



City of Nedlands

# AGENDA

## Ordinary Council Meeting

Wednesday 10 December 2025

### Notice of Meeting

An Ordinary Council Meeting of the City of Nedlands is to be held on Wednesday 10 December 2025 in the Council Chambers at 71 Stirling Highway, Nedlands commencing at 6:00 pm.

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

**Arthur Kyron | Executive Officer**  
**Thursday, 04 December 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 [governance@nedlands.wa.gov.au](mailto:governance@nedlands.wa.gov.au)

## Public Question Time

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

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

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

## Addresses by Members of the Public

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

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

## Disclaimer

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

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## **1 DECLARATION OF OPENING**

The City of Nedlands acknowledges the traditional custodians of this land, the Whadjuk people of the Nyoongar Nation, and pay our respects to culture and Elders, past and present. The City of Nedlands also values the contributions made to the community over the years by people of diverse backgrounds and cultures, including those who have served and sacrificed.

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

This item will be dealt with at this point.

## **3 PUBLIC QUESTION TIME**

Questions received from members of the public will be read at this point. The order in which the CEO receives questions shall determine the order of questions, unless the Presiding Member determines otherwise. Questions must relate to a matter affecting the City of Nedlands.

## **4 ADDRESSES BY MEMBERS OF THE PUBLIC**

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

## **5 REQUESTS FOR LEAVE OF ABSENCE**

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

## **6 PETITIONS**

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

## **7 DISCLOSURES OF FINANCIAL INTEREST**

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**

This item will be dealt with at this point.

## **10 CONFIRMATION OF MINUTES**

### **10.1 Ordinary Council Meeting held Wednesday, 19 November 2025**

#### **Officer Recommendation**

**The Minutes of the Ordinary Council Meeting held Wednesday, 19 November 2025 are to be CONFIRMED.**



## **11 ANNOUNCEMENTS BY THE PRESIDING MEMBER WITHOUT DISCUSSION**

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

## **12 MEMBERS ANNOUNCEMENTS WITHOUT DISCUSSION**

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

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

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.

**Item 23.1: Acting Chief Executive Officer Vehicle Allowance Review**

## **14 MINUTES OF COUNCIL COMMITTEES AND ADMINISTRATIVE LIAISON WORKING GROUPS**

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).

### **14.1 Audit, Risk and Improvement Committee held Wednesday, 05 November 2025**

#### **Officer Recommendation**

**The Minutes of the Audit, Risk and Improvement Committee held Wednesday, 05 November 2025 are to be CONFIRMED.**



## 15 DIVISIONAL REPORTS - PLANNING & DEVELOPMENT

### 15.1 Schedule of Strategic Planning Projects - December 2025

<b>Report Number</b>	<b>PD52.12.25</b>
<b>Applicant</b>	City of Nedlands
<b>Disclosure of Interest</b>	Nil
<b>Voting Requirements</b>	Simple Majority
<b>Authority/Discretion</b>	Information
<b>Contributing Officer</b>	Luke Smith - Senior Strategic Planning Officer
<b>Responsible Officer</b>	Sergio Famiano - Manager, Urban Planning and Development
<b>Director</b>	Bruce Thompson - Director Planning and Development
<b>Attachments</b>	Nil

#### Purpose

This report is presented to Council to outline the current and future strategic planning projects for the City of Nedlands.

#### Officer Recommendation

That Council:

1. **RECEIVES** the Schedule of Strategic Projects dated December 2025.
2. **ENDORSES** the Strategic Planning Priorities for 2026.
3. **APPROVES** future reports on Strategic Planning Projects to be provided to Council 6 monthly.

#### Background

At the Ordinary Council Meeting held on 27 August 2024, Council resolved the following:

1. *That Council notes the existing schedule of strategic planning items.*
2. *That the strategic planning projects be listed at every ordinary council meeting*

Given this report is the final entry in the 2025 Strategic Projects Schedule. Additional information will be provided on the Strategic Projects that have been completed and progressed in 2025, and key priorities will be outlined for 2026.

#### 2025 Year in Review

In the 2025 calendar year, the following projects were completed by the City's Strategic Planning Team:

Initiation of the Review Process to the Local Planning Strategy and Local Planning Scheme No. 3



The review report for the Local Planning Strategy and Local Planning Scheme No. 3 was adopted by Council in June 2025 and forwarded to the WAPC for review. The Statutory Planning Committee of the WAPC adopted the City's 'Report of Review' (without modification) on the 22 October 2025. The City has also appointed CDP Town Planning and Urban design as the lead consultant to assist the City in preparing a new Local Planning Strategy. The project is currently underway, with community engagement scheduled for 2026.

#### Adoption of the Mount Claremont Master Plan

Following two years of work and community consultation that generated significant local interest; the Mount Claremont Master Plan was adopted in September 2025. This document represents a high-level strategic visioning document intended to guide future planning within the area.

#### Local Planning Policy 3.4 – Tree Retention (R25-R80)

Following the successful adoption of Local Planning Policy 3.3 in July 2024, to protect trees on private land, the City in May 2025 adopted the expanded the reach of this initiative to properties zoned up to R80.

#### Amendments to Local Planning Policy 4.1 – Non-Residential Parking

After the release of the WA Planning Manual confirming widespread changes to generally acceptable rates of parking across the metropolitan area, a policy review was undertaken. Following consultation in February 2025 and some further minor amendments, the amended policy was adopted in June 2025.

#### Local Planning Policy 7.9 – Percent for Public Art

This policy, adopted in April 2025, supports the provision of public art through developer contributions and cash-in-lieu aligned to the Public Art Strategy & Masterplan.

#### Minor Amendments to Local Planning Policy 7.3 – Consultation of Planning Proposals

As a result of a June 2025 notice of motion, minor amendments to LPP7.3 were made requiring the sending of registered mail to properties directly adjoining planning proposals. Some additional changes to better align with the LPS Regulations were also actioned and ultimately approved in August 2025.

#### Gazettal of Scheme Amendment No. 15 - Lot 101 (No.118) & Lot 102 (No.108) Monash Avenue & Lot 103 (No.15) Karella Street, Nedlands

Amendment No. 15 to Local Planning Scheme No. 3 to rezone parts of the Nedlands Reserve site following its endorsement from Council in December 2024 was formally gazetted and added to the scheme and zoning maps in October 2025.

#### Revocation of Local Planning Policy 5.9 – Primary Controls for Apartment Development

The policy was revoked by Council as it no longer serves its intended purpose and makes the planning framework around large developments overly complex. A return to assessments as per R-Codes Volume 2 and simplification of the planning framework brought about by the revocation was approved by Council in November 2025.

#### Commenced Projects



The following projects have either started or been progressed during 2025:

- Endorsement of Scheme Amendment No. 19 – Short-Term Rental Accommodation (STRA) & Adoption of Local Planning Policy 2.2 - Unhosted Short-Term Rental Accommodation – **November 2025**.
- Endorsement by Council to discontinue work on Scheme Amendment No. 16 – Fast-Food Outlets – **endorsed by Council to discontinue in August 2025 and now awaiting WAPC determination**
- Amendments to Local Planning Policy 3.1 – Landscaping Plans – **expected December 2025**.
- In November 2025 Council deferred major amendments to Local Planning 1.3 – Sustainable Design (Residential) to introduce a points-based assessment matrix to promote sustainable housing designs.
- Major Amendments to Local Planning Policy 7.3 – Consultation of Planning Proposals.
- Drafting of Local Planning Policy 7.8 – Substantial Commencement.
- Scheme Amendment No. 13 – Nedlands Stirling Highway Activity Centre (NSHAC), awaiting Minister approval.
- Scheme Amendment No. 14 – Vehicle Access.
- Local Heritage Survey and Heritage List review - underway.
- City of Nedlands Laneway Auditing Project - underway.
- City of Nedlands Sustainability Strategy - underway.
- Review of the City's walking trails to support the new Local Planning Strategy.
- Investigations into cash-in-lieu policy for parking to align with the completion of the City's Parking Strategy.
- Scheme Amendment No. 20 – Rezoning Lots 325-329 Bedford Street, Nedlands (Residential R10 to R40).

## 2026 Priorities

Following the progress and completion of various strategic projects during 2025 these projects will form the primary focus of the strategic planning team during 2026:

- Work with the appointed consultant to draft a new Local Planning Strategy
- Finalisation of Scheme Amendments 13, 14, 16 & 19.
- Drafting and consideration of a new local planning policy for commercial development (including the revocation of the current Waste Guidelines LPP).
- Commence place-based planning projects on the City's centres.
- Continued liaison with DPLH regarding the UWA-QEII Improvement Plan
- Undertake further work on the Laneway Auditing project. Complete the Audit report and make recommendations to Council for implementation.
- Finalisation of amendments to LPP7.3 – Consultation of Planning Proposals.
- Introduction of LPP7.8 – Substantial Commencement.
- Undertake a review of Local Planning Policy 7.2 – Design Review Panel.
- Formally close work on the Percent for Canopy LPP proposal.
- Develop an LPP on Cash-In-Lieu of Parking once a Parking Strategy has been formally adopted.
- Complete the Local Heritage Survey and Heritage List review.

## Discussion





The current schedule of strategic planning projects is expressed in the table below. The schedule has been updated to reflect ongoing progress of projects. A new colour scheme has been added to this table to better reflect project status as detailed below.

Schedule of Strategic Projects – December 2025			
Legend			
COMPLETED			
CONSULTATION / AWAITING DECISION			
UNDER ASSESSMENT			
WORK NOT COMMENCED			
Project	Summary	Status/Council Resolution as of December 2025	Update
1. 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.	<b>COMPLETED</b>	Adopted by Council in December 2024.
2. 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.	<b>COMPLETED</b>	Adopted by Council in September 2025
3. 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.	<b>COMPLETED</b>	Policy was adopted by Council in May 2025.
4. 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	<b>COMPLETED</b>	Policy was adopted by Council in June 2025.



	contemporary car parking ratios		
5. New LPP7.9 – Percent for Public Art	This is a new Policy that aims to promote public art within selected new development or through developer contributions administered through the City's Public Art Strategy and Masterplan.	<b>COMPLETED</b>	Adopted by Council in April 2025.
6. Scheme Amendment 14: Vehicle Access	Restricts vehicle access to a single crossover for corner lots in the R60 areas within the NSHAC Residential precinct.	<p>The Scheme Amendment was advertised for community comment from 6 September to 18 October 2024.</p> <p>The amendment was adopted by Council in December 2024 for progression to WAPC.</p>	<p>The Scheme Amendment has been referred to the WAPC for review and recommendation to the Minister for Planning.</p> <p>08/09/25 - WAPC contacted City asking for further justification, a response has since been provided to the WAPC on 03/10/25.</p>
7. Scheme Amendment 19: Short-term rental accommodation (STRA) & LPP2.2 – Unhosted Short-Term Rental Accommodation	<p>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.</p> <p>A supplementary amendment to a local planning policy has been actioned as part of this project to apply to those properties requiring a development application.</p>	<p>The Draft Scheme Amendment has been prepared and will be presented to the April 2025 OCM for initiation and request to the WAPC for advertising.</p> <p>The final endorsement of the Scheme Amendment and the adoption of the supporting LPP is being presented to Council in November 2025.</p>	<p>Was presented to Council in May 2025 seeking approval to advertise.</p> <p>Commissioners signed off on the amendment for WAPC comment on 31/07/25.</p> <p>Scheme Amendment documentation was returned unchanged by WAPC on 13/08/2025 and consent to advertise was granted</p>



			<p>STRA Scheme Amendment 19 and amendments to Local Planning Policy 2.2: Short Term Accommodation</p> <p>Consultation on both the Scheme Amendment and LPP Commenced on 22/08/2025 for and closed on 03/10/25. A community information session took place on 15/09/2025.</p> <p>Report prepared for final endorsement of Scheme Amendment and Policy adoption in November 2025 with the amendment expected to be sent to WAPC for final determination in December 2025.</p>
8. Local Planning Strategy and Scheme Review*	<p>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:</p> <ul style="list-style-type: none"><li>- Housing Strategy</li><li>- Public Open Space Strategy (Expand existing Policy to include all of the City)</li></ul>	<p>Council resolution of August 2024 for strategy to commence in February 2025. Phase 1 'Scheme Review Report' has been drafted.</p> <p>Presentation to Elected Members to introduce the project is being scheduled for May 2025.</p> <p>Engagement on the 'Scheme Review Report' with the WAPC has now concluded and was adopted in October 2025.</p>	<p>Phase 1 – 'Scheme Review Report' was presented to Council for adoption at the 24 June 2025 OCM. Council resolved to adopt the 'Scheme Review Report' without modification and refer the document to the WAPC for their assessment and approval.</p> <p>The City has referred the adopted 'Scheme Review Report' to the Department for</p>



	- Retail and Commercial Strategy	Work on the draft Local Planning Strategy is expected to take place throughout 2026.	<p>Planning, Lands and Heritage for their assessment and recommendation to the Western Australian Planning Commission. A meeting has been held between the City and the DPLH to brief them on the report content and process of review. <b>The report of review was adopted by WAPC on 22<sup>nd</sup> October 2025.</b></p> <p>The City has appointed a Lead Town Planning Consultant to assist the City in preparing a new Local Planning Strategy. The project is underway.</p>
9. Scheme Amendment 16: Fast Food	The proposed Scheme Amendment is to make 'Fast Food' an 'X' use within the City.	The amendment report was adopted by Council in August 2025 with the final decision sent for determination to WAPC.	<p>The Amendment was presented to Council (Commissioners) on the 6 August 2025 and the recommendation to not support the amendment was adopted.</p> <p>The recommendation was referred to the WAPC for final determination in August 2025.</p>
10. Update of LPP 3.1 – Trees and Landscaping	The Planning team to investigate a new Planning Policy, setting out the protection of verges	Council resolution of August 2024 for policy to be developed and	The Policy is scheduled to be presented to Council (Commissioners)



	and street trees. This LPP was previously referred to as LPP3.1 Landscaping Plans	presented to Council in October 2024.  Decision made by the administration to amend the existing LPP 3.1  Report for amendments to be adopted being sent up to Council in December 2025.	at its meeting on the 20 August 2025 seeking approval to advertise.  The Policy will be presented to Council at the same time as a Technical Report from the Urban Landscaping Team.  The LPP was advertised for 42 days from 29/08/2025 – 10/10/25, with a Community Info Session being held on 22/09/2025  Report for adoption prepared for Council in December 2025.
11. New LPP – Construction Management Plans	The preparation of a new policy setting out requirements and processes for construction of new development.	Underway	Staffing increases in the compliance team and the City's most recent CMP Guidelines no longer requires the City to invest further resourcing into the development of a Local Planning Policy on the matter.  The City is currently reviewing its templates and procedures to better define Construction Management Plans.
12. LPP 3.2: Waste Management	The existing policy sets out waste criteria but is	Not yet commenced	Expected to be presented to Council in 2026 to



	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.		revoke Local Planning Policy 3.2 - Commercial Waste Guideline to be integrated into the new LPP for Commercial Development.
13. New LPP: Commercial	The preparation of a new policy setting out built form and other criteria for non-residential development.	The Council Report is expected to be presented in 2026 in tandem with the revocation of the Waste Guidelines LPP.	The new policy is being developed and is expected to be presented to Council for a request to advertise for public comment in 2026 in tandem with the revocation of the Waste Guidelines LPP.
14. 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.	<p>The Policy has been reviewed to include assessment criteria that aligns with a similar policy developed by the City of Subiaco.</p> <p>Report for adoption was presented in November 2025, but resolution was to defer the adoption.</p>	<p>The policy was presented to Council (Commissioners) on the 6 August 2025 and adopted for the purposes of public consultation for an extended period of 42 days.</p> <p>The Policy changes were presented to Elected Members at the July 2025 Concept forum took place on 1<sup>st</sup> July.</p> <p>LPP was advertised for 42-days from 15/08/2025 – 26/09/2025 with a Community Info</p>



			<p>Session held on 01/09/2025</p> <p>At its November OCM, Council resolved to defer the Policy subject to further review.</p>
15. Local Heritage Survey and Heritage List review	The City's LHS and the Heritage List are required to be periodically reviewed.	Underway	<p>The City has prepared a scope of work to complete a review of the City's Local Heritage Survey and Heritage List. Once the City's budget is approved the City will seek a suitable qualified heritage consultant to assist in the review.</p> <p>The review will include community engagement and is expected to commence later in the second half of 2025.</p> <p>A consultant was appointed in October 2025. The project is currently underway.</p>
16. UWA-QEII Improvement Plan	The City is working with the DPLH and City of Perth to create an Improvement Scheme for the area.	The City has liaised with the DPLH who have advised that they will engage with the City in due course.	The DPLH is currently engaging with the City of Perth to procure technical studies completed to date and is undertaking scope of work development to prepare a Structure Plan for the Precinct.
17. New Broadway LPP: Public Realm	The City will investigate the preparation of a public realm plan and design	Not yet commenced	Further discussion with the City of Perth to scope the project and to seek their support to



	guidelines for the upgrade of public realm to the area.		participate in the project. Need to wait until further info has been provided from DPLH on QEII Improvement Plan  Not to be commended until further clarification is provided by DPLH on Improvement Plan.
18. 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 respond to Notice of Motion to formally discontinue work in early 2026.
19. 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.	Underway.	Project has been scoped and a draft Project Plan has been developed. Project has commenced with internal consultation underway.  Consultation is planned with key stakeholders, community and the Commissioners.
20. Review of LPP 7.3 – Consultation Policy	The City is required to review is LPP 7.3.	Council report for consent to advertising completed. Community consultation undertaken.	Minor necessary changes were made to the LPP in August 2025.  Major updates proposed for LPP were presented for consent to advertise at the 19 <sup>th</sup> November 2025 OCM.





21. Review of LPP 7.2 DRP	The City is required to review its LPP 7.2 to make some minor edits in response to the DAP Regulation changes.	Not yet commenced.	Expected to commence in early 2026.
22. 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 commercial and residential development.	<b>COMPLETED</b>	The adoption of amended LPP 4.1 and proposed amendment to LPP1.3 ensures both non-residential and residential electric vehicle parking is appropriately encapsulated.
23. Scheme Amendment 13: NSHAC	Limit Building heights along Stirling Highway	Awaiting decision from the Minister for Planning	The City has sent correspondence to the Minister's Office requesting updates on the proposal on the 28 <sup>th</sup> of May 2025 and on the 1 <sup>st</sup> of September 2025. Updates from the Minister's Office have only indicated that the proposal is still being considered by the Minister.
24. City of Nedlands Laneway Project	Undertake the following: <ul style="list-style-type: none"><li>- Audit of the City's laneways and develop concepts for each and costings.</li><li>- Develop Cost Contribution Plan for laneways (includes scheme provisions, DCP Report</li></ul>	Underway.	<p>Project has been scoped and an RFQ seeking a consultant to develop an audit of the City's laneways has been completed. Awaiting the approval of the City's budget to proceed.</p> <p>In October 2025 a consultant has been appointed to undertake work on this project. The</p>



	and Cost Schedule) - Local Planning Policy to guide new development.		project is currently underway.
25. Walking Trails <ul style="list-style-type: none"><li>• Lake to Lake</li><li>• Trail to Remember</li></ul>	To be integrated into the Strategy.	Initial review has been done with Western Suburbs Alliance informed of project. To be commenced during strategy review.	Project to be scoped during the review of a new Strategy. Presentation on the project was delivered to the Western Suburbs Alliance to test their interest. Further engagement with selected Councils will occur in due course.
26. Concept Plan for the Loreto Primary School	To develop a Concept Plan that will outline possible improvements and / or redevelopment of the site	The opportunity exists to explore possible public open space on site that could be incorporated into the local public open space network.	Council (Commissioners) considered a report at its meeting on the 6 August 2025 and recommendations adopted to enable the City to progress discussions with proponent Hall & Prior on the future of the site.
27. Investigate Developer Contributions for the provision of Local Open Space	Through the City's Public Open Space Strategy, explore the possibility to add further public open space to the City and seek funding through a Developer Contribution scheme.	To be commenced as part of the Local Planning Strategy review.	The City has prepared a Public Open Space Strategy for Nedlands and Dalkeith. The WAPC have advised that the strategy needs to be expanded to include the entire City of Nedlands. The City is in the process of procuring a suitable Lead Town Planning Consultant to complete a new Local Planning Strategy.



			POS Strategy is being included as part Planning Strategy.
28. Town Centre Precinct Vision Plans	The preparation of public realm concept plans and precinct plans to support the following centres: <ul style="list-style-type: none"> <li>• Mount Claremont Shopping Centre</li> <li>• Waratah Village Precinct</li> <li>• Nedlands Town Centre</li> <li>• Nedlands / Dalkeith Town Centre</li> </ul>	Not yet commenced	Project to be scoped and now grouped into one central project.  <u>Nedlands Town Centre</u>  *Funding available for LG Health Plan objectives. To be investigated to allow for funding on activation of town centres, eg pedestrian activation between Smyth and Dalkeith Road like similar examples in North Perth.
29. Substantial Commencement – Local Planning Policy	The preparation of a new LPP to provide a clear position on the City's application of Substantial Commencement	Currently being drafted.	Policy is being scoped including review of legal advice and other Local Government Policies. Proposed to be presented for consent to advertise in early 2026.
30. Revoke LPP 5.9 - Primary Controls for Apartments	As part of Strategic Teams review of planning framework LPP 5.9 has been identified to be no longer required.	Report to action LPP revocation presented to 5 <sup>th</sup> November 2025 OCM.  <b>COMPLETED</b>	Being presented to action at 5 <sup>th</sup> November 2025 OCM.
31. Cash-in-Lieu Local Planning Policy	The preparation of the policy will allow the City to collect cash-in-lieu payments for parking	Not yet commenced.	The policy is dependent on a Parking Strategy which Tech Services is currently working on.
32. Scheme Amendment No. 20: Rezoning of Lots 325-329 Bedford Street, Nedlands	This amendment seeks to upcode 5 lots on Bedford Street from R10 to R40.	Report to initiate now being prepared.	The scheme amendment will be presented for initiation in December 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**

### Place

6. Sustainable population growth with responsible urban planning.

## Budget/Financial Implications

Nil. Budget and Financial Implications for each item will be provided in Council Reports when presented to Council.

## 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 and endorses the priorities listed for 2026.

## Further Information

Nil



## 15.2 Scheme Amendment No. 20 - Rezoning of Lots 325-329 Bedford Street, Nedlands

<b>Report Number</b>	<b>PD53.12.25</b>
<b>Applicant</b>	Hex Design & Planning
<b>Landowner</b>	Various
<b>Disclosure of Interest</b>	Nil
<b>Voting Requirements</b>	Simple Majority
<b>Authority/Discretion</b>	Legislative
<b>Contributing Officer</b>	Luke Smith - Senior Strategic Planning Officer
<b>Responsible Officer</b>	Sergio Famiano - Manager, Urban Planning and Development
<b>Director</b>	Bruce Thompson - Director Planning and Development
<b>Attachments</b>	1. Applicant Scheme Amendment Report - Lots 325-329 Bedford Street, Nedlands [15.2.1]

### Purpose

The purpose of this report is for Council to initiate Scheme Amendment No. 20 to Local Planning Scheme No. 3 (LPS3) on rezoning a portion of Bedford Street, Nedlands to accommodate additional density by rezoning five lots from 'Residential R10' to 'Residential R40'.

### Officer Recommendation

That Council:

1. **INITIATES** Scheme Amendment No. 20 to the City of Nedlands Local Planning Scheme No. 3 in accordance with Clause 35 of the Planning and Development (Local Planning Schemes) Regulations 2015, as shown in the Scheme Amendment Report and Map within Attachment 1.
2. **CONSIDERS** that the amendment is a 'Standard Amendment' in accordance with *Planning and Development (Local Planning Schemes) Regulations 2015 (LPS Regulations)* Clause 35(2) for the following reasons:
  - a) The proposed amendment is consistent with the Council's Local Planning Strategy; and
  - b) The proposed amendment does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.
3. **INSTRUCTS** the CEO to refer Scheme Amendment No. 20 to Local Planning Scheme No. 3 to the West Australian Planning Commission (WAPC) in accordance with Clause 46B of the *Planning and Development (Local Planning Schemes) Regulations 2015* for consent to advertise.

### Background

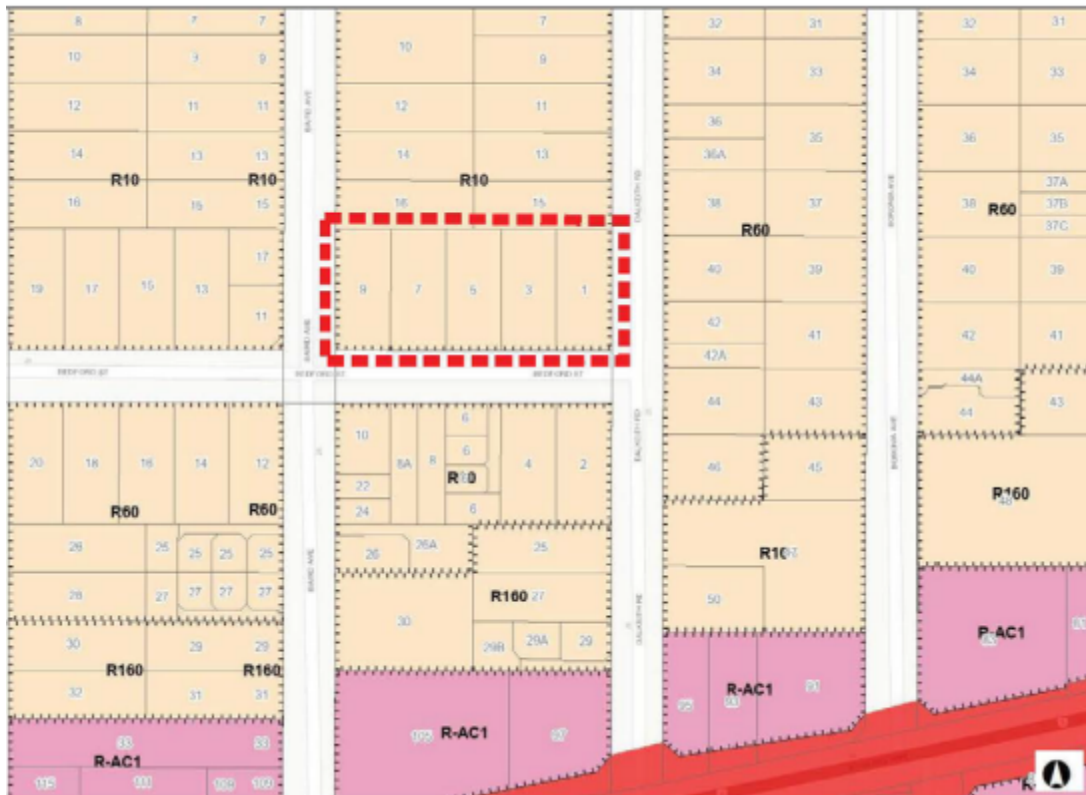


The amendment has been prepared by Hex Design and Planning on behalf of the landowners that reside at House Numbers (HN) 1-9 (Lots 325-329) Bedford Street, Nedlands. The amendment proposes to rezone the subject land from 'Residential R10' to 'Residential R40.' The land details of which can be found in **Table 1** below:

<b>Metropolitan Region Scheme Zone</b>	Urban
<b>Existing Local Planning Scheme Zone</b>	Residential – R10
<b>Proposed Local Planning Scheme Zone</b>	Residential – R40
<b>Total land area</b>	5,063m <sup>2</sup>

**Table 1: Details of the land parcels subject of this scheme amendment.**

The subject land comprises five residential lots located on the northern side of Bedford Street located between Baird Avenue and Dalkeith Road. The subject sites are surrounded by a mix of medium and low-density residential development as can be seen in **Figure 1** below highlighting the importance of this block as a transitional zone to lower residential densities further away from Stirling Highway.



**Figure 1: Location of subject lots in relation to other zonings within the immediate locality.**

It is noted that a similar proposal (R10 to R60) was already presented to Council in September 2019 but was not initiated given the Local Planning Scheme had only just been gazetted and Council did not support immediate zoning changes. Additional commentary at the time highlighted that the changes of R10 to R60 would not account for enough transition between densities. At the time R40 was suggested as a better alternative option to provide greater transitional development scale to surrounding R10 properties. The suggestion of R40 is now the subject of this revised proposal.

#### Category of Amendment



This amendment is considered a 'Standard' scheme amendment as it is consistent with the current Local Planning Strategy by offering increased density and does not result in any significant environmental, social, economic or governance impacts on land within the Scheme area. As per Part 5, Division 3, Section 47 of the LPS Regulations a standard amendment will require advertising to the public for 42 days.

Regulation 35 of the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations) requires a resolution of a Local Government to prepare or adopt an amendment to a Local Planning Scheme. The resolution must:

*'(a) Specify whether, in the opinion of the local government, the Amendment is a complex Amendment, a standard Amendment or a basic Amendment; and*

*(b) Include an explanation of the reason for the local government forming that opinion.'*

Clause 34 of the Regulations identifies the various Amendment types. The proposed Amendment No 20 is considered a 'Standard' Amendment for the following reasons:

1. Lots 325-329 are remaining residential uses and are within a transitional zone where a staggered density increases can be considered. The uses remain consistent with the existing Scheme and the 'Urban' denomination under the Metropolitan Region Scheme.
2. It is acknowledged that a greater diversity of housing is appropriate within a zone of transitional densities and may provide greater amenity within the immediate locality. As the lots are still subject to the Residential Design Codes and the City's local planning policies this allows for detailed assessment of new dwellings via development applications.

The City's current Local Planning Strategy defines transitional zones as the following: *Transition Zones will exist immediately adjacent to Urban Growth Areas for the purposes of creating a buffer between high intensity and low intensity development. This buffer will visually smooth the differences in built form (e.g., height, bulk etc.) and help mitigate any conflict between non-compatible land uses.*

Officers have taken this definition into account when considering the proposal and determined that the zoning change would remain consistent with the intent of the Local Planning Strategy.

## Discussion

### Amendment Details

The applicant is requesting the amendment to increase its density coding from 'Residential R10' to 'Residential R40' to allow more housing to be located on the lots. This proposal is primarily based on its location being within the Stirling Highway transitional zone. As per **Figure 2**, the site is located on the border of first and second transition zones highlighting the need for further medium density housing options within the immediate locality.



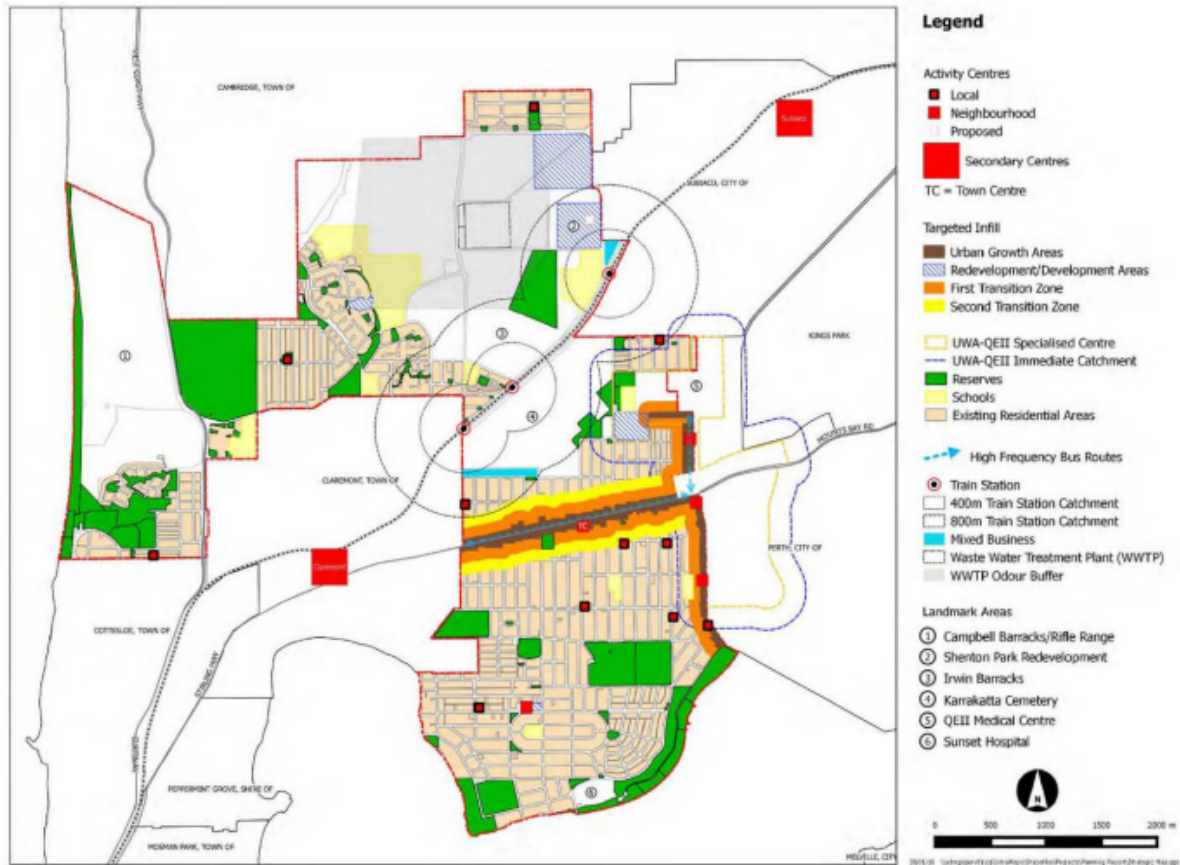


Figure 2: Local Planning Strategy map including locations of transitional development zones.

Given the built form would be increased from a low density to medium density typology it is important to consider the built form controls that would be impacted should the proposal be eventually adopted.

Currently development within an R10 area, single or group dwelling, is subject to State Planning Policy 7.3 – Residential Design Codes Volume 1: Part B. Adoption of the scheme amendment would change this and development applications of group dwellings and multiple dwellings would instead be assessed under Part C of the R-Codes. Refer to **Table 2** of a comparison of the built form controls and permitted land holding sizes for both R10 and R40 zoning. Given the predominant development applications received for R40 lots will be group dwelling development the following table has used Part C criteria for the R40 zoning.

R-Code Development Guidelines	R10 R-Codes: Part B	R40 R-Codes: Part C
<b>Building Height</b>	8.5m-10m (2 storeys)	8m-10m (2 storeys) Grouped Dwellings 2 Storeys (Multiple Dwellings)
<b>Average Lot Size (Single &amp; Grouped Dwelling)</b>	1000sqm	220sqm
<b>Minimum Lot Size</b>	875sqm	180sqm





(Single & Grouped Dwelling)		115sqm (Multiple Dwelling)
Plot Ratio (Multiple Dwellings)	N/A	0.65
Rear Setback	6m (discretionary)	As per wall dimensions within R-Codes
Primary Street Setback	9m (discretionary)	2m – 3m (discretionary)

Table 2: Comparison of development standards between the existing and proposed zonings.

When interpreting the table above the differences between the two densities are clear to see. Notably, the bulk and scale of the R40 and R10 dwellings vary considerably which may negatively impact the amenity of residents to the rear of the proposed sites. This is due to differing development standards between the two zones and the lack of a defined rear setback in the R40 zone. This would be especially apparent if boundary walls were erected on the rear boundary of the lots bordering the R10 sites. In response to this, it is recommended to investigate the use of a Local Development Plan to introduce further development controls should the scheme amendment prove to be successful. This would mitigate any potential irregularities that may be experienced between the built form outcomes of the R40 and R10 coding.

#### Administration Comment

Administration considers the proposed Scheme Amendment aligns with the City and State Planning Framework and recognises the area's importance as a transitional zone from higher to lower densities. This was included in all draft and final versions of the current Local Planning Strategy.

While the remaining properties, with frontage to Bedford Street, will remain R10 for now it is acknowledged that there is potential for further lots in the immediate locality to be up-coded in the future given their location within the transitional area. Specifically, the replication of this amendment could be contemplated for HN 11 to HN 29 Bedford Street as they share similar characteristics to the proposal. However, given the review of the City's Local Planning Strategy is commencing in 2026, any Council led upcoding will await the completion of the new Local Planning Strategy which will include community engagement.

### **Assessment against Planning Framework**

#### Metropolitan Region Scheme

The subject lots are zoned 'Urban' under the Metropolitan Region Scheme (MRS). The change of densities will not lead to a change of use and will continue to be consistent with the urban zone under the MRS.

#### Perth & Peel @ 3.5 Million

Perth & Peel @ 3.5 Million is a strategic planning document that aims to ensure there will be suitable land available for housing and employment to accommodate a 2050 population in the metropolitan area of 3.5 million.



Within this broader regional planning strategy, the City has prescribed density targets under the Central Sub-Regional Planning Framework. A total of 4,320 additional dwellings is expected to be delivered by 2050 through the densities provided in LPS3. The proposed amendment is expected to deliver anything between 20-45 new dwellings that will provide a contribution towards the dwelling target. The variance is determined by building typology and the mix of grouped dwellings and multiple dwellings that may be contemplated.

#### City of Nedlands Local Planning Strategy

The subject land is located within a target growth corridor transitional zone north of Stirling Highway. The strategy indicates that the subject lots fall on the border between the first and second transitional zones with a medium density expected to be delivered to allow for a smooth transition between higher and lower density areas. The goal of the transitional zone is to act as a buffer between dense areas of urban growth and lower density suburban residential areas. This amendment represents the first step in creating a more consistent streetscape along Bedford Street rather than having one side as low-density single houses and the other as medium-high density with diverse housing types. Rezoning to R40 makes for a more harmonised transition between the precincts.

#### City of Nedlands Local Planning Scheme No. 3

Historically, the subject land has had multiple rezonings proposed. Specifically, the following has been proposed:

- December 2016 – The originally adopted version of LPS3 proposed a Special Control Area (SCA) over the lots and allowed the properties to develop at R50 standards if undertaken prior to subdivision. This did not progress due to lack of support from the WAPC.
- December 2017 – In the advertised version of the LPS3 the subject sites were zoned R60 alongside the remainder of that area of Bedford Street. Modifications were then requested post-advertising by Council due to their non-support.
- July 2018 – Following a request from Council to modify the zoning within this area to allow for dual coding. The development requirements for the higher zoning code were complex and the WAPC no longer supports split density zoning which led to this proposal also not progressing.
- April 2019 – The final gazetted version of the Scheme reverted the zoning back to R10 and the initial amendment to bring back the advertised R60 zoning was not initiated soon after the gazettal.

Considering the history above, the Officer's believe the current proposal offering a zoning of R40 best reflects the transitional nature of the immediate locality and will create a more consistent streetscape.

## **Consultation**

Should the Scheme Amendment be initiated, the City will refer the proposal to the Environmental Protection Authority (EPA) to advise of any environmental conflicts.



The scheme amendment is required to be advertised in accordance with the LPS Regulations. Upon approval from the WAPC, the consultation of the proposal will also be conducted in accordance with the City's Local Planning Policy 7.3 – Consultation of Planning Proposals (LPP7.3). The advertisement of a 'Standard' scheme amendment under the LPS Regulations are as follows:

- The City must prepare a notice in a form approved by the WAPC that gives details of; the purpose, where the amendment may be inspected and to whom and during what period submissions can be made.
- The City must then advertise the amendment by utilising the following means:
  - Notice via a local newspaper;
  - Notice via the City's notice board;
  - Notice via the City's Your Voice engagement portal; and
  - Notice via the City's social media channels.
  - A letter drop to all owners and occupiers within a 100m radius; and
  - Display a sign on the site with details of the proposal
- The consultation period must be no less than 42 days commencing on the day that the notice is published in a newspaper circulating within the scheme area.

Once submissions are received the City must acknowledge receipt of each submission in writing.

The consideration period for a 'Standard' scheme amendment by the City is 60 days, after the end of the consultation period. The City must consider all submissions, and Council must pass a resolution to support, support with modifications or not initiate the proposed amendment.

Once Council has made a decision regarding initiation of the scheme amendment, all documents will be referred to the WAPC, and they will deliver a recommendation to the Planning Minister (the Minister). The Minister will then make the final determination on the proposed scheme amendment.

## Strategic Implications

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

### **Vision: Sustainable and responsible for a bright future**

#### **Place**

6. Sustainable population growth with responsible urban planning.

## Budget/Financial Implications

Application fees are paid by the applicant to initiate and to commence a scheme amendment, therefore only administration resource allocation as an associated expense is required.



## Legislative and Policy Implications

The scheme amendment is to be processed in line with the requirements of the LPS Regulations relating to the classification of the subject amendment.

## Decision Implications

Should Council support the initiation of the amendment it will be referred to the EPA & WAPC to obtain consent to advertise for a minimum of 42 days.

Within 60 days following the advertising period, the proposal will be presented back to Council to consider any submissions received and to:

- a) Proceed with the scheme amendment without modification;
- b) Proceed with the scheme amendment with modification; or
- c) Refuse the scheme amendment.

## Conclusion

This scheme amendment seeks to up-code the subject land on the north side of Bedford Street. An increase in the zoning of the proposed lots would add further density into the locality. The sites have been recommended as suitable for the zoning changes given it is situated within a transitional zone as identified with the City's Local Planning Strategy. The transitional zone is located adjoining a high-density corridor that runs parallel to the Stirling Highway. Given this, the proposed R40 zoning would provide a pragmatic transition from the R60 zoning south of Bedford Street and R10 zoning north of Bedford Street. The chosen zoning of R40 will ensure a smooth transition away from Stirling Highway and represent a gradual built form change leading into the lower density areas north of the subject land.

