause 1 of the deemed provisions, that essentially states that the use is permitted ‘if’ the development complies with relevant development standards and requirements of the local planning scheme. A development of ‘class P use’ without a works component IS required to comply with this policy, if it fails to comply with relevant development standards or the requirements of the local planning scheme and so clause 5.1.8 is also not compliant with the deemed provisions. Clause 5.1.8 of this proposed policy is derived from clause 77E(1) of the deemed provisions which gives conditions that would exempt a development from complying with applicable minimum on-site parking requirements. It does not exempt the development from requiring traffic assessment and given the requirement for traffic assessment is included in this proposed policy, seemingly out of place, that too is inconsistent with the deemed provisions.</p> <p>I suspect this clause also shouldn’t exempt a development from complying with other requirements of this policy such as bicycle parking, end-of-trip facilities, accessible bays, etc. While the proposed policy gives the definition of the term, ‘on-site’ in table 9, it fails to use this term anywhere in the document. All references</p>	<p>Within the WA planning framework it is noted under Clause 18(5) of the LPS Regulations that a local government cannot feasibly refuse an application that is a ‘P’ class use despite some of the ancillary issues that may occur as a result. This means that a parking assessment for a permissible use is not required. Furthermore, this is a clause that cannot be altered as the Regulations override any additional local planning controls in these instances. In this instance, applying Clause 67(2)(t) as due regard only and there being no scope to alter the intent of Clause 18(5) actually align with the deemed provisions.</p> <p>The City has reviewed the inclusion of these terms within the policy and deem that they have been appropriately used. However, given that there is a commitment by the City to better manage parking ‘on-site’, this term has been</p>
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Schedule of Submissions

Draft Local Planning Policy 1.1 – Residential Development



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	<p>to parking in this document should reference on-site parking to be consistent with the deemed provisions. Table 9 also gives the definition of the term, 'Walkable Catchment', but this term is also not used in the document. It most certainly should be mentioned in this document as it is incredibly relevant to local centres, given the role of local centres is to service the local community within the 'Walkable Catchment'.</p> <p>For this reason, the reduction in minimum on-site parking requirements of local centres, due to proximity of bus stops or train stations is not consistent with the State Planning Policy 4.2: Activity Centres.</p>	<p>added to the 'Purpose' section of the local planning policy to reaffirm this position.</p> <p>A key outcome of the Activity Centres SPP is to promote both active and public transport within centres to meet the objectives of minimising car dependency. Administration argues that the intent of the SPP is actually being met by introducing these concessions.</p>
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17. DIVISIONAL REPORTS – CORPORATE SERVICES

Nil



18. DIVISIONAL REPORTS – CHIEF EXECUTIVE OFFICER

Nil



19. DIVISIONAL REPORTS – TECHNICAL SERVICES

19.1 Monash Ave Subdivision – Road Naming Approval

Report Number	TS04.05.25
Meeting & Date	Ordinary Council Meeting - 24 June 2025
Applicant	RM Surveys on behalf of H-U Human Urban
Employee Disclosure under section 5.70 Local Government Act 1995	Nil
Report Author	Nemat Ghulami – Manager Assets
Director	Santosh Amasi – Director Technical Services
Attachments	Attachment 1 – Road Naming Plan Attachment 2 – Extract of Landgate’s Policies and Standards for Geographical Name in Western Australia

Purpose

RM Survey, on behalf of H-U Human Urban are seeking the endorsement of Council to name five (5) new roads in the Monash Avenue development in Nedlands.

Endorsement by Council will allow RM Survey to apply formally to Geographic Names Landgate (GNL) to accept the proposed road names.

Administration Recommendation

That Council:

1. **ENDORSES** names as below:
 - a. **Hardy Road: Extension of Hardy Road**
 - b. **Eventide Way: New road name**
 - c. **Crossleigh Way: Previous internal road name**
 - d. **Hollywood Avenue: Adjacent to Hollywood Hospital, homage to original precinct name**
 - e. **Elloura Lane: Previous internal road name**

Voting Requirement

Simple Majority

Background



The subject site comprises those parts of Lots 101 and 103. It is zoned 'Urban' under the Metropolitan Region Scheme and 'Residential', with no density code, under City of Nedlands Local Planning Scheme No. 3 ('LPS 3'). It is partly occupied by residential aged care facilities and retirement villages, and partly vacant.