## Further Information

Nil



Lot 325-329 Bedford Road, Nedlands

CITY OF  
NEDLANDS LOCAL  
PLANNING  
SCHEME NO. 3  
REQUEST REPORT



Prepared by:

Hex Design and Planning  
29A Bartlett Crescent  
KARRINYUP WA 6018

T: +61 438 000 235E:

E:

[sheldon@hexdesignplanning.com.au](mailto:sheldon@hexdesignplanning.com.au)

Prepared for:

Various Landowners

October 2025

29A Bartlett Crescent  
Karrinyup WA 6018

T +61 438 000 235  
E [admin@hexdesignplanning.com.au](mailto:admin@hexdesignplanning.com.au)

ABN 34627142299  
SCUDERIA HOLDINGS PTY LTD/AS HEX DESIGN AND PLANNING

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Version	Comment	Prepared By	Reviewed By	Review Date	Approved By	Issue Date
Revision 1	Draft	SD	SD	1/10/25	SD	
Revision 1	Final	SD	SD	10/10/25	SD	13/10/25

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### APPENDICES

APPENDIX A – CERTIFICATE OF TITLE

APPENDIX B – SEPTEMBER 2019 COUNCIL AGENDA







## 1 PURPOSE OF REPORT

---

This submission has been prepared by Hex Design and Planning on behalf of the five (5) abutting landowners who reside at Bedford Road, Nedlands. The lots encompass No 1, 3, 5, 7 & 9 respectively (Lots 325-329) and represent the subject land.

The subject land has been proposed to avoid ad hoc planning and not reflect a spot rezoning proposal. The consolidated 5 lot parcel is considered order and proper planning, providing a zone transition between an R10 coded area to the north to an R60 coded area on the south side of Bedford Street.

The purpose of this report is to provide the City of Nedlands (the City) and the Department of Planning, Lands and Heritage (DPLH) with sufficient information to initiate an amendment to the City of Nedlands Local Planning Scheme No. 3 (LPS 3) over the subject land.

This report sets out the background to and rationale for rezoning the subject land to a higher residential coding, which the site had previously been identified for.

The purpose of this amendment is to rezone the subject land, being approximately 5,063m<sup>2</sup> from the 'Residential – R10' zone to the 'Residential – R40' zone (refer to **LPS 3 Amendment Plan**).

CITY OF NEDLANDS  
LOCAL PLANNING SCHEME No.3  
Amendment No. XX



City of Nedlands LPS No.3 Amendment Plan.

## 2 SUBJECT LAND AND CONTEXT

### 2.1 SUBJECT LAND

The subject land is 5,059m<sup>2</sup> in area and is located on Bedford Street, Nedlands, running the entire length of the northern side of the road reserve between Baird Avenue and Dalkeith Road. (refer to **Figure 1 – Location Plan**).

The subject land is approximately 6.5 kilometres south-west of the Perth CBD and approximately 270m from the City of Nedlands Council Office.

The land is bound by Bedford Street to the south, Baird Avenue to the west, and Dalkeith Road to the east. The land is in close proximity to 2km to the west, Stirling Highway to the south (180m), providing access to the wider areas of Claremont and 1.2km east to the Broadway Shopping Strip.

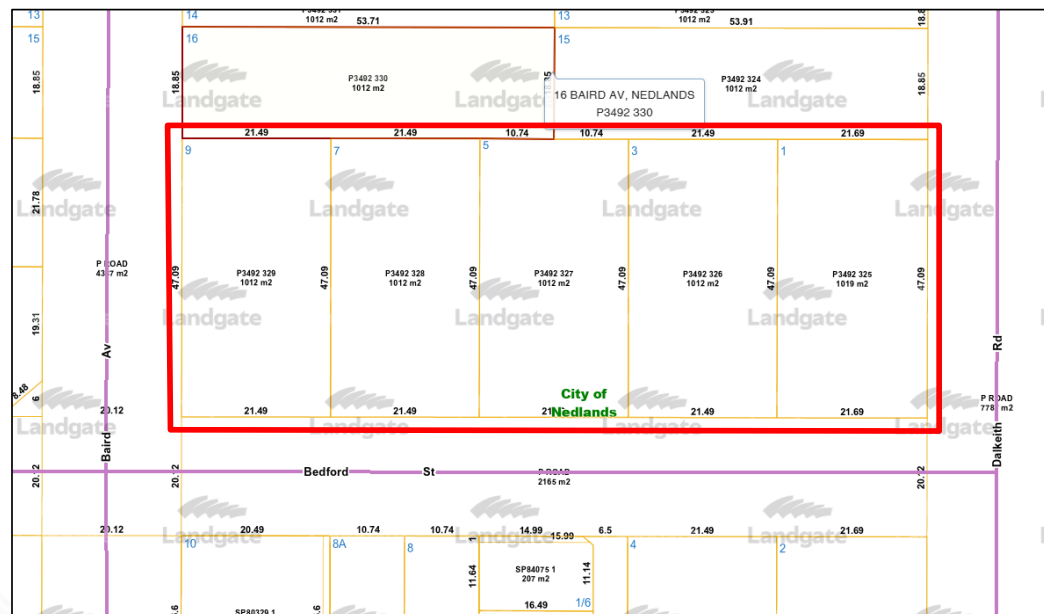
The site is in relatively close proximity to the Lock Street Train Station (1.2km to the northwest) and is highly serviced by the bus network along Stirling Highway.

The subject land is predominantly surrounded by a mix of medium-high and low-density residential development, acknowledging that the area is currently subject to change in densities and will evolve in the near future to provide for medium to high residential density development.

The location of the subject land within its local context is shown in **Figure 2 – Local Context Plan**.

### 2.2 LEGAL DESCRIPTION, OWNERSHIP & CURRENT LAND USE

The subject land is legally described as Lots 325-329 on Plan 3492, held on five separate Certificates of Title. Particulars regarding the individual lots are included in Table 1. Refer to **Appendix A – Certificate of Titles**.



Subject Land – Landgate

Table 1 – Subject Land Details

Lot	Volume	Folio	Area SQM
325	1523	236	1019
326	1048	327	1011
327	1042	550	1011
328	1050	259	1011
329	1794	631	1011
Subject Land			5063

The subject land is owned by private residents who have resided in the area for some time and purchased prior to the adoption of the City of Nedlands Local Planning Scheme No.3.

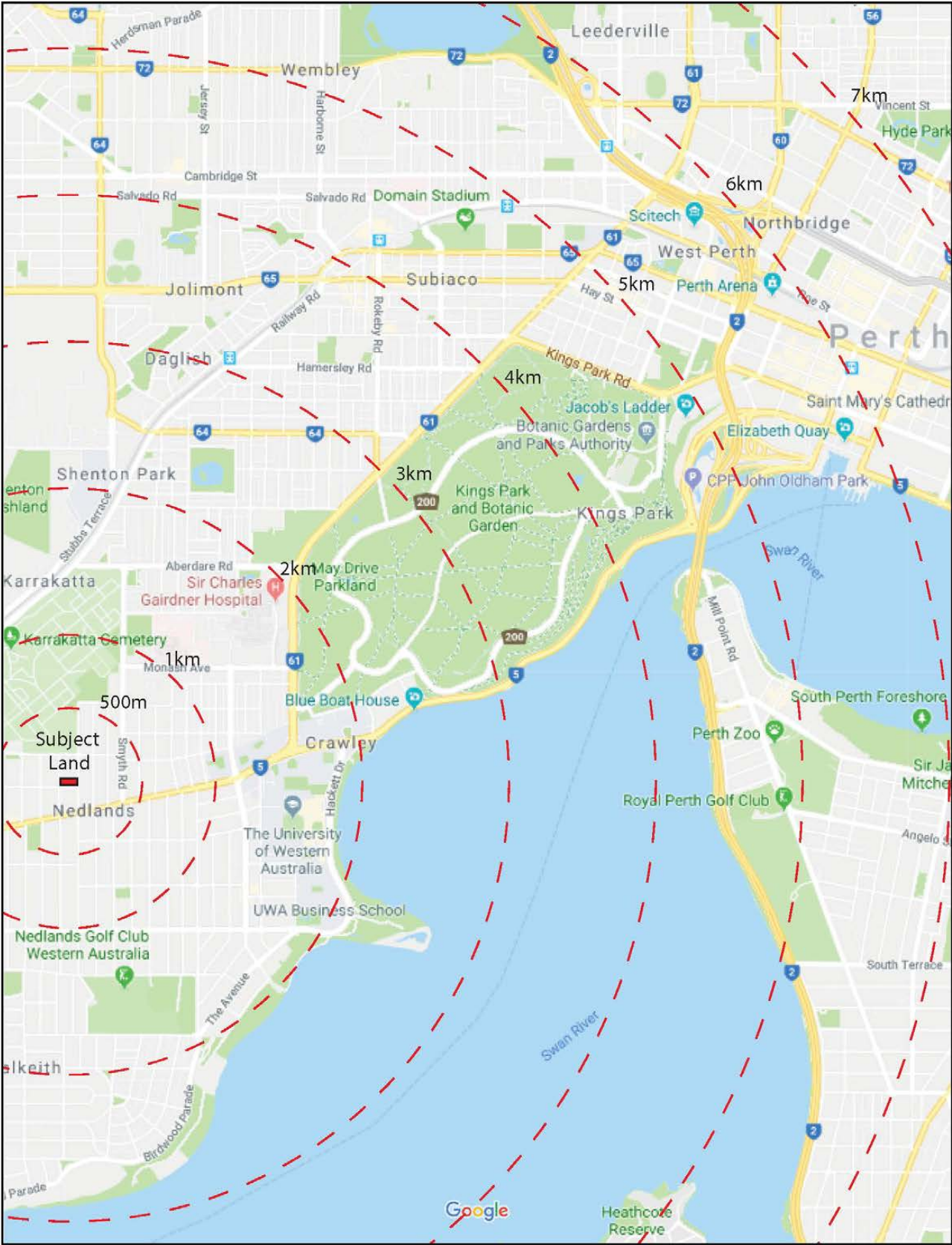
The subject land is currently occupied by 5 individual residential dwellings and a flat (refer to **Figure 3 – Aerial**).

### 2.3 SURROUNDING TRAFFIC AND TRANSPORT ENVIRONMENT

The subject land has excellent access to the regional road network, with access to Stirling Highway. Stirling Highway is classified as a Primary Regional Road and caters for various means of transport accessing the wider area.

The site is in relatively close proximity to the Lock Street Train Station (1.2km to the northwest) and is highly serviced by the bus network along Stirling Highway.





**Figure 1 - Location Plan**  
Lot 325-329 Bedford Road, Nedlands

Scale NTS@A4 | Date October 2025 | Project AGRNEAMD

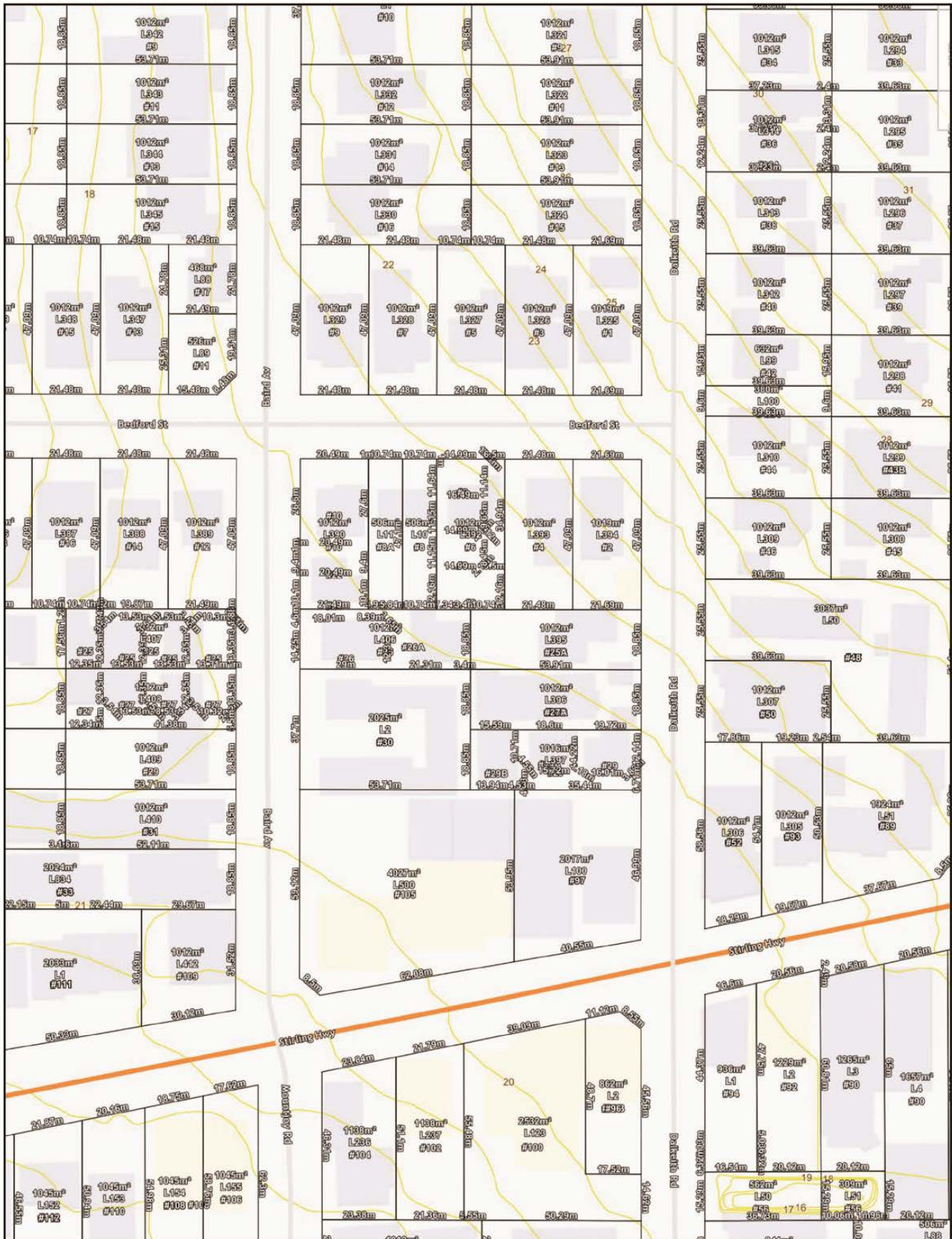


Hex Design and Planning  
ABN 54 627 142 299  
20 A Bartlett Crescent  
Karrinyup WA 6018  
T: +61 8 9224 6516  
M: +61 426 000 235  
E: sheldon@hexdesignplanning.com.au

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**Figure 2 - Local Context**  
Lot 325-329 Bedford Road, Nedlands

CONCEPT PLAN FOR DISCUSSION PURPOSES ONLY

Scale 1:1500@A4 | Date October 2025 | Project AMFNEAMD-2-003



Hex Design and Planning  
ABN 24 621 142 209  
29 A Girdell Crescent  
Karrup WA 6016  
T +61 8 9304 1518  
M +61 438 000 320  
E sheldon@hexdesignandplanning.com.au

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**Figure 3 - Local Context Aerial**  
Lot 325-329 Bedford Road, Nedlands

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Hex Design and Planning  
ABN 24 627 142 209  
29 A Gaird Crescent  
Karrup, WA 6016  
T +61 8 9304 1518  
M +61 438 000 320  
E sheldon@hexdesignandplanning.com.au

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**Figure 4 - Subject Land**  
Lot 325-329 Bedford Road, Nedlands

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Hex Design and Planning  
ABN 54027146208  
28 A Bartlett Crescent  
Karrinyup WA 6010  
T +61 8 9224 0516  
M +61 438 000 225  
E sharon@hexdesignplanning.com.au

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## 3 PLANNING CONSIDERATIONS

### 3.1 STATUTORY PLANNING FRAMEWORK

#### 3.1.1 METROPOLITAN REGION SCHEME

The subject land is zoned 'Urban' in the Metropolitan Region Scheme (MRS), which is appropriately zoned to facilitate the continued development of the land at a higher residential density. (Refer to **Figure 5 – Metropolitan Region Scheme Zoning Map**).

#### 3.1.2 CITY OF NEDLANDS LOCAL PLANNING SCHEME NO. 3

The subject land is currently zoned 'Residential R10' under the City of Nedlands Local Planning Scheme No.3 (LPS 3) (refer to **Figure 5 – City of Nedlands - Local Planning Scheme 3**).

### 3.2 STRATEGIC PLANNING FRAMEWORK

#### 3.2.1 PERTH AND PEEL @ 3.5 MILLION FRAMEWORK

Perth and Peel @ 3.5million suite of strategic land use planning documents aims to ensure there will be sufficient suitable land identified for future housing and employment to accommodate 3.5 million people by 2050.

The subject land is included in the Central Sub-Regional Planning Framework and is along the Urban Corridor of Stirling Highway. The presence of high-frequency public transit along Stirling Highway is an important consideration in determining whether a corridor is suitable for a more compact and diverse urban form.

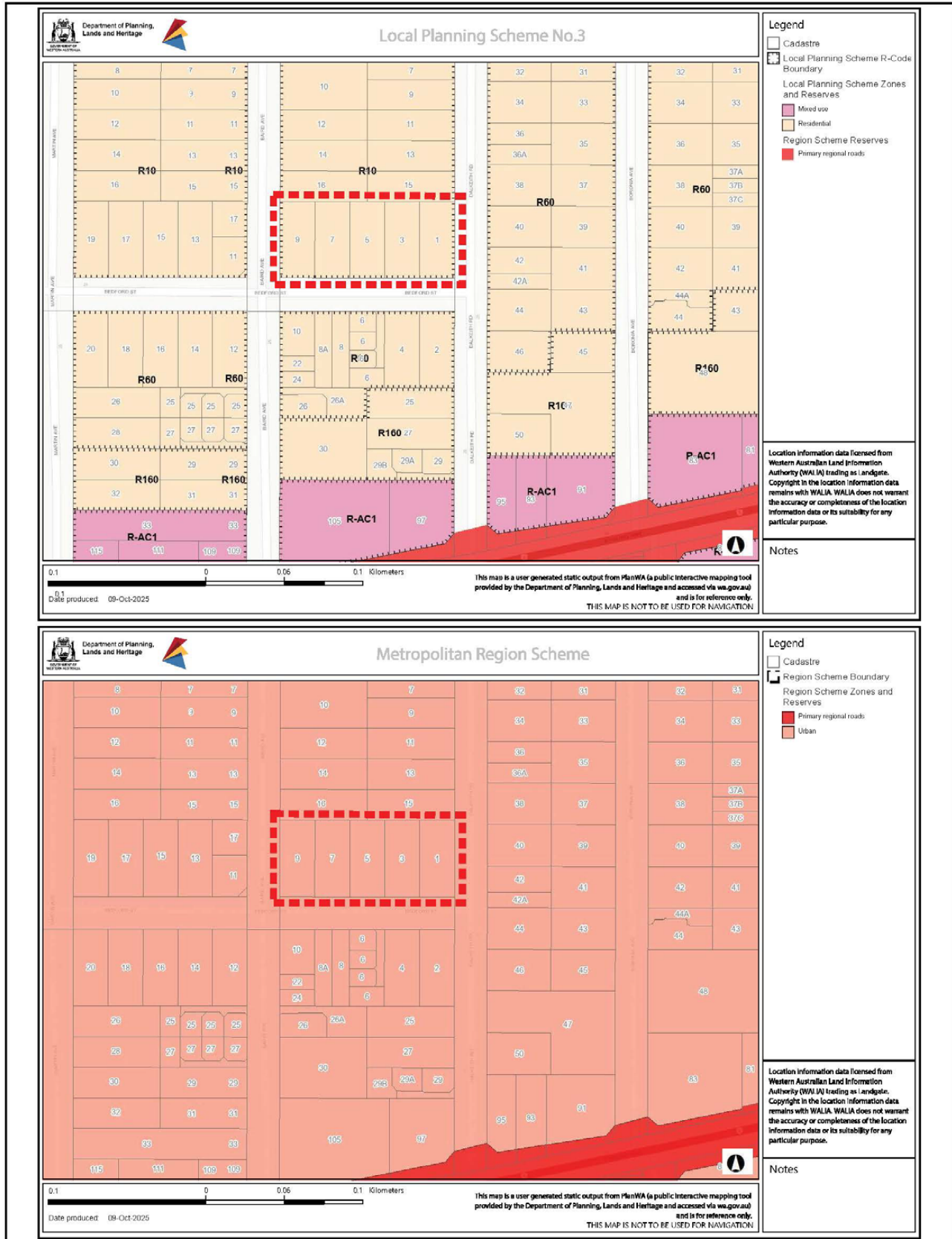
A high-frequency public transit service is one where one or more modes of travel (for example, bus, rail) are used in combination to:

- provide high levels of service frequency at all times of the week and generally higher frequency in peak periods;
- provide access to a reasonable variety of destinations, including through multi-modal links (the movement of people by more than one method of transport); and
- operate with a high level of priority over private vehicles wherever possible.

Development along these identified urban corridors is encouraged to provide a transition back to the existing neighbourhood area and reflect a residential density of R40-R60.



*Cross-section illustrating proposed interface from corridors to adjacent neighbourhood areas – Sub-Regional Planning Framework*



**Figure 4 - MRS and LPS3 Zoning**  
Lot 325-329 Bedford Road, Nedlands

Scale NTS@A4 | Date October 2025 | Project AGRNEAMD



Hex Design and Planning  
ABN 54 027 142 299  
29 A Bather's Crescent  
Warrington WA 6101  
T: +61 8 9204 1818  
M: +61 8 920 000 235  
E: sheldon@hextodesignplanning.com.au

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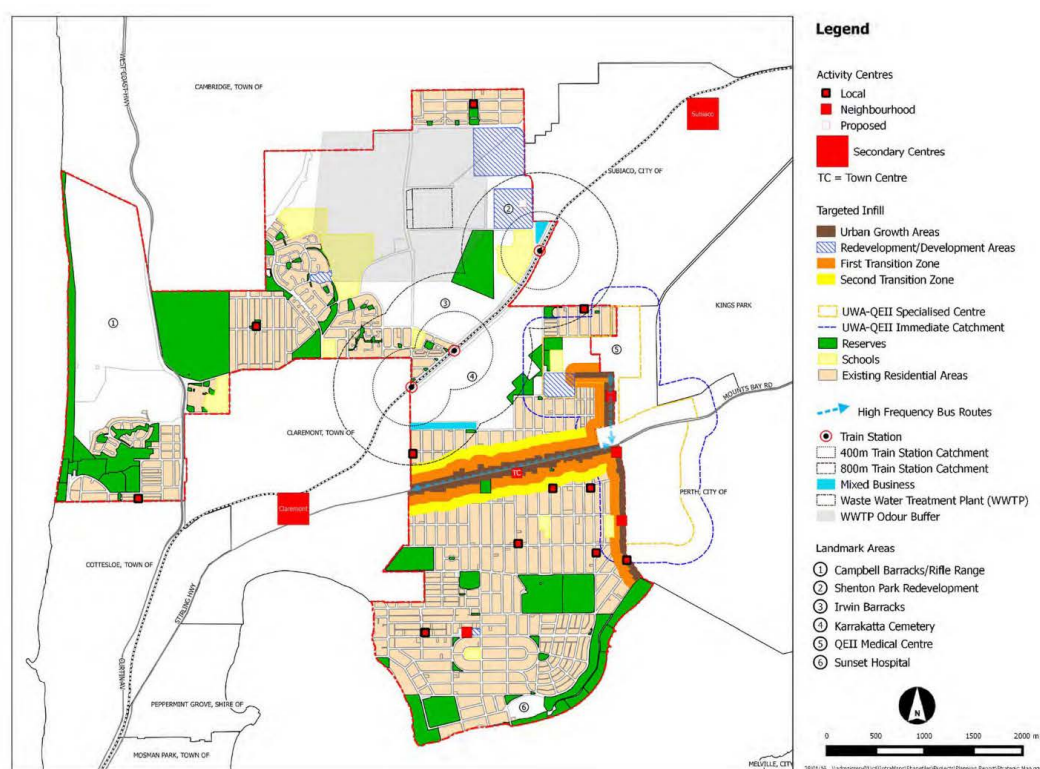
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### 3.2.2 City of Nedlands Local Planning STRATEGY (2017)

The City of Nedlands Local Planning Strategy was endorsed by the Council on 17<sup>th</sup> March 2016 and by the Western Australian Planning Commission (WAPC) on 26<sup>th</sup> September 2017. The purpose of the Strategy is to enable the Council and the community to determine the vision and strategic planning direction for the City of Nedlands in implementing their strategy towards 2030, and to provide the strategic basis of LPS 3.

The subject land is located in the Nedlands North area, as identified in the City of Nedlands Local Planning Strategy. It is acknowledged that this document was used as the basis for the preparation of LPS3 and noted that the objectives pursuant to the area in which the site is located were to be explored.

The subject land is on the border of the First and Second Transit Zoned as identified by the strategy.



Local Planning Strategy Map (2017)

The Strategies that are applicable to the subject site, and should be noted include;

- Retain and enhance the character and streetscape of the existing residential areas outside Urban Growth Areas and Transition Zones.
- Within the Transition Zones adjoining Stirling Highway, ensure the height, scale and bulk of redevelopment smoothly integrate back to the established residential character of the area.
  - o Facilitate medium-rise, medium-intensity predominantly residential redevelopment within the first Transition Zone.
  - o Facilitate low-rise, diverse residential built form within the second Transition Zone.

The proposed rezoning is considered consistent with the objectives of the Sub-Regional Frameworks, and more specifically, that of the City of Nedlands Local Planning Strategy.





## 4 Rezoning Proposal

The request to rezone the subject land from Residential R10 to R40 has arisen due to the recent adoption of LPS 3 by Council and subsequent endorsement by the Western Australian Planning Commission.

### 4.1 City of Nedlands Advertised Local Planning Scheme No.3

The City of Nedlands prepared its Local Planning Scheme No.3, following the finalisation of the Local Planning Strategy in 2017. The preparation of the Scheme was undertaken in 2017, with it placed out for public comment in November 2017.

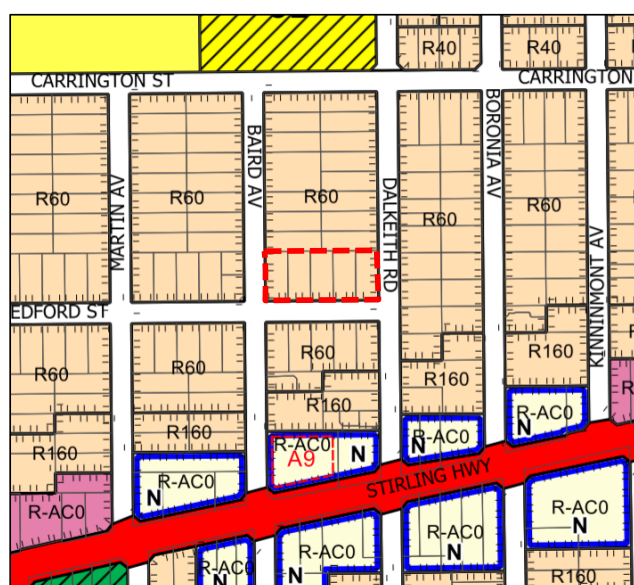
Following substantial community engagement, a version of LPS3 was endorsed by the City of Nedlands and subsequently forwarded to the Western Australian Planning Commission for approval.

The version of the LPS3 that was originally prepared, and reflected the objectives of the Local Planning Strategy, identified the subject land (and wider area) as Residential R60 (**Appendix B – Advertised LPS3**).

The proposed density that was originally supported by Council proposed an R60 density code over the wider area, reflecting the transition zone that is referenced by the WAPC Sub-Regional Frameworks, and is considered appropriate.

#### Life Cycle

- ✓ Submissions invited (November 2017)
- ✓ Open Days held on draft LPS3 (February/March 2018)
- ✓ Assessment of submissions (April 2018)
- ✓ Presentation of engagement outcomes, report and proposed draft scheme to Council (July 2018)
- ✓ Report and scheme referred to WAPC (July 2018)
- ✓ WAPC Statutory Planning Committee meets (December 2018)
- ✓ Minister approves LPS3 (late January 2019)
- ✓ City making modifications as required by Minister (March 2019)
- ✓ Scheme being prepared for Gazettal (March-April)
- ✓ Government Gazettal of new scheme
- Community engagement on what the new scheme means to you



Draft LPS3 as Advertised

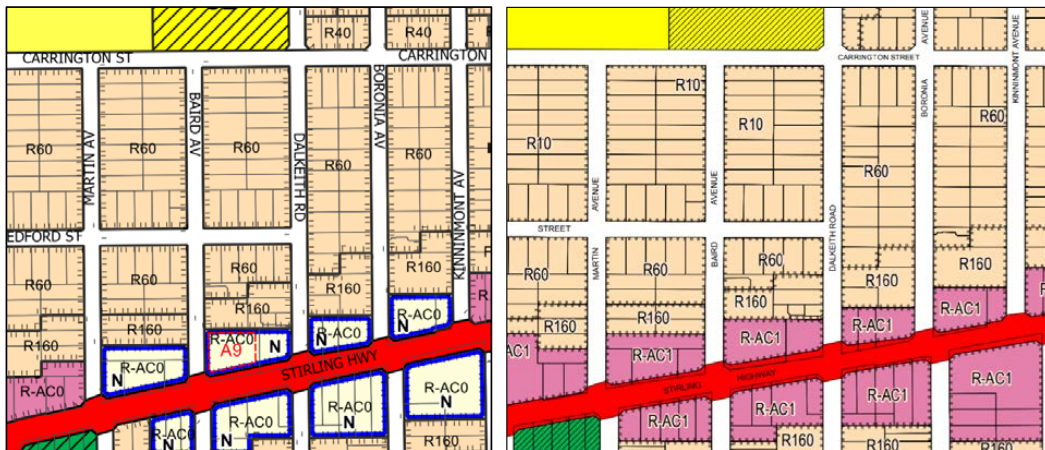
LPS Life Cycle

The following two images show the difference between the advertised and final adopted LPS3.

Whilst the street blocks north of Bedford Street were originally proposed as Residential R60, these were subsequently retained as Residential R10 in their entirety. Lots which meet the same location criteria as the subject land along Dalkeith Road retained the proposed R60 coding, even though many of the up-coded lots are located further away from Stirling Highway and other criteria that should substantiate the zoning.

The zoning on the southern side of Bedford Street, adjacent to the subject land, was increased in residential density to R60. With the subject land fronting this area, it is considered appropriate to zone both sides of Bedford Road 40 to facilitate a consistent built form, transition zone, and streetscape along this area.

We envisage that this was the intent of the advertised LPS3, and request that this be reintroduced into LPS3 via this amendment.



The subject land represents a defined street block end, which, in turn, assists in the density coding transition. Any future R40 development that would be pursued within the subject land would front Bedford Street and be opposite the development of a similar density (which currently is not the case).

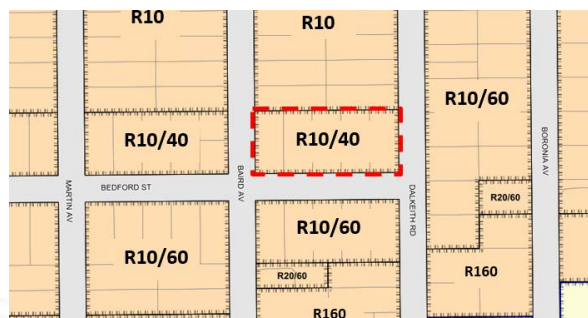
Subsequent development would be subject to the development criteria as prescribed by the Residential Design Code and any applicable Council policies.

It is further noted that the Council agenda of September 24<sup>th</sup>, 2019, detailed 'Administration Modifications' to the Scheme at the time that were tabled in July 2018, which was more reflective of what is being requested.

The July 2018 modifications proposed by the Administration for the Special Council Meeting in July 2018 showed that the subject sites were applied with a dual density code of R10/R40. This would have meant that all development would comply with the lower density code (R10), unless the lot had a minimum area of 1800m<sup>2</sup> and the development had a maximum of one consolidated vehicular access point for each street frontage of the lot.

This modification was not progressed, and we confirm we are not seeking a split coding to be applied, nor a minimum lot size associated with the R40 requirement. The proposed rezoning is seeking the R40 standard.

The dual density can be seen below.



Modification made by the Administration to draft LPS3 July 2018

## 4.2 Proposed Amendment 2019

The site was subject to an amendment request in 2019, in which the site was sought to be rezoned Residential – R60.

The proposal was considered by Council technical staff, with a recommendation to have the amendment initiated and subsequently advertised. The support from technical staff within the City of Nedlands provided merit for its consideration, but the amendment was not initiated by the Council.

The grounds on which Council refused to initiate the amendment were that the Scheme had recently been approved by the Minister of Planning, and they saw no reason to initiate an amendment at the time, noting this was contrary to the technical report of Council and recommendation put forward.

The 2019 Council Agenda item is included as Appendix 2.





## 5 Conclusion

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The information and justification provided in this report are submitted to support the rezoning of Lots 325-329 Bedford Street, Nedlands, from 'Residential R10' to a 'Residential R40' under the provisions of the City of Nedlands LPS 3.

The proposed zonings are appropriate and should be supported by the City of Nedlands and the WAPC for the following reasons:

The land is highly accessible, given its proximity to Stirling Highway and associated modes of transport that utilise this corridor.

- Is consistent with the objectives of the City of Nedlands Local Planning Strategy
- Is consistent with the objectives of the Western Australian Planning Commission's Sub-Regional Framework (Central);
- Reflects the residential density that is adjacent to the subject land on the south side of Bedford Street;
- Provides a defined 'street block' end to facilitate order and proper planning, by facilitating a change of residential coding over all five (5) lots;
- Reflects the density coding that was originally advertised as part of LPS3, though it was not adopted (with no reason apparent);
- Is located closer to Stirling Highway than other R40-coded lots in the immediate vicinity of the subject land;
- Is reflective of similar residential densities in the immediate locality;
- Will provide a consistent streetscape and built form on both sides of Bedford Street;
- The scale and mass of development that would result from an R40 coding will be in character with the surrounding area, with all development still subject to development provisions of the Residential Design Code and Council policies.

Based on the information and justification provided in this report, we respectfully request that Council initiate and the WAPC support the rezoning of Lots 325-329 Bedford Street, Nedlands, from 'Residential R10' to 'Residential R40' under the provisions of the City of Nedlands LPS 3.



**APPENDIX 1 – CERTIFICATES OF TITLE**



WESTERN



AUSTRALIA

TITLE NUMBER

Volume

Folio

1042

550

RECORD OF CERTIFICATE OF TITLE  
UNDER THE TRANSFER OF LAND ACT 1893

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

*BG Roberts*  
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 327 ON PLAN 3492

REGISTERED PROPRIETOR:  
(FIRST SCHEDULE)

KENNETH HERVEY MACLEAY  
ELIZABETH ANN MACLEAY  
BOTH OF 73 ALDERBURY STREET, FLOREAT PARK  
AS JOINT TENANTS

(T D963068 ) REGISTERED 13/12/1988

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

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

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

STATEMENTS:

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

SKETCH OF LAND: 1042-550 (327/P3492)  
PREVIOUS TITLE: 983-149  
PROPERTY STREET ADDRESS: 5 BEDFORD ST, NEDLANDS.  
LOCAL GOVERNMENT AUTHORITY: CITY OF NEDLANDS

WESTERN



AUSTRALIA

TITLE NUMBER

Volume

Folio

1048

327

RECORD OF CERTIFICATE OF TITLE  
UNDER THE TRANSFER OF LAND ACT 1893

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

*BGRoberts*  
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 326 ON PLAN 3492

REGISTERED PROPRIETOR:  
(FIRST SCHEDULE)

DANIELLE MAREE SULLIVAN OF 3 BEDFORD STREET NEDLANDS WA 6009

(T Q367138 ) REGISTERED 28/3/2025

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

1. Q367139 MORTGAGE TO PERPETUAL TRUSTEE COMPANY LIMITED OF LEVEL 18 123 PITT STREET SYDNEY NSW 2000 REGISTERED 28/3/2025.

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

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

STATEMENTS:

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

SKETCH OF LAND: 1048-327 (326/P3492)  
PREVIOUS TITLE: 797-109  
PROPERTY STREET ADDRESS: 3 BEDFORD ST, NEDLANDS.  
LOCAL GOVERNMENT AUTHORITY: CITY OF NEDLANDS

LANDGATE COPY OF ORIGINAL NOT TO SCALE 10/10/2025 10:25 AM Request number: 68873857

  
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www.landgate.wa.gov.au

WESTERN



AUSTRALIA

TITLE NUMBER

Volume

Folio

1050

259

RECORD OF CERTIFICATE OF TITLE  
UNDER THE TRANSFER OF LAND ACT 1893

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

*BG Roberts*  
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 328 ON PLAN 3492

REGISTERED PROPRIETOR:  
(FIRST SCHEDULE)

BARRY SOON LENG LIM  
JANE CAROLINE CLEMENTS  
BOTH OF 7 BEDFORD STREET, NEDLANDS  
AS JOINT TENANTS

(T H487168 ) REGISTERED 28/6/2000

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

1. Q514846 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA REGISTERED 21/7/2025.

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

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

STATEMENTS:

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

SKETCH OF LAND: 1050-259 (328/P3492)  
PREVIOUS TITLE: 983-149  
PROPERTY STREET ADDRESS: 7 BEDFORD ST, NEDLANDS.  
LOCAL GOVERNMENT AUTHORITY: CITY OF NEDLANDS

WESTERN



AUSTRALIA

TITLE NUMBER

Volume

Folio

1523

236

RECORD OF CERTIFICATE OF TITLE  
UNDER THE TRANSFER OF LAND ACT 1893

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

*BGRoberts*  
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 325 ON PLAN 3492

REGISTERED PROPRIETOR:  
(FIRST SCHEDULE)

ANGELA BETH DON OF 1 BEDFORD STREET, NEDLANDS

(T I699296) REGISTERED 18/11/2003

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

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

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

STATEMENTS:

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

SKETCH OF LAND: 1523-236 (325/P3492)  
PREVIOUS TITLE: 1048-326  
PROPERTY STREET ADDRESS: 1 BEDFORD ST, NEDLANDS.  
LOCAL GOVERNMENT AUTHORITY: CITY OF NEDLANDS

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WESTERN



AUSTRALIA

TITLE NUMBER

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1794

631

RECORD OF CERTIFICATE OF TITLE  
UNDER THE TRANSFER OF LAND ACT 1893

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

*BGRoberts*  
REGISTRAR OF TITLES



LAND DESCRIPTION:

LOT 329 ON PLAN 3492

REGISTERED PROPRIETOR:  
(FIRST SCHEDULE)

GARRETT ANTHONY GODRICH  
AMY ALICIA GODRICH  
BOTH OF 9 BEDFORD STREET NEDLANDS WA 6009  
AS JOINT TENANTS

(T O971271 ) REGISTERED 9/12/2021

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

1. O971272 MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA REGISTERED 9/12/2021.

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

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

STATEMENTS:

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

SKETCH OF LAND: 1794-631 (329/P3492)  
PREVIOUS TITLE: 1239-529  
PROPERTY STREET ADDRESS: 9 BEDFORD ST, NEDLANDS.  
LOCAL GOVERNMENT AUTHORITY: CITY OF NEDLANDS



## **APPENDIX 2 – September 2019 Council Agenda**



2019 PD Reports – PD34.19 – PD40.19 – 24 September

<b>PD37.19</b>	<b>Scheme Amendment No. 2 – Lot 325-329 Bedford Street, Nedlands</b>
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<b>Committee</b>	10 September 2019
<b>Council</b>	24 September 2019
<b>Applicant</b>	Hex Design & Planning
<b>Landowner</b>	Various
<b>Director</b>	Peter Mickleson – Director Planning & Development
<b>Employee Disclosure under section 5.70 Local Government Act 1995</b>	Nil.
<b>Reference</b>	Nil.
<b>Previous Item</b>	Nil.
<b>Attachments</b>	1. Scheme Amendment No. 2 Applicants Report

## 1.0 Executive Summary

The purpose of this report is for Council to provide consent to advertise (initiate) the proposed Scheme Amendment No. 2 to Local Planning Scheme 3 (LPS 3).

The amendment has been prepared by Hex Design and Planning on behalf of the five landowners that reside at No 1, 3, 5, 7 & 9 (Lots 325-329) Bedford Street, Nedlands. The amendment proposes to rezone the subject land, from 'Residential R10' to the 'Residential R60'.

The amendment is considered a standard scheme amendment as it is an amendment that is consistent with the City's Local Planning Strategy that has been endorsed by the Western Australian Planning Commission (WAPC) and is an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.. As per the Planning and Development (Local Planning Schemes) Regulations 2015 (Regulations) Part 5, Division 3, Section 47 a standard amendment requires advertising to the public.

## 2.0 Recommendation to Committee

**Council:**

1. **Initiates Scheme Amendment 2 to Local Planning Scheme No. 3 Pursuant to Section 75 of the Planning and Development Act 2005, and by:**
  - a) **Amending the Scheme Map by rezoning Lots 325-329 Bedford Street, Nedlands, from 'Residential R10' to 'Residential R60';**
2. **Considers that the amendment is a Standard Amendment in accordance with Planning and Development (Local Planning Schemes) Regulations 2015 regulation 35 (2), for the following reasons:**
  - a) **The proposed amendment is consistent with the Council's Local Planning Strategy which has been endorsed by the Commission; and**

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- b) The proposed amendment does not result in any significant environmental, social, economic or governance impacts on land in the scheme area;
3. Forward Local Planning Scheme Amendment 2 – Bedford Street to the Environmental Protection Authority pursuant to Section 81 of the Planning and Development Act 2005; and
4. Advertise Local Planning Scheme Amendment 2 for a period of 42 days in accordance with Regulation 47 of the Planning and Development (Local Planning Schemes) Regulations 2015 and the City of Nedlands Local Planning Policy, Consultation of Planning Proposals Subject to Section 84 of the Planning and Development Act 2005.

### 3.0 Background

#### 3.1 Land Details

Land Area	5063m <sup>2</sup>
Metropolitan Region Scheme Zone	Urban
Local Planning Scheme No. 3 Zone and Density Code	Residential R10
Proposed Local Planning Scheme No. 3 Zone and Density Code	Residential R60

#### 3.2 Locality Plan



Figure 1: Locality Plan

The subject land is 5,063m<sup>2</sup> in area and is located on Bedford Street, Nedlands, running the entire length of the northern side of the road reserve between Baird Avenue and Dalkeith Road. As shown in Figure 1.

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It is surrounded by predominantly a mix of medium and low density residential development. This can be seen in Figure 2 showcasing the medium density built form existing on the southern side of Bedford Street at R60 and the eastern side of Dalkeith Road at R60. The lower density to the northern boundary of the subject site currently has a density code of R10 under LPS 3.



Figure 2: Subject site and surrounding density codes

#### 4.0 Amendment Details

The applicant is requesting a scheme amendment for the purposes of upcoding Lots 325-329 Bedford Street, Nedlands from R10 to R60. This will allow for more dwellings to be developed on the sites. The difference between the R10 and R60 density can be seen in the below table.

R-Code Development Guidelines	R10	R60
<b>Building Height</b>	2 Storeys	2 storeys for Grouped dwellings 3 storeys for Apartments (both discretionary)
<b>Average Lot Size (Single and Grouped)</b>	1000m <sup>2</sup>	150m <sup>2</sup> (5% variation can apply with WAPC Approval) Corner lots can apply for minimum lot size DC2.2, with WAPC approval.
<b>Minimum Lot Size (Single and Grouped)</b>	875m <sup>2</sup>	120m <sup>2</sup> (5% variation can apply with WAPC Approval)
<b>Plot Ratio (Apartments)</b>	N/A	0.8 (discretionary)
<b>Rear Setback</b>	6m (discretionary)	As per wall length and wall height for Grouped dwellings 3m for Apartments (both discretionary)
<b>Primary Street Setback</b>	9m (discretionary)	2m (discretionary)

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An R60 density code allows for the development of single houses, grouped dwellings and multiple dwellings (apartments). As the lots are approximately 1000m<sup>2</sup> in size in accordance with the R60 density code redevelopment potential of approximately 6 grouped dwellings or 8 apartments on each lot is possible.

Under the current R10 code only a single house could be developed on each lot. As per the Residential Design Codes Volume 1 aged dependant persons dwellings can be developed on a lot of any density and the site area required within Table 1 can be reduced by up to one third. This would mean for an R10 lot of 1000m<sup>2</sup> two aged dependant persons dwellings could be developed. Ancillary dwellings up to 70m<sup>2</sup> can also be developed in conjunction with a single house where the lot is over 450m<sup>2</sup>. Both aged dependant persons dwellings and ancillary dwellings would be assessed in accordance with the provisions of the R10 density code in relation to bulk, height and setbacks.

### **5.0 Assessment against Planning Framework**

#### **5.1 Metropolitan Region Scheme**

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS). The proposal is an urban use and is therefore consistent with the zoning classification under the MRS.

#### **5.2 Perth and Peel @ 3.5 Million (2018)**

Perth and Peel @ 3.5 Million is a strategic planning document which aims to ensure that there will be suitable land identified for future housing and employment to accommodate a population of 3.5 million in the Perth and Peel area by 2050.

The City of Nedlands is prescribed a density target of an extra 4,400 dwellings by the year 2050, which is expected to be met by the density which was provided through the recently gazetted LPS 3. The proposed amendment would seek to contribute up to an approximate of additional 30-40 dwellings which will contribute towards reaching this dwelling target.

#### **5.3 City of Nedlands Local Planning Strategy (2017)**

The subject land is located with the 'Nedlands North' area as identified in the City of Nedlands Local Planning Strategy, which seeks to provide targeted infill along the growth corridor of Stirling Highway. The Local Planning Strategy illustrates a second density transition zone which could extend to these lots, this is shown in Figure 3 below. The objective of the transition zone is to act as a buffer between the urban growth areas of intense redevelopment along and near Stirling Highway and the low density suburban residential areas. It is expected that the transition zones will contain a mixture of dwelling types. The subject amendment seeks to create a consistent streetscape for this section of Bedford Street, rather than one side of the street being low density R 10 and the alternate side of the street containing medium density with greater building height and lesser street setback.



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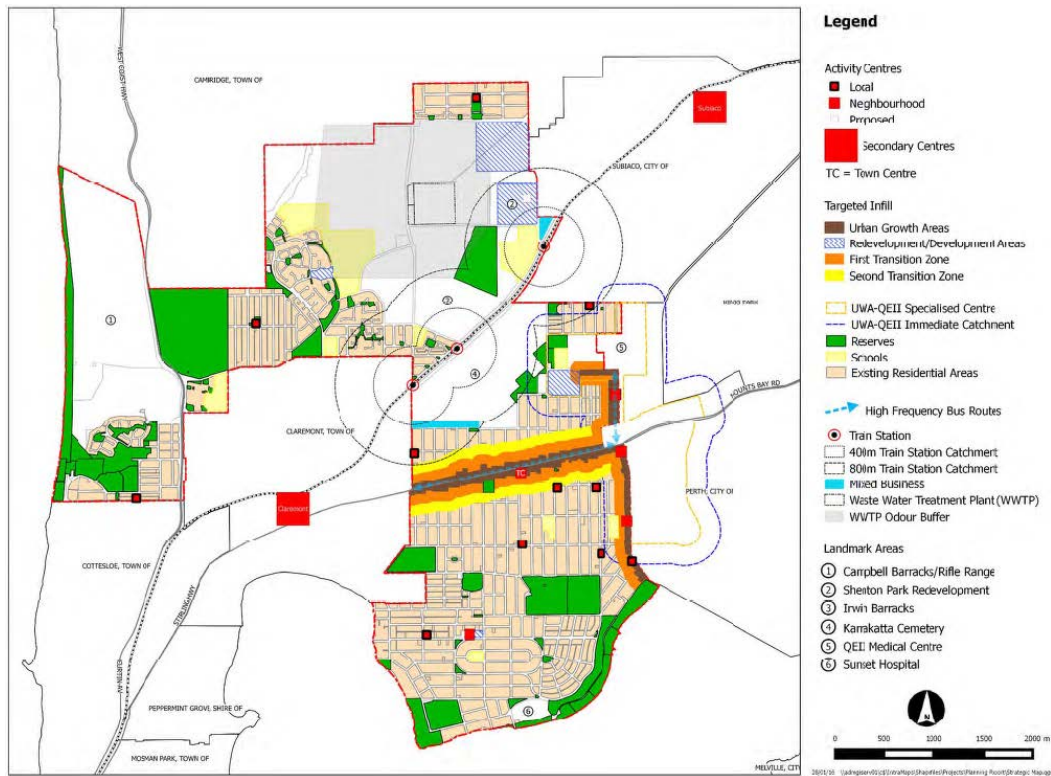


Figure 3: Local Planning Strategy Map

#### 5.4 City of Nedlands Local Planning Scheme No. 3

##### December 2016: Council Originally adopted LPS 3

The originally adopted version of LPS 3 shows that the subject sites were listed in a Special Control Area (SCA) which allowed the properties to develop to R50 if they developed prior to subdividing. This version of the scheme was not supported by the Commission and did not progress.

##### December 2017: Advertised LPS 3

The advertised draft LPS 3 proposed that the subject sites be coded R60 along with all other properties within that street block, as shown in Figure 4 below.

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Figure 4: Advertised LPS 3

#### July 2018: Administration Modifications for Council

Whilst the modifications proposed by Administration were not supported by Council, it is worth including in this report as it offers an alternative that may be worth exploring through this scheme amendment process. The modifications proposed by Administration for the Special Council Meeting in July 2018 showed that the subject sites were applied with a dual density code of R10/R40. This would have meant that all development would comply with the lower density code (R10), unless the lot had a minimum area of 1800m<sup>2</sup> and the development had a maximum of one consolidated vehicular access point for each street frontage of the lot.

This would have meant that the subject properties could only develop to the R40 density if amalgamation occurred as all subject lots are 1010m<sup>2</sup> – 1020m<sup>2</sup>. The R40 coding is also a lower density than proposed by the applicant having a two-storey height limit similar to that of the existing R10 to the north. The dual density can be seen in Figure 5 below. It is worth noting that dual or split density coding is no longer supported by the WAPC or the Minister for Planning and therefore this provision never progressed.

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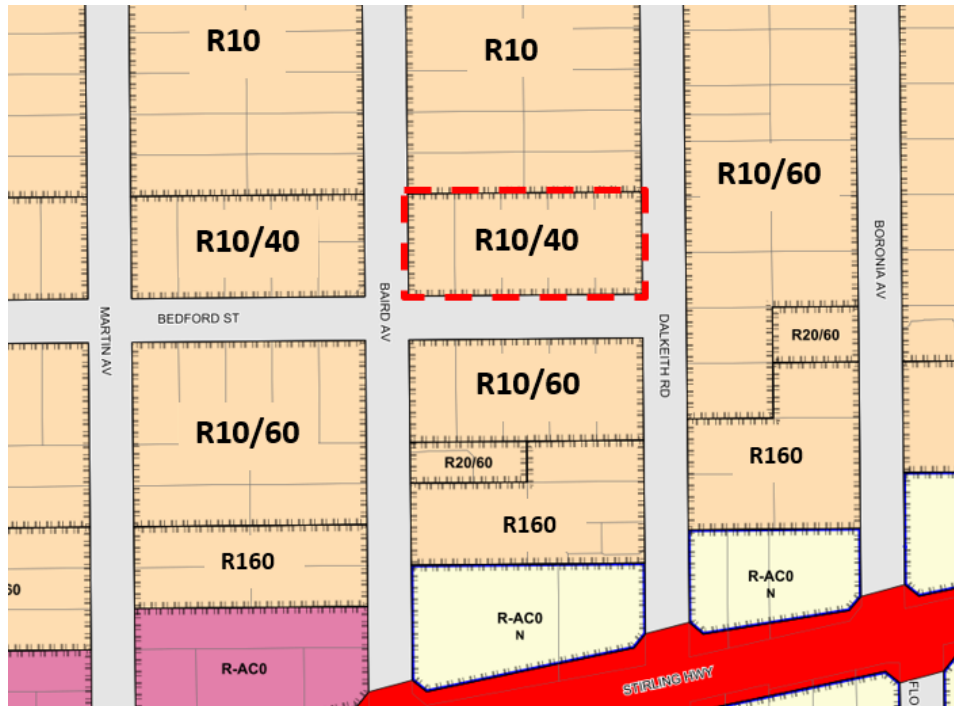


Figure 5: Modifications made by Administration

#### April 2019: Gazetted LPS 3

LPS 3 was gazetted on 16 April 2019 and is in effect. Under LPS 3 the subject sites are zoned R10. As shown in Figure 6 the density has been pulled back and the roads used as borders to form a clear delineation between densities.

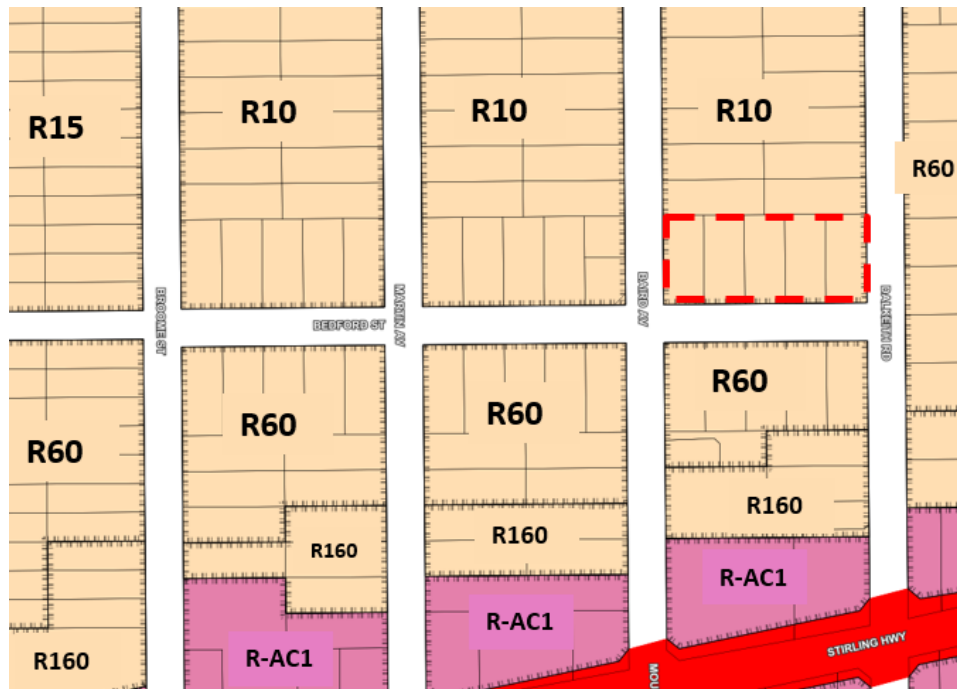


Figure 6: Subject site as per gazetted LPS 3

2019 PD Reports – PD34.19 – PD40.19 – 24 September

### 6.0 Consultation

If the Scheme Amendment is granted consent to advertise the City will refer the application to the Environmental Protection Authority (EPA) who can advise of any environmental conflicts.

The application is required to be advertised in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations). The consultation of this Scheme Amendment will also be conducted in accordance with the City's Consultation of Planning Proposals Local Planning Policy. Advertisement of a standard scheme amendment under the Regulations is as follows:

- The City must prepare a notice in a form approved by the West Australian Planning Commission (WAPC) giving details of; the purpose, where the amendment may be inspected and to whom and during what period submissions can be made.
- The City must then advertise the amendment by publishing the notice in the newspaper, display the notice in the Administration building, provide a copy to all public authorities which are likely to be affected and publish a copy on the City's website.
- The advertising period can be no less than 42 days commencing on the day that the notice is published in a newspaper circulating in the scheme area.

The City's Consultation of Planning Proposals Policy also requires letters to owners and occupiers within a 100m radius, a sign on site and social media advertising.

Once submissions are received the City must acknowledge in writing the receipt of each submission.

The consideration period for a standard scheme amendment is 60 days, after the end of the submission period, the City must consider all submissions and Council must pass a resolution to support, support with modifications or not support the proposed amendment.

Once Council has made a decision regarding initiation of the scheme amendment, all documents will be referred to the WAPC and they will deliver a recommendation to the Minister for Planning and Transport. The Minister will then make the final decision on the proposed scheme amendment.

### 7.0 Budget / Financial Implications

Application fees are paid by the applicant to initiate and to commence a scheme amendment, therefore only administration resource allocation as an associated expense is required.

### 8.0 Risk Management

Nil.

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### 9.0 Regulatory Process

Once the Scheme Amendment is granted consent to advertise the City will refer the application to the EPA who can advise of any environmental conflicts.

Once the City has received approval to proceed from the EPA, the City will then undertake advertising, in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations). The City will then consider all submissions received and propose changes if necessary.

The amendment will then be put to Council where they can:

- Support; or
- Support with modifications; or
- Not support the amendment.

Modifications to the proposed scheme amendment can only be made by Council in its deliberations following submissions, and if significant modifications are proposed, re-advertising can be undertaken.

If Council support the amendment it is then referred onto the WAPC who will make a recommendation to the Minister. The Minister then will support, support with modifications or not support the amendment.

### 10.0 Administration Comment

Administration considers the proposed Scheme Amendment is in line with the higher order State planning strategies and policies and the City's Local Planning Strategy. It is recognised that this location is at the very edge of the transition area from higher density codes to the lower density suburban areas.

All previous draft versions of LPS 3 had identified the subject properties as being proposed to be up coded in some manner and part of a final density transition zone.

The biggest difference occurs between the advertised draft LPS 3 and the proposed scheme amendment, which is that the advertised draft LPS 3 applied R60 to the whole street block (north to Carrington Street and east to Broome Street). This would therefore have eliminated any potential conflict between the subject sites and the adjoining properties to the north and would have maintained a consistent streetscape on both sides of Bedford Street.

The subject properties however were ultimately not up coded and have remained at the R10 density code under the gazetted LPS 3.

The proposed scheme amendment seeks to up code only those five properties fronting Bedford Street between Dalkeith Rd and Baird Ave whilst the remaining properties along Bedford Street and the adjoining properties to the north remain coded R10.

Up coding the properties to R60 would harmonise the streetscape along Bedford Street as the properties on the southern side are coded R60, thus a better interface between the properties on the southern side would be created. Although, if a consistent streetscape along Bedford Street is desired, the City should investigate

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extending the R60 density to all lots on the northern side of Bedford Street from Broome Street to Dalkeith Road.

An issue identified by upcoding the subject lots to R60 would be the volume of dwellings and building bulk on the site would be significantly different from the adjoining northern properties. Specifically, there would not be a 6m rear setback to the properties to the north and there is the potential for three-storey multiple dwellings under the R60 code. This interface between the proposed R60 and existing R10 densities would need to be further managed through the planning framework and Administration would suggest a Local Development Plan may be the most appropriate mechanism by which to specify building controls. This issue can be resolved as part of the scheme amendment process and does not preclude the proposal from proceeding.

Considering the above, Administration believes that there are planning merits for the proposal that warrant it being advertised to the community, to seek their feedback on the proposed upcoding. Therefore, it is recommended that Council adopt to initiate the proposed scheme amendment for advertising and referral to the EPA.





### 15.3 Consideration of DBCA Referral - Additions and Alterations to Perth Flying Squadron Yacht Club at 78 (Lot 254) Esplanade, Dalkeith

<b>Report Number</b>	<b>PD54.12.25</b>
<b>Applicant</b>	Perth Flying Squadron Yacht Club
<b>Disclosure of Interest</b>	Nil
<b>Voting Requirements</b>	Simple Majority
<b>Authority/Discretion</b>	Quasi-Judicial
<b>Contributing Officer</b>	Chantel Weerasekera - Senior Urban Planner
<b>Responsible Officer</b>	Casey Hill – Acting Manager, Urban Planning and Development
<b>Director</b>	Bruce Thompson - Director Planning and Development
<b>Attachments</b>	1. Location Plan [15.3.1] 2. Development Application Plans [15.3.2]

#### Purpose

The purpose of this report is for Council to make a recommendation to the Department of Biodiversity Conservation and Attractions (DBCA) on a development application for additions and alterations to the Perth Flying Squadron Yacht Club, located at 78 (Lot 254) Esplanade, Dalkeith. The decision maker for this development application is the Minister for Environment.

#### Officer Recommendation

That Council **INSTRUCTS** the CEO to advise the Department of Biodiversity Conservation and Attractions that it **SUPPORTS** the application for additions and alterations to the Perth Flying Squadron Yacht Club at 78 (Lot 254) Esplanade, Dalkeith, subject to the following conditions and advice:

#### Conditions

1. This approval relates only to the development as indicated on the approved plans. It does not relate to any other development on this lot and must substantially commence within 2 years from the date of the decision letter.
2. All works indicated on the approved plans shall be wholly located within the lot boundaries of the subject site and lease area.
3. Prior to the issue of a building permit, a Construction Management Plan shall be submitted and approved to the satisfaction of the City. The approved Construction Management Plan shall be observed at all times throughout the construction process to the satisfaction of the City.
4. Prior to the issue of a building permit, a Stormwater Management Plan shall be provided to the satisfaction of the City of Nedlands. All stormwater discharge from the development shall be contained and disposed of on-site unless otherwise approved by the City.

#### Advice



- i. A certified building permit is required to be submitted to and approved by the City of Nedlands.
- ii. The Construction Management Plan is to be prepared in the manner and form provided by the City of Nedlands.
- iii. Prior to the commencement of any demolition works, any Asbestos Containing Material (ACM) in the structure to be demolished shall be identified, safely removed and conveyed to an appropriate landfill which accepts ACM. Removal and disposal of ACM shall be in accordance with Health (Asbestos) Regulations 1992, Regulations 5.43 - 5.53 of the Occupational Safety and Health Regulations 1996, Code of Practice for the Safe Removal of Asbestos 2nd Edition, Code of Practice for the Management and Control of Asbestos in a Workplace, and any Department of Commerce Worksafe requirements.
- iv. Food Business Registration Certificate and Public Building approval may require updating based on the revised floor plan and waste disposal.
- v. The development site is constrained by Management Order conditions, subject to a Lease.
- vi. The works are subject of Clause 11 (Alterations) of the lease. This clause requires (at a minimum) the Lessee to:
  - Obtain prior written consent from the Lessor and any other person whose consent is required under the lease or at law;
  - Comply with any/all conditions should the consent be subject to conditions;
  - Carry out work in accordance with plans and specifications approved by the Lessor or any other person giving consent;
  - Carry out work to the satisfaction of the Lessor under the supervision of an Engineer or other consultant;
  - Apply for and obtain all such consent approvals, authorities, permits or policies as are required at law before undertaking any works; and
  - Undertake all works at the Lessee's expense.

## Background

### Land Details

<b>Metropolitan Region Scheme</b>	Parks and Recreation Reserve
<b>Local Planning Scheme</b>	N/A
<b>R-Code</b>	N/A
<b>Land area</b>	11ha
<b>Land Use</b>	Club Premises
<b>Use Class</b>	N/A

The site is located at 78 (Lot 254) Esplanade, Dalkeith (**Attachment 1**) and is reserved by the Metropolitan Region Scheme (MRS) for the purpose of 'Parks and Recreation'. The lot is under a Management Order to the City of Nedlands and subject to a lease agreement with Perth Flying Squadron Yacht Club. The Perth Flying Squadron Yacht



Club lease area is located towards the southern end of the greater lot as outlined in **Figure 1** below.



**Figure 1:** 78 Esplanade, Dalkeith outlined in red, Perth Flying Squadron Yacht Club outlined in blue.

#### Application Details

The application seeks development approval for additions and alterations to the existing two-storey Perth Flying Squadron Yacht Club building (**Attachment 2**). The proposed works consist of new balconies on the south and east elevations on the upper floor, new fire stairs, roof replacement, internal alterations to changerooms, sauna and staff room facilities, and minor alterations to the building's exterior cladding.

The works are located wholly within the Swan Canning Development Control Area and thereby require development approval under Part 5 of the *Swan and Canning Rivers Management Act 2006*. The City is requested to provide comments on the application to the DBCA, after which the DBCA will prepare a final report with recommendations for the Minister for the Environment's determination.

## Discussion

#### Club Premises

The proposed application seeks to upgrade the existing Yacht Club facilities to improve the level of amenity provided to members of the club. The Perth Flying Squadron Yacht Club is a not-for-profit sporting club, and the works are considered consistent with the purpose of the reserve.



### Built Form

The works are generally contained within the existing two-storey building envelope. The new external works pertain to the balcony and fire stair additions, new timber batten cladding and changes to some windows.

The proposed works have been designed to complement the existing facility, with the new cladding providing a uplift to the facade. Whilst the City has no relevant design guidelines to inform the built form of the proposal, the works are not considered to have a negative visual impact on the surrounding landscape.

DBCA will apply its own statutory planning framework by which it can evaluate the visual impact of the proposed development within the Swan Canning Development Control Area.

### Car Parking

The City's Local Planning Policy 4.1 Non-Residential Parking (LPP 4.1) has been used as a guide to assess the proposal. LPP 4.1 requires a minimum 0.2 car parking bays per person for the 'Club Premises' land use.

Whilst the application proposes to increase the useable floor area of the function spaces via the addition of two unenclosed balconies, the application does not indicate that there is any intention to increase the venues maximum capacity numbers. The existing venue caters events for up to 600 people using the ground floor lawn space. In considering the addition of the balconies, the upstairs function rooms would not exceed a capacity of 600 people. In this regard, the works proposed as part of this development application is unlikely to increase the number of people to be accumulated within the development at any one time, nor trigger the requirements for any additional parking on-site.

## **Consultation**

Public consultation was undertaken by the DBCA from 21 October until 5 November 2025. Consideration of submissions received will be undertaken by the DBCA as part of its recommendation to the Minister.

## **Strategic Implications**

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

### **Vision: Sustainable and responsible for a bright future**

#### **Place**

6. Sustainable population growth with responsible urban planning.

## **Budget/Financial Implications**



Nil

## **Legislative and Policy Implications**

Council is invited to make a recommendation or comments on the proposed application as the relevant local authority in accordance with Section 73 of the *Swan and Canning Rivers Management Act 2006*.

There is no statutory requirement for the City to make comment.

## **Decision Implications**

Council is invited to make comment on the application to the DBCA. As the Minister for the Environment is the decision-maker for this application, there are no statutory implications in Council making a recommendation to either support or not support the application. The City has 42 days to provide any recommendations to the DBCA. The Minister may elect to determine the application after this date irrespective of if the City's comments have been provided.

## **Conclusion**

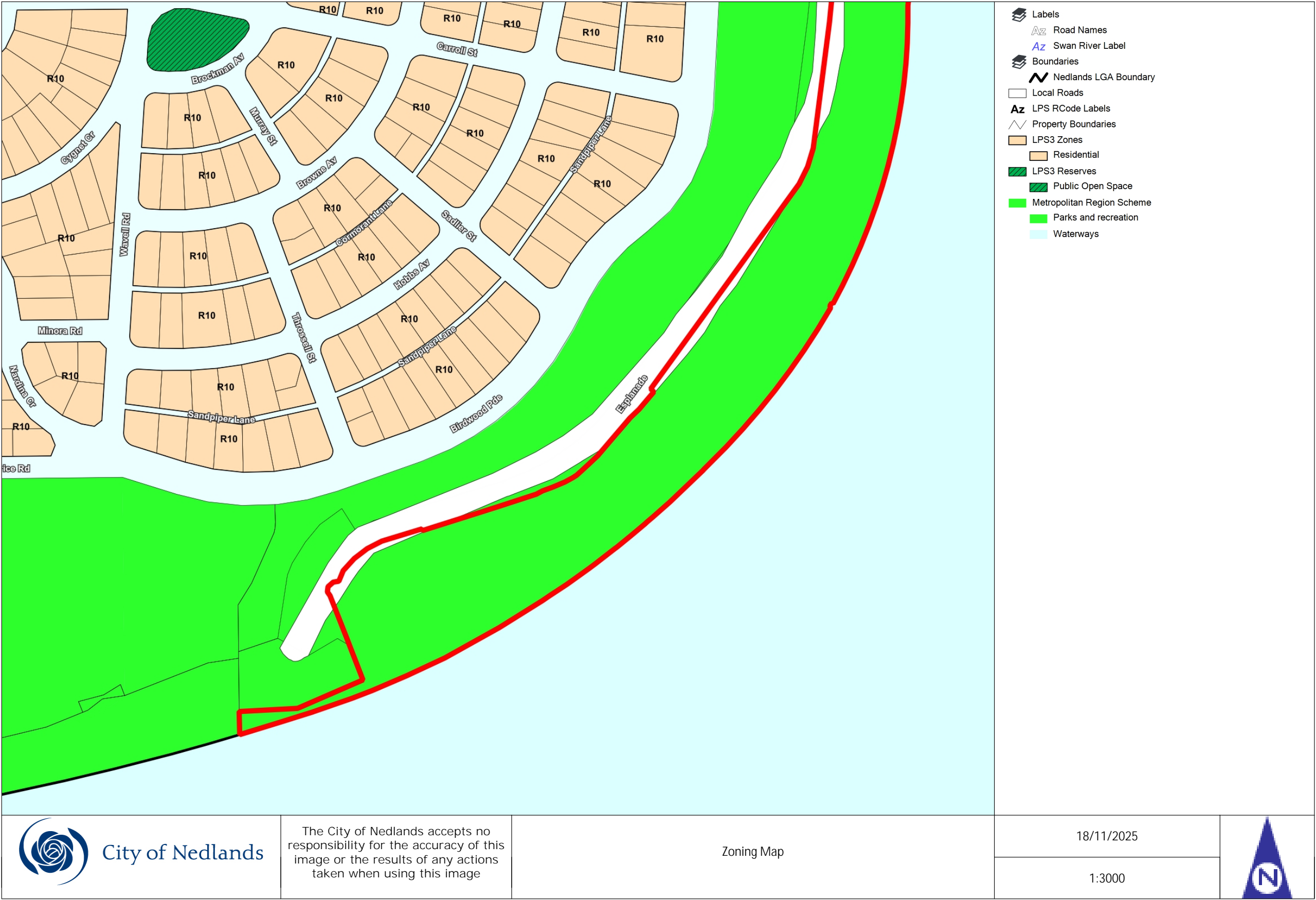
The application for additions and alterations to the Perth Flying Squadron Yacht Club at 78 Esplanade, Dalkeith, has been presented to Council to make a recommendation to the DBCA. The proposal is consistent with the purposes of the reserve and is designed appropriately.

It is recommended that the proposal be supported subject to conditions.

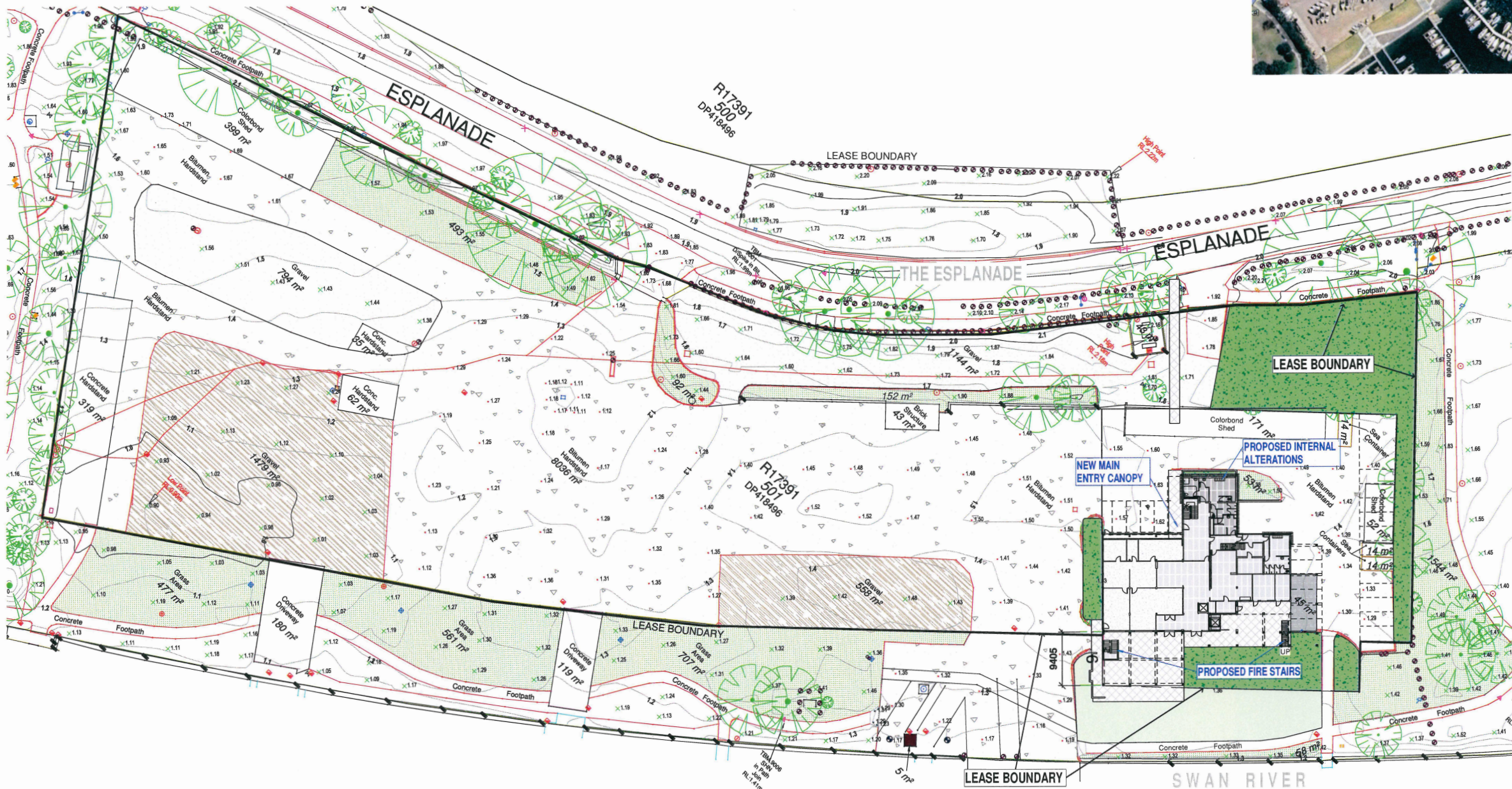
## **Further Information**

Nil

				
 City of Nedlands	The City of Nedlands accepts no responsibility for the accuracy of this image or the results of any actions taken when using this image	Aerial Map	18/11/2025	
			1:2000	







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No.	Description	Date
1	PRELIMINARY	
2	WORKING DRAWINGS	

**NORTH**

**SITE PLAN**

1 : 350

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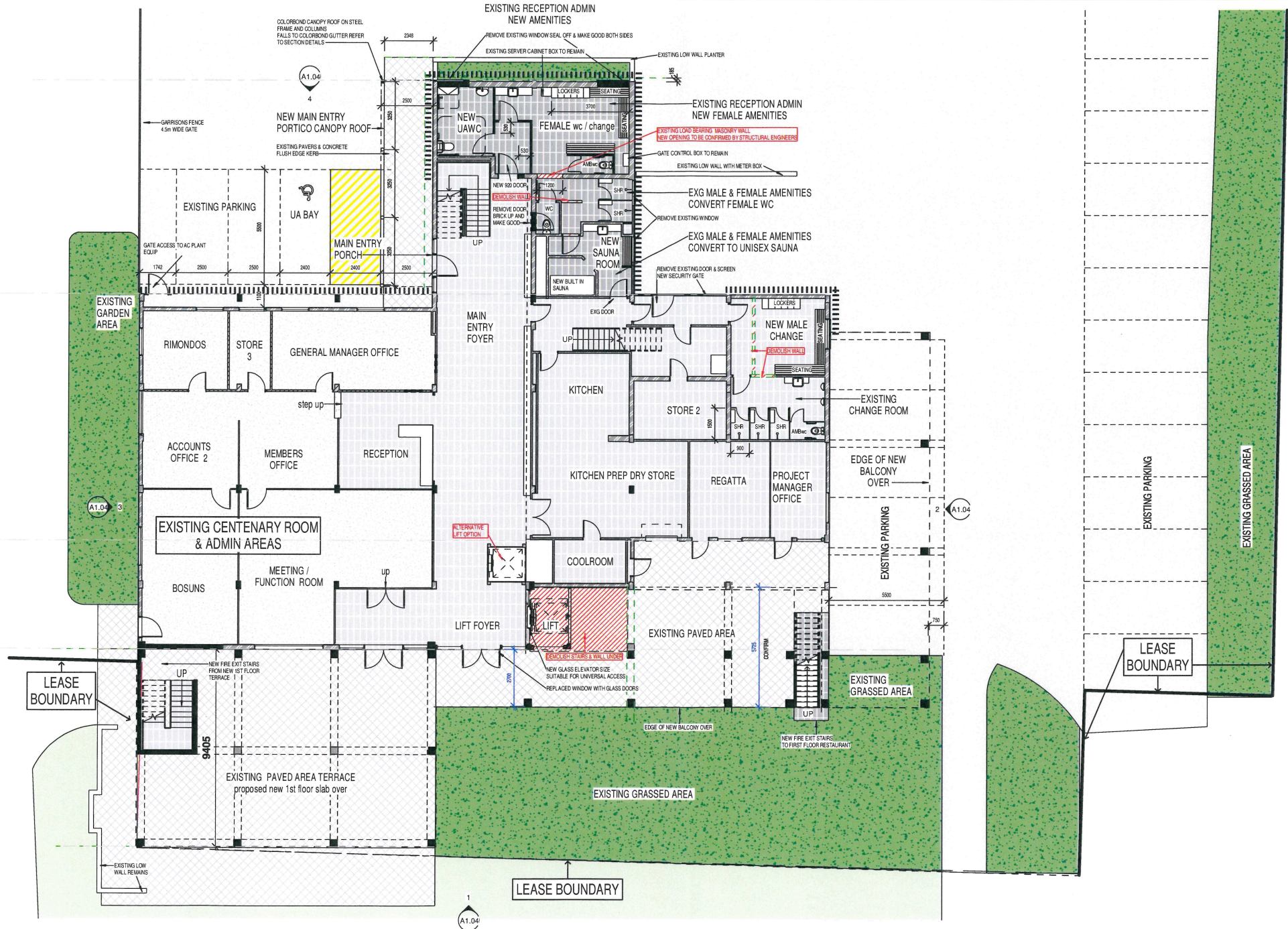
alteration and additions to PFSYC  
Perth Flying Squadron Yacht Club - the Esplanade Dalkeith  
PRELIMINARY WORKING DRAWINGS @ 30/07/25

SITE PLAN & MODEL VIEWS	
Scale	1 : 350
Project number	340505
<b>A1.01</b>	



PROPOSED SCOPE OF WORK

- NEW FEMALE + UNIVERSAL ACCESS AMENITIES TO GROUND FLOOR & 1ST FLOOR AS TO BE COMPLIANT TO NCCA & AUSTRALIAN STANDARDS
- NEW ELEVATOR FOR DISABLED ACCESS TO FIRST FLOOR
- REMOVE & REPLACE EXISTING 1ST FLOOR BALCONY & STAIRS (WITH SIGNS OF CONCRETE CANCER) WITH NEW SLAB & COMPLIANT BALUSTRADES
- NEW FIRE EXIT STAIR CASES TO MEET NCCA AND AUSTRALIAN STANDARDS
- REPLACE EXISTING ASBESTOS ROOF AND REPLACE WITH NEW COLORBOND METAL ROOF SHEETING WITH THERMAL INSULATION
- EXTEND FIRST FLOOR TERRACE OUT OVER GROUND FLOOR PAVED AREAS WITH EXTENDED ROOF OVER SOUTH EAST TERRACE
- NEW BALCONY TERRACE TO NORTH EAST SIDE
- INSTALL NEW SOLAR PV PANELS TO ROOF



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No.	Description	Date
1	PRELIMINARY	0
2	WORKING DRAWINGS	5

10m

**GROUND FLOOR PLAN**

1 : 100

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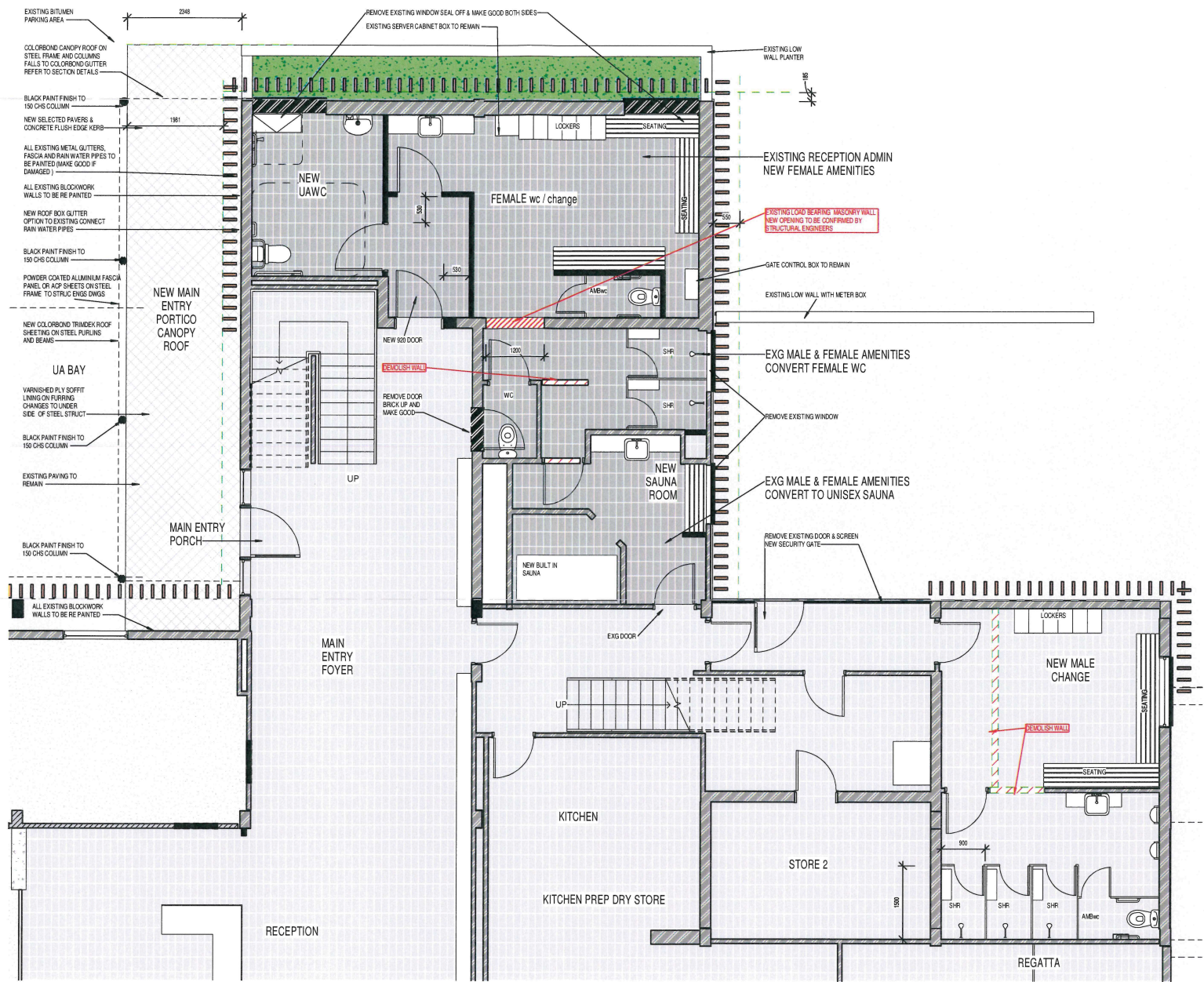
alteration and additions to PFSYC  
Perth Flying Squadron Yacht Club - the Esplanade Dalkeith