Pursuant to consent from the WAPC dated 9 August 2023, the PSP was submitted to the City of Nedlands in October 2023 and approved in February 2025. It proposes a grid-based pattern of streets and pedestrian links through the estate and a variety of land uses around a central public open space ('POS'). Residential development is proposed south of the planned Hardy Road extension and mixed use development (primarily residential, residential aged care and medical-oriented commercial floorspace) is proposed to the north.

Subdivision approval for 78 freehold (townhouse) lots over a portion of the residential land south of Hardy Road was issued in December 2024 pursuant to WAPC Ref. 200701. These lots are in the process of being created. Marketing and sales of these lots are also already underway, and sales have been very strong to date.

Discussion

On 23 April 2025, RM Survey contacted the City with the proposed names for Monash Avenue development. These names are to be submitted to for approval.

Preferred Names

- Hardy Road: Extension of existing Hardy Road
- Eventide Way: Homage to historical Eventide Home for men that was previously on the site.
- Crossleigh Way: Crossleigh Court was a historical internal road on the site
- Hollywood Avenue: Adjacent to Hollywood Hospital and Hollywood Village, homage to original precinct name
- Elloura Lane: Previous internal road name

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 Outcome	People
	1. Art, culture and heritage are valued and celebrated.
Pillar Outcome	Planet
	4. Healthy and sustainable ecosystems.



Pillar Outcome	Place 6. Sustainable population growth with responsible urban planning.
Pillar Outcome	Prosperity 9. A vibrant local economy.
Pillar Outcome	Performance 11. Effective leadership and governance.

Budget/Financial Implications

There is no budget implications.

Legislative and Policy Implications

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

Policy dictates that the selection of new road names within new subdivisions is usually the developer/landowner's role. Endorsement from the relevant Local Government(s) is necessary prior to the developer/landowner making a submission to the GNL for approval.

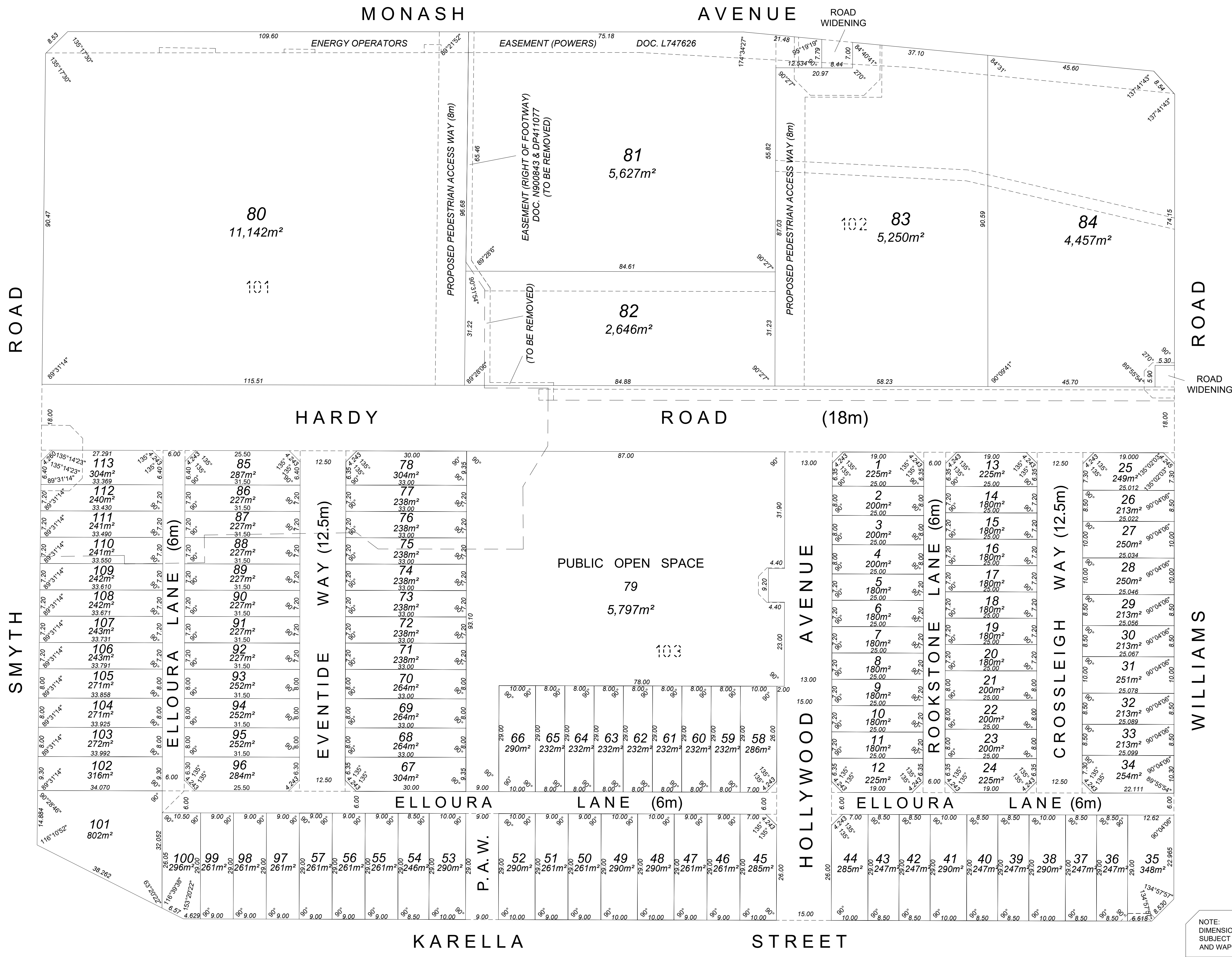
An extract of Landgate's Policies and Standards for Geographical Naming in Western Australia can be viewed in Attachment 2.