PRELIMINARY WORKING DRAWINGS @ 30/07/25

GROUND FLOOR PLAN	
Scale	1 : 100
Project number	340503
<b>A1.02</b>	

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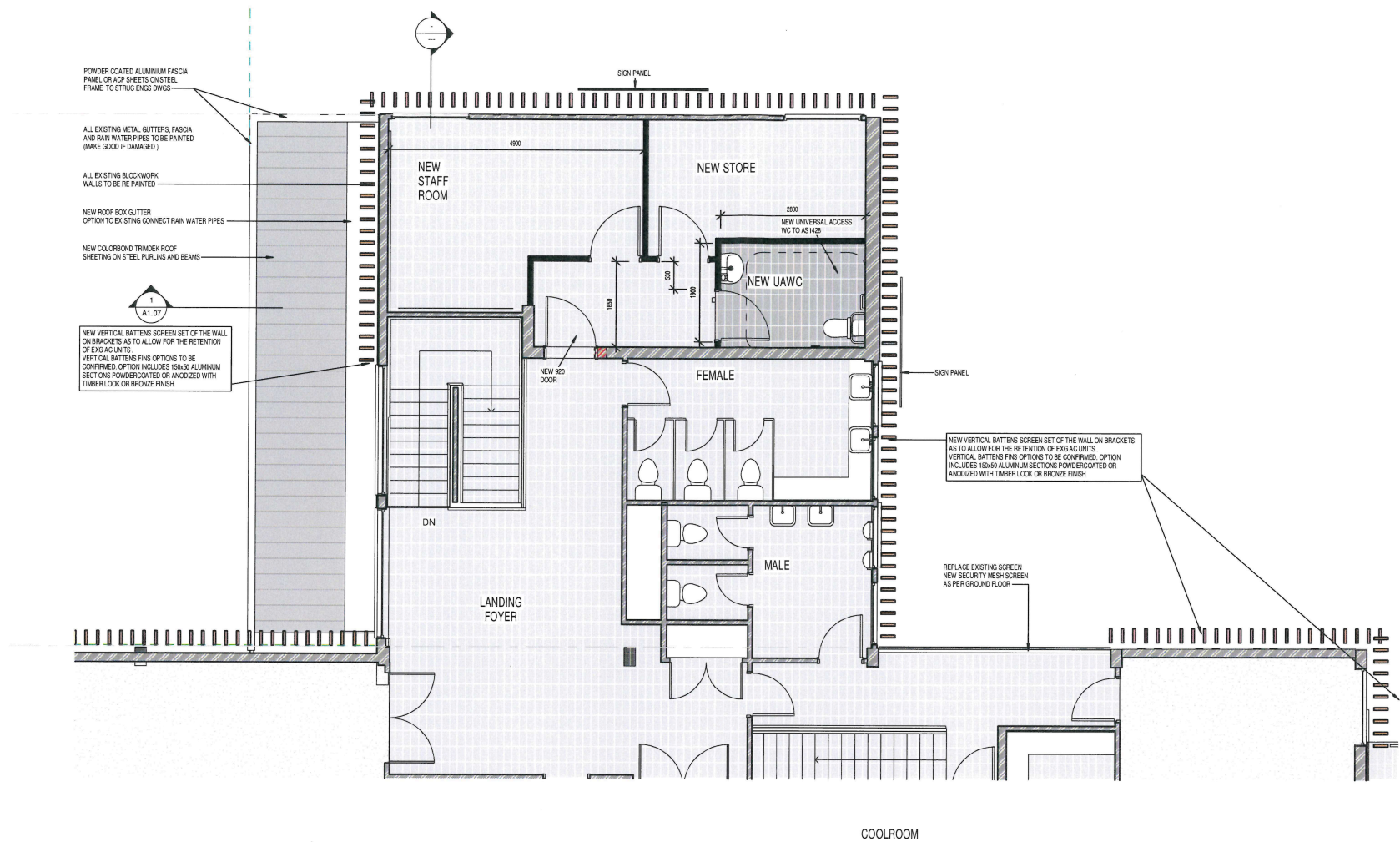
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No.	Description	Date
1	PRELIMINARY WORKING DRAWINGS	

1  
A1.05  
GROUND FLOOR DETAIL PLAN  
1 : 50



401 Scarborough beach Rd Osborne park WA kerry@kyriadesign.com.au www.kyriadesign.com.au M 0419948653	alteration and additions to PFSYC Perth Flying Squadron Yacht Club - the Esplanade Dalkeith PRELIMINARY WORKING DRAWINGS @ 30/07/25	DETAIL PLAN - GROUND Scale 1 : 50 Project number 249501 A1.05 30/07/2025 5:47:42 PM
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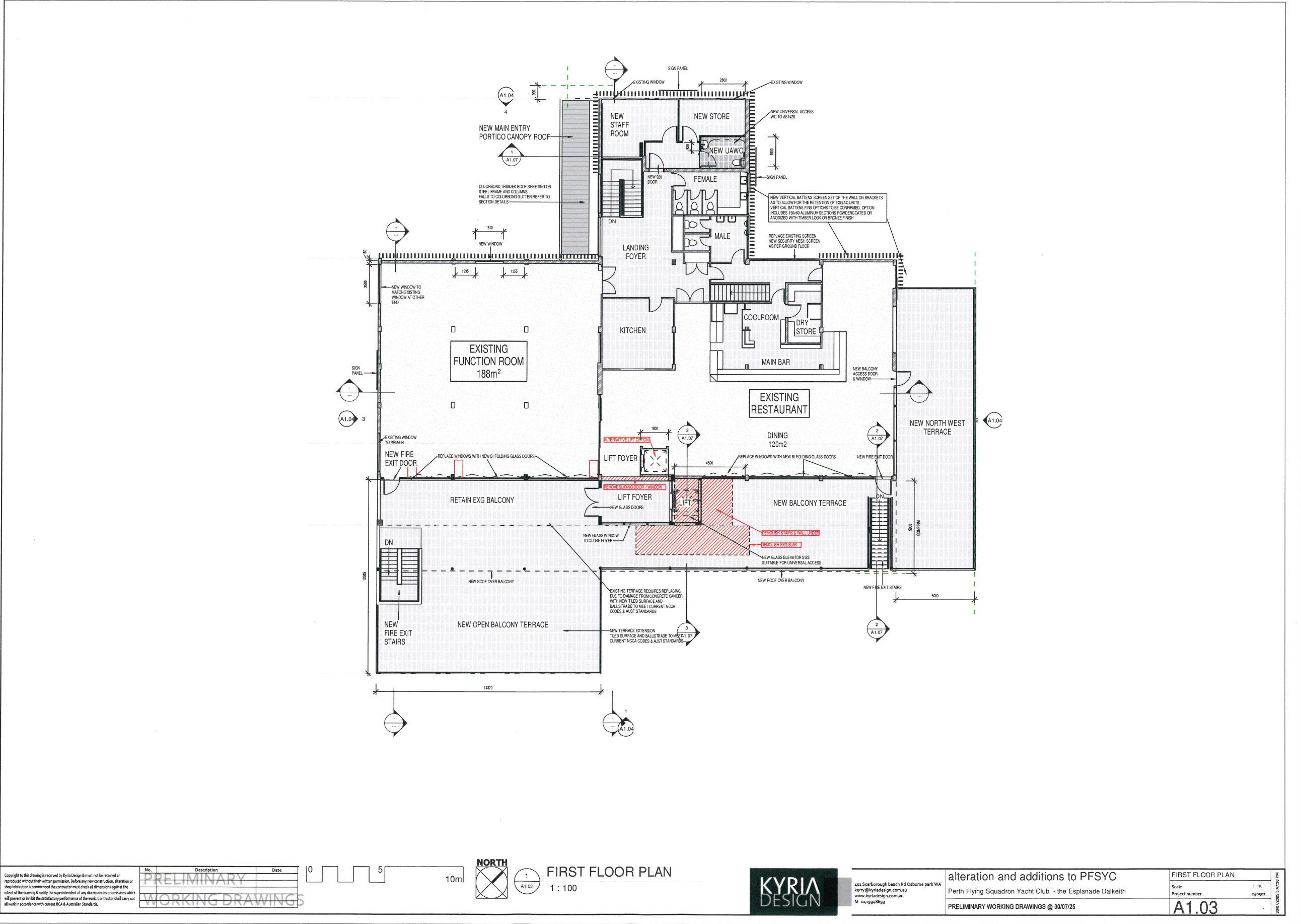


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No.	Description	Date
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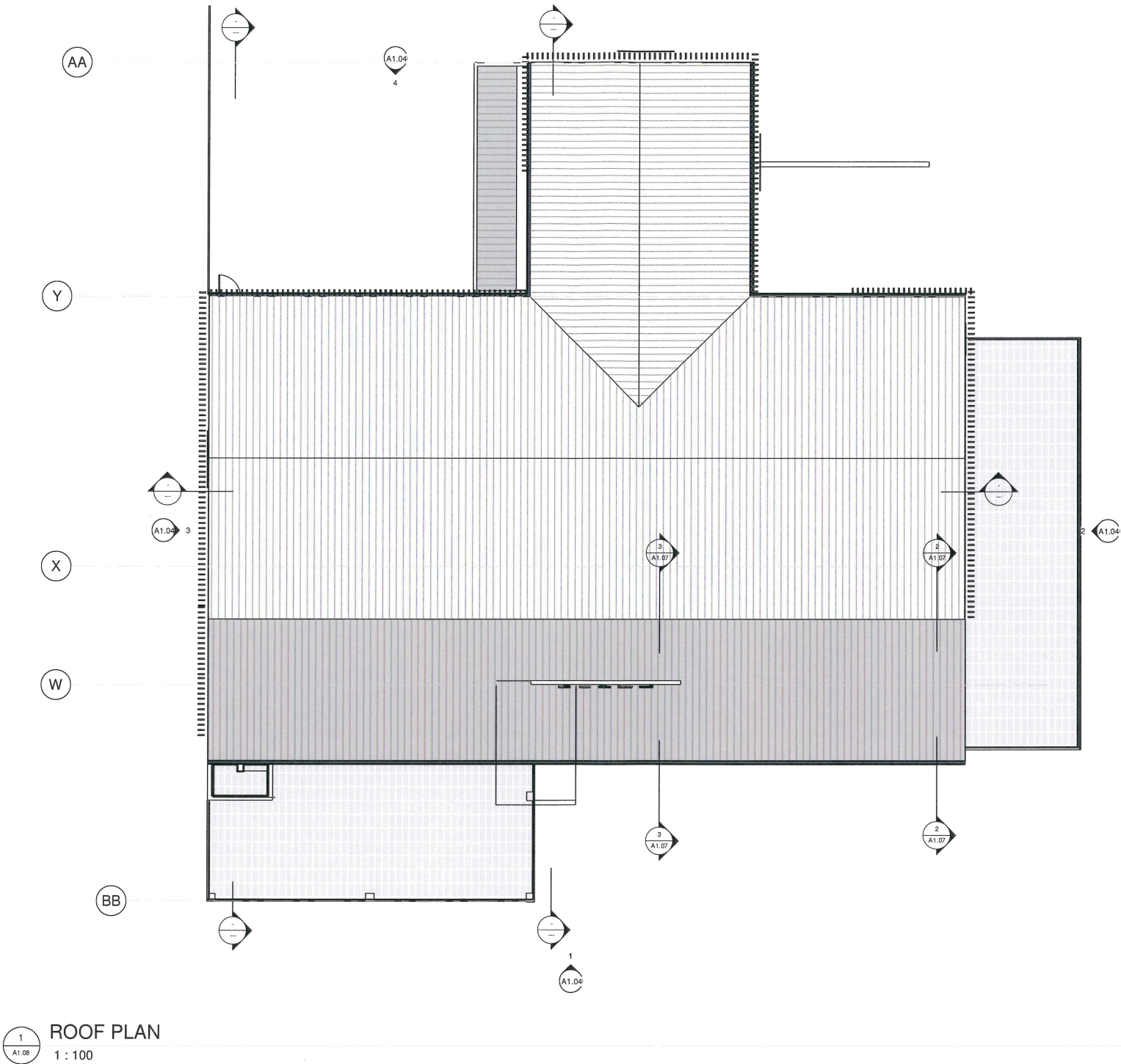
1  
A1.06  
FIRST FLOOR DETAIL PLAN  
1 : 50



401 Scarborough beach Rd Osborne park WA kerry@kyriadesign.com.au www.kyriadesign.com.au M. 0419948693	alteration and additions to PFSYC Perth Flying Squadron Yacht Club - the Esplanade Dalkeith PRELIMINARY WORKING DRAWINGS @ 30/07/25	DETAIL PLAN - FIRST Scale 1 : 50 Project number 240501 A1.06 30/07/2025 5:47:42 PM
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No.	Description	Date
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A1.08	WORKING DRAWINGS	

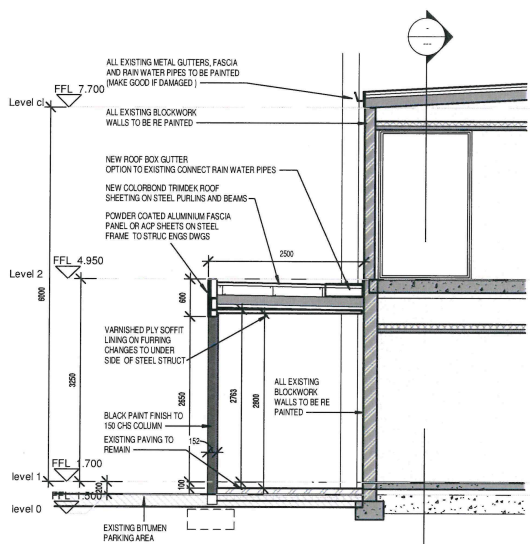


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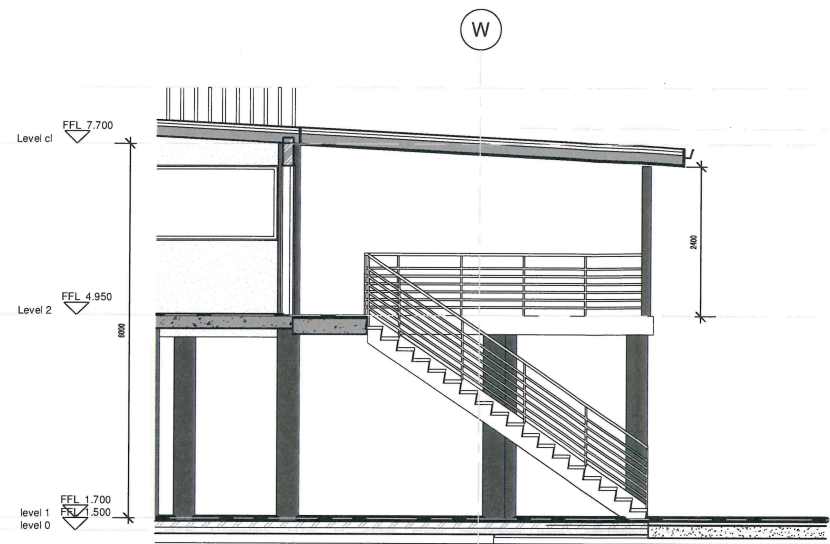
alteration and additions to PFSYC  
Perth Flying Squadron Yacht Club - the Esplanade Dalkeith  
PRELIMINARY WORKING DRAWINGS @ 30/07/25

ROOF PLAN
Scale
Project number
A1.08

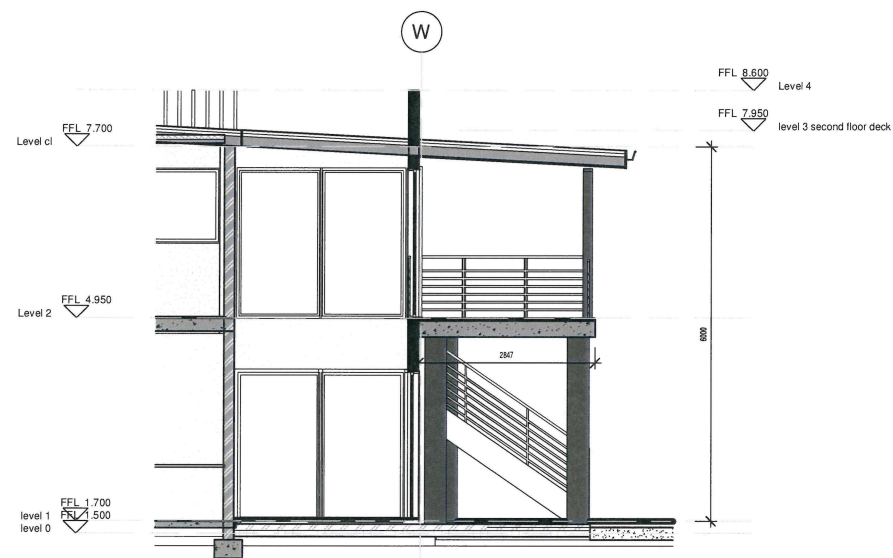
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1 SECTION AA  
A1.07  
1 : 50



2 SECTION BB  
A1.07  
1 : 50



3 SECTION CC  
A1.07  
1 : 50



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alteration and additions to PFSYC

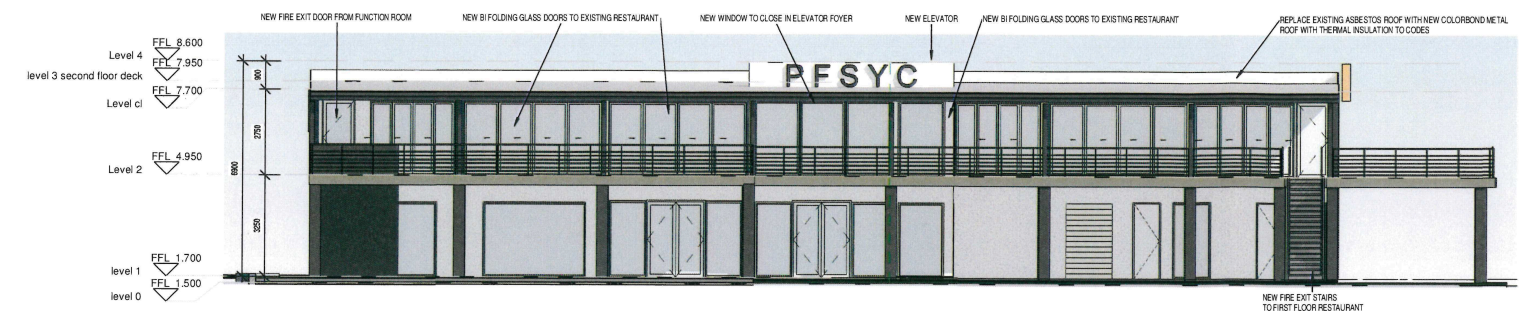
A1.07

lot 501 The Esplanade Nedlands

SECTIONS

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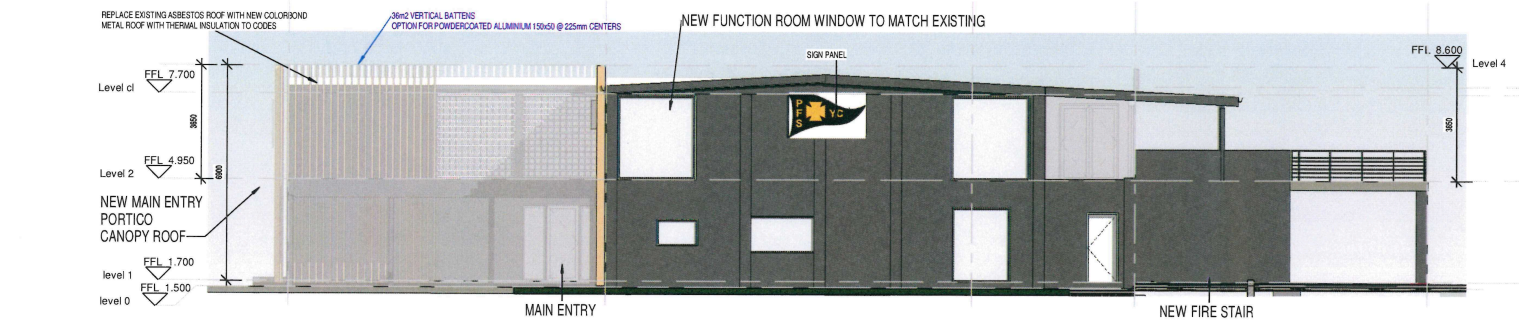




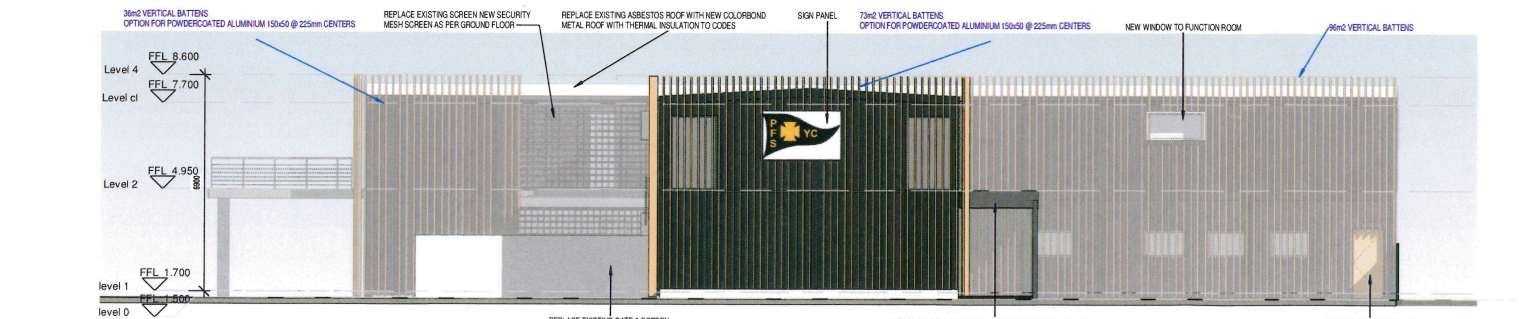
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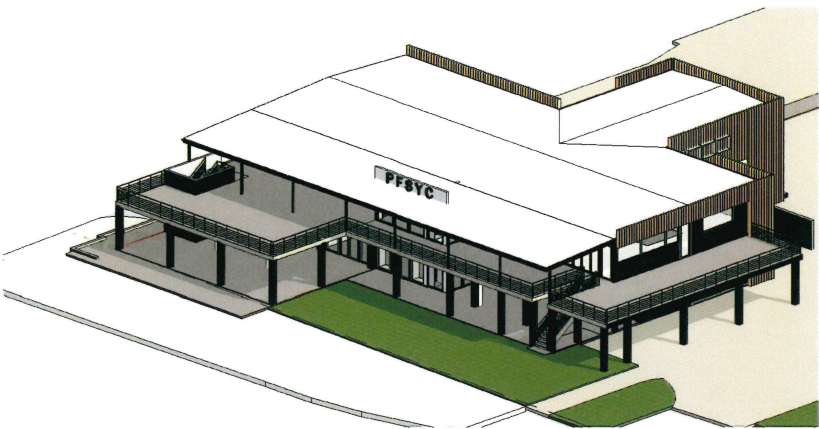
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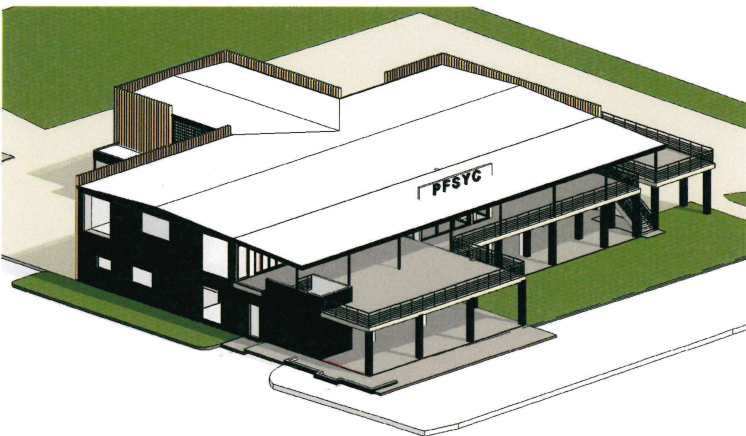
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1 : 100



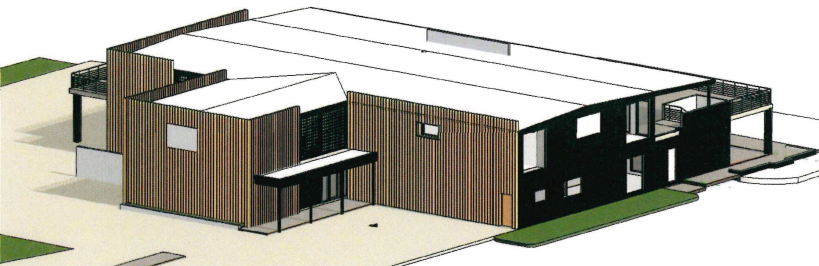
4 DA Elevation NORTH WEST  
1 : 100



5 MODEL EAST VIEW



6 MODEL SOUTH VIEW



7 MODEL WEST VIEW

existing external facade upgrade option 1  
Vertically fixed cladding battens  
option for Powdercoated aluminium battens  
nom 150X50 @ 225 centres as shown to extent indicated = 343m<sup>2</sup>

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401 Scarborough beach Rd Osborne park WA kerry@kyriadesign.com.au www.kyriadesign.com.au M 0429948633	alteration and additions to PFSYC Perth Flying Squadron Yacht Club - the Esplanade Dalkeith PRELIMINARY WORKING DRAWINGS @ 30/07/25	ELEVATIONS Scale 1 : 100 Project number 340503 A1.04 30/07/2025 5:47:41 PM
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## 15.4 West Waratah Parking Precinct

<b>Report Number</b>	<b>PD55.12.25</b>
<b>Applicant</b>	City of Nedlands
<b>Disclosure of Interest</b>	Nil
<b>Voting Requirements</b>	Simple Majority
<b>Authority/Discretion</b>	Review
<b>Responsible Officer</b>	Katie Moth - Coordinator Rangers
<b>Director</b>	Bruce Thompson - Director Planning and Development
<b>Attachments</b>	<ol style="list-style-type: none"><li>1. Option 1 - Proposed Limited Parking Restrictions around Waratah Avenue [<b>15.4.1</b>]</li><li>2. Option 2 - Proposed Timed Parking Restriction Waratah Precinct [<b>15.4.2</b>]</li><li>3. Option 3 - Proposed No Parking Restrictions Waratah Precinct [<b>15.4.3</b>]</li><li>4. CONFIDENTIAL REDACTED - 129-133 Waratah Ave - Developer Contribution Confirmation [<b>15.4.4</b>]</li></ol>

### Purpose

The Administration is seeking approval to introduce temporary parking restrictions, based on the community consultation feedback, for the area surrounding the development at 129-133 Waratah Avenue, Dalkeith. These temporary restrictions will be for the duration of the construction and are intended to manage the anticipated increase in trade vehicles parking on residential thoroughfares, which has previously limited parking availability and negatively impacted local amenity.

### Officer Recommendation

That Council:

1. **APPROVES** the proposed temporary parking restrictions (Option 3) as per Attachment 15.4.3
2. **REQUESTS** the Chief Executive Officer to consult with the local community when construction has finalised to determine the long-term requirements for the parking signs.

### Background

A development application has been approved by the Joint Development Assessment Panel for the development of a three-story health and wellness centre at 129-133 Waratah Avenue, Dalkeith.

Most of the on-street parking surrounding the development is currently unrestricted and primarily used for residential purposes with very few commercial entities operating within the vicinity. It is anticipated that the demand for on street parking will increase markedly when the development begins its construction phase.



To address parking arrangements surrounding the development, officers proposed three options which include a variety of temporary parking restrictions:

Option 1

Proposes limited temporary parking restrictions surrounding the construction site permitting vehicles to park unrestricted. Restrictions will include 'No Parking 7am – 5pm Monday to Saturday' on both sides on Waratah Avenue from Alexander Road to Victoria Avenue.

This will encourage traffic flow along a busy Local Distributor Road. This option will also propose 'No Parking' on one side of the road on Roberts Street from Watkins Road to Neville Road, 'No Parking' on one side on Leon Road from Alexander Road to Victoria Avenue, and 'No Parking' on one side on Philip Road from Alexander Road to Victoria Avenue.

Certain sections of streets not covered by 'No Parking' signs would still allow trades vehicles to park near the construction site as parking availability is high in these residential streets. This option aims to minimise inconvenience for residents outside the designated area by avoiding the need for parking restrictions and parking permit applications.

Option 2

Proposes temporary implementation of two-hour time restricted parking 7am – 5pm Monday to Saturday' on one side of all streets within the precinct, with 'No Parking 7am – 5pm Monday to Saturday' applying to the other side surrounding this development.

A section of verge on the eastern side of Victoria Avenue adjacent Dakeith Tennis and Dalkeith Nedlands Bowling Club will be allocated to the construction company at a cost and designated as 'Authorised Vehicles Only'. The use of the verge allocated as 'Authorised Vehicles Only' will be invoiced in accordance with the City's Fees and Charges 2025/26 at \$5.50 per square metre per month.

Option 3

Proposes the temporary implementation of 'No Parking – City of Nedlands Permit Holders Exempt' applying to both sides of the streets surrounding the development. The section of verge on the eastern side of Victoria Avenue adjacent Dakeith Tennis and Dalkeith Nedlands Bowling Club will also be allocated to the construction company at a cost and designated as 'Authorised Vehicles Only' which will be invoiced in accordance with the City's Fees and Charges 2025/26 at \$5.50 per square metre per month. This option reflects the Council Resolution made at the Ordinary Council Meeting held 26 September 2023 item PD43.09.23 West Melvista Parking Restrictions, whereby Attachment 3 was adopted. Attachment 3 included a precinct with 'No Parking', with the exemption for parking permits.

Whilst this would be an effective means of restricting the parking of vehicles associated with the development it may have unintended consequences associated with visitors to the residential properties in these streets. These visitors may range from friends, family relations, trades people attending houses in those streets, and



house removalists. The intent of the restriction is acknowledged. The City is recommending 'No Parking City of Nedlands Permit Holders Exempt'

The current parking restrictions for the West Waratah Precinct are illustrated in the Attachments 15.4.1, 15.4.2 and 15.4.3. The proposed parking restriction options is listed in the table below.



Table 1: Current and Proposed Parking Restrictions

Street	Section	Current Restriction	Option 1	Option 2	Option 3
<b>Watkins Road</b>	Adelma Road – Victoria Avenue	No restrictions	No restrictions	No Parking 7am-5pm Mon-Sat (one side) 2P 7am-5pm Mon-Sat (other side)	No Parking City of Nedlands Permit Holders Exempt (both sides)
<b>Philip Road</b>	Alexander Road – Victoria Avenue	No restrictions	No Parking 7am-5pm Mon-Sat (one side)	No Parking 7am-5pm Mon-Sat (one side) 2P 7am-5pm Mon-Sat (other side)	No Parking City of Nedlands Permit Holders Exempt (both sides)
<b>Waratah Avenue</b>	Alexander Road – Robert Street	30mins Mon – Fri ‘No Parking’, and Bus Zone	No Parking (both sides), 30mins Mon – Fri, Bus Zones	No Parking 7am-5pm Mon-Sat (both sides), Bus Zones	No Parking 7am-5pm Mon-Sat (both sides)
<b>Waratah Avenue</b>	Robert Street – Victoria Avenue	No restrictions	No Parking	No Parking 7am-5pm Mon-Sat (both sides), Bus Zones	No Parking 7am-5pm Mon-Sat (both sides)
<b>Leon Road</b>	Alexander Road – Victoria Avenue	No restrictions	No Parking 7am-5pm Mon-Sat (one side)	No Parking 7am-5pm Mon-Sat (one side) 2P 7am-5pm Mon-Sat (other side)	No Parking City of Nedlands Permit Holders Exempt (both sides)
<b>Neville Road</b>	Alexander Road – Victoria Avenue	No restrictions	No restrictions	No Parking 7am-5pm Mon-Sat (one side)	No Parking City of Nedlands Permit



				2P 7am-5pm Mon-Sat (other side)	Holders Exempt (both sides)
<b>Viking Road</b>	Alexander Road – Victoria Avenue	No restrictions	No restrictions	No Parking 7am-5pm Mon-Sat (one side) 2P 7am-5pm Mon-Sat (other side)	No Parking City of Nedlands Permit Holders Exempt (both sides)
<b>Minora Road</b>	Alexander Road – Victoria Avenue	No restrictions	No restrictions	No Parking 7am-5pm Mon-Sat (one side) 2P 7am-5pm Mon-Sat (other side)	No Parking City of Nedlands Permit Holders Exempt (both sides)
<b>Beatrice Avenue</b>	Alexander Road – Victoria Avenue	No restrictions	No restrictions	No Parking 7am-5pm Mon-Sat (one side) 2P 7am-5pm Mon-Sat (other side)	No Parking City of Nedlands Permit Holders Exempt (both sides)
<b>Victoria Avenue</b>	Jutland Road – Beatrice Road	No Parking at entry to Pt Resolution	No Parking at entry to Pt Resolution	No Parking 7am-5pm Mon-Sat (both sides) 'Authorised Vehicle Only' (verge)	No Parking City of Nedlands Permit Holders Exempt (both sides)
<b>Victoria Avenue</b>	Beatrice Road – Watkins Avenue	Solid white road line and sections of No Parking	Solid white road line and sections of No Parking	No Parking 7am-5pm Mon-Sat (one side) 2P 7am-5pm Mon-Sat (other side)	No Parking City of Nedlands Permit Holders Exempt (both sides)





<b>Bishop Road</b>	Victoria Avenue	No restrictions	No restrictions	No Parking 7am-5pm Mon-Sat (one side) 2P 7am-5pm Mon-Sat (other side)	No Parking City of Nedlands Permit Holders Exempt (both sides)
<b>Hynes Road</b>	Beatrice Road – Leon Road	No restrictions	No restrictions	No Parking 7am-5pm Mon-Sat (one side) 2P 7am-5pm Mon-Sat (other side)	No Parking City of Nedlands Permit Holders Exempt (both sides)
<b>Robert Street</b>	Neville Road – Waratah Avenue	No restrictions	No Parking 7am-5pm Mon-Sat (one side)	No Parking 7am-5pm Mon-Sat (one side) 2P 7am-5pm Mon-Sat (other side)	No Parking City of Nedlands Permit Holders Exempt (both sides)



At the Council Meeting on held 28 May 2024, item PD38.05.24 West Waratah Precinct Parking Restrictions report, Council resolved to:

*That Council:*

- 1. Notes the proposed consultation with residents, businesses, and community/sporting organisations to introduce temporary parking restrictions for the streets surrounding the development as per attachments 2,3 and 4; and*
- 2. Notes the consultation period for the introduction of temporary parking restrictions be for a minimum of 28 days.*

As a result, the Administration initiated community consultation with a targeted letter drop and emails to residents, businesses, and sporting clubs surrounding the site. The consultation welcomed submissions to the proposed parking plan through the City's YourVoice platform, opening 29 August 2025 and closing 26 September 2025.

## Discussion

The Administration will continue to require builders to address parking as part of their construction management plans. However, the City is limited in its ability to encourage and enforce builders to manage the parking associated with their development without changes to the existing parking restrictions. It is expected that vehicles associated with the construction will predominately park close to the building sites.

### Designated Authorised Vehicles Only Area

In addition to the temporary parking restrictions, a section of verge adjacent Dalkeith Tennis and Dalkeith Nedlands Bowling Victoria on Avenue has been proposed in Options 2 and 3 which allocates parking to the construction company at a cost and designated as 'Authorised Vehicles Only.'

It is anticipated that this will ensure equitable use of the on-street parking surrounding the development. This reflects similar arrangements adopted by Council in:

- February 2022 for the Broadway Precinct Parking Restrictions and the allocation of land on Bruce Street, and
- September 2023 for the West Melvista Parking Restrictions and the allocation of land adjacent College Park.

This area will be allocated for vehicles only, with storage of materials not being permitted. Payment to reserve a parking area for trades vehicles associated with the construction site will be in accordance with the City's Fees and Charges Schedule 2025/26.

### Parking Permits

In support of Option 2 and 3, the City currently offers parking permits to residents in accordance with the *City of Nedlands Parking and Parking Facilities Local Law 2013*. This allows residents and their visitors to park over the time limitation on streets near their property when displaying a valid permit. The number of permits an eligible person may receive is dependent on how many on-site parking bays at the property. For example: if a property has no on-site parking bays, an eligible person can receive four



permits. Most properties will have a double garage which will entitle a person to have two parking permits.

Notwithstanding, the City acknowledges the impact of the construction in this residential area and may under unusual circumstances, be prepared to accommodate temporary additional parking permits under the discretionary authority provision. Residents were advised through the consultation process of this option and how they can apply.

Further note that under *section 7.8(2)(a)* of the *City of Nedlands Parking and Parking Facilities Local Law 2013*, vehicles are prohibited from remaining parked in a public place for more than 24 hours without being moved from that thoroughfare. Residential and Visitor Parking Permits provide exemptions from time-based parking restrictions; however, they do not exempt compliance with this provision.

#### Signage and Line Marking

Regarding other signage within this precinct, the installation of 'No Stopping' signs at each intersection will align with the proposed in the parking maps and in accordance with Australian Standards and the Road Traffic Code.

Officers are recommending not to mark additional yellow lines within this precinct. Yellow line marking is a more permanent method of controlling parking that can last more than five years. As the City is implementing temporary parking restrictions for the construction phase, it is more cost effective to install signs only. When the construction phase is complete and the health centre transitions into being operational, it would then be appropriate for the City to consult with the community about the long-term and permanent parking restrictions, which may then include a combination of parking signs and yellow line marking.

#### Right of Ways (Laneways)

Recently through community complaints, it has been identified that trades are parking in a right of way (laneway) and obstructing direct access to private properties. As a result, the City are requesting to install 'No Parking in Right of Way' signs at the entrances of Tree Martin Lane, Gerygone Lane, Shrike Lane and Silvereye Lane.

The City recognises that these signs are not lawfully required for enforcement action, however would emphasise the current provision under *section 7.8(1)* of the *City of Nedlands Parking and Parking Facilities Local Law 2013*, where it is an offence for a person to park or leave any portion of a vehicle in a public place so that it obstructs the use of any part of that public place.

#### Ranger Services

Further note the enforcement by the City's Ranger Service, that additional resources will be required for both Options 2 and 3 to maintain current service levels. The Ranger Service will respond to complaints in accordance with its priority but will be limited proactive monitoring. This is in response to the increasing number of complaints regarding non-compliant parking at construction sites.

With the same resources and FTE allocation, Officers are suggesting there will be an overall decrease in the service level to all areas of the City resulting in longer response



times and less enforcement activity. The Ranger Service will be able to maintain current service levels if Option 1 was to be implemented.

Out of business hours complaints will be directed to the City's afterhours service. Currently all calls outside ordinary administration office hours (8:30am – 5pm Monday to Friday) are directed to the out of hours' service provider. This provider escalates the call to the appropriate 'on-call' officer based on the scenario and risk of the call. The Ranger Service is able respond effectively to a variety of calls, including calls regarding serious thoroughfare obstructions, damages to Council infrastructure etc. as to not expose the organisation to unnecessary risk. Complaints regarding obstruction of driveways, major activity on the road, or damages to infrastructure will be escalated to the on-call Ranger for a response.

### Consultation

The City consulted with residents, affected businesses, and sporting/community groups in the areas by letter and email to explain proposed parking restrictions along with the impacts if these parking measures are not in place. As part of the consultation, residents were advised of the opportunity to apply for parking permits that would allow them or their visitors to park on the street where posted restrictions are proposed to be implemented.

The YourVoice platform was open for 28 days from the 29 August 2025 and closed 26 September 2025 in accordance with the Resolution by Council.

Further information regarding the changes to the parking restrictions was communicated directly to the Lisle Lodge (Melvista Lodge), UWA Nedlands FC, Westside Wolves Hockey Club, Western Suburbs Cricket Club, Aim Archery Group, Claremont Nedlands Cricket Club (Juniors) and Kidz Galore.

The City of Nedlands YourVoice platform recorded a total of 80 visits and received 54 submissions. Of these submissions, 32 contributors provided additional commentary. In addition, three emails were submitted to City staff. The additional commentary has been consolidated (into their preferred option) and de-identified with Administration's comments in the below table:

**Table 2: Additional Commentary Submissions and Administration Comment**

Submission Overview	Administration's Comments
<b>Option 3 - Installation of 'No Parking' restrictions across the West Waratah Parking Precinct. Nedlands Residential and Visitor permit holders will be exempt from this restriction.</b>	



In a residential area like this parking for many tradies should be provided elsewhere.	To limit the impact of construction parking within a dense residential area, an 'Authorised Vehicle' zone has been established along the verge of Dalkeith Tennis Club. Trades will be required to occupy this parking area when travelling to site.
Options 1 and 2 will cause congestion and blocking of the narrow roads adjacent to Waratah. I strongly oppose 1 and 2.	<p>The City recognises that time limited parking increases demand and impacts traffic flow. Traffic engineers considered these elements when designing the plans. Parking along one side of a thoroughfare ensures clear and safe traffic flow and is consistent with existing parking controls in other areas of the district.</p> <p>The City's Ranger Services also conduct frequent patrols to ensure adequate turnover of vehicles in restricted areas to ensure safe and lawful parking.</p>
Option 2 will only spread the problem further afield. Option 3 should be implemented.	<p>If Option 2 is approved, all vehicles would be expected to comply with posted restrictions, with Ranger Services conducting patrols to ensure adequate turnover.</p> <p>To limit the impact time restrictions have on residents, those eligible can apply for Residential and Visitor Parking Permits.</p>
The area needs to be kept free of trade and commercial vehicles and parking so that residents can drive safely around their homes.	Noted.
We are less than thrilled as Mug Ratepayers (since 1987) who have lived the Philip Road war zone experience for 2 years now and have recently had access to our property severely limited by the works in Shrike Lane and appear to be moving along at a glacial pace. These works were not courteously conveyed to us before starting despite us obviously using the lane to access our double garage on Gerygone lane since 1996. The single-entry point now available via Gerygone lane is regularly filled with trucks and tradies requiring a courteous negotiation to come and go from our property.	<p>The City acknowledge the significant inconvenience caused by restricted access and construction impacts. Developers are required to maintain property access and consult residents before works commence. Obstruction of driveways or footpaths is an offence and will be enforced by Rangers.</p> <p>The City will remind the developer of these obligations and review lane conditions for reinstatement post-construction. Option 3 prioritises residential amenity, and enforcement will be supported through regular patrols.</p>



Philip Road and Alexander Rd have been characterised by tradies parked on the footpaths and the ease of passage and the cost of nails in tyres has not made for any enjoyment of amenity.

The medical facility promises to add to the access misery because they will all park in and block the lane system as Council grants further building permits (which it will for more in Waratah Ave). We work on the basis that if you don't tell it as it is folk will never know, and we are not shy in complementing when its deserved.

Simple observation of the present circumstances tells us all that that backdrop and the ongoing trauma of every developer pushing your guidelines beyond what is reasonable (and us as residents having to argue/fight back = time and cost to maintain our amenity) makes it hard to have a favourable view of any of your parking options.

So that said Option 3 presents as the better solution as it introduces less ambiguity. If there was confidence in enforcement, we could support option 2. It seems to us that if we want folk to visit us in our home then they should be able to do so and park as they have since 1996. Why do we have to bend and twist for let's face it, nonlocals?

In closing, perhaps Council could consider doing more on the muddy goat tracks that are Shrike and Gerygone Lanes now that it is turning them into streets and begin restoring access and amenity. You have probably guessed it, but we are disappointed in and fed up with what Council has visited upon us.





<p>At this point in time there is a massive house being built next door to us that has trades-parking all day every day for the last two years. This will go on for another two years. There should also be an exit plan for any parking restrictions- limited to the time of the building being commissioned? I think that this should occur so as not to permanently commercialise these residential streets.</p>	<p>The City recognises the increase in parking demand during the construction of large development sites. For this reason, temporary parking restrictions aim to reduce and/or eliminate congestion concerns.</p> <p>The City are recommending to Council that the Chief Executive Officer (CEO) consult with the local community when construction has finalised to determine the long-term requirements for the parking signs.</p>
<p>It's a travesty that the council. Government has passed this high-rise development in the first place. As has been seen with other developments in the western suburbs (Sterling Rd Cottesloe particularly) and Philip Rd, these obtrusive buildings with scant disregard for existing residents who must endure increased "heavy" vehicle traffic and above all...PRIVACY</p>	<p>It is important to clarify that the approved proposal is a three-storey development, which is not classified as high-rise. The scale of the building is consistent with the applicable planning controls for the area, and the assessment process considered matters such as traffic, built-form impact, and privacy before approval was granted.</p>
<p>We would be happy with either Option 2 or 3 as they provide protection for Robert St landowners like us. Option 1 does little to assist us and in fact will encourage trades people to park in Robert St in our view.</p>	<p>Noted.</p>
<p>If parking by Dalkeith Tennis Club is not suitable, perhaps parking by the river in Nedlands with a shuttle bus service to the construction site could be an option.</p>	<p>The City have consulted with local community and sporting groups to communicate the 'Authorised Vehicle' zone along Dalkeith Tennis Club.</p> <p>The City are responsible for providing alternative parking options for trades vehicles who are unable to occupy onsite parking. It will be the developer's responsibility to arrange, fund and manage additional services such as a shuttle bus to and from site.</p>
<p>I have ticked no 3 but, on the map, provided it does allow for resident and visitor permit holders. None of the above options give me the ability to park at my home during the day. There is no option for resident and visitor parking on Waratah Ave during the day and we have three cars so one is always on the street! We would like to be able to apply</p>	<p>Parking is a commodity that requires management by the City whether it be on or off street. It is normal for parking controls to be reviewed and updated with the change of adjacent land uses.</p> <p>The City are also responsible for ensuring road safety for all users, optimising traffic</p>



<p>for resident and visitors parking permits. We did not ask for this medical centre to be built in our street and can't see why we should be penalised.</p>	<p>flow efficiency and effectively meeting the demands of the area.</p> <p>Waratah Avenue will require clear access of large construction and public transport vehicles during the construction phase. Due to the carriageway dimensions, traffic engineers have determined that vehicles parked on this portion of Waratah Avenue will impact safety and the efficiency of traffic flow.</p> <p>Impacted residents are encouraged to occupy parking onsite or along the adjacent property verge, or if required, to explore alternate temporary parking options.</p>
<p>There should also be parking restrictions in the Dalkeith Tennis Club car park, Bishop Road reserve car park and Point Resolution car park to ensure construction trades don't park in these car parks all day. Residents should also be allowed to park on the verge on Victoria Ave opposite the Tennis Club to access Point Resolution Reserve.</p>	<p>The City have taken into consideration the mixed land use in surrounding areas and have considered proximity to the development site accordingly.</p>
<p>This is a residential area, and we have enough medical suits available to us. Seems the labour government are hell bent on destroying the western suburbs in the name of progress. When we all know progress is not the reason. This labour government are the next step to communism.</p>	<p>While the surrounding area is primarily residential, the zoning of the subject land does allow for certain commercial uses, provided the appropriate development approvals are obtained. In this case, the required approvals have already been granted in accordance with the relevant planning framework.</p>
<p>I would select 2 if it included the exemption for residential and visitors on the restrictions and if it was not all day 7-5 on Saturday.</p>	<p>Eligible residents with limited onsite parking can apply for Residential and Visitor parking permits if approved and when clearly displayed in a vehicle. These permits exempt time restrictions (except for when a time restriction states 30 minutes or less) in accordance with the <i>City of Nedlands Parking and Parking Facilities Local Law 2013</i>.</p> <p>The City have proposed these time restrictions to align with the approved commencement of construction activities.</p>



<p>Our street is not suitable for trade parking during a long running commercial development and is already busy with resident parking including several learner drivers. Reversing in and out of driveways on narrow roads with one side full of cars will become a hazard. Like any commercial building site in the CBD or built-up areas, trades should park in a safe designated area nominated by council and be shuttled to the site or walk. Residents should not be impacted.</p>	<p>If supporting Option 3, the ‘No Parking – City of Nedlands Permits Exempt’ restrictions will ensure only residents and their visitors occupy local street parking during the restricted times.</p> <p>Permit applications will be reviewed independently and approved in accordance with the <i>City of Nedlands Parking and Parking Facilities Local Law 2013</i>. Permits do not exempt a vehicle from parking longer than 24 hours in a public place, ensuring fair turnover and preserving the amenity of the community.</p> <p>The City are responsible for providing alternative parking options for trades vehicles who are unable to occupy onsite parking. It will be the developer’s responsibility to arrange, fund and manage additional services such as a shuttle bus to and from site.</p>
<p>As a ratepayer and resident of Leon Rd I strongly oppose the one-sided parking. The street is not wide enough as it is for single sided parking, further there are no footpaths to walk on and it will become even more congested and poses safety risks, especially given the number of children who live and play on the street.</p>	<p>The City recognises that time limited parking increases demand and impacts traffic flow. Traffic engineers considered these elements when designing the plans. Parking along one side of a thoroughfare ensures clear and safe traffic flow and is consistent with existing parking controls in other areas of the district.</p> <p>When footpaths are not readily accessible, pedestrians have a right to access the public verge for transportation.</p>
<p>We need street parking at our place on Waratah Avenue. None of the three options are ideal. The ability to get residential parking permits would be greatly appreciated.</p>	<p>Waratah Avenue will require clear access of large construction and public transport vehicles during the construction phase. Due to the carriageway dimensions, traffic engineers have determined that vehicles parked on this portion of Waratah Avenue will impact safety and the efficiency of traffic flow.</p> <p>Impacted residents are encouraged to occupy parking onsite or along the adjacent property verge, or if required, to explore alternate temporary parking options, as permits will not exempt prohibited parking unless signage implies.</p>



<p>All 3 options don't allow Waratah Ave residents or visitors to the residences to park outside their homes. The driveway of my house is not large enough for all residents and we require street parking. Not having any option to facilitate this or extra visitors to any home on Waratah Ave is outrageous. Please allow Waratah Ave residents to apply for a residential permit or better yet not implement these redundant parking restrictions in the first place.</p>	<p>Waratah Avenue will require clear access of large construction and public transport vehicles during the construction phase. Due to the carriageway dimensions, traffic engineers have determined that vehicles parked on this portion of Waratah Avenue will impact safety and the efficiency of traffic flow.</p> <p>Impacted residents are encouraged to occupy parking onsite or along the adjacent property verge, or if required, to explore alternate temporary parking options, as permits will not exempt prohibited parking unless signage implies.</p>
<p>We require street parking. We have more cars than we do parking on the property and will be left in serious strife without any option of street parking.</p>	<p>Waratah Avenue will require clear access of large construction and public transport vehicles during the construction phase. Due to the carriageway dimensions, traffic engineers have determined that vehicles parked on this portion of Waratah Avenue will impact safety and the efficiency of traffic flow.</p> <p>Impacted residents are encouraged to occupy parking onsite or along the adjacent property verge, or if required, to explore alternate temporary parking options, as permits will not exempt prohibited parking unless signage implies.</p>
<p>Leon Road is a narrow road. There are often problems with driving given car parking and in some cases the road is totally blocked. It also is a key access to Dalkeith Primary School for children and has much foot traffic. Any non-resident street parking will cause major issues and blockages. In addition, Alexander Road between Leon and Waratah should have no street parking as this road becomes one way traffic only and is blocked often.</p>	<p>Option 3 will not permit a vehicle to be parked along Leon Road without displaying a valid Residential or Visitor Parking Permit.</p> <p>Permits applications will be reviewed and approved based on the conditions outlined in the <i>City of Nedlands Parking and Parking Facilities Local Law 2013</i>. In summary, only residents can apply.</p> <p>Thoroughfares within this region prohibit parking along one side to ensure safe and clear traffic flow. Rangers will conduct patrols to ensure vehicles are comply with restrictions and to encourage adequate turnover.</p>



<p>How Does the City of Nedlands verify that the respondents to this survey are ratepayers and/or residents as may be claimed.</p>	<p>The City requested that respondents identify their relationship to the City (e.g., resident, ratepayer, business owner, etc.) and provide their street name. Approximately 47% of respondents were registered users of the Your Voice Nedlands engagement platform, which contains verifiable data such as names and addresses. As part of quality control, duplicate responses were identified and removed from the final report to maintain the integrity of the results.</p>
<p>Our property is directly affected by this development. I live and work from my home. This development will directly affect my life 6 days a week 7am to 4pm. I would like all parking to be totally restricted from the residential streets and relocated to the tennis courts to try and allow the residents as much peace as possible. There will already be ongoing deliveries of materials during the 6 days per week which will disturb our peace for at least 3 years. My driveway also comes off Robert St almost opposite the development site which will greatly affect my ability to enter and exit my own property. Allowing parking on Robert St will greatly exacerbate this problem. Parking along Robert St will also increase noise levels in a peaceful area.</p>	<p>Option 3 will permit residential and visitor parking only. The developer is responsible for providing parking onsite, however, given the scale, will require support from the City to provide overflow parking options.</p> <p>The verge along Dalkeith Tennis Club has been allocated as an 'Authorised Vehicle' zone for trades to limit the impact of increased parking activity.</p> <p>The City's Development Compliance and Health Department will ensure that deliveries are scheduled when permitted to ensure noise compliance.</p> <p>It is an offence to obstruction a private driveway, right of way and crossover. Rangers can enforce this provision accordingly. The developer is also required to consult with residents prior to a road closure or if property access is impacted.</p> <p>Option 3 will only permit residential and visitor parking along Robert Street.</p>
<p>I live and work from my home, which is diagonally across from the commercial centre. My ability to work will be challenged by the amount of noise created by the development of this site with just the construction which I imagine will take some 3 years to complete. Parking of construction vehicles will increase that noise and greatly decrease the safe entry and exit to my property, as my driveway is</p>	<p>It is an offence to obstruction a private driveway, right of way and crossover. Rangers enforce this provision accordingly. The developer is also required to consult with residents prior to a road closure or if property access is impacted.</p> <p>Option 3 will only permit residential and visitor parking along Robert Street.</p>





<p>almost opposite the development site.</p> <p>I therefore object to any construction parking along Robert Street and Philip Road. I am hoping that the City of Nedlands has sufficient staff to enforce the parking restrictions.</p>	<p>Trades will be required to occupy parking along Dalkeith Tennis Courts.</p>
<p>I would like to see no construction parking on or around the commercial centre in order to provide peace, quiet and safety for the residents. The construction of the building for an extended period will on its own cause disturbance with delivery trucks and noise. Allowing any construction parking around the development will only cause additional noise, angst, frustration to the surrounding neighbours.</p>	<p>Option 3 will support this choice.</p> <p>Deliveries and large construction vehicles will be parked onsite unless otherwise approved by a Traffic Management Plan. The developer is also required to consult with residents prior to a road closure or if property access is impacted.</p>
<p>More streets north of Philip Road should be involved in parking restrictions. To see the shops especially Valdarno's and the Picture Framing go is heartbreaking BUT to tell them to paint the insides after 37 years ONLY to be bulldozed is a disgrace and shows lack of common sense and respect for long time business.</p> <p>The concern for parking should have been considered when application was received for this building in the first place.</p> <p>Thank you for allowing my say.</p>	<p>Watkins Road has been captured within each parking plan to install temporary parking restrictions. Traffic engineers have taken proximity to site into consideration when designing the parking maps.</p> <p>Local governments are not empowered to regulate the sale or resale of private businesses or properties. Nevertheless, the City actively supports local businesses through various initiatives, including the provision and management of parking.</p> <p>The planning of temporary parking restrictions commences in May 2024 upon the receipt of the Development Application. Restrictions will not be implemented until a Building Permit is approved.</p>
<p><b>Option 2 - Installation of 2-hour parking restrictions, between 7am to 5pm, Monday to Saturday across the West Waratah Parking Precinct.</b></p>	



<p>Access to our house can already be difficult, and having the South side of Philip Road a 'No Parking' zone will significantly help with access to our house and safely driving along Philip Road and turning into Victoria Ave. I am concerned about option 3 - permit required, as long term parking would be possible with a resident or visitors permit, which would obstruct safe traffic passage</p>	<p>The City of Nedlands offer a Parking Permit Program to eligible residents with limited onsite parking. Once a valid permit is clearly displayed, that vehicle is exempt from the time limitation. This would apply in Option 2, with the additional permission of public parking for 2-hours.</p> <p>Option 3 would also require residents and their visitors to display a valid parking permit that would exempt time limitations.</p>
<p>This gives flexibility to both residents and the building contractor</p>	<p>Noted.</p>
<p>I also support alternative parking areas for construction workers not near the project.</p>	<p>The City permit free public parking outside of this catchment area, so long as a vehicle complies with State and Local Laws.</p>
<p><b>Option 1 - Minor changes, implementation of 'No Parking' on one side of Philip Rd and Leon Rd.</b></p>	
<p>We only support Option 1, the other options are complete overkill.</p>	<p>The City is expecting a large influx of trades vehicles associated to this development. These options reflect similar arrangements adopted by Council in 2022 for the Broadway Precinct Parking Restrictions and West Melvista Parking Precinct.</p>
<p>The residents of Neville Road have consistently demonstrated the ability to manage local traffic and parking without the need for extensive Council monitoring or additional expense. Minor adjustments, as proposed in Option 1, are sufficient to maintain safety and amenity, while avoiding the unnecessary bureaucracy and cost associated with broader parking restrictions or permit systems. The community can effectively self-regulate parking and ensure access remains convenient for residents and visitors alike.</p>	<p>The City have determined that multiple properties may be impacted due to the development's large scale. For this reason, a precautionary approach will be adopted.</p> <p>The developer will be financially contributing to the implementation of additional parking controls.</p> <p>The City are proposing these temporary parking restrictions to manage trades vehicles rather than resident's and their visitors.</p>
<p>Living at Waratah Ave for 13 years I believe there should be no day parking in Waratah Ave, it's a main road and bus route, keep it safe, please.</p>	<p>The eastern portion of Waratah Avenue (between Alexander Road and Robert Street) require short-stay parking options to support local businesses.</p>



	<p>The carriageway along this portion of the thoroughfare has off-street parking bays, designed to minimise obstruction. This area will be monitored by Rangers during their daily patrols.</p> <p>Due to traffic routes and denser residential properties, the western portion of Waratah Avenue require 'No Parking' at all times to ensure safe and efficient traffic flow.</p> <p>All three parking options reflect this requirement.</p>
<p>At this present time, I work and also visit family and friends in this area, and I find it frustrating when vehicles not only park on both sides of the street but often do so allowing only small cars to pass through. Seeing the waste management team having to back down the road as it is impossible to pass is ridiculous and quite unfair when all they are trying to do is provide a service to the area. I also regularly see workers at construction sites parking all the way over the pavement or residents' lawns forcing the elderly or mothers with prams to resort to the road on foot to pass. Residents and their visitors are respectful regarding parking as they live here. The same cannot be said to workers visiting building sites. At least if 1 side of the road was off limits this might assist with this problem.</p>	<p>The <i>City of Nedlands Parking and Parking Facilities Local Law 2013 s. 4.3(1)</i> states that it is an offence for a vehicle to be parked less than three metres between another vehicle or continuous dividing line or medium strip. Rangers can enforce this provision if obstruction is sighted.</p> <p>Each parking option is designed to prevent obstruction by considering the carriageway width and implementing 'No Parking' restrictions along one side.</p> <p>Parking on footpaths constitutes a serious offence under the <i>City of Nedlands Parking and Parking Facilities Local Law</i> and is strictly prohibited. To maintain community safety and compliance, residents are encouraged to report any instances of unlawful parking through the City's Customer Relationship Management (CRM) system to ensure accurate record-keeping and timely enforcement.</p> <p>Options 3 would ensure that all trades vehicles park in their allocated zone along the Dalkeith Tennis Courts.</p>
<p>The City should engage the developer to determine if they would elect to pay the town for additional parking allowances. This cash in lieu is commonly seen during the DA process. The City has no obligation to allow any change, and the developer has no</p>	<p>The City has received a Development Application. As part of this initiative, the developer will contribute to the implementation of temporary parking restrictions to also support the allocation of additional resourcing throughout the construction phase.</p>



obligation to pay for street parking albeit perhaps this strikes a balance of competing priorities.	Noted Cash in Lieu comment.
Other options will make it untenable for construction workers in the area as whole, not just those involved in the construction of the medical centre. Those involved in the medical centre construction should be required to park in the designated tennis court parking, thereby leaving the district to operate in a 'normal' way.	These temporary parking restrictions supports this intent.  Comparable measures implemented by Council in 2023 for the West Melvista Parking Precinct allowed exemptions for certain trade vehicles associated with smaller sites. Such exemptions were contingent upon prior arrangements between the City and the property owner.
If the builders and contractors have restrictions on where they can park, then it should not be a problem for too many residents and their visitors	The City is not legally permitted to identify vehicles associated with this construction site. Under Option 1, which imposes only limited restrictions and allows public parking, there is no assurance that trade vehicles will exclusively use the designated 'Authorised Vehicle' zone.
<b>No Option - Submissions that request for no temporary restrictions</b>	
<p>I tried to complete the survey, but it is constructed in such a manner that one of the 3 options must be selected. Why is that? I would prefer the status quo to remain, but that option was not available.</p> <p>It would be preferable for the status quo to remain because we don't know what the possible parking issue may be. It may not cause an issue at all. How many vehicles are expected? Have the developers given any numbers?</p> <p>In my experience, any restrictions put in place by government entities take a long time to be withdrawn. Any restriction should have an expiry date if they are eventually imposed.</p> <p>What is the cost to Council in implementing any restrictions? Road signs etc. Is the developer paying the cost, or will it be passed on to ratepayers?</p>	<p>Noted.</p> <p>The City have determined that multiple properties may be impacted due to the development's large scale. For this reason, a precautionary approach will be adopted.</p> <p>Similar arrangements were adopted by Council in previous years to accommodate for an influx in construction vehicles. It is anticipated parking demand will increase over 50% due to the large development site.</p> <p>The City are recommending to Council that the Chief Executive Officer (CEO) consult with the local community when construction has finalised to determine the long-term requirements for the parking signs.</p> <p>As part of this initiative, the developer will contribute to the implementation of temporary parking restrictions to also</p>



<p>Before asking for residents' feedback, proper background information should be provided.</p>	<p>support the allocation of additional resourcing throughout the construction phase.</p> <p>Public information from provided in a letter drop to residents and available on the City's YourVoice portal.</p>
<p>Of the three options offered in the consultation document found online, none take into account the amenity of those residents on Waratah Ave in the precinct from Robert St to Victoria Ave.</p> <p>According to the map, all three options state no daytime parking or no parking 24 hours, during the construction phase, potentially two to four years. This is a severe and unfair disadvantage to the residents of Waratah Ave.</p> <p>Further and more concerning is our inability to request/obtain parking permits for Waratah residents or their visitors during that period, whereas these permits appear to be available to residents in adjacent streets.</p> <p>I visited your offices today and unfortunately you weren't available to discuss this apparent omission however the very helpful young lady with whom I did speak, suggested I make this submission.</p> <p>So, I propose that both sides of Waratah Ave be made "no parking 7am to 5pm weekdays" but parking permits be made available to all residents and their visitors.</p> <p>I was unable to speak with all the residents near me about this but of the six neighbours I did, all agreed with the above proposal.</p>	<p>Waratah Avenue will require clear access of large construction and public transport vehicles during the construction phase. Due to the carriageway dimensions, traffic engineers have determined that vehicles parked on this portion of Waratah Avenue will impact safety and the efficiency of traffic flow.</p> <p>Impacted residents are encouraged to occupy parking onsite or along the adjacent property verge, or if required, to explore alternate temporary parking options, as permits will not exempt prohibited parking unless signage implies.</p>

Following a comprehensive review and assessment of all submissions, Option 3 is the community's preferred parking solution, securing 63% of the votes. Option 2 received 20% support, while Option 1 accounted for 17% of responses. This result reflects the City's recommendation to install 'No Parking' signs with the exemption of Residential and Visitor Parking Permits clearly displayed.





## Strategic Implications

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

### **Vision: Sustainable and responsible for a bright future**

#### **Place**

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

## Budget/Financial Implications

Regarding the implementation of any parking restrictions, there is no budget allocation for 2025/26 Financial Year.

The City has been provided a revised quote for the following:

- Option 1 – Proposed Limited Parking Restrictions around Waratah Avenue - \$25,000 + GST
- Option 2 – Proposed Timed Parking Restrictions Waratah Precinct - \$75,000 + GST
- Option 3 – Proposed No Parking Restrictions Waratah Precinct - \$75,000 + GST

The developer has recently confirmed initial support of contribution to the temporary parking restrictions installations of \$75,000 + GST (refer to Confidential Attachment 15.4.4) As a result, the cost to the City will be minimal.

## Legislative and Policy Implications

*The City of Nedlands Parking and Parking Facilities Local Law 2013* and Community Engagement Council Policy.

## Decision Implications

Should Council not approve the recommendation to implement the temporary parking restrictions in this location to include timed parking, 'No Parking', and 'No Stopping', any vehicle can park legally all day on the adjacent thoroughfares without limitation. The City would also not be able to issue infringement notices if there are no parking restrictions to enforce.

## Conclusion

Increased demand for parking is anticipated in the West Waratah Parking Precinct due to increased building construction activity resulting from the adoption of Local Planning Scheme 3.



The Administration recommends Council approve the proposed parking restrictions plan in Option 3 (Attachment 15.4.3) to thoroughfares surrounding the development and progress parking arrangements with builders for the exclusive use of a section of verge along Dalkeith Tennis Club. Further community consultation will commence at the conclusion of the construction phase regarding long-term requirements for the parking signs in the area.

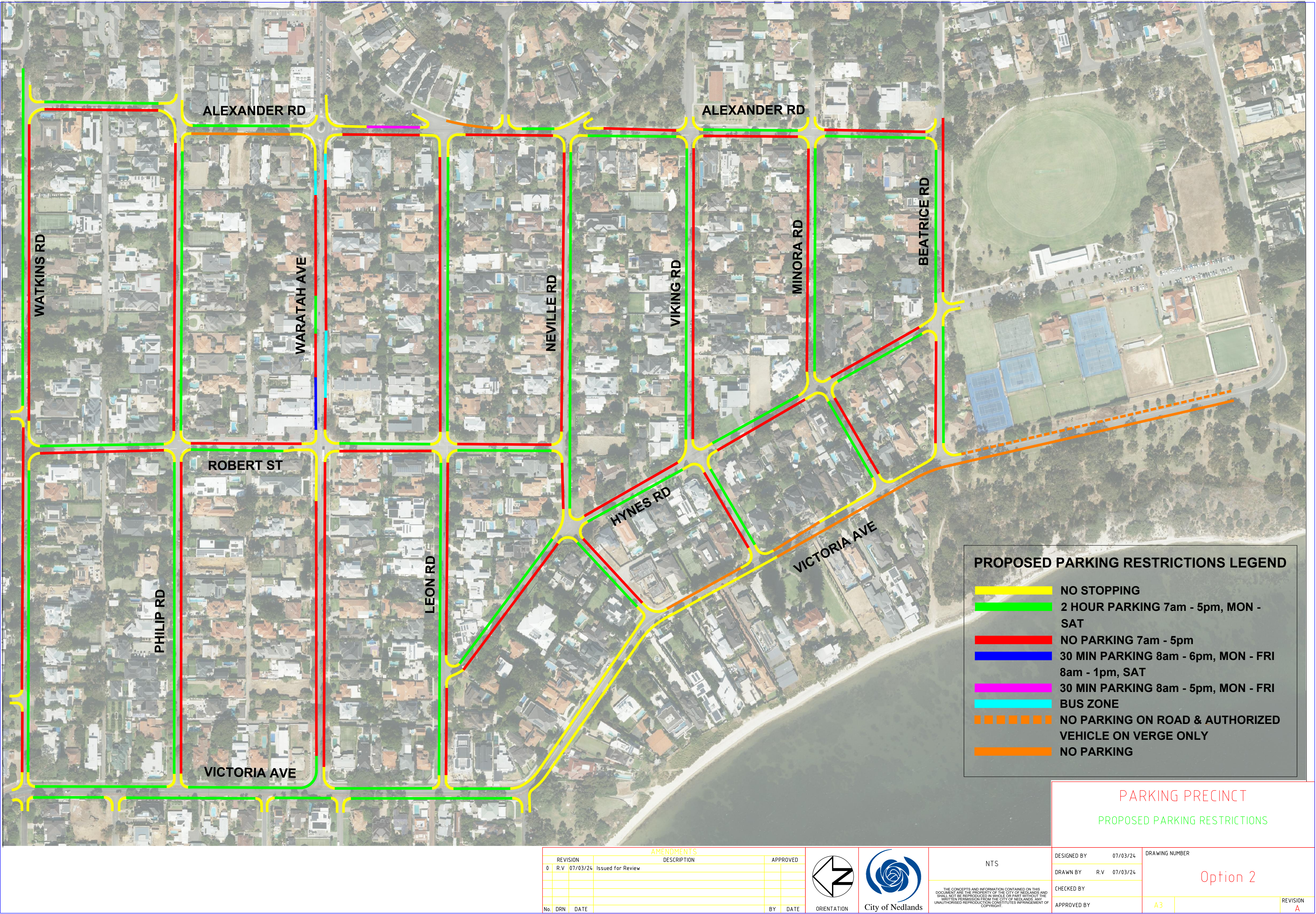
### **Further Information**

Nil



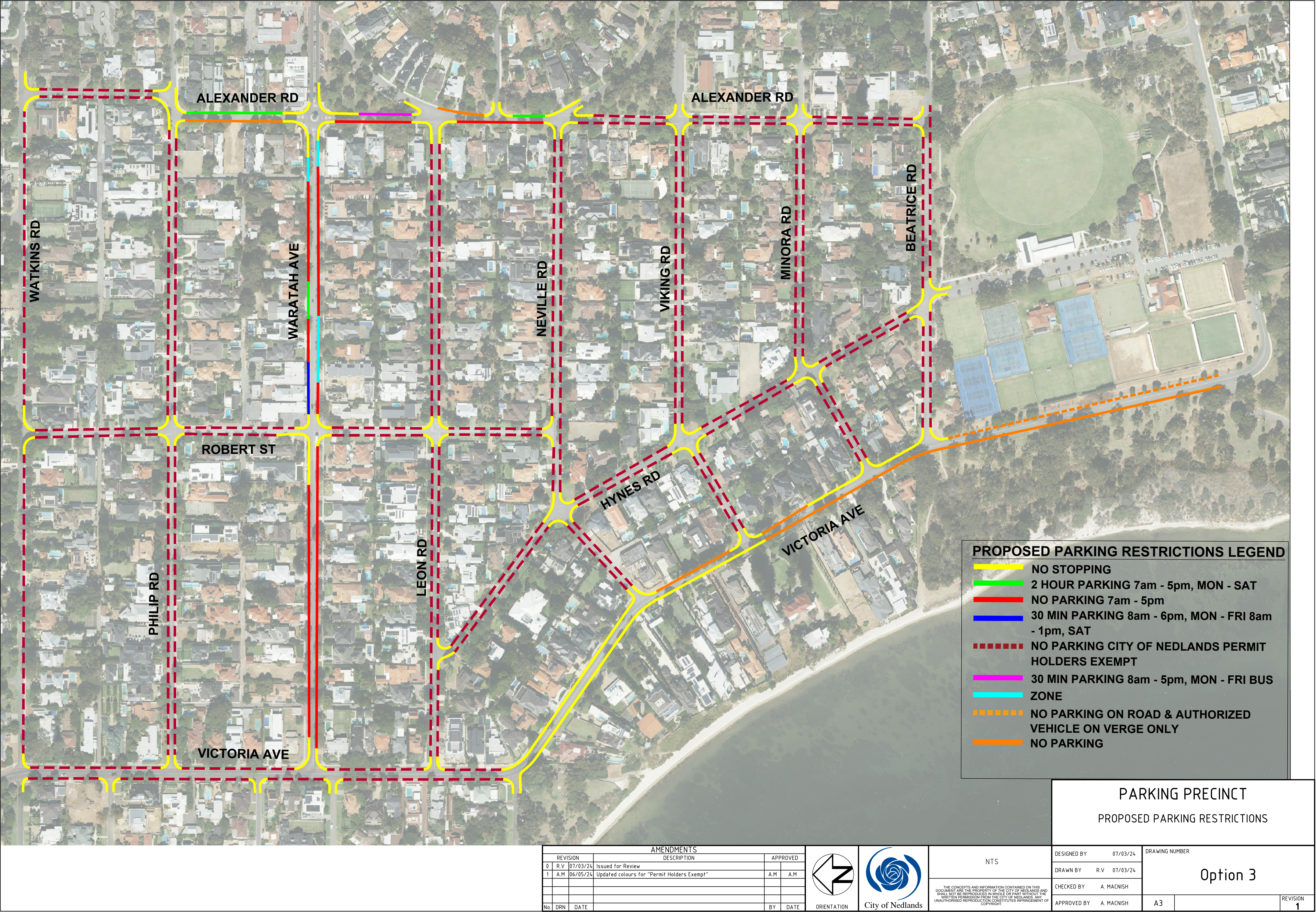






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## 15.5 Consideration of Development Application - Change of Use (Short Term Accommodation) at 142B Rochdale Road, Mount Claremont)

<b>Report Number</b>	<b>PD56.12.25</b>
<b>Applicant</b>	R Plumb
<b>Disclosure of Interest</b>	Nil
<b>Voting Requirements</b>	Simple Majority
<b>Authority/Discretion</b>	Quasi-Judicial
<b>Contributing Officer</b>	Dillon Reid – Senior Urban Planner
<b>Responsible Officer</b>	Casey Hill - Acting Manager, Urban Planning and Development
<b>Director</b>	Bruce Thompson - Director Planning and Development
<b>Attachments</b>	<ol style="list-style-type: none"><li>1. Location and Zoning Plan [15.5.1]</li><li>2. Floor Plan [15.5.2]</li><li>3. Management Plan and Code of Conduct [15.5.3]</li><li>4. Summary of Submissions [15.5.4]</li></ol>

### Purpose

The purpose of this report is for Council to consider a development application for the addition of a 'Holiday House' (Short-Term Accommodation) land use at 142B Rochdale Road, Mount Claremont. The proposal is presented to Council as the application received objections during the community consultation period.

### Officer Recommendation

That Council in accordance with Clause 68(2)(b) of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015, APPROVES the development application in accordance with the plans date stamped 28 March 2025 for an additional use of 'Holiday House' at 142B Rochdale Road, Mount Claremont (DA25-102246), subject to the following conditions:

1. The approval period for the Holiday House is limited to 12 months (1 year) from the date of this determination notice.
2. The Management Plan date stamped 28 March 2025 forms part of this development approval and shall be complied with at all times, subject to any modifications as required by this development approval to the satisfaction of the City of Nedlands.
3. Prior to the commencement of operations, the Management Plan shall be amended to include a provision that requires that complaint management contact details are provided to all adjoining residents and landowners.
4. A copy of the approved Management Plan shall be provided to residents of adjoining and abutting properties prior to commencement of the operations.
5. A maximum of four (4) guests are permitted to reside at the Holiday House at any one time.



## Background

### Land Details

<b>Metropolitan Region Scheme Zone</b>	Urban
<b>Local Planning Scheme Zone</b>	Residential
<b>R-Code</b>	R20
<b>Land area</b>	433m <sup>2</sup>
<b>Land Use</b>	Existing – Grouped Dwelling Proposed – Grouped Dwelling and Holiday House
<b>Use Class</b>	Proposed – ‘A’ use class for Holiday House in the Residential zone

The subject site is located at 142B Rochdale Road, Mount Claremont. The site is the rear lot of a two lot battle-axe survey strata scheme. The site has a direct frontage to Olearia Lane to the rear and access to Rochdale Road through the common property battle-axe driveway. An existing single storey, single house on the lot features two bedrooms, one bathroom and a double car garage.

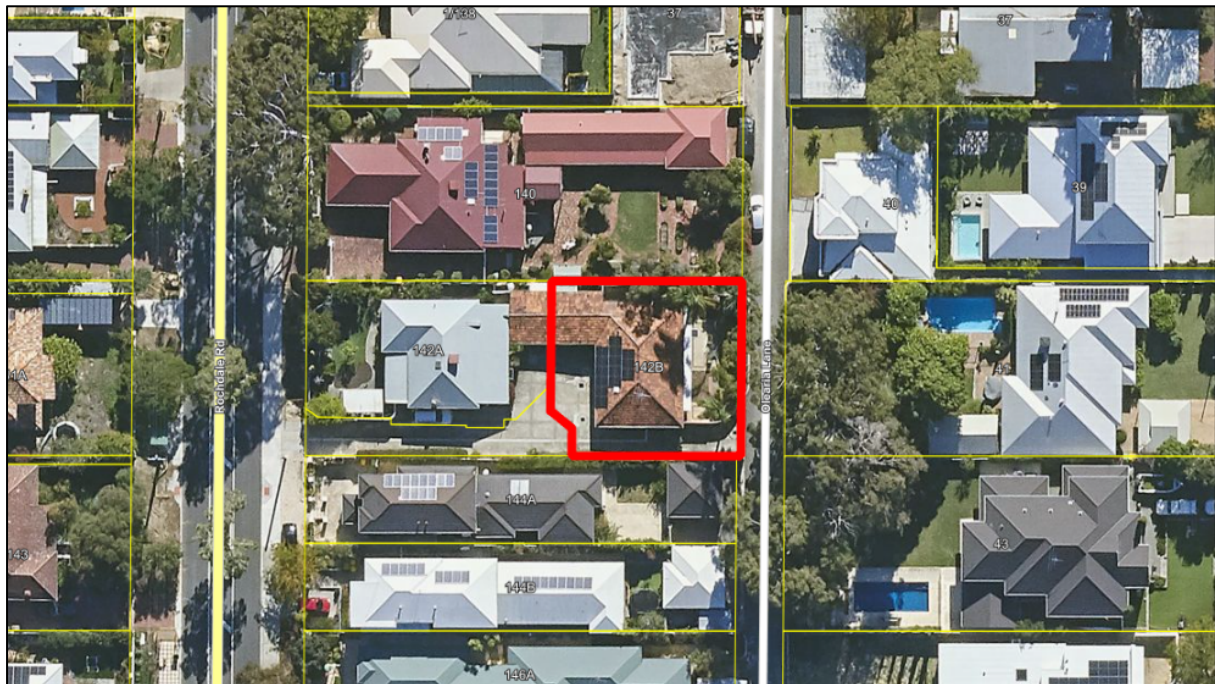


Figure 1 – Aerial image of 142B Rochdale Road, Mt Claremont

### Application Details

The application seeks development approval for the addition of a Short-Term Accommodation land use ('Holiday House') to the existing Residential use. No works are proposed as part of this application. A 'Holiday House' is defined by City of Nedlands Local Planning Scheme No.3 as:

*“a single dwelling on one lot used to provide short-term accommodation but does not include a bed and breakfast.”*



The applicant, who is the owner of the property, is seeking to operate a 'Holiday House' at the subject site. The purpose of the 'Holiday House' is for the property to be rented for short term guests when the owners are not residing on-site. The property will be managed by the property owner for the entire duration of the house being used as a short-term rental.

## Discussion

### Local Planning Scheme No. 3

Schedule 2, Clause 67(2) (Consideration of application by Local Government) identifies those matters that are required to be given due regard to the extent relevant to the application. Clause 67(2) item (a) requires the aims of the Local Planning Scheme be given due regard in the assessment of a development application. The zone objectives of the Residential zone in Local Planning Scheme No. 3 are relevant to the proposal. The proposal has been assessed against, and is consistent with, the below objectives of the 'Residential' zone.

Table 1. LPS 3 Residential Zone Objectives	
Objective	Assessment
To provide for a range of housing and choice of residential densities to meet the needs of the community.	In Mount Claremont, an area with a predominance of low-density single houses the availability of a single, small-scale, owner-managed short-term accommodation option improves the overall variety of housing and stay options in a way that aligns with the objective of supporting diverse community needs. The 'Holiday House' use can offer flexible temporary accommodation choices for family visitors, local workforce, medical visitors, or short-term residents transitioning between housing arrangements.
To facilitate and encourage high quality design, built form and streetscapes through residential areas.	There are no works proposed as part of this application, and the dwelling maintains a presentable, suburban residential appearance fully consistent with the established character of Mount Claremont.
To provide for a range of non-residential uses which are compatible with and complementary to residential development.	Short-term accommodation ('Holiday House') is a recognised land use that can be compatible with residential neighbourhoods when appropriately scaled and managed. In this case, the dwelling accommodates a maximum of 2 bedrooms, limiting occupancy and intensity of use. Parking is wholly contained on-site within the existing double garage, and the proposal operates without commercial signage, external activity, or structural changes, maintaining a residential appearance and function.
To ensure development maintains compatibility with the desired streetscape in terms of bulk, scale, height,	As above, there are no works proposed as part of this application, and the proposal will have no impact in terms on bulk, scale, height, street alignment and setbacks.





street alignment and setbacks.

#### Local Planning Policy 2.2 – Short Term Accommodation

At the time of assessment, Local Planning Policy 2.2 – Short Term Accommodation is the applicable planning instrument to provide guidance and development provisions for operators seeking to establish short-term accommodation within the City. Please refer to discussion below regarding the draft Local Planning Policy 2.2: Unhosted Short-Term Rental Accommodation.