Decision Implications


By endorsing the recommendation, RM Survey can finalise the application for new road names with Geographic Names Landgate.

Conclusion

Administration recommends Council to endorse the requested names list for Monash Ave development.




NOTE:
DIMENSIONS SHOWN ARE
SUBJECT TO FINAL SURVEY
AND WAPC APPROVAL.



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Endorsed by



SURVEYOR
TM

SURVEY DATE
APRIL 2024


VERTICAL DATUM
AHD

HORIZONTAL DATUM
PCG2020

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CLIENT:
H-U HUMAN URBAN

8	LOT NUMBERS & EASEMENTS	AC	TM	KB	16/04/2025
7	LOTS ADDED & REVISED	AC	TM	KB	15/04/2025
6	LOTS REVISED	AC	DP	BB	25/10/2024
5	LOT 84 AMENDED	AC	BB	BB	16/04/2024
0	INITIAL ISSUE	AC	TM	KB	02/02/2024

REV	DESCRIPTION	DRN	CKD	APP	DATE

PRECAL PLAN
NEDLANDS SUBDIVISION
MONASH AVENUE
NEDLANDS

JOB No. HESLP-HOLLY	DRAWING No. HESP-HOLLY-DW-004	REV 8
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Section 2: Roads

Introduction

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

Using this section of the policy

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

In Western Australia the following shall be applied:

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

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

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

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

Who can officially name roads?

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

Which roads can be named?

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

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

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

Public roads

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

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

Private roads and rights-of-way

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

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

Private roads include but are not limited to:

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

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

Reserved road names

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

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

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

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

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

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

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

2.3 Name duplication

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

2.3.1 Existing duplicated or similar sounding names

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

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

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

Road name duplication should be avoided in adjoining local governments.

2.4 Naming amendments

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

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

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

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

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

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

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

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

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

2.5 Naming roundabouts and rotaries

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

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

2.5.1 Roundabouts

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

Roundabouts shall not have names or address ranges.

2.5.2 Rotaries

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

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

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

Rotaries shall not have address ranges.

2.6 State roads

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

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

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

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

2.7 Government managed land

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

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

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

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

2.8 Private, residential and commercial developments

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

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

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

2.8.1 Roads on private property

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

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

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

2.8.2 Compliance

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

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

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

2.9 Tourist drives / routes

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

2.9.1 State tourist drives

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

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

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

2.9.2 Local scenic drives

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

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

2.9.3 General assessment criteria

Tourism value shall be assessed by the following:

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

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

2.9.4 Submission process to recognise tourist route

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

The application must:

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

2.9.5 Review of current state tourist drives and routes

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

2.9.6 Identification of state scenic drives, tourist drives and routes

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

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

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

Road name submission process

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

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

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

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

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

Please refer to Landgate's [help guide](#) on Landgate's website for assistance specific to road naming submissions.

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



20. DIVISIONAL REPORTS – GOVERNANCE

Nil



21. DIVISIONAL REPORTS – COMMUNITY DEVELOPMENT

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. URGENT BUSINESS APPROVED BY THE PRESIDING MEMBER OR BY DECISION (OCM)

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



24. CONFIDENTIAL ITEMS

Nil



25. DECLARATION OF CLOSURE

There being no further business, the Presiding Member will declare the meeting closed.