In accordance with Part 4.2 of the Policy, development applications for the ‘Holiday House’ land use where the owner does not reside on-site may be supported where: the number of guests is limited to 6 persons and bookings must be for a minimum stay of 2 consecutive nights.

A Management Plan for the development application has been provided and assessed. In the Management Plan, all relevant points identified in Part 7.1 of the Policy have been addressed and deemed acceptable as detailed in the table below. The Management Plan will form part of any approval and is to be complied with at all times to the City’s satisfaction as per recommended Condition 2.

<b>Table 2. LPP 2.2 - Management Plan Assessment</b>			
<b>LPP 2.2 – Short-Term Accommodation</b>	<b>Proposal</b>	<b>Assessment</b>	
a. Establishing the maximum number of guests which will stay, in addition to (if applicable) those which reside at the property on a permanent basis	The maximum number of guests that can be accommodated is four. The owners will not be residing on-site when the property is being rented out.	Acceptable – it is recommended that this will form part of the approval stipulated as condition 5 of the development approval.	
b. Establishing a code of conduct detailing the expected behaviour and obligations of guests. The code of conduct shall be displayed in a prominent position within the premises.	The code of conduct for guests will be provided to all guests. This includes the House Rules which details the expected behaviours and obligations for all guests.	Acceptable.	
c. Details of how complaints regarding anti-social behaviour, car parking and noise, amongst other matters, will be managed by the landowner(s)	The Holiday House will be managed by the property owner who will be responsible for general oversight and managing complaints. A condition of approval to amend the management to provide complainant details to	Acceptable subject to a condition of development approval.	



	neighbours is recommended.	
d. The contact details of the landowner(s) if a neighbour wants to lodge a complaint.	As above.	Acceptable.
e. Details regarding guest check-in and check-out procedures (i.e. days and times)	Guests can check in anytime after 3pm. This is for all days of the week.	Acceptable.
f. Details of how car parking for those staying at the property and (if applicable) those residing at the property on a permanent basis will be managed by the landowner(s). The measures proposed are to ensure vehicles will always have easy access to on-site parking spaces.	Parking for three vehicles is provided within the site (two in the double garage and one in a tandem configuration in front of the garage). LPP 4.1 Parking requires the development provide the same number of bays as required by the R-Codes. As a dwelling with two bedrooms, two car parking spaces are required. The development provides a minimum of two bays.	Acceptable.
g. Details of how guests will be informed of the requirements of parking.	The parking spaces are shown on the floor plan and the location of parking spaces are outlined in the code of conduct.	Acceptable.
h. Details regarding how guests are expected to maintain the property.	General cleaning is expected from the guests during their stay. Maintenance of gardens and building will be provided by the owner.	Acceptable.
i. Details whether pets and guests associated with those staying at the property will be permitted, and if so, how this will be managed.	No pets are allowed at the premise. No gatherings or functions are proposed.	Acceptable.
j. Details of compliance with Strata-By-laws (if applicable) in the form of a Statement of Compliance	As only a two lot strata scheme, not applicable to this proposal.	N/A



As per policy provision 10.1 of LPP 2.2, the City may grant temporary development approval for short-term accommodation uses for an initial 12-month period. A subsequent development approval will be required to be submitted for the renewal of the approval for the short-term accommodation which may then be on a permanent basis. Condition 1 is recommended to this effect.

For renewal to be considered, the City will give regard to any substantiated complaints against the operation of the short-term accommodation in accordance with the conditions of its development approval.

#### Scheme Amendment No.19

The State Government introduced new provisions and definitions for Short-Term Rental Accommodation (STRA) into the LPS Regulations in September 2024. The State Government requested all local governments amend their local planning schemes to include these changes. Specifically, the new uses and corresponding definitions will include the following land uses, 'Hosted STRA', 'Unhosted STRA' and 'Tourist and Visitor Accommodation'. Consequently, these new uses are to be included within LPS3 zoning table via Scheme Amendment 19. The amendment will result in the removal of the 'Holiday House' land use.

Scheme Amendment No.19 was adopted for final approval by the City of Nedlands at the Ordinary Council Meeting on 19 November 2025. The amendment has been referred to the Western Australian Planning Commission for review and recommendation to the Minister for Planning. As a result, the amendment is seriously entertained.

The implications of the Scheme Amendment for the development application at 142B Rochdale Road, Mount Claremont relate primarily to the land use. The amendment removes the land use 'Holiday House' and effectively replaces it with 'Unhosted Short-Term Rental Accommodation'. As such, in the context of Scheme Amendment No.19, the proposed development qualifies as 'Unhosted Short-Term Rental Accommodation' as it is a short-term accommodation use that will be rented out for more than 90 days in a twelve month period.

'Unhosted Short-Term Rental Accommodation' as per Scheme Amendment No.19, is a 'D' discretionary use within the Residential zone. Whilst this technically differs from the current permissibility of 'Holiday House' which is an 'A' use within the Residential zone, the requirement to assess the use via a development application is consistent and the assessment discussion above remains applicable.

#### Draft Local Planning Policy 2.2: Unhosted Short-Term Rental Accommodation

To accompany Scheme Amendment No.19 and the new land uses introduced, the City has prepared an amended (draft) Local Planning Policy (Local Planning Policy 2.2: Unhosted Short-Term Rental Accommodation) to guide the establishment and operation of short-term accommodation. Compared to the current policy, the scope has reduced and focuses mainly on the requirements for Unhosted STRA that seek to operate for more than 90 days in a twelve-month period.

Local Planning Policy 2.2: Unhosted Short-Term Rental Accommodation was adopted by the City of Nedlands at the Ordinary Council Meeting on 19 November 2025. As





Scheme Amendment No.19 has not yet been approved, the policy is not yet in force as it relates to land uses that are not yet included in the City's LPS 3. Nevertheless, the LPP is seriously entertained. The proposal has been assessed against the provisions in the newly adopted Local Planning 2.2 Unhosted Short-Term Rental Accommodation below:

<b>Table 3. LPP 2.2 - Management Plan Assessment</b>		
<b>LPP 2.2 – Unhosted STRA Provision</b>	<b>Proposal</b>	<b>Assessment</b>
5.2.1 Unhosted STRA should have a maximum occupancy of no more than two persons per bedroom.	The number of bedrooms available is two. The maximum number of guests that can be accommodated is four.	Acceptable – it is recommended that this will form part of the approval stipulated as condition 2 of the development approval.
5.3.1 In zones where the Residential Design Codes applies, on-site car parking should be provided in accordance with standards for the relevant density coding.	Parking for three vehicles is provided within the site (two in the double garage and one in a tandem configuration in front of the garage). LPP 4.1 Parking requires the development provide the same number of bays as required by the R-Codes. As a dwelling with two bedrooms, two car parking spaces are required. The development provides a minimum of two bays.	Acceptable
5.4.1 Development approval for Unhosted STRA may be granted for an initial period of 12-months only. This may be considered where the suitability of the Unhosted STRA land use to its setting is dependent upon the effectiveness of proposed management arrangements.	The City will grant temporary development approval for short-term accommodation uses for an initial 12-month period. A subsequent development approval will be required to be submitted for the renewal of the approval for the short-term accommodation which may then be on a permanent basis. Condition 1 is recommended to this effect.	Acceptable subject to a condition of development approval.
5.6.1 Development applications for Unhosted STRA shall be	See Table 2 above.	Acceptable subject to conditions of approval.



accompanied by a		
Management Plan.		

## Consultation

A Holiday House is an 'A' Use in a Residential zone, meaning that the use is not permitted unless the local government has exercised its discretion by granting development approval after giving notice in accordance with clause 64 of the Deemed Provisions.

The application was advertised for a period of 14 days from 6 August 2025 to 21 August 2025. Letters inviting comment were sent to 88 owners and occupiers of property within a 100m radius of the site. At the close of the advertising period, two objections were received.

The following is a summary of the concerns/comments raised and the Administration's response in relation to each issue:

Table 4. Public Consultation	
Issue Raised	Officer Comment
Short-term accommodation undermines the ability to build and maintain strong, lasting relationships among neighbours.	The planning framework primarily regulates land use and amenity impacts and has limited capacity to control the personal relationships of occupants and neighbours. Notwithstanding, the development is not anticipated to contribute to social discord as the proposal is low-intensity (maximum four guests) and maintains an occupancy level comparable to many standard households. Further, the minimum seven-night stay requirement discourages rapid guest turnover, allowing a degree of neighbourhood familiarity and reducing concerns associated with constant arrival/departure activity.
The short-term accommodation use will result in amenity impacts related to noise, illegal parking, littering and general antisocial behaviour	<p>The nature of the short-term accommodation use will mitigate the negative amenity impacts raised for the following reasons:</p> <ul style="list-style-type: none"><li>• Occupancy is capped at four guests, which is lower than the occupancy potential of many single houses.</li><li>• Minimum seven-night stays reduce the likelihood of high-turnover tourism behaviour often associated with parties or large gatherings.</li><li>• The existing double garage fully accommodates on-site parking, ensuring that guests are not reliant on verge or street parking.</li><li>• A management plan is required and enforceable.</li></ul>



Short term accommodation guests may be unfamiliar with the area and pose traffic risks to pedestrians and children.	The property is accessed via existing residential streets that are designed to, and currently do, safely accommodate resident, visitor and service traffic. The low intensity of stays (maximum four guests) means that traffic generation is minimal, consistent with the typical traffic patterns of an ordinary household.
The short-term accommodation should be limited to prevent overnight or weekend use and have a stipulated minimum to discourage large social gatherings.	The proposal already incorporates a minimum stay requirement for seven nights.
The WA Police Force should be consulted for any guidance or recommendations	Consultation with WA Police is not a statutory requirement for short-term accommodation proposals and development is assessed against the relevant parts of the Planning framework. The WA Police Force will only typically become involved where a land use presents demonstrable crime or security concerns, none of which are identified or anticipated.

## Strategic Implications

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

### Vision: Sustainable and responsible for a bright future

#### Place

6. Sustainable population growth with responsible urban planning.

## Budget/Financial Implications

Nil

## Legislative and Policy Implications

Council is requested to make a decision in accordance with clause 68(2) of the [Deemed Provisions](#). Council may determine to approve the development without conditions (cl.68(2)(a)), approve with development with conditions (cl.68(2)(b)), or refuse the development (cl.68(2)(c)).

## Decision Implications





If Council resolves to approve the proposal, the short-term accommodation use can commence.

In the event of a refusal, the applicant will have a right of review to the State Administrative Tribunal. The Tribunal will have regard to the City's Short-Term Accommodation Local Planning Policy. Similarly, should an applicant be aggrieved by one or more conditions of approval, this can be reviewed by the Tribunal.

## **Conclusion**

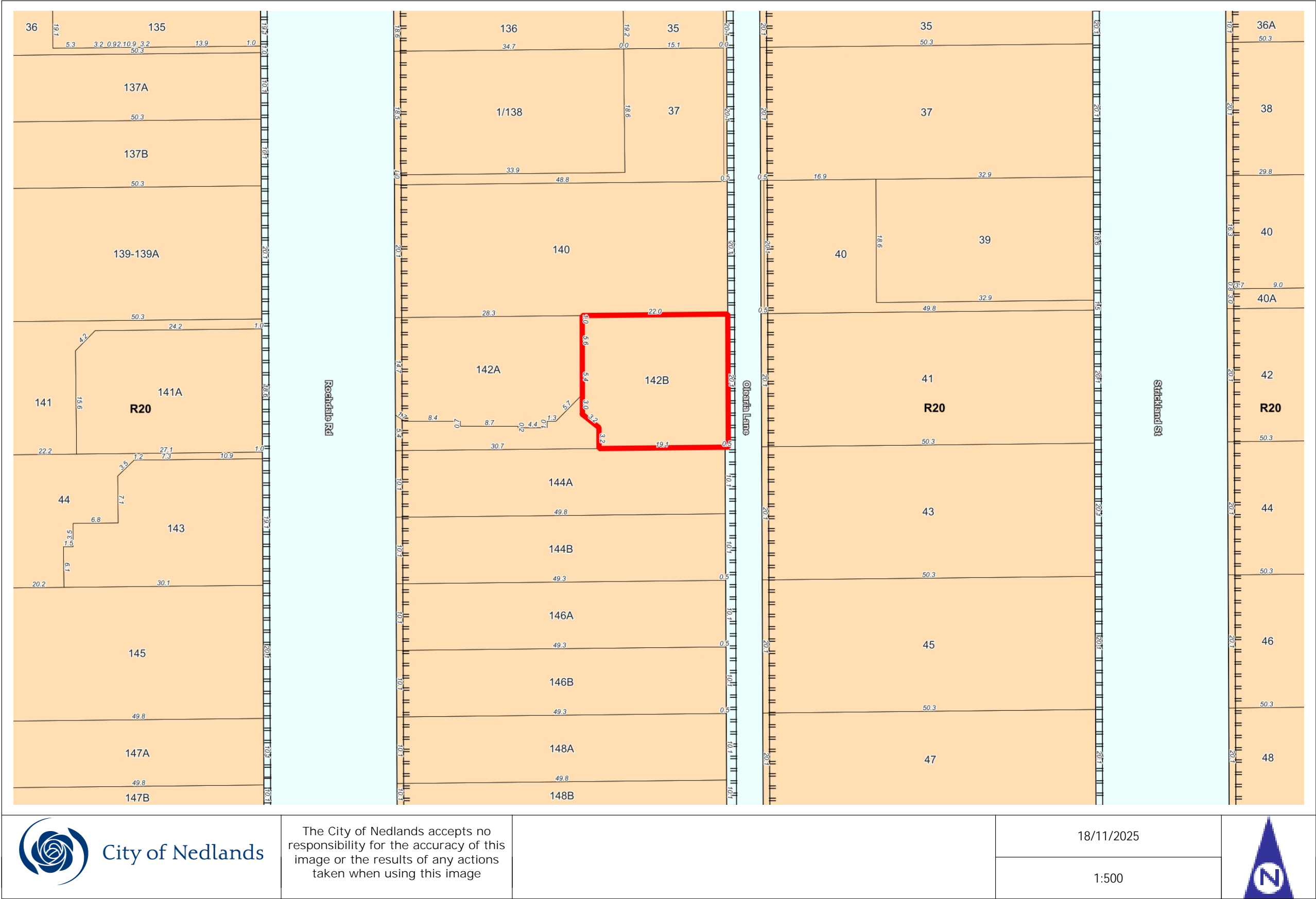
The application for the addition of a 'Holiday House' use to the existing Single House at 142B Rochdale Road, Mount Claremont has been presented for Council consideration due to objections being received. The proposal is considered to meet the development provisions of the City's local planning framework and, as such, is unlikely to have significant adverse impact on the local amenity of the area.

Accordingly, it is recommended that the application be approved by Council, subject to conditions of Administration's recommendation.

## **Further Information**

Nil

				
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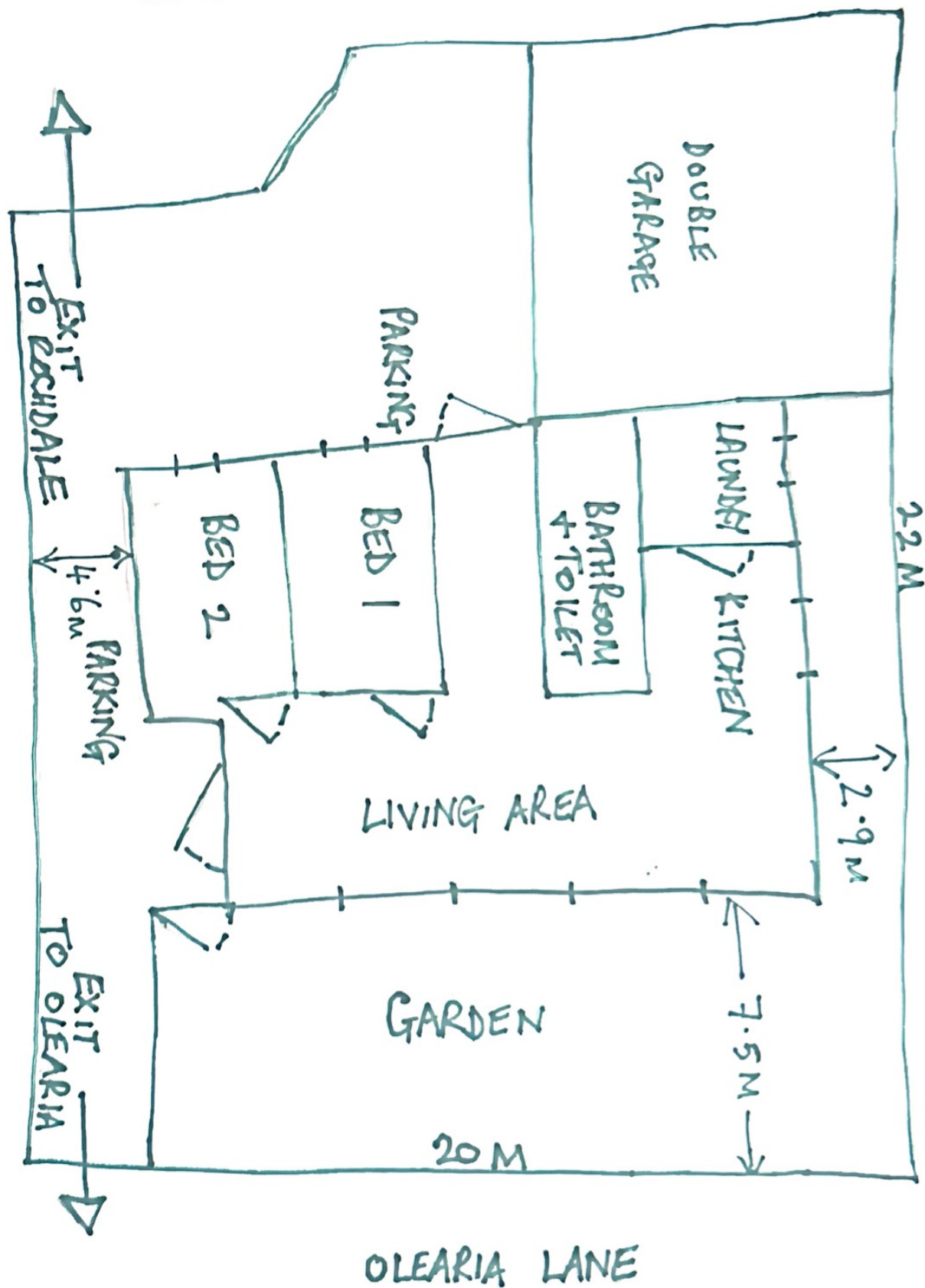
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1428 ROCUDALE ROAD  
 BLOCK 433 M<sup>2</sup>  
 UNIT 111 M<sup>2</sup>



2 Jameson Street  
Swanbourne WA 6010

Planning Department  
City of Nedlands  
71 Stirling Highway  
Nedlands WA 6009

13 March 2025

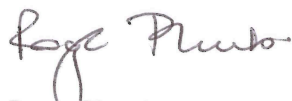
Dear Sir/Madam

**Application for change of use 142B Rochdale Road, Mount Claremont, WA 6010**

I am asking for approval to be able to use the above property for short term accommodation purposes in addition to current residential purposes. My intention is to move into the property in the next 12 months when we commence development of 2 Jameson Street, and we need flexibility in the moving date so do not want to commit to a long term rental agreement. Furthermore there is significant demand for short term accommodation so we are meeting a need in the market.

I have read and I believe I comply with the City of Nedlands local planning policy on short term accommodation. I have a minimum rental period of a week to avoid the property being rented for parties, and to date the short term tenants have not caused any issues with our neighbours. I have clearly stated house rules on the Airbnb booking site and I regularly attend the property to do minor maintenance and check that there are no issues. If you need any further information please do not hesitate to contact me.

Best regards



Roger Plumb  
0439448851  
Roger.plumb@westnet.com.au

**Appendix - Management Plan for 142B Rochdale Road Mount Claremont**

**1.0 Introduction**

*142B Rochdale Road to be offered as short term rental accommodation for up to 4 people*

**2.0 Check In**

*After 3pm on day of arrival*

**3.0 Check out**

*Before 10am on day of departure*

**4.0 Complaints Management**

*Complaints to come directly to myself via phone or email. Mobile number 0439448851. Email roger.plumb@westnet.com.au*

**5.0 Use of Premises**

*Maximum of 4 guests in 2 bedrooms. Minimum booking of 7 nights*

**6.0 On-Site Register**

*This is managed online via AirBnB*

**7.0 Maintenance**

*I am responsible for maintenance of buildings and gardens and guests have my mobile number. I ask guests to water gardens and indoor plants.*

**8.0 Guest Guide**

*All information for guests is online on the AirBnB website*

**9.0 Managers Guide**

*AirBnB provide a process for managing liaison with guests and managing bookings. Keyninja have a system that links with AirBnb to schedule cleaning, and they handle changing of linen and resupply of consumables. I handle building and garden maintenance on an ad-hoc basis*

**10.0 Code of Conduct for Guests and Visitors**

*Code of conduct for guests covered in House Rules document on AirBnB website  
Breaches of conduct will be dealt with by myself in conjunction with AirbnB if required*



**142B Rochdale Road Use Information**

- (a) Management plan  
See appendix to this document
- (b) Description of proposed business  
Short term rental accommodation
- (c) Hours of operation  
24/7
- (d) Floor area per use  
Entire house available for guests
- (e) Number of employees  
N/A
- (f) Onsite parking provision  
3 dedicated off street parking spaces on property
- (g) Toilet facilities  
Bathroom and shower in house
- (h) Internal fit out detail  
N/A
- (i) Structural changes  
N/A
- (j) Signage details  
N/A
- (k) Shop front treatments  
N/A
- (l) Deliveries/visitation rate per week/day  
N/A
- (m) Other relevant information  
None
- (n) Car parking availability  
See (f) above
- (o) Maximum number of customers/visitors at any one time  
N/A

### 142B Rochdale Road - Code of Conduct

1. Check-in after 3:00 pm
2. 4 guests maximum
3. No pets
4. No parties
5. No Smoking
6. **CLEANING & YOUR SECURITY BOND:** We pride ourselves on having a lovely clean property for you to enjoy. All we ask is that in return, please leave our apartment in a clean and tidy condition with all dishes washed and returned to their correct places. We don't ask for a complete professional clean, just a respectful level of cleanliness. An extra cleaning charge will be deducted from your bond if the property is left in an overly dirty or untidy state, or if ovens or cook tops are left in a dirty and grimy state, or linen or towels are badly stained (fake tan, makeup and hair dye being the worst culprits). We will endeavour to provide photographic evidence in such cases. No security bond will be withheld unless we have entered into, or attempted to enter into discussions with you first. The bond will only be withheld in cases of damage, theft or extra cleaning if required.
7. **COOKING:** Please no cooking of strong smelling foods such as curries or seafood in the houses. It is very difficult to remove these strong food odours and we like to keep our houses smelling nice and fresh for following guests.
8. **NOISE:** Sorry but we have a strict no party policy. Large or noisy gatherings will not be tolerated in our peaceful residential neighbourhoods. **RUBBISH:** Please place all household rubbish in bin bags (kept in the kitchen) and place in the council bins provided - the small green is for general rubbish, yellow top bin for recycling and large green top bin for green waste. Try to recycle where possible. Please place all your rubbish in the bins prior to leaving. Please put the bins on the verge of Rochdale Road on Sunday evening for collection by the council - general rubbish gets collected every week, recycling and green waste alternative weeks
9. **PARKING:** Please ensure you park outside the front door or alongside the house to allow clear access for our neighbours

**Schedule of Submissions**  
**28 Mountjoy Road, Nedlands**



City of Nedlands  
 nedlands.wa.gov.au

No.	Submission
1	<p>We have several concerns regarding the impact this type of accommodation would have on our community</p> <ol style="list-style-type: none"> <li>1. <b>Erosion of Community Relationships</b>                      Short-term accommodation undermines the ability to build and maintain strong, lasting relationships among neighbours. The transient nature of guests prevents the development of trust and mutual support that is vital to a cohesive and safe community.</li> <li>2. <b>Increased Risk of Anti-Social Behaviour</b>                      Temporary visitors may not adhere to the established norms of our residential area. We are particularly concerned about                     <ul style="list-style-type: none"> <li>• Excessive noise and disturbances</li> <li>• Illegal or inconsiderate parking</li> <li>• Poor waste management and littering</li> </ul> </li> <li>3. <b>Child Safety Concerns</b>                      Olearia Lane is home to many families with young children who regularly play and move between driveways and the lane. Temporary visitors may lack the situational awareness and familiarity with local traffic patterns, increasing the risk of accidents. The safety of our children is paramount, and we believe this proposal compromises that.</li> </ol> <p>For these reasons, we respectfully request that the application for short-term accommodation be declined in order to preserve the safety, stability, and character of our neighbourhood.</p>
2	<p>I do object to having an Air B n B directly adjacent to my property due to concerns around duration of short term tenants, noise and security concerns as well as the possibility of the property being used for inappropriate business purposes other than just accommodation.</p>



**Schedule of Submissions**  
**28 Mountjoy Road, Nedlands**



City of Nedlands  
 nedlands.wa.gov.au

Air B and B short term rentals have a track record around the world of providing convenience to their users with known detrimental impacts to local communities through lack of available long term rental real estate resulting in fewer demographics being able to afford to live in a community driven by resultant higher prices.

Regardless of the above objection statement, if Council has no firm guidelines to prevent approval and is of the opinion that Air B n B accommodation is good for the community then I would ask that consideration to the following be considered:

- limit extremely short-term use to prevent overnight / weekend rentals as these attract clients with little regard to neighbours or community ie rent for parties etc .  
 (This has already happened at the property under consideration so please take this request seriously)
- stipulate a minimum duration in ruling IE - No stays shorter than xx days / Minimum of 10 days rental restriction as an example. This likely also provides a measure of reassurance to the owner as a benefit.
- Get feedback from the local police on what (if any) security issues they see from Air B n Bs and contingencies or stipulations they may recommend to be considered under the application.



## 15.6 Consideration of Local Planning Policy 3.1: Landscaping Plans

<b>Report Number</b>	<b>PD57.12.25</b>
<b>Applicant</b>	City of Nedlands
<b>Disclosure of Interest</b>	Nil
<b>Voting Requirements</b>	Simple Majority
<b>Authority/Discretion</b>	Legislative
<b>Contributing Officer</b>	Casey Hill - Coordinator Strategic Planning
<b>Responsible Officer</b>	Sergio Famiano – Manager Urban Planning and Development
<b>Director</b>	Bruce Thompson - Director Planning and Development
<b>Attachments</b>	1. Adoption of Local Planning Policy 3.1 Tree and Landscaping [15.6.1]

### Purpose

The purpose of this report is for Council to consider the draft Local Planning Policy 3.1 – Landscaping Plans (the Policy), refer to Attachment 1 for adoption.

### Officer Recommendation

That Council:

1. **ADOPTS** the amended draft Local Planning Policy 3.1: Landscaping Plans (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, **INSTRUCTS** the CEO to publish a notice of its decision to adopt the amended Local Planning Policy 3.1: Landscaping Plans, in accordance with Clause 87 of the Regulations.

### Background

At its meeting held on Tuesday, 25 March 2025, following a Notice of Motion (Item 19.3), Council resolved to review the City's street tree and verge policies. Specifically, this involved the review of Local Planning Policy 3.1: Landscaping Plans as well as the City's Street Tree Technical Policy. Due to an increase in development activities associated with higher density development, both the Planning and Development and Technical Services business unit were tasked with updating both these policies to improve street tree longevity.

At its meeting held on Wednesday 20 August 2025 (Item 16.2), Council resolved the following:

*That Council:*



1. *ENDORSES the amended Local Planning Policy 3.1: Landscaping Plans for the purpose of public consultation in accordance with Clause 4 of the Deemed Provisions of Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015.*
2. *NOTES that the advertising period for the proposed amendments to Local Planning Policy 3.1: Landscaping Plans will be for a minimum of 42 days.*

In conjunction with the above resolution the policy has been formally advertised in accordance with the City's Local Planning Policy 7.3: Public Consultation for a period of 42 days.

## Discussion

The proposed amendments to Local Planning Policy 3.1: Landscaping Plans (the policy) were publicly advertised in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 (the regulations). The consultation period yielded one submission, which expressed support for the proposed changes. This submission as well as details on the consultation period is discussed further in subsequent sections of the report.

In consideration of the limited response, and the supportive nature of the sole submission, officers consider that the advertised policy appropriately reflects the intent of Council's Notice of Motion regarding enhanced street tree protection and improved landscaping outcomes. The absence of any substantive concerns or suggested amendments indicates general community alignment with the proposed policy direction.

As outlined in the previous report to Council, the amendments to the policy were developed through collaboration between the Planning and Development and Technical Services Business Units. Given the regulations limited scope over works within the verge area the implementation of a technical policy, in conjunction with the planning policy, was required to holistically address the issue. This has ensured that the overall assessment framework for street trees within the City are technically robust and operationally feasible.

The policy introduces several key improvements, including:

- Minimum street tree setbacks based on tree size to protect root zones;
- Enhanced landscaping requirements for non-residential developments, with a focus on long-term canopy outcomes;
- Incentives for sustainable design features such as permeable paving and bioswales;
- Clarified exemptions for minor development; and
- Administrative updates to improve clarity, consistency, and alignment with current legislation.

The policy is recommended for adoption predominantly in its advertised form. Minor changes are proposed to the following sections:





- Application of the Policy: Clause 2.1 – ‘*All land zoned*’ has been amended to ‘*all land administered*’ to ensure the policy does not exclude its application to reserves within the City; and
- Street Trees: Clause 5.1 – ‘*In some circumstances this may require a structural cell to be installed at the discretion of the Technical Services Business Unit*’ has been added. This has been applied to notify applicants early within the process of the potential mechanism that may be applied during the construction phase in accordance with the City’s Street Tree Policy.

Once adopted, the updated policy will provide a more contemporary and effective framework for assessing both development impact on City owned street trees as well as private landscaping submitted in conjunction with development applications.

Given the extent of changes proposed it is recommended that the policy be renamed from Local Planning Policy 3.1: Landscaping Plans to Local Planning Policy 3.1: Trees and Landscaping. This name change will better reflect the nature of the policy which has been significantly expanded on in comparison to its original intent.

## Consultation

Community consultation was undertaken for a period of 42 days from 29 August to 10 October 2025. The City received one (1) submission in support of the advertised policy, refer to Table 1. The submission requested a minor change to the wording of *Section 2 – Application of the Policy* to make clearer that it applies to all land administered by the City as an interpretation of the original statement may unintentionally omit City reserves. This minor change has been made in the updated policy presented for adoption as per **Attachment 1** and does not change the intent of the original provision.

Public Consultation		
Submission Comments	Officer Comments	Recommendation
<b>Section 2.1 says “The policy applies to all land that is zoned by the City of Nedlands LPS3”.</b>  <b>Submitter would like to see this changed to “The policy applies to all land within the City of Nedlands LPS3”.</b>  <b>This broad approach may encourage tree protection and landscape provision on land not under the control of the City of Nedlands, and on which there may not be landscaping provisions</b>	The change in wording reinforces that the policy applies to all land that is administered by the City of Nedlands Local Planning Scheme No. 3. This also ensures that reserves are not accidentally omitted through the wording in the provision.  The minor nature of the change does not change the overall intent of the provision and does not require a track changed version of the policy to be included as part of this report as this is the only change.	The wording in the policy will be changed from ‘ <b>all land zoned</b> ’ to ‘ <b>all land administered by</b> ’ City of Nedlands Local Planning Scheme No. 3.



## 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**

#### **Planet**

4. Healthy and sustainable ecosystems.

## Budget/Financial Implications

The costs associated with modifying Local Planning Policy: 3.1 Landscaping Plans are contained within the Urban Planning Unit budget.

## Legislative and Policy Implications

Clause 3(1) of the Deemed Provisions of Schedule 2 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. Council is to consider the following:

- a) Proceed with the Policy; or
- b) Not proceed with the Policy.

## Decision Implications

If Council resolves to adopt the Policy without modification, it will 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 amended following the Council resolution in March 2025, in response to concerns regarding the declining health of City street trees located in close proximity to developments. Officers identified this as an opportune time to incorporate a review into Local Planning Policy 3.1: Landscaping Plans, which was due for revision.

The revised policy strengthens the City's ability to protect street trees while introducing contemporary best-practice measures for landscaping associated with non-residential developments. The policy has been prepared to complement the City's Street Tree



Policy with amendments to this technical policy currently being drafted by Technical Services.

Community consultation of the draft policy resulted in one submission in support. The absence of objections has seen the policy remain largely unchanged from its initial draft. Given the extent of changes proposed it is recommended that the policy be renamed from Local Planning Policy 3.1: Landscaping Plans to Local Planning Policy 3.1: Trees and Landscaping.

It is recommended that Council adopts the amended Local Planning Policy per the Officers recommendation.

### **Further Information**

Nil





LPP 3.1: Trees and Landscaping

LOCAL PLANNING POLICY 3.1: Trees and Landscaping

CONTENTS
1. PURPOSE
2. APPLICATION OF POLICY
3. RELATIONSHIP TO OTHER POLICIES, GUIDELINES AND LEGISLATION
4. POLICY OBJECTIVES
5. STREET TREES
6. NON-RESIDENTIAL DEVELOPMENT LANDSCAPING
7. LANDSCAPING PLAN REQUIREMENTS
8. DEFINITIONS



<b>PURPOSE</b>
<b>1.1</b> <i>To ensure environmentally sustainable landscaping is integrated within all developments and street trees are protected and maintained.</i>
<b>APPLICATION OF POLICY</b>
<b>2.1</b> <i>This policy applies to all land administered by the City of Nedlands Local Planning Scheme No 3 (LPS3).</i>
<b>RELATIONSHIP TO OTHER POLICIES AND LEGISLATION</b>
<b>3.1</b> <i>This policy has been prepared in accordance with Clause 4 of the Deemed Provisions for local planning schemes.</i>
<b>3.2</b> <i>This Policy should be read in conjunction with the following planning instruments and its requirements apply unless specifically stipulated elsewhere in any of the below:</i> <ul style="list-style-type: none"> <li>• <i>Planning and Development Act 2005;</i></li> <li>• <i>Planning and Development (Local Planning Schemes) Regulations 2015;</i></li> <li>• <i>City of Nedlands Local Planning Scheme No. 3;</i></li> <li>• <i>State Planning Policy 7.3 – Residential Design Codes (R-Codes);</i></li> <li>• <i>City of Nedlands Local Planning Policy 3.3 Tree Retention;</i></li> <li>• <i>City of Nedlands Local Planning Policy 3.4 Tree Retention R25 - R80; and</i></li> <li>• <i>City of Nedlands Street Tree Policy.</i></li> </ul> <p><i>Note: This policy refers to provisions within Part B and Part C of the R-Codes. The reader will need to check the density code of the subject property to ensure they are reading the correct Part of the R-Codes alongside this policy.</i></p>
<b>3.3</b> <i>Where this Policy is inconsistent with the provisions of a specific State Planning Policy, Local Planning Policy, Local Development Plan, Structure Plan, or Design Guideline that applies to the site area, the provisions of that specific State Planning Policy, Local Planning Policy, Local Development Plan, Structure Plan or Design Guideline shall prevail.</i>
<b>POLICY OBJECTIVES</b>
<b>4.1</b> <i>To minimise the impact development may have on City owned trees;</i>
<b>4.2</b> <i>To provide optimal growing conditions that enables trees and landscaping to reach maturity;</i>
<b>4.3</b> <i>To encourage waterwise landscaping through appropriate species selection, reduced water demand, and improved stormwater utilisation;</i>
<b>4.4</b> <i>To promote environmentally sustainable landscaping that will provide shade, amenity,</i>



*native habitats in built up areas and reduce the Heat Island Effect.*

**4.5** *To promote environmentally conscious parking solutions designs that result in adequate long-term shade coverage to carparking areas; and*

**4.6** *To encourage the retention of trees and vegetation of environmental, aesthetic and cultural significance through integration as part of a landscape design.*

#### **STREET TREES**

**5.1** *Street and reserve trees are to be retained and protected, in accordance with the City's Street Tree Policy, to preserve the amenity of streetscapes and neighbourhoods. In some circumstances this may require a structural cell to be installed at the discretion of the Technical Services Business Unit.*

**5.2** *A minimum setback of a street tree to a proposed crossover/driveway is required. The setback distance is in relation to the Diameter at Breast Height (DBH) of the street tree:*

- *DBH up to 400mm requires a minimum setback of two metres;*
- *DBH of 401mm to 600mm requires a minimum setback of three metres; or*
- *DBH of 601mm and above will require determination on a case-by-case basis, with a minimum setback of four metres.*

*Any variation to the DBH setback requirement will require a site inspection to be conducted by qualified arborist to confirm whether the reduced setback will impact on the survival of the street tree.*

**5.3** *The removal of a street tree will only be considered if:*

- *No design alternative exists for the proposal to gain vehicle access; or*
- *The street tree is deemed by the City, or via an arborist report, to not be suitable for retention due to health, species, safety and/or other sub-optimal reasons; or*
- *It is not listed on the City's Significant Tree Register.*

*Should removal of a street tree be considered necessary, a condition of development approval may be applied that imposes a cost associated with the street trees Helliwell Value and replacement cost of new advanced tree(s) at a minimum size of 100L to the satisfaction of the City.*

**5.4** *Notwithstanding cl. 5.3, pre-existing crossover/driveway with a reduced setback are applicable for replacement should they represent a like-for-like replacement.*

**5.5** *In accordance with the City's Street Tree Policy a bank guarantee, based on the value of the street tree using the Helliwell method is to be provided prior to the submission of a demolition and building permit should there be street trees adjoining the subject site. This bond will be returned upon completion of the development should an arborist report be submitted for the adjoining street tree(s) demonstrating sufficient health. Any concerns over*





**a trees health prior to permit will require an arborist report demonstrating its compromised health. Additional costs may be recovered from the bond for Arboricultural reports, tree watering, erecting of tree recovery fencing, any other ongoing maintenance requirements as determined by the City. Applicants and Developers are required to water street trees during demolition and construction to ensure tree health does not deteriorate.**

#### NON-RESIDENTIAL DEVELOPMENT LANDSCAPING

**6.1 Where a parking area is proposed, landscaping is to be provided in accordance with Table 1.**

**Table 1: Tree Requirements**

Tree Specifications					
<u>Size</u>	<u>Deep Soil</u>	<u>Min Dimension of Deep Soil Area</u>	<u>Min Height at Maturity</u>	<u>Min Canopy Diameter at Maturity</u>	<u>Predicted Overall Canopy of Uncovered Parking Required</u>
<b>Medium (30L Pot Size Min)</b>	<b>9m<sup>2</sup></b>	<b>3m *2m</b>	<b>8m</b>	<b>16m<sup>2</sup></b>	<b>40%</b>
<b>Large (75L Pot Size Min)</b>	<b>18m<sup>2</sup></b>	<b>5m *3m</b>	<b>12m</b>	<b>36m<sup>2</sup></b>	

**\* Refer to cl. 6.2**

**\*\* Note all calculations are to be rounded up to the nearest whole number.**

**6.2 The minimum dimension of the deep soil can be reduced subject to the inclusion of permeable surfacing, bioswales and/or alternative sustainable measures to the satisfaction of the City. Where a concession is applied for using permeable surfacing, it is required to extend over the minimum deep soil area in Table 1.**

**6.3 A reduction of carparking bays will be considered if sustainable measures are integrated into the parking design to the satisfaction of the City.**

**6.4 The retention of mature trees is encouraged and applies to Table 1 above. If the mature tree canopy exceeds the predicted cover as listed in Table 1 this will instead be used in the overall calculations.**

**6.5 Where the required canopy targets cannot be provided due to site restrictions planting on structure with an area equivalent to two times the shortfall may be considered. Planting on structure requires expert technical advice for design and specifications of the planting elements and systems. If extensive planting on structure is proposed the use of an alternative water source, such as rainwater or recycled greywater should be considered.**

**6.6 Where car parking bays are not located within the street setback area, at least one tree for every 10m across a lot's street frontage is to be provided.**

**6.7 Where Non-Residential development abuts residential properties a landscape buffer of 2m is to be provided.**

**6.7 Vegetation setback an adequate distance from driveways, crossovers, footpaths and truncations so as not to obstruct driver and/or pedestrian sightlines when they reach full**



**maturity.**

#### **LANDSCAPING PLAN REQUIREMENTS**

**7.1 A landscaping plan is required to be submitted for the following development applications:**

- **All Non-Residential works;**
- **Four or more Grouped Dwelling's; and**
- **Multiple Dwelling's.**

**7.2 Notwithstanding cl. 7.1, a landscaping plan is not required should the proposed works be considered minor development.**

**7.3 Landscaping plans are to address the following matters:**

- **Illustrate a diverse range of shrubs and ground cover is required that suits the climate, environment, location and required function, which also takes into consideration surrounding landscapes. The species and quantity of undergrowth vegetation is to be done to the satisfaction of the City.**
- **A suitable number of shrubs and/or ground covers, considering their expected growth patterns, to fully occupy designated landscaping spaces.**
- **Water-efficient designs, incorporating irrigation and reticulation systems optimised for minimal water use. Where possible developments are encouraged to use greywater, native species, hydrozoning and mulching and annotated on the landscaping plan accordingly.**
- **Landscaping to a maximum height of 600mm (refer Nature Strip Improvement Guidelines) where located within vehicle and pedestrian sight lines.**
- **Lawn/turf is to be minimised in landscaped areas, unless it is for a particular purpose.**

**7.4 Landscaping plans are required to be drawn to either a 1:100 or 1:200 scale and include the following details as a minimum:**

- **The location of existing vegetation and whether to be retained or removed or replaced;**
- **The species, location, pot sizes and quantity of the plants proposed;**
- **The location of the proposed and existing site structures;**
- **The verge area including any crossovers, pedestrian footpaths and verge treatment.**
- **The scale to which the plan was drawn and contours (existing and proposed levels); and**
- **Road name(s) and the north point.**



DEFINITIONS	
<b>8.1 For this policy, the following definitions apply:</b>	
Definition	Meaning
<b>Arborist report</b>	<i>A report which is prepared by a suitably qualified and experienced arboriculturist with a minimum qualification of Diploma of Horticulture (Arboriculture) Australian Qualification Framework (AQF 5) or equivalent, and with demonstrated experience in high level tree assessment and diagnosis. A tree lopper that has not obtained these qualifications is not considered to meet the definition.</i>
<b>Helliwell Value</b>	<i>A method for assigning a monetary value to trees and woodlands based on factors such as size, life expectancy, and contribution to their surroundings.</i>
<b>Like-for-like</b>	<i>Replacement of structures including driveway/ crossovers with identical elements that are of the same shape and size usually used to repair or replace damaged/worn surfaces.</i>
<b>Minor Development</b>	<i>A development application that:</i> <ul style="list-style-type: none"> <li><i>Has an estimated value of \$250,000 or less;</i></li> <li><i>Is not amending existing landscaped areas; and</i></li> <li><i>Is not creating or amending a <u>Parking Area</u>.</i></li> </ul>
<b>Parking Area</b>	<i>Uncovered ground level parking areas inclusive of parking bays, landscaping areas, access legs and manoeuvring areas.</i>
<b>Street Tree</b>	<i>City managed trees located within the verge area.</i>

<b>Council Resolution Number</b>	<b>PDXX.XX.XX</b>
<b>Adoption Date</b>	<b>10 December 2025</b>
<b>Date Reviewed/Modified</b>	<b>XX XX XXXX</b>





## 15.7 Consideration of Local Development Plan at 15 Karella Street, Nedlands (Nedlands Reserve)

<b>Report Number</b>	<b>PD58.12.25</b>
<b>Applicant</b>	CLE Town Planning + Design
<b>Disclosure of Interest</b>	Nil
<b>Voting Requirements</b>	Simple Majority
<b>Authority/Discretion</b>	Quasi-Judicial
<b>Contributing Officer</b>	Dillon Reid – Senior Urban Planner
<b>Responsible Officer</b>	Casey Hill – Acting Manager, Urban Planning and Development
<b>Director</b>	Bruce Thompson - Director Planning and Development
<b>Attachments</b>	<ol style="list-style-type: none"><li>1. Nedlands Reserve LDP No 1 - Location Plan [15.7.1]</li><li>2. LDP No. 1 - 24 November 2025 [15.7.2]</li><li>3. Nedlands Reserve LDP No 1 - Cover Letter [15.7.3]</li><li>4. Local Development Plan No 1 Schedule of Submissions [15.7.4]</li></ol>

### Purpose

The purpose of this report is for Council to determine the proposed Local Development Plan No.1 for Nedlands Reserve Precinct Structure Plan, following consideration of the submissions received during its consultation period.

### Officer Recommendation

That Council **APPROVES** the Local Development Plan No. 1 dated 24 November 2025 for Lot 103 (No. 15) Karella Street, Nedlands, Pursuant to Clause 52(1)(a) of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* provided that:

- a) The Local Development Plan No. 1 dated 24 November 2025 will only become operational on the day that it is approved by the Western Australian Planning Commission; and
- b) Should the Western Australian Planning Commission determine to modify or refuse the Local Development Plan, this approval shall have no effect.

### Background

#### Site Context

The Precinct Structure Plan (PSP) area is comprised of the three lots that make up the street block that is bound by Williams Road (east), Karella Street (south), Smyth Road (west) and Monash Avenue (north), which have a combined area of 7.41ha. Prior to the approval of the PSP and associated scheme amendment, the lots were zoned 'Residential' with no density code and with additional use rights in accordance with Local Planning Scheme No.3 (LPS 3) Clause 19, Table 4 'A3'. The A3 provisions



included land uses of Residential aged care facility, Car park and Medical Centre. In addition, the A3 additional use included built form provisions (maximum 6 storeys or 3 storeys for interface with residential uses) where no structure plan is in place.

The southern land parcel, Lot 103 Karella Street is presently vacant. Lots 101 and 102 Monash Avenue, the two northern lots, were occupied by two residential aged care facilities (Regis Weston and Regis Nedlands) and one retirement village (Centennial Close). These facilities have been partially demolished.

#### Precinct Structure Plan

On 24 February 2025, the Western Australian Planning Commission (WAPC) approved a PSP over the three lots that make up the street block, now referred to as the 'Nedlands Reserve'. Amongst other matters, the Nedlands Reserve PSP details the land use, road layout, primary and secondary frontages, and building heights that pertain to the intended residential and mixed-use development over the subject land.

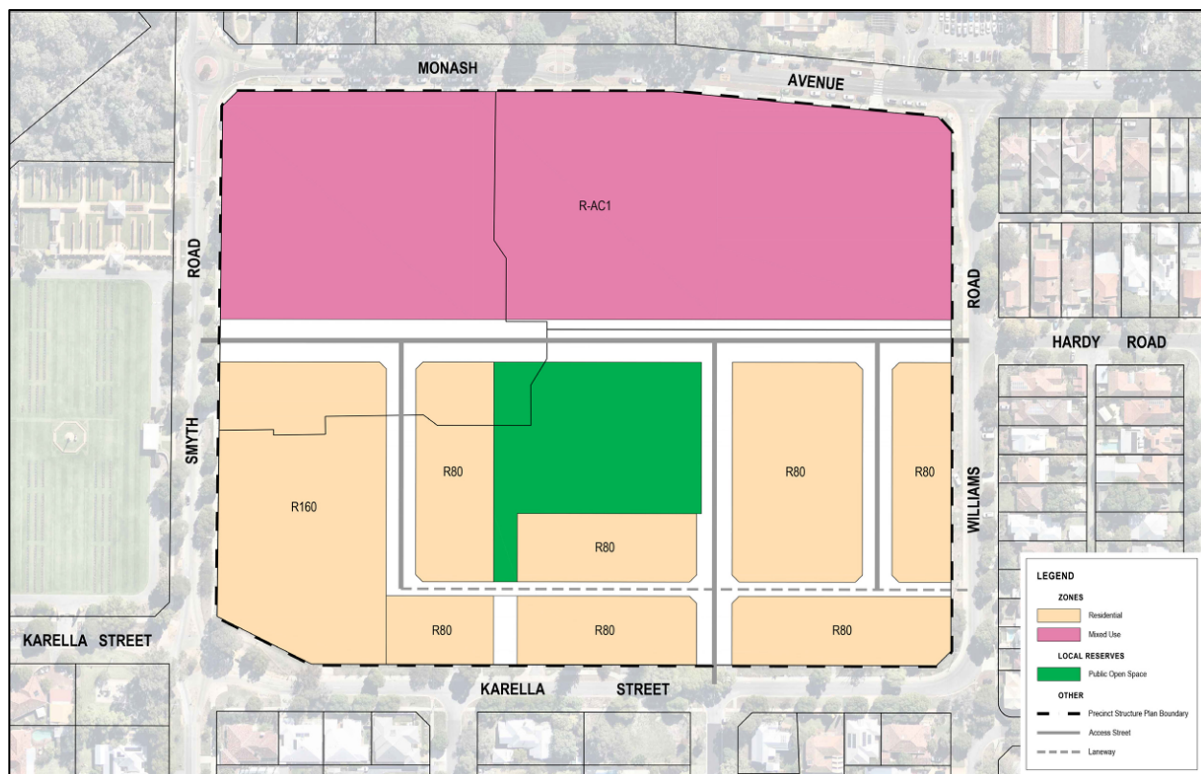


Figure 1 – Nedlands Precinct Structure Plan Zoning Map

The PSP included provisions that control design elements for single houses and grouped dwellings. These provisions relate to matters such as street setback, lot boundary setback and primary garden areas. The development provisions outlined in the PSP can be seen below in Figure 2.



Area or Development Type	R-Codes Control	PSP Requirement		
All single house or grouped dwelling development	Lot boundary setback	Minimum 1.2m for walls other than boundary walls.		
	Boundary walls	Permitted to a maximum length of 80% of the boundary, to both side boundaries.		
	Primary Garden Area	Minimum 20sqm and a minimum dimension 3m, subject to the provision of compliant primary street setbacks, deep soil areas and trees.		
	Solar access for adjoining sites	C3.9.1 - C3.9.3 inclusive of Part C of the R-Codes do not apply.		
	Visual privacy	Minimal direct overlooking of primary living areas, active habitable spaces and outdoor living areas of adjoining dwellings, shall be achieved through: <ul style="list-style-type: none"><li>· Building layout and location;</li><li>· Design of major openings;</li><li>· Landscape screening of outdoor active habitable spaces: and/or</li><li>· Location of screening devices</li></ul>		
PSP area	Building heights	Refer to Plan B.		
Block A2	Plot ratio	1:3.25		
	<b>Street Setbacks by Storey</b>	<b>Primary</b>	<b>Secondary</b>	<b>Rear (Tertiary)</b>
Block B, D, E1, E2	Street setback (ground)	3m	1.5m	2m
	Street setback (first)	2m	1m	2m
	Street setback (second)	3m	1m	3m
Block C1, C2, F, G	Street setback (ground)	3.5m	1.5m	1.5m
	Street setback (first)	2m	1m	1.5m
	Street setback (second)	3.5m	1m	3.5m

Figure 2 – PSP Development Controls

### Scheme Amendment No.15

On 23 November 2023 the City received an application for Scheme Amendment No.15 to LPS 3 to rezone part of Lots 101 and 102 Monash Avenue, Nedlands from 'Residential' to 'Mixed Use', impose the relevant density codes as outlined in the Nedlands Reserve PSP and make related changes to the Additional Use provisions to facilitate the implementation of the PSP.

Scheme Amendment No.15 was considered at the Ordinary Council meeting of 27 February 2024 where Council resolved to initiate the amendment and forward to the WAPC for consent to advertise. Post advertising, the amendment was considered at the Ordinary Council meeting of 29 April 2025 where Council resolved to support the scheme amendment subject to modifications. In August 2025, the Minister for Planning required administrative modifications to the amendment. Scheme Amendment No.15 was approved by the Minister for Planning on 30 September 2025. Notice of the amendment was published in the Government Gazette on 14 October 2025 and enacts the zoning and density changes over the land that can be viewed in Figure 1 above.





### Subdivision

On 22 July 2025, the WAPC conditionally approved one of several subdivision applications relating to the Nedlands Reserve PSP. The subdivision application creates a portion of the new parcels of freehold land upon which the future development is to be undertaken. The relevant subdivision application proposes to create 37 new (freehold) lots in the south-west portion of the site (figure 3 below). The proponent is currently undertaking civil works to clear the relevant conditions of subdivision approval.

The need for the preparation of an LDP arises from subdivision condition No. 8. Condition No. 8 reads as follows:

*“Local Development Plan(s) being prepared and approved for lots shown on the plan dated 17 April 2025 that address the following:*

- a) Building height;*
- b) Street setbacks;*
- c) Plot ratio or open space; and*
- d) Vehicle access locations.”*

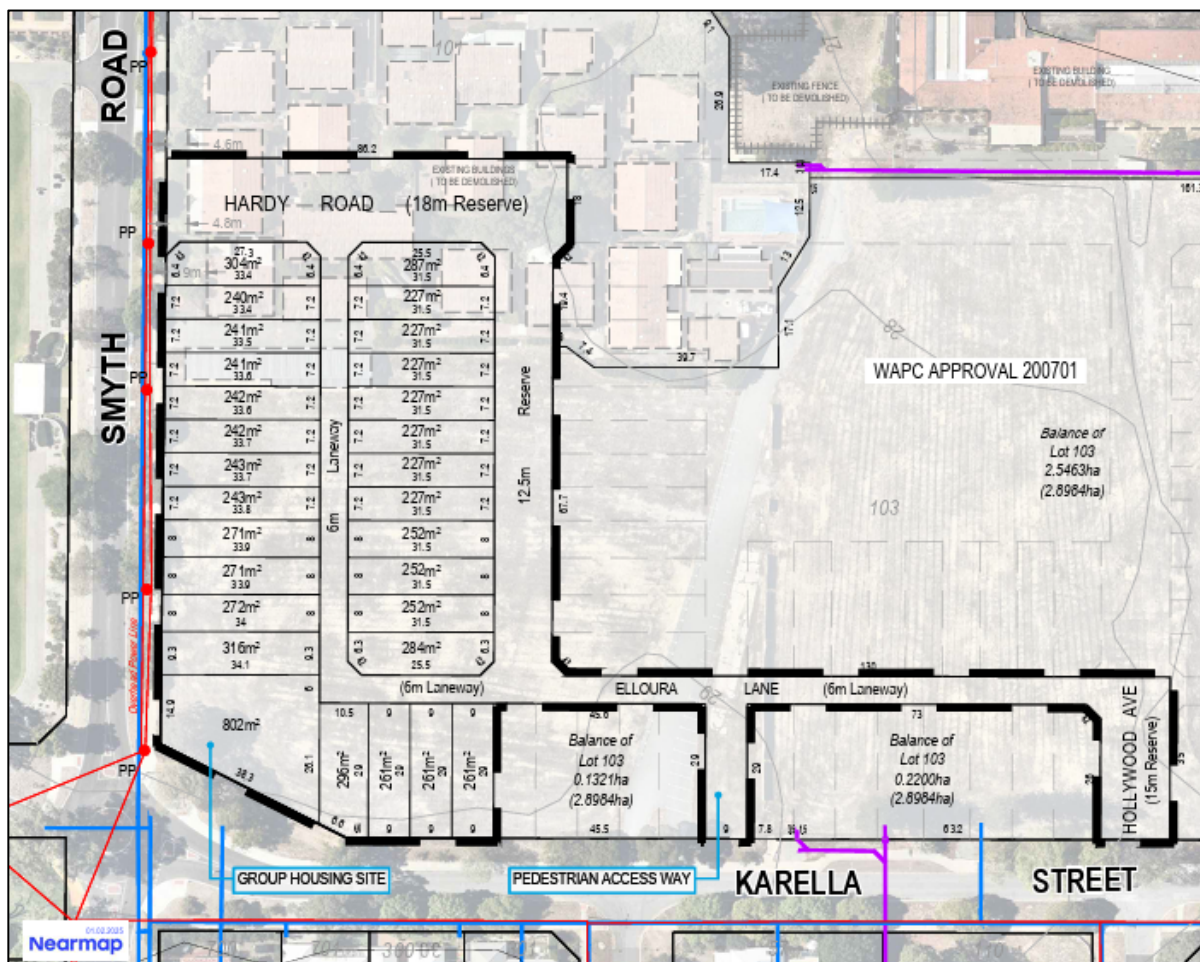


Figure 3 – Subdivision layout of the south-west portion of the PSP area

### Structure Plan Inconsistency

As illustrated within Figure 1 (above), the PSP identifies a residential density coding of R160 over the LDP No. 1 area. The PSP originally outlined that this south-west portion



of the estate was to accommodate multiple dwelling development up to 9 storeys in height, subject to the R160 coding (figure 4 below).

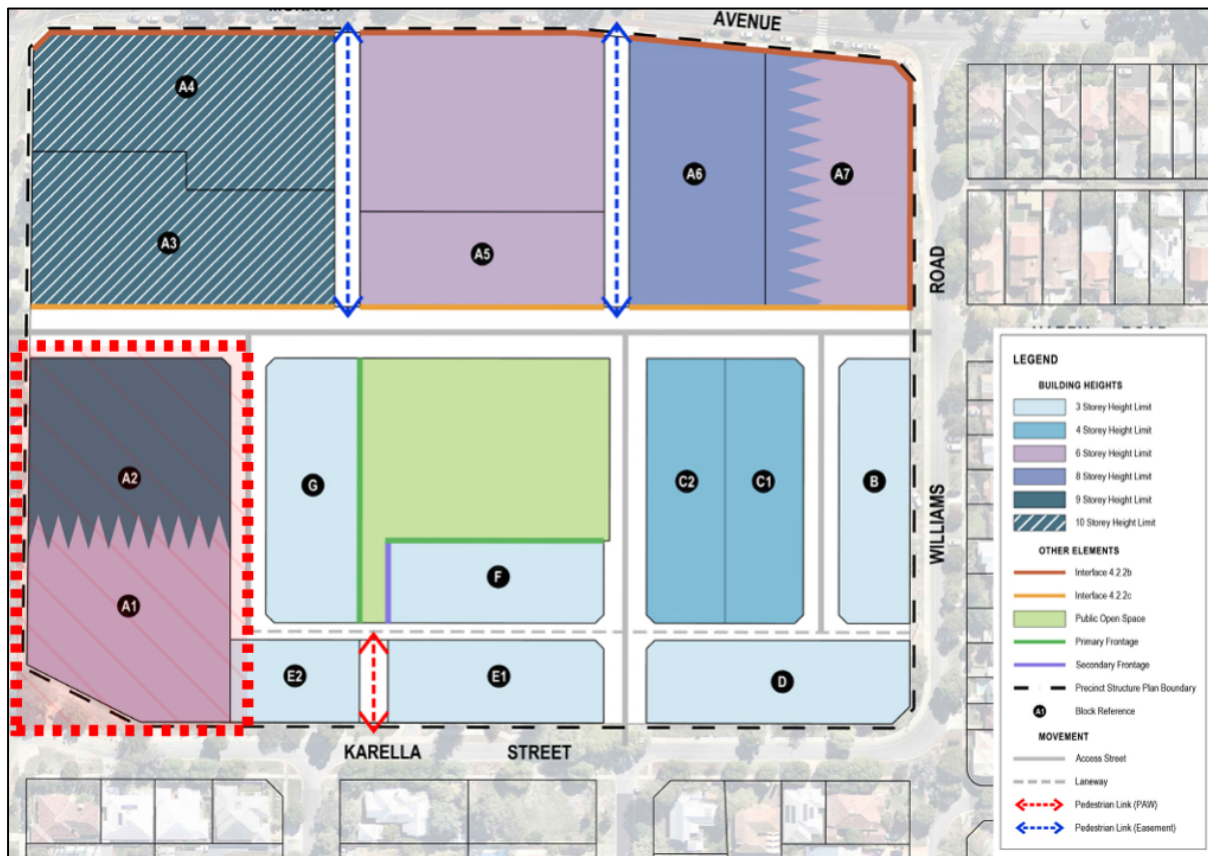


Figure 4 – PSP Built Form Controls. LDP No. 1 Area Outlined in Red

The proponent, however, has chosen to subdivide this section of the PSP into smaller freehold lots to facilitate single house and grouped dwelling development, ranging from two to three storeys in height under an R80 density code. The WAPC ultimately supported the subdivision proposal with a lower density than approved under the PSP. As a result, the subject LDP has been prepared to introduce development controls for these housing types, which were not originally anticipated in this part of the PSP area.

#### WAPC Approval

As per clause 52(1A) of the Deemed Provisions, the local government must not approve an LDP that amends a deemed-to-comply provision of the R-Codes that requires WAPC approval. LDP No. 1 proposes to amend Design Element 1.1 Private Open Space by reducing the primary garden area required. Clause 3.2.4a of the R-Codes Volume 1 identifies Design Element 1.1 Private Open Space as an element that requires WAPC approval.

As a result, it is recommended that any resolution to approve the LDP be subject to the WAPC's eventual approval of the LDP. In the event that the LDP proposed is not approved by the WAPC, the resolution will carry no weight and be voided. In this scenario, the version of the LDP that is approved by the WAPC will be presented to Council again for determination.



## Discussion

An LDP is a planning instrument used to coordinate and assist in achieving built form outcomes by linking lot design to future development. An LDP can facilitate the design and coordination of development upon small or highly constrained lots and can modify development standards contained within local planning schemes and the Residential Design Codes (R-Codes).

The *Planning and Development (Local Planning Schemes) Regulations 2015* requires the Local Government assess a received Local Development Plan to ensure consistency with the objectives of the local planning framework. Local Development Plan No.1 (LDP No.1) pertains to residential development and makes subsequent alterations to the Residential Design Codes Volume 1 (R-Codes). Clause 3.1 of the R-Codes outlines that Local Development Plans, where they alter the deemed-to-comply provisions of the R-Codes, are to be consistent with the objectives of the R-Codes and orderly and proper planning in general.

### Local Development Plan Assessment

The below design elements of the R-Codes are intended to be altered by the proposed LDP No. 1. These proposed alterations have been assessed against the relevant design principles and objectives of the R-Codes below in Table 1.

Table 1. LDP No. 1 Assessment	
Design Element: Private Open Space	
R-Codes Provisions	LDP No. 1 Proposed Provisions
Minimum Primary Garden Area: 40m <sup>2</sup>	Minimum Primary Garden Area: 20m <sup>2</sup>
<b>Assessment: Supported</b> The proposed 20m <sup>2</sup> minimum primary garden area for each dwelling is consistent with the intent of the design element. Each garden area will be required to have a minimum dimension of 3m to allow the space to be of sufficient size to be usable. 20m <sup>2</sup> provides enough deep soil space (9m <sup>2</sup> ) for the provision of a small tree. The primary garden locations for all lots will ensure that the private open space has a northern aspect to allow for natural light.	
Design Element: Building Height	
R-Codes Provisions	LDP No. 1 Proposed Provisions
Maximum number of storeys: 4	Minimum number of storeys: 2
<b>Assessment: Supported</b> The LDP does not alter the maximum number of storeys but requires a minimum height where the dwelling interacts with the street. This is acceptable as a two storey minimum built form is typical and expected for an inner suburban town house development. The two storey minimum is complementary of the established built form character of the surrounding residential streets.	
Design Element: Street Setbacks	
R-Codes Provisions	LDP No. 1 Proposed Provisions
Minimum Primary Street Setback: 2m Minimum Secondary Street Setback: 1m	Minimum Primary Street Setback: Ground Floor – 3m First Floor – 2m Second Floor – 3m Minimum Secondary Street Setback:





	Ground Floor – 2m First Floor – 2m Second Floor – 3m
<b>Assessment: Supported</b> Deemed-to-comply street setbacks are proposed to increase from the R80 default. This is supported as an increased street setback of 3m more closely aligns with the established street setback pattern of the surrounding streets and contributes to the creation of more discernible front gardens – typical of the Nedlands locality. The increased setback also helps reduce the dominance of the potential three storey built form to the street.	
<b>Design Element: Lot Boundary Setback</b>	
<b>R-Codes Provisions</b>	<b>LDP No. 1 Proposed Provisions</b>
Minimum ground floor: 1m Minimum upper floor: 1.5m Boundary wall percentage of lot length: 66%	Minimum ground floor: 1.2m Minimum upper floor: 1.2m Boundary wall percentage of lot length: 80%
<b>Assessment: Supported</b> Side lot boundary setback controls are proposed to be modified in a way that more closely aligns with the semi-attached townhouse typology envisioned by the PSP. The specified street setback in tandem with the prescribed side setback and boundary wall length delivers a consistent streetscape rhythm typical of an inner-suburban precinct. The boundary wall length contemplated is reasonable in response to the relatively narrow lot widths of 7.2m.	
<b>Design Element: Solar Access for Adjoining Sites</b>	
<b>R-Codes Provisions</b>	<b>LDP No. 1 Proposed Provisions</b>
Maximum overshadowing: 50%	No maximum overshadowing limit.
<b>Assessment: Supported</b> Overshadowing provisions in the R-Codes are general and designed for detached dwellings on wider suburban lots with the ability for flexible design to respond solar orientation. In contrast, the proposed development comprises narrow townhouse lots which run east–west. In practicality, due to the constraints of the lots, side setbacks will have minimal effect on overall overshadowing patterns. Applying the default deemed-to-comply overshadowing standards would create unintended design constraints, limiting the ability to achieve functional and high-quality townhouse development.	
<b>Design Element: Visual Privacy</b>	
<b>R-Codes Provisions</b>	<b>LDP No. 1 Proposed Provisions</b>
Required to setback major openings 3m, 4.5m or 6m from adjoining development OR screen/offset major openings.	Required only to screen/offset major openings.
<b>Assessment: Supported</b> The minimum setback distances for major openings in the R-Codes are general and designed for detached dwellings on wider suburban lots with the ability for flexible design and siting to increase separation between buildings. The development instead comprises narrow, terrace-style townhouse lots where achieving separation distance between major openings is unfeasible. The altered development controls allow for more effective solutions through screening and offsetting major openings rather than arbitrary spatial separation.	



## Consultation

The LDP was advertised from 5 November 2025 to 26 November 2025 (21 days) and included the following advertising methods, consistent with the City's Local Planning Policy 7.3 Consultation of Planning Proposals:

- Letters to nearby owners and occupiers (88 in total)
- YourVoice Nedlands webpage displaying the Local Development Plan and covering letter
- Sign on site located at the corner of Karella Street and Smyth Road

The LDP was amended on 24 November 2025 to include proposed Lot 101, on the corner of Smyth Road and Karella Street. The LDP introduces street setbacks to Smyth Road and Karella Street for Lot 101 that are consistent with the street setbacks as set out in the first LDP. The remaining development provisions in the PSP, which are identical to those in the LDP, will apply to this lot. As such, the amended LDP was not readvertised for public comment.

At the end of the consultation period two submissions were received. One submission was received that was supportive and made general comment on the proposal with one submission objecting to the proposed LDP. A schedule of submissions is included as attachment 4. A summary of the objections and the officer response to matters raised is included below in Table 2 below.

Table 2. Public Consultation	
Issue Raised	Officer Comment
The Local Development Plan will exacerbate traffic congestion along Smyth and Karella Roads.	The LDP has been prepared to guide the future development of dwellings on the proposed lots. The creation of these lots has been conditionally approved by the WAPC through a subdivision application. The LDP itself does not contain provisions that will affect the generation of traffic. Any increase in traffic is inherent in the development and subdivision of the wider site, which has already been assessed and approved through the PSP process. The traffic analyses and modelling of that process found that the projected increase in traffic will not cause the road network to fail.

## Strategic Implications

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

### **Vision: Sustainable and responsible for a bright future**

#### **Place**

6. Sustainable population growth with responsible urban planning.

## Budget/Financial Implications



Nil

## Legislative and Policy Implications

Schedule 2, Part 6 of the [\*Planning and Development \(Local Planning Schemes\) Regulations 2015\*](#), outlines the steps relating to the assessment, advertising and consideration of Local Development Plans.

As per clause 52 of the [\*Planning and Development \(Local Planning Schemes\) Regulations 2015\*](#), the City may approve the LDP (52(1)(a)), require modifications to the LDP (52(1)(b)) or refuse the LDP (52(1)(c)).

## Decision Implications

Should Council approve the LDP subject to clause 52(1)(a), the provisions outlined in the LDP will replace the relevant design elements of the R-Codes as they apply to the identified lots within the Nedlands Reserve PSP.

Alternatively, Council can require modification and resubmission of the LDP pursuant to clause 52(1)(b).

Should Council refuse the LDP pursuant to clause 52(1)(c), the applicant may seek a review of the decision by the State Administrative Tribunal, in accordance to clause 54 of the Deemed Provisions.

## Conclusion

LDP No. 1 prepared for a portion of lots within the Nedlands Reserve PSP area has been assessed in accordance with Schedule 2, Part 6 of the *Planning and Development (Local Planning Schemes) Regulations 2015* and is considered to appropriately address the subdivision condition requiring detailed built-form controls for the identified lots.

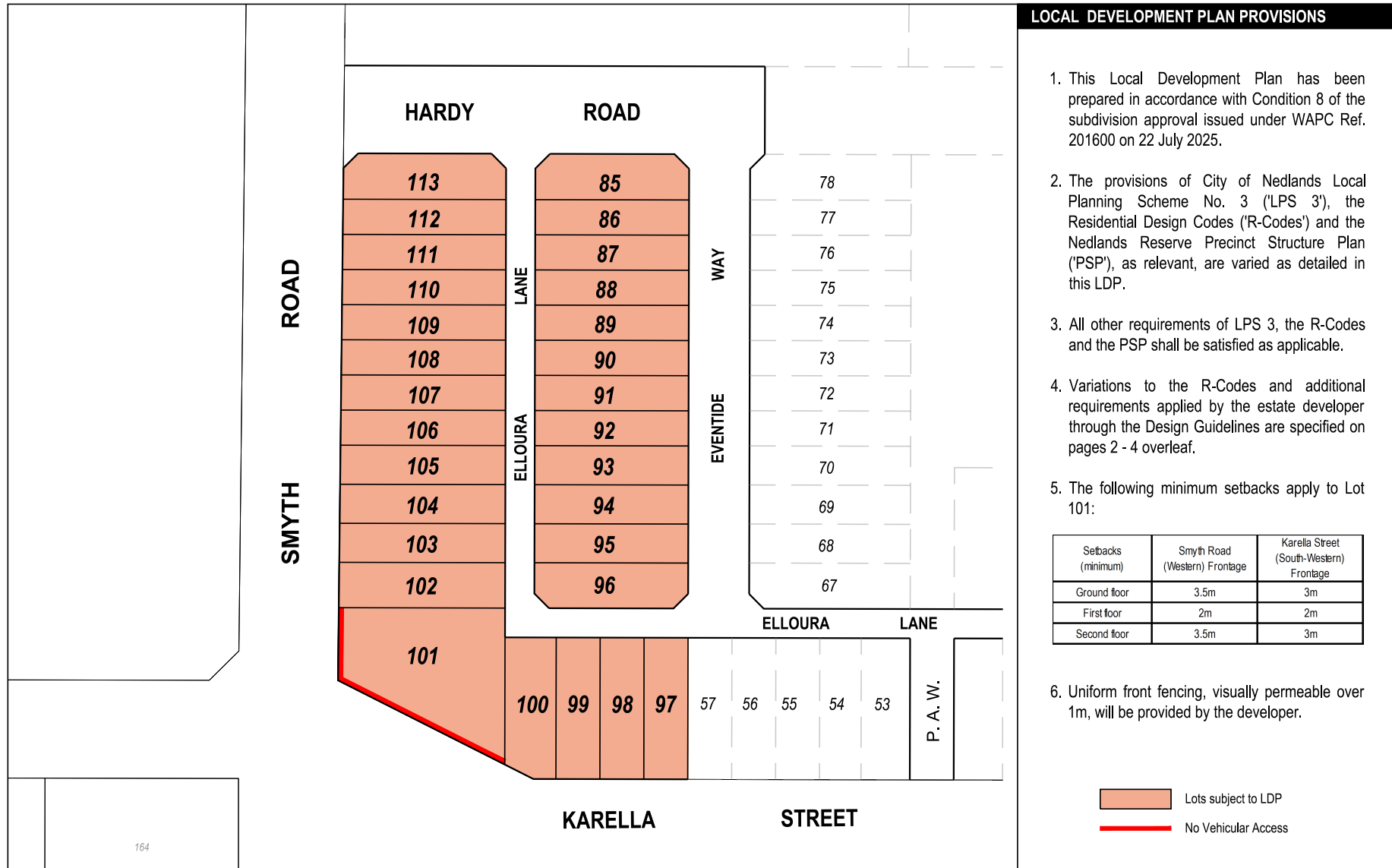
The proposed variations to the relevant R-Codes provisions are justified on the basis of lot configuration, established PSP parameters and the practical design constraints inherent to the approved subdivision layout. The LDP provides a clear and measurable development framework that will enable assessment of future applications and ensure alignment with the intended planning outcomes for the Nedlands Reserve PSP area. LDP No. 1 is recommended for approval.

## Further Information

Nil



				
 City of Nedlands	The City of Nedlands accepts no responsibility for the accuracy of this image or the results of any actions taken when using this image		20/11/2025	
			1:1500	

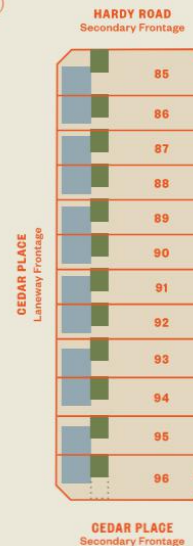


## 6 Block Specific Building Requirements - H

Key Controls				
Land Use	Residential			
R Code	R160			
Min. Storey	Min. Two Storey at Primary Frontage.			
Front Door	From Primary Frontage			
Letterbox	To Primary Frontage (By Developer)			
Vehicle Access	Refer Block/Lot Diagrams			
Setbacks (Minimum)	Primary	Secondary	Laneway	Side
Ground	3.5m	1.5m	1.5m	1.2m, or Nil to max 80% of boundary
First	2m	1m	1.5m	1.2m, or Nil to max 80% of boundary
Second	3.5m	1m	3.5m	1.2m, or Nil to max 80% of boundary
Corner lots must address secondary frontage with suitable building articulation and materials and provide minimum 1 habitable room window facing the street.				
Primary Garden Area	Abutting North Boundary - 20sqm minimum, dimension 3m (min)			
Deep Soil Area	As per R-Codes minimum tree requirements			
Solar Access for Adjoining Sites	C3.9.1 - C3.9.3 inclusive of Part C of the R-Codes do not apply.			
Visual Privacy	C3.10.1 and C3.10.5 of Part C of the R-Codes do not apply.			
Ancillary Dwellings	Permitted above garage			
Special Conditions	Alternative Primary Garden Area location abutting Cedar Place			

NEDLANDS RESERVE

Block Diagram

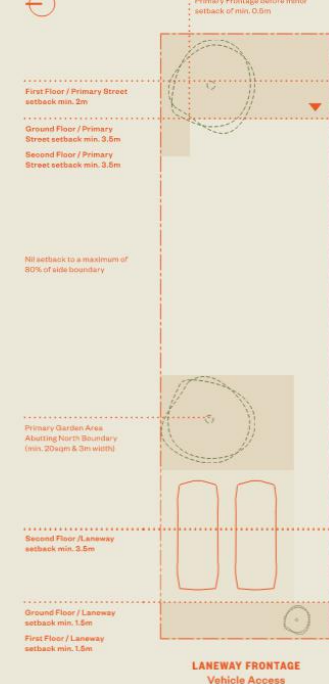


Legend

- Garage/Carport
- Primary Garden Area
- Lot Boundary
- \* Special Conditions Lot



Lot Diagram



LANEWAY FRONTAGE  
Vehicle Access

25

Source: Human Urban



## LOCAL DEVELOPMENT PLAN No.1 (WAPC Subdivision Approval Ref. 201600) - BLOCK H

3767-88B-02 Not to Scale @ A4 only

Nedlands Reserve Precinct Structure Plan Area | Sheet 2 of 4

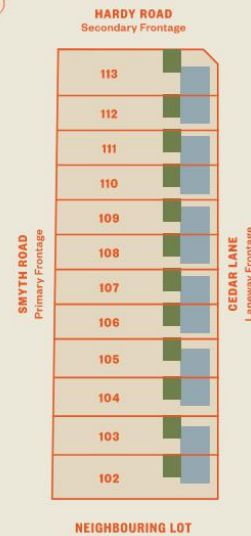


## 6 Block Specific Building Requirements - I

Key Controls				
Land Use	Residential			
R Code	R160			
Min. Storey	Min. Two Storey at Primary Frontage.			
Front Door	From Primary Frontage			
Letterbox	To Primary Frontage (By Developer)			
Vehicle Access	Refer Block/Lot Diagrams			
Setbacks (Minimum)	Primary	Secondary	Laneway	Side
Ground	3.5m	1.5m	1.5m	1.2m, or Nil to max 80% of boundary
First	2m	1m	1.5m	1.2m, or Nil to max 80% of boundary
Second	3.5m	1m	3.5m	1.2m, or Nil to max 80% of boundary
Corner lots must address secondary frontage with suitable building articulation and materials and provide minimum 1 habitable room window facing the street.				
Primary Garden Area	Abutting North Boundary - 20sqm minimum, dimension 3m (min)			
Deep Soil Area	As per R-Codes minimum tree requirements			
Solar Access for Adjoining Sites	C3.9.1 - C3.9.3 inclusive of Part C of the R-Codes do not apply.			
Visual Privacy	C3.10.1 and C3.10.5 of Part C of the R-Codes do not apply.			
Ancillary Dwellings	Permitted above garage			
Special Conditions	N/A			

NEDLANDS RESERVE

Block Diagram

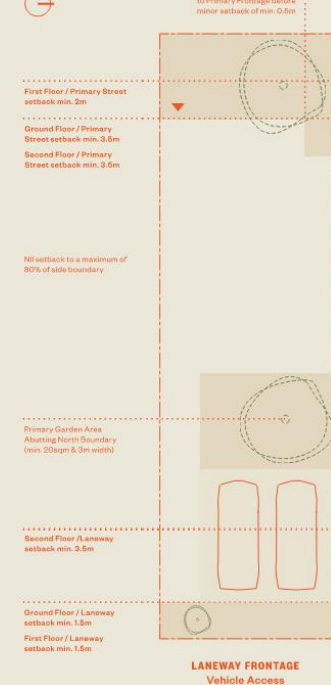


Legend

- Garage/Carport
- Primary Garden Area
- Lot Boundary
- \* Special Conditions Lot



Lot Diagram



28

Source: Human Urban

3767-88B-03 Not to Scale @ A4 only



LOCAL DEVELOPMENT PLAN No.1 (WAPC Subdivision Approval Ref. 201600) - BLOCK I

Nedlands Reserve Precinct Structure Plan Area | Sheet 3 of 4

## 6 Block Specific Building Requirements - E2

### Key Controls

Land Use	Residential			
R Code	R80/R160			
Min. Storey	Min. Two Storey at Primary Frontage			
Front Door	From Primary Frontage			
Letterbox	To Primary Frontage (By Developer)			
Vehicle Access	Refer Block/Lot Diagrams			
Setbacks (Minimum)	Primary	Secondary	Laneway	Side
Ground	3m	1.5m	2m	1.2m, or Nil to max 80% of boundary
First	2m	1m	2m	1.2m, or Nil to max 80% of boundary
Second	3m	1m	3m	1.2m, or Nil to max 80% of boundary
Corner lots must address secondary frontage with suitable building articulation and materials and provide minimum 1 habitable room window facing the street.				
Primary Garden Area	Abutting East Boundary - 20sqm minimum, dimension 3m (min)			
Deep Soil Area	As per R-Codes minimum tree requirements			
Solar Access for Adjoining Sites	C3.9.1 - C3.9.3 inclusive of Part C of the R-Codes do not apply.			
Visual Privacy	C3.10.1 and C3.10.5 of Part C of the R-Codes do not apply.			
Ancillary Dwellings	Permitted above garage			
Special Conditions	N/A			

NEDLANDS RESERVE

### Block Diagram

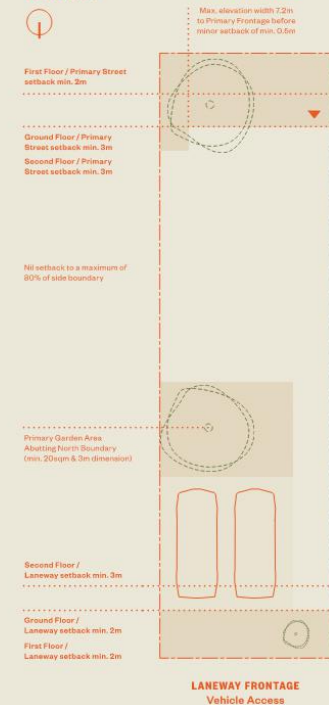


### Legend

- Garage/Carport
- Primary Garden Area
- Lot Boundary
- \* Special Conditions Lot



### Lot Diagram



22

Source: Human Urban



LOCAL DEVELOPMENT PLAN No.1 (WAPC Subdivision Approval Ref. 201600) - BLOCK E2

3767-88B-04 Not to Scale @ A4 only

Nedlands Reserve Precinct Structure Plan Area | Sheet 4 of 4



Our Reference: 3767Ltr90  
Enquiries: Alex Watson

21 October 2025

Chief Executive Officer  
City of Nedlands  
PO Box 9  
Nedlands WA 6009

**ATTN: Dillon Reid, Senior Urban Planner**

Dear Dillon

**RE: PROPOSED LOCAL DEVELOPMENT PLAN  
NEDLANDS RESERVE PRECINCT STRUCTURE PLAN AREA**

On behalf of our Client, Human Urban ('H-U'), CLE Town Planning and Design ('CLE') writes further to our recent discussions to formally lodge a proposed Local Development Plan ('LDP') for a portion of the Nedlands Reserve Precinct Structure Plan ('PSP') area.

The application consists of this letter and:

- Proposed Local Development Plan (CLE Ref. 3767-88A-01), being an unchanged version of the one lodged informally on 1 October 2025;
- The relevant subdivision approval (WAPC Ref. 201600).

CLE is the applicant and point of contact for this application, but please address the City's LDP application fee invoice by email to Callum Morton-Smith, Senior Development Manager at H-U at [callumms@h-u.au](mailto:callumms@h-u.au).

#### **BACKGROUND**

On 22 July 2025, the WAPC approved subdivision application WAPC Ref. 201600 for 28 single residential (townhouse) lots and one grouped housing lot on portions of Lots 101 Monash Avenue and Lot 103 Karella Street, Nedlands. The lot layout was based on the approved townhouse lot layout being developed to the east on the balance of Lot 103 (WAPC Ref. 200701).

The townhouses approved under WAPC Refs. 201600 and 200701 are part of the Nedlands Reserve estate being developed by H-U in accordance with the PSP. The PSP contains land use and built form controls including (relevantly) a set of R-Codes variations for the townhouse lots. These variations and other built form requirements are also presented in the estate Design Guidelines implemented by H-U at the development stage, but the variations need to be shown in the PSP to give them their statutory weight.

The R-Codes variations for the townhouse lots are presented in Table 3 of Part 1 of the PSP. Table 3 states that most of the variations apply to "All single house or grouped dwelling development", so they are applicable already. However, the block-specific setbacks do not cover all of the townhouse lots now proposed, so these require coverage by an LDP. In so doing, the opportunity is being taken to list all the variations in the LDP to ensure a single reference document for the proposed lots.

Everett Bennett Pty Ltd  
ATF The Everett Bennett Unit Trust  
ABN 47 835 193 240  
[www.cleplan.com.au](http://www.cleplan.com.au)



Inclusion of these variations is facilitated by the condition of subdivision approval that enables this LDP. This is Condition 8 of WAPC Ref. 201600, which states as follows:

*8. Local Development Plan(s) being prepared and approved for lots shown on the plan dated 17 April 2025 that address the following:*

- a. Building height;*
- b. Street setbacks;*
- c. Plot ratio or open space; and*
- d. Vehicle access locations.*

*(City of Nedlands)*

A copy of the approval is enclosed for your reference.

## PROPOSAL

The purpose of this LDP application is to satisfy Condition 8 of WAPC Ref. 201600.

Consistent with earlier townhouse lots at Nedlands Reserve, the Design Guidelines are the source of the design rationale for the provisions. CLE asked the City for advice on whether the LDP should only list the new R-Codes variations or be a statutory cover for the relevant block-specific components of the Design Guidelines, which would bring all the main built form controls into one document. The City advised by email dated 3 September 2025 that the latter was acceptable and the LDP has been prepared accordingly.

### **Face of the LDP (Page 1)**

The face of the LDP confirms the applicable area and includes standard, statutory provisions clarifying the intent and effect of the LDP (Provisions 1-4).

Provision 5 has been included at the City's request to clarify that uniform fencing, visually permeable above 1m, will be provided by the developer, which is the reason no front fencing provisions are included in the LDP.

### **Built Form Provisions (Pages 2-4)**

Pages 2 to 4 of the LDP contain copies of the relevant block diagrams from the Nedlands Reserve Design Guidelines. The LDP applies to blocks H, I and a portion of E2.

Table 1 below lists the controls imposed in the Design Guidelines for each townhouse block, and by extension via the LDP.

**Table 1: Built form controls imposed by the Design Guidelines via the LDP**

Control	Requirement / Provision	Context / Effect
<b>Land Use</b>	Residential	Listed in Design Guidelines to clarify zoning for purchasers.
<b>R Code</b>	R160	Listed in Design Guidelines to clarify coding for purchasers.
<b>Min Storeys</b>	Min. Two Storeys at Primary Frontage	Applicable already via Table 3 of PSP and included for clarity. Varies C3.2.1 of the R-Codes by imposing a minimum height.
<b>Front Door</b>	From Primary Frontage	Listed in Design Guidelines for clarity.

<b>Letterbox</b>	To Primary Frontage (By Developer)	Listed in Design Guidelines for clarity.
<b>Vehicle Access</b>	Refer Block/Lot Diagrams – <i>note: garage/carport locations shown on diagrams. All are paired and give separation to intersections.</i>	Augments C3.7.1 and 3.7.2 of the R-Codes by coordinating crossover locations.
<b>Setbacks (Minimum)</b>		
<b>Ground</b>	Primary: 3.5m for H&I; 3m for E2 Secondary: 1.5m Laneway: 1.5m for H&I; 2m for E2	Modelled on first-floor setbacks for other townhouse development blocks listed in Table 3 in Part 1 of the PSP.
<b>First</b>	Primary: 2m Secondary: 1m Laneway: 1.5m for H&I; 2m for E2	Modelled on first-floor setbacks for other townhouse development blocks listed in Table 3 in Part 1 of the PSP.
<b>Second</b>	Primary: 3.5m for H&I; 3m for E2 Secondary: 1m Laneway: 3.5m for H&I; 3m for E2	Modelled on second-floor setbacks for other townhouse development blocks listed in Table 3 in Part 1 of the PSP.
<b>Side</b>	1.2m, or Nil to max 80% of boundary	Applicable already via Table 3 in Part 1 of the PSP and included for clarity. Varies C3.4.4 of the R-Codes.
<b>Primary Garden Area</b>	Abutting North Boundary – 20sqm minimum; minimum dimension 3m	Applicable already via Table 3 in Part 1 of the PSP and included for clarity. Varies C1.1.1 of the R-Codes. WAPC approval not required because of PSP context.
<b>Deep Soil Area</b>	As per R-Codes minimum tree requirements	Listed in Design Guidelines for clarity.
<b>Solar Access for Adjoining Sites</b>	C3.9.10-C3.9.3 inclusive of Part C of the R-Codes do not apply	Applicable already via Table 3 in Part 1 of the PSP and included for clarity.
<b>Visual Privacy</b>	C3.10.1-C3.10.5 inclusive of Part C of the R-Codes do not apply	Applicable already via Table 3 in Part 1 of the PSP and included for clarity.
<b>Ancillary Dwellings</b>	Permitted above garage	Listed in Design Guidelines for clarity. Intended to encourage ancillary dwellings, not vary or restrict the relevant provisions of the R-Codes.
<b>Special Conditions</b>	Alternative PGA location abutting Cedar Place	Note only.

Table 1 confirms that most of the provisions in this LDP are applicable already via the PSP, the key exception being the block-specific setbacks. Retaining all provisions in one LDP is desirable for ease of reference.

As discussed with the City recently, the block diagrams are copies of those in the Design Guidelines and that document relates to all the townhouse lots. As such, block diagram E2 is highlighted in its entirety. The face of the LDP clarifies that the LDP only applies to a portion of block E2. The balance is covered by the built form controls in the PSP.

## CONCLUSION

This LDP seeks to fulfil Condition 8 of WAPC Ref. 201600 and will ensure that the townhouses constructed on the lots subject to the LDP have consistent built form controls with others within the Nedlands Reserve project area.

The LDP gives statutory weight to the provisions of the Nedlands Reserve Design Guidelines that vary the R-Codes in the same way that the PSP does for the other townhouse lots. The majority of these variations are applicable already via the PSP but the LDP brings all requirements together for ease of reference and clarity.

We trust that the purpose and intent of the LDP is clear. Should the City have any questions, please do not hesitate to contact the undersigned via email on [alex@cleplan.com.au](mailto:alex@cleplan.com.au) or phone, 9382 1233.

Yours faithfully



**ALEX WATSON**  
**PRINCIPAL PLANNER**  
**CLE TOWN PLANNING + DESIGN**

Enc. Attachment 1 - Proposed Local Development Plan (CLE Ref. 3767-88A-01)  
Attachment 2 - Subdivision approval (WAPC Ref. 201600)

CC. Callum Morton-Smith & Alice Kenny – Human Urban



## Schedule of Submissions

### Local Development Plan No. 1



City of Nedlands

nedlands.wa.gov.au

No.	Submission
1	<p>OBJECT: There is already too much traffic for Smyth and Karelia road to handle. Compounded by the current development of the adjacent land for housing, this will only become much worse. . Therefore, this Nedlands reserve local development will exponentially make the traffic dangerous and congestive.</p>
2	<p>As landowners adjacent to the Nedlands Reserve site, we write to provide comments on the current Local Development Plan No 1.</p> <p>We have no objection to the new proposal for town house lots in the south western corner of the Nedlands Reserve site.</p> <p>In our minds, this modified plan will result in a lower density of housing (we note the R160 zoning), will maintain views across the site, may result in reduced traffic and is more likely to complement the existing low density, grid pattern of development in the surrounding area.</p> <p>We hope that the guidelines will result in townhouse development that addresses the street in a traditional manner in line with the surrounding ground/road level. Are the finished ground and floor levels shown clearly on a plan at this stage? We think it's an unfortunate outcome in the south eastern corner of the site that housing will be sitting up high, 2 meters above the existing street level - a lost opportunity to make a pedestrian friendly and attractive streetscape along Williams Rd through to the Monash Avenue medical precinct.</p> <p>Thanks for the opportunity to comment.</p>



## 16 DIVISIONAL REPORTS - CORPORATE SERVICES

### 16.1 John XXIII Avenue Mount Claremont - Renewal of Lease

<b>Report Number</b>	<b>CPS53.12.25</b>
<b>Applicant</b>	City of Nedlands
<b>Disclosure of Interest</b>	Nil
<b>Voting Requirements</b>	Simple Majority
<b>Authority/Discretion</b>	Legislative
<b>Contributing Officer</b>	Anita Stirrat - A/Coordinator Strategic Land and Property
<b>Responsible Officer</b>	Anita Stirrat - A/Coordinator Strategic Land and Property
<b>Director</b>	Arthur Kyron - Acting Chief Executive Officer
<b>Attachments</b>	1. Lease 2, Portion of Lot 502 on Deposited Plan 73830 ( Reserve 45054), John XXIII Avenue, Mount Clare [16.1.1] 2. Local Public Notice [16.1.2]

#### Purpose

The purpose of this report is to seek in principle support for a proposed new lease agreement between the City of Nedlands (City) and Leo Heaney Pty Ltd (Proposed Lessee) over the land vested in the City located at the John XXIII Avenue Mount Claremont Depot Site.

#### Officer Recommendation

That Council:

1. **AUTHORISES** the Chief Executive Officer to negotiate and finalise the terms of the proposed new lease with Leo Heaney Pty Ltd over the John XXIII Avenue Mount Claremont Depot Site (otherwise known as Reserve 45054 Lot 502 on Deposited Plan 73830 being a portion of the land comprised of Crown Land Title Volume LR3168 Folio 291) on terms substantially consistent with those outlined in the officers report; and
2. **AUTHORISES** (subject to the Minister for Lands consent pursuant to section 18 of the *Land Administration Act 1997*) the Chief Executive Officer and Presiding Member to affix the common seal of the City of Nedlands to the lease agreement pursuant to section 9.49A of the *Local Government Act 1995* (WA).

#### Background

##### Land

This report pertains to two portions of Crown land 'vested' in the City of Nedlands by a Management Order, which are both located in John XXIII Avenue in Mount Claremont, and known as the John XXIII Avenue Mount Claremont Depot Site. The Land:

1. is comprised of two lots known as:



- (b) Reserve 45054 – Lot 502 on Deposited Plan 73830 being the whole of the lands comprised on Crown Land Title Volume LR3168 Folio 292 (Lot 502), which is outlined in red in the below diagram (marked by the red rectangle):



- (b) Reserve 45632 – Lot 503 on Deposited Plan 73830 on being the whole of the lands comprised on Crown Land Title Volume LR3168 Folio 291 (Lot 503), which is outlined in red in the below diagram (marked by the red rectangle):



together, Lot 502 and Lot 503 are the “Land”.

2. is Crown Land as defined under the *Land Administration Act 1997* (WA).
- (a) is owned by the State of Western Australia, subject to the interests and Status Orders below:
- (ii) the City of Nedlands is the Primary Interest Holder in the Land.
  - (ii) is a “Reserve under Management Order”, namely:
    - (B) the Reserve (Reserve);





- (B) the Management Order which contains conditions to be observed with power to lease for any term subject to the consent of the Minister for Lands (Management Order).
- (ii) is subject to various other limitations, interests, encumbrances and notifications as listed in the Record of Qualified Certificate of Crown Land Title from time to time.


### Previous Lease

At its 22 April 2022 Ordinary Council Meeting (Refer Item 17.2 Report CPS14.04.22), Council resolved as follows:

*That Council:*

1. *REQUESTS the Chief Executive Officer to commence the statutory advertising of the pre-negotiated lease in accordance with section 3.58 of the Local Government Act 1995;*
2. *if no public submissions are received during the statutory advertising period, approves a lease for portion of Reserve 45054 between the City of Nedlands and Leo Heaney Pty Ltd consistent with the key terms as noted within this report; and*
3. *subject to the Minister for Lands' Consent, authorises the Chief Executive Officer and Mayor to execute the lease and apply the City's Common Seal.*

The terms of the previous lease (**2022 Lease**) were agreed as follows:

Term	Description
Lessor	City of Nedlands.
Lessee	Leo Heaney Pty Ltd ACN 108 787 784 / ABN 15 108 787 784
Leased Area / Land	<p>A portion of Lot 502 as shown below being an area of approximately 1,044 square metres:</p> 




Use / Permitted Purpose	Storage of vehicles and uses ancillary thereto.
Commencement Date	21 December 2022
Term	6 months from Commencement Date.
Further Term 1	6 months
Further Term 2	6 months
Further Term 3	6 months.
Expiry Date	20 November 2024
Rent	\$17,471.64 per annum exclusive of GST and outgoings.

The 2022 Lease has now expired and has been held over on a monthly basis with the rent being \$17,471.64 per annum exclusive of GST and outgoings. Over the course of the lease, the City has charged \$48,047 in rent.

The Proposed Lessee have advised the Land will be used primarily to store trucks in their fleet that are used the least frequently (estimated at this time to be 3 or 4 water trucks). However, in the event these trucks need to be utilised, it is understood that these are generally operated before school hours and would likely be back at the Leased Area prior to school finishing for the day. Although it should be noted that no restrictions are placed on their movement.

## Discussion

Information below is amended from CPS01.03.25. The Proposed Lessee proposed to enter into a new lease agreement with the following key terms:

Proposed Term	Description
Lessor	City of Nedlands.
Lessee	Leo Heaney Pty Ltd ACN 108 787 784 / ABN 15 108 787 784
Leased Area / Land	<p>A portion of Lot 502 as shown below being an area of approximately 600 square metres:</p> 



Use / Permitted Purpose	Storage of vehicles and uses ancillary thereto.
Commencement Date	Date of execution of the Lease or Minister of Lands' consent to the Lease.
Term	1 year from Commencement Date.
Further Term 1	1 year.
Further Term 2	1 year.
Further Term 3	1 year.
Expiry Date	20 November 2029 assuming all three options to extend the lease Term for Further Term are exercised.
Rent	Market rent - \$35.00 SQM (\$21,000 plus GST)
Rent Review	By CPI at the anniversary of the Commencement Date.
Outgoings	Proposed Lessee responsible for outgoings associated with the use of the Land.
Maintenance	Proposed Lessee's responsibility.

On 29 October 2025, valuer Burgess Rawson valued the market rent for the proposed leased premises as \$21,000 per annum exclusive of GST, being \$35.00 per square meter based on an area of 600 square meters being the lot shown in diagram above.

## Consultation

A public notice was issued 8 November 2025 and closed the 22 November 2025. This was placed on the City website and The West local newspaper. No responses were received. A copy of the local public notice can be viewed under attachment 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**

#### **Prosperity**

9. A vibrant local economy.

## Budget/Financial Implications

Assuming the Proposed Lessee continues to lease the Land for the full term and 3 options to renew, the City would gain approximately \$84,000 over the full four years of the lease agreement from the Commencement Date until the Expiry Date.

## Legislative and Policy Implications





The City may only dispose of the Land under section 3.58 of the [Local Government Act 1995 \(WA\)](#) (LG Act).

As the Applicant is a commercial entity, there are advertising and market valuation requirements that need to be undertaken in accordance with the LG Act.

The City gave public notice of the above proposed disposition for a period of 2 weeks in compliance with section 3.58(3) of the *Local Government Act (WA)* and no submissions were received for review.

Section 18 of the [Land Administration Act 1997 \(WA\)](#) provides a local government must seek the consent of the Minister for Lands in relation to a lease over Crown Land. This consent will need to be confirmed before a lease is signed.

### Decision Implications

Should Council choose to endorse the recommendations as contained within this report, the City can finalise negotiations and enter into a lease agreement with the Proposed Lessee in the terms proposed in the table above.

Should Council choose to not to endorse the recommendations as contained within this report, it is proposed the City re-advertise a lease and invite submissions from the public. Should the City receive submissions from the public, a secondary report to Council would be required.

### Conclusion

The Proposed Lessee has proposed to enter into a new lease agreement over the Land at the John XXIII Avenue Mount Claremont Depot Site for a term of 1 year with 3 options to renew the lease for further term of 1 year thereafter.

Officers recommend that this is an appropriate use of the site and is at rent appropriate to its commercial potential.

### Further Information

Nil



# Burgess Rawson

## MARKET RENTAL VALUATION REPORT

**LEASE 2, PORTION OF LOT 502 ON  
DEPOSITED PLAN 73830 (RESERVE 45054),  
JOHN XXIII AVENUE, MOUNT CLAREMONT,  
WA 6010**

Prepared For City of Nedlands

Valuation Date 29 October 2025

Valuer Reference 75895



*Liability limited by a scheme approved under Professional Standards Legislation*

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Lease 2, Portion of Lot 502 on Deposited Plan 73830 (Reserve 45054), John XXIII Avenue, Mount Claremont, WA 6010

## EXECUTIVE SUMMARY

### Valuation Instructions

Instructing Party	City of Nedlands 71 Stirling Highway, Nedlands WA 6009 PO Box 9 Nedlands WA 6009 Anita Stirrat  Acting Strategic Land and Property Coordinator <a href="mailto:astirrat@nedlands.wa.gov.au">astirrat@nedlands.wa.gov.au</a>
Interest Valued	A leasehold interest in fee simple subject to the encumbrances noted within section 3.1.

### Description of Property

Property Address	Lease 2, Portion of Lot 502 on Deposited Plan 73830 (Reserve 45054), John XXIII Avenue, Mount Claremont, WA 6010
Certificate of Title	Volume LR3168 Folio 291; Lot 502; Deposited Plan 73830
Registered Owner	'State of Western Australia'
Encumbrances	The encumbrances are provided within the body of the report. None of these are considered to affect the firm's valuation amount.
Land Area	1,1578 hectares (Parent Site)
Lease Area	600 square metres
Description of Property 'As Is'	The subject property comprises a small hardstand lot which is retained to provide a level contour and secured with garrison fencing, provided with good quality road base hardstand. The subject property is located within the parent site of a large lot located to the north of the Western Power Mount Claremont Depot and to the east of John XXIII College. The parent site is utilised for Local Authority depot and recycling type uses. The subject is situated approximately 400 metres north of John XXIII Avenue accessed via an internal road.
Local Authority	City of Nedlands
Planning Scheme	Local Planning Scheme No. 3, gazetted 16 April 2019
Zoning	Urban Development
Leasing Comments	Burgess Rawson have been instructed to provide a market rental value based on the advised lettable land area of 600 square metres.

## Analysis

'As Is'	\$ / Annum	\$ / m <sup>2</sup>
Market Net Rental	\$21,000	\$35

## S.W.O.T Analysis

### Strengths

- + Mount Claremont location

### Weaknesses

- + Nil street frontage

### Opportunities

- + Execute new lease term

### Threats

- + Rising interest rate environment
- + Prevailing uncertain Global economic conditions leading to further reduction in consumer / business confidence, increased credit funding costs restricting access to finance, dampening demand for real estate and / or increased supply

## Critical Assumptions

### Valuation Methodology

- + The valuation methodology used by Burgess Rawson is the best estimate of value Burgess Rawson can produce, but is an estimate and not a prediction or guarantee of value. This methodology uses market derived assumptions obtained from analysed transactions. A cross-section of transactions is detailed in this report. We do not represent ourselves as experts for data, such as economic, demographic or construction costs, which has been obtained from external sources.
- + We have been instructed to determine a market rental value of the subject property, for which we have undertaken the Direct Comparison Method.

### Physical

- + This valuation has been made on the assumption that there are no actual or potential contamination issues affecting the site or the building (if any), including asbestos affectation. It is recommended that an asbestos report be commissioned and reviewed by the instructing party prior to reliance upon this valuation.
- + We have carried out this valuation on the assumption that this property is free from flood affectation.
- + We have relied upon the supplied lettable areas for the purposes of this valuation, and should a building survey prove these areas to be incorrect we reserve the right to review this valuation.
- + Any areas mentioned in this report are approximate only and should not be relied upon for any other purpose other than this valuation. If utilised for any other purpose than this valuation, the areas should be verified by a licensed surveyor.
- + We are not qualified to carry out nor have we sighted a structural survey/report of the building (if any), accordingly we are not qualified to express an opinion as to the structural integrity of the building. We were also unable to inspect parts of the premises that were unexposed or inaccessible and therefore cannot say that such parts are free from defects. We recommend that a structural survey/report be commissioned by the nominated party to identify any building defects. We reserve the right to review this valuation if any such defects are identified.
- + Burgess Rawson (WA) Pty Ltd is not an expert in the identification and management of asbestos. Should an Asbestos Audit Report reveal any matter that may affect value, we reserve the right to reassess this valuation in accordance with the report findings.
- + This property valuation or assessment is made subject to there being no actual or potential native title affecting the value &/or marketing of the site.

Lease 2, Portion of Lot 502 on Deposited Plan 73830 (Reserve 45054), John XXIII Avenue, Mount Claremont, WA

6010

### *Legal / Planning*

- + We have reviewed the various notifications on title and have assumed for the purpose of this valuation that these notifications do not have any adverse effect on the value of the property.
- + That all certificates and approvals are in place as required by the local authority.
- + That the property is occupied and managed in full compliance with the law, in particular relating to safety and fire regulations.
- + We have not sighted a zoning Certificate, to verify the town planning advice described in further detail within this valuation.
- + We are unaware of any current road widening or resumption requirements for the property; however, we have not completed searches with resuming authorities to confirm this. Our valuation therefore assumes that the property is not the subject of any proposed resumptions.
- + Our valuation is on the assumption that if there is a requirement to resume or acquire the land buy a relevant authority, the owners will be fully compensated.

### *General*

- + The rental and sales information has been obtained from a number of sources including RP Data and registered government sales transfers and active sales and leasing agents. Whilst we understand the information to be reliable, we are unable to guarantee the accuracy.
- + In the event we become aware of a material change in investment market dynamics during the period between the Date of Issue and Date of Valuation, we reserve the right to amend our assessment. This includes but is not limited to geo-political and financial/economic uncertainty affecting both occupier and investor demand.
- + This report has been countersigned to verify the report is issued by this Company. Any reliance upon this report is restricted to the nominated party and must be based upon the actual possession or sighting by them of an original document duly signed and countersigned in the before mentioned manner.
- + All information provided to us by the instructing party for the purpose of preparing this report is accurate and current as at the Date of Valuation.

## Sources of Information

Our valuation conclusions have been reached after reviewing financial and tenancy information provided by the client in addition to that sourced by Burgess Rawson (WA) Pty Ltd. The information reviewed and supplied includes, although is not limited to, the following:

- + Landgate sales database;
- + Web based cadastral and planning data from Landgate, Department of Planning, Lands and Heritage, and relevant Local Authority, in addition to National Map, Department of Environment Regulation and Department of Indigenous Affairs;
- + Web based aerial imagery: RPData and Google Maps;
- + City of Nedlands IntraMaps;
- + Other relevant information such as discussions with local real estate agents.



Lease 2, Portion of Lot 502 on Deposited Plan 73830 (Reserve 45054), John XXIII Avenue, Mount Claremont, WA  
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### Valuation Certificate

Date of Valuation	29 October 2025
Date of Inspection	29 October 2025
Date of Report Issue	30 October 2025

*"This valuation is current at the date of valuation only. The value assessed herein may change significantly and unexpectedly over a relatively short period of time (including as a result of general market movements or factors specific to the particular property). Liability for losses arising from such subsequent changes in value is excluded as is liability where the valuation is relied upon after the date of the valuation".*

Market Rental Value – As Is	<b>TWENTY ONE THOUSAND DOLLARS PER ANNUM</b> <b>(\$21,000 PA)</b>
SUBJECT TO: LEASEHOLD INTEREST, VACANT POSSESSION, THE ASSUMPTIONS AS CONTAINED WITHIN THE BODY OF THE REPORT AND EXCLUSIVE OF GST.	

### Signatories



**Tim Hammond**  
Director  
Associate of Australian Property Institute  
Certified Practising Valuer  
Licensed Valuer No. 44608 in WA



**Jonathan Fyson**  
Head of Valuations  
Associate of Australian Property Institute  
Certified Practising Valuer  
Licensed Valuer No. 44213 in WA

Tim Hammond has personally inspected the property being valued and the investigations and report are the responsibility of him. The report is signed by Jonathan Fyson as a check of company procedures and has not inspected the property.

Acting in the capacity as a Supervising Member, the Co-Signatory has reviewed the report and working papers, but has not inspected the subject property. Based upon that review and questioning of the Principal Valuer (as appropriate), the Co-Signatory is satisfied there is a reasonable basis for the valuation process and methodology adopted and verify that this is a genuine report, issued and endorsed by Burgess Rawson (WA) Pty Ltd.

## Disclaimers

### Material Valuation Uncertainty

The outbreak of the Novel Coronavirus (COVID-19) was declared as a 'Global Pandemic' by the World Health Organisation on 11 March 2020. We have seen global financial markets and travel restrictions and recommendations being implemented by many countries, including Australia. The real estate market is being impacted by the uncertainty that the COVID-19 outbreak has caused. Market conditions are changing daily at present. As at the date of valuation we consider that there is a significant market uncertainty. This valuation is current at the date of valuation only. The value assessed herein may change significantly and unexpectedly over a relatively short period of time (including as a result of factors that the Valuer could not reasonably have been aware of as at the date of valuation). We do not accept responsibility or liability for any losses arising from such subsequent changes in value. Given the valuation uncertainty noted, we recommend that the user(s) of this report review this valuation periodically."

### No Liability to Other Parties

We state that this valuation report is addressed to the instructing parties for Rental Valuation purposes and is only for their use, and for no other purpose, and we disclaim responsibility and liability to any other party who might use or rely on the whole or any part of this report. Any such use by other parties is expressly forbidden. Neither the whole nor part of this report shall be printed or published in any circular, document or publication without first obtaining our approval of the form and context in which it is to appear.

### Market Movement Clause

"This valuation is current at the date of valuation only. The value assessed herein may change significantly and unexpectedly over a relatively short period of time (including as a result of general market movements or factors specific to the particular property). Liability for losses arising from such subsequent changes in value is excluded as is liability where the valuation is relied upon after the date of the valuation.

Without limiting the generality of the above comment, we do not assume responsibility or accept liability where the valuation is relied upon after the expiration of 90 days from the date of the valuation or such earlier date if you become or ought reasonably to have become aware of any factors that have an effect on the valuation".

### Limited Liability

Liability limited by a Scheme approved under professional standards legislation.

### No Compliance Certificate

No Compliance Certificate / Certificate of Classification has been obtained, and this valuation is subject to the building(s) complying in all material respects with any restrictive covenants affecting the site and has/have been built, occupied and is/are being operated, in all material respects, in full compliance with all requirements of law, including all zoning, land-use classifications, building, planning, fire and health by-laws (including asbestos and legionnaires diseases), rules, regulations, orders and codes of all authorities, and that there are no outstanding requisitions.

### Excluded Searches

The following searches have not been undertaken: Land Survey Plan, Building Survey Plan, Formal Flood, Native Title. This valuation assumes such searches would identify no issues that may affect the value and/or liquidity of the property. Should any person relying on the contents of this report be aware or become aware of an issue that may affect and/or liquidity then the searches should be referred to the valuer for comment.

### Goods and Services Tax (GST)

This valuation assessment is exclusive of GST and has been completed on the basis that should GST be payable on the sale of this property, it would be recovered from the purchaser resulting in the vendor not being financially disadvantaged.

All rentals, outgoings and sale prices quoted in this report are net of GST unless otherwise stated.

### Not to Be Reproduced Without Permission

Neither the whole nor any part of this valuation or any reference thereto may be included in any published documents, circular or statement, nor publishes in part or full in any way, without written approval off the form and context in which it may appear.

### Accuracy of Information

Any objective information, data or calculations set out in the Valuation will be accurate so far as is reasonably expected from a qualified and experienced valuer, reflecting due skill, care and diligence. However, we have not independently verified third party information, adopted it as our own, or accepted its reliability. If any of the information provided by others and referred to in the valuation report is incorrect, it may have an impact on the valuation. The valuation is provided on the proviso that the reliant party accepts this risk.

All data provided in this summary is wholly reliant on and must be read in conjunction with the information provided in the attached report. It is a synopsis only designed to provide a brief overview and must not be acted on in isolation.

This valuation summary forms a part of and should not be used or read independently from the completed report. Particular attention is drawn to qualifications and disclaimers included in this report.

1. Introduction

1.1 Under Instruction From

Instructing Party	City of Nedlands
Valuation Purpose	To assess the current unencumbered market rental value of the subject property as adopted by the Australia and New Zealand Valuation and Property Standards for Rental Valuation purposes.
Interest Valued	A leasehold interest in fee simple subject to the encumbrances noted within section 3.1.
Highest & Best Use	<p>The Market Value of an asset is determined by reference to its highest and best use, that is, the use of the asset that is physically possible, legally permissible and financially feasible.</p> <p>We believe that the current use of the property is reflective of the highest and best use of the asset.</p>
Pecuniary Interest	<p>To the best of our knowledge, we do not believe that Burgess Rawson (WA) Pty Ltd and the individual Valuers involved in the preparation of this valuation have pecuniary interests in the subject property that would conflict with the valuation of the property.</p> <p>We confirm that the primary valuer nominated who has undertaken this valuation:</p> <ul style="list-style-type: none"><li>a. is suitably qualified to carry out such valuations;</li><li>b. is authorised under the relevant laws of Western Australia to practise as a Valuer; and</li><li>c. has no pecuniary interest that could reasonably be regarded as being capable of affecting that person's ability to give an unbiased opinion of the value or that could conflict with a proper valuation of the property.</li></ul>
Conflict of Interest	Further, we confirm that the nominated Valuers, and the Valuation Company, Burgess Rawson (WA) Pty Ltd, do not have a pecuniary interest that could conflict with the proper valuation of the property, and we advise that this position will be maintained until the purpose for which this valuation is being obtained is completed.

2. Basis of Valuation

2.1 Market Valuation

Market Value as defined by the International Valuation Standards Committee and as adopted by the Australian Property Institute, is as follows:

‘Market Value is the estimated amount for which an asset should exchange on the date of valuation between a willing buyer and a willing seller in an arm’s length transaction, after proper marketing, wherein the parties had each acted knowledgeably, prudently and without compulsion.’

Market Rental Value as defined by the International Valuation Standards Committee, and as adopted by the Australian Property Institute, is as follows:

‘The estimated amount for which an asset should rent, as at the relevant date, between a willing Lessor and a willing Lessee in an arm’s length transaction, where in the parties have acted knowledgeably, prudently and without compulsion, and having regard to the usual terms and conditions for leases of similar assets’

It should also be noted this assessment of value is based on the facts and evidence as they existed as at the date of valuation and no warranty can be given to the maintenance of this value into the future.

2.2 Definitions

‘As If Complete’ valuation means a valuation of a proposed development that assumes the proposed development to be in a completed state as at the date of the valuation and reflects current market conditions at that date.

‘As Is’ valuation means a valuation that provides the current value of the land as it currently exists rather than an ‘as if complete valuation’ of any proposed development.

‘Proposed Development’ means any planned development or redevelopment of land, including building improvements or modifications, that are proposed, approved or under construction on the land with the exception of land for which the value of the work on the land when completed will be \$200,000 or less.



Lease 2, Portion of Lot 502 on Deposited Plan 73830 (Reserve 45054), John XXIII Avenue, Mount Claremont, WA  
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3. Legal Details

3.1 Title Details

Lot 502	
Search Date	Certificate of Title not searched
Certificate of Title	Volume LR3168 Folio 291
Legal Description	Lot 502 on Deposited Plan 73830
Registered Owner	'State of Western Australia'
Date Registered	N/A
Encumbrances	N/A

Burgess Rawson have not undertaken a current Certificate of Title search as this is a rental valuation only and we assume there are no adverse easements or encumbrances which may affect market rental value. In the event this proves otherwise, Burgess Rawson should be consulted to reassess the value stated herein.

3.2 Native Title

The value and utility of land can be affected by the presence of Aboriginal Sacred Sites. Aboriginal requirements can only be determined by the appointment of an appropriate expert. Therefore, it cannot be warranted that there are no such sites on the land.

For the purpose of this valuation, we have assumed the property being freehold is not subject to any Native Title claims. A search of claims lodged under the Native Title legislation has not been undertaken.

Accordingly, this valuation has been undertaken on a freehold fee simple basis and any allowances for possible native title claim over the land has not been considered. If it is possible to determine that the property is affected, the right to review this valuation is reserved.

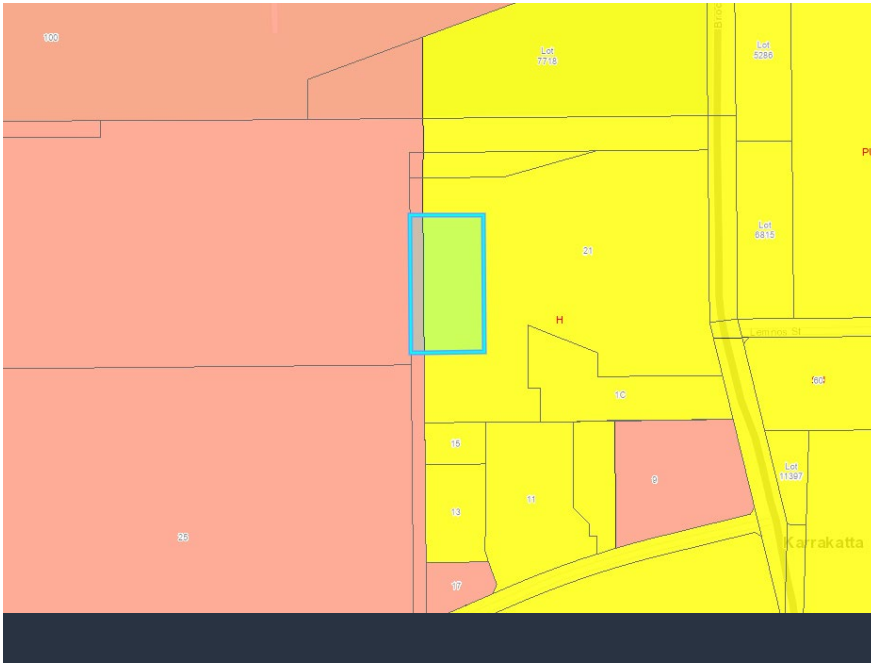
An Aboriginal Heritage Sites Register is determined under Section 38 of the State's Aboriginal Heritage Act 1972 and is maintained by the Department of Aboriginal Affairs, the Register is not considered conclusive evidence.

## 4. Planning

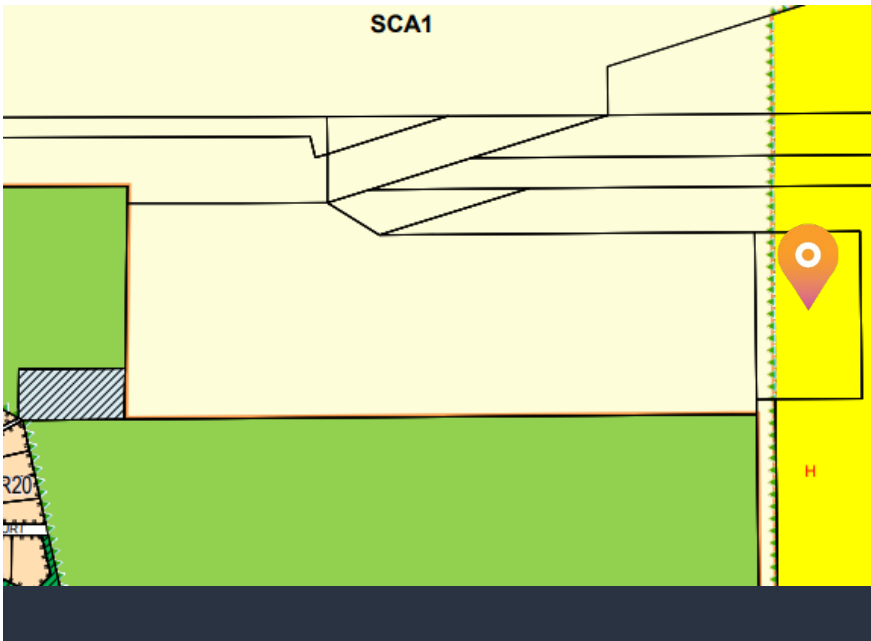
Local Authority	City of Nedlands
Planning Scheme	Local Planning Scheme No. 3, gazetted 16 April 2019
Zoning	Urban Development
Conforming Use	Under the Urban Development zoning, there are nil permissible land uses contained in the Local Planning Scheme and either a Structure Plan, Activity Centre Plan or Local Development Plan must be completed. As the Lessor is the City of Nedlands, we assume that the current use for storage of vehicles is permitted.
Special Control Area 1	<p><i>SCA1 Subiaco Strategic Water Resource Precinct</i></p> <p>Purpose</p> <p>Identify the area as the Subiaco Waste Water Resource Precinct for orderly and proper planning.</p> <p>Objectives</p> <ul style="list-style-type: none"> <li>+ To prevent the introduction and intensification of land uses or development which would be incompatible with: <ul style="list-style-type: none"> <li>- ongoing operation of the Subiaco Waste Water Treatment Plant;</li> <li>- expansion of the capacity of the treatment plant to support population growth in the catchment; and</li> <li>- establishment and operation of resource recovery infrastructure and land uses.</li> </ul> </li> <li>+ To facilitate the use and development of land for uses which are beneficial to the operation of the Subiaco Waste Water Treatment Plant and the surrounding catchment.</li> <li>+ To prevent adverse impacts on residential and other sensitive uses.</li> </ul> <p>Additional Provisions</p> <ol style="list-style-type: none"> <li>1. No residential or other sensitive land uses as defined by EPA Guidance Statement No. 3 (Separation Distances Between Industrial and Sensitive Land Uses, June 2005) are to be located in the Subiaco Waste Water Treatment Plant odour buffer.</li> <li>2. In considering any application for development approval, scheme amendment request, structure plan, local development plan or subdivision application, and in addition to the matters listed in clause 67 of the deemed provisions, the local government shall have regard to the following: <ol style="list-style-type: none"> <li>a. the recommendations of the Water Corporation and Department of Environment Regulation; and</li> <li>b. potential odour impact of the waste water treatment plant and whether the proposal is compatible with the existing and proposed future use of the plant.</li> </ol> </li> <li>3. A structure plan, activity centre plan, local development plan and/or scheme amendment proposal is to provide a current odour modelling technical report to review and confirm the boundaries of the odour buffer.</li> </ol>
Metropolitan Region Scheme	Under the Metropolitan Region Scheme the land is zoned 'Public Purposes'.
Current Resumptions	<p>We are unaware of any road widening requirements affecting the subject property.</p> <p>Discussions with the Local Authority indicate there are no current resumption or acquisition requirements for the site.</p> <p>Our valuation is on the assumption there are no requirements, and if this proves to be otherwise, our valuation assumes the owners will be fully compensated by the relevant Authority.</p>
Historical Significance	<p>There are no known Heritage issues impacting on the subject property.</p> <p><i>Enquiries to the Heritage Council of WA, National Trust and the Local Authority indicate the subject property is not listed or considered to have any historical significance.</i></p>
Planning	<p><i>We have searched the Western Australian Planning and Local Authority Websites and assume the Planning details summarised are correct. In the event that a Town Planning Certificate or any other relevant Planning Certificate or document is obtained and the information therein is later found to be materially different to the town planning information detailed within the valuation, we reserve the right to amend our valuation.</i></p> <p><i>A search of the permitted use with the Authority has not been provided or obtained and therefore this valuation has been undertaken on the basis that all necessary and appropriate town planning and / or building, consents, approvals and certifications have been issued for the use of occupation of the improvements as more fully described in this report.</i></p>

4.1 Zoning Maps

Metropolitan Region Scheme



Local Planning Scheme





5. Situation and Services

Locality	<div><div></div><div>The subject property is located within Mount Claremont which is situated approximately 7 kilometres south west of the Perth Central Business District. More specifically, the subject property is located on the northern side of John XXIII Avenue approximately 400 metres west of its intersection with Brockway Road.</div></div>
Surrounding Development	<div><div></div><div>Surrounding development includes the Western Power Mount Claremont Depot, Swan Transit Mount Claremont Bus Depot, John XXIII College, Subiaco Waste Water Treatment Plant and some older style industrial type properties on Lemnos Street, several sporting reserves, WA Athletics Stadium and residential generally comprising single and grouped dwellings generally of a good quality standard having regard for the well regarded location and high underlying land values.</div></div>
Infrastructure	<div><div></div><div>Brockway Road is a north south thoroughfare road which in a southerly direction connects with Alfred Road which links West Coast Highway with Railway Parade and in a northerly direction connects into Brookdale Street at its intersection with Underwood Avenue, which in turn connects through to Oceanic Drive and The Boulevard, major east west arterial roads.</div></div>
Services	<div><div></div><div>All normal services are provided.</div></div>

Location Map



5.1 Streetscape – Photos



Lease 2, Portion of Lot 502 on Deposited Plan 73830 (Reserve 45054), John XXIII Avenue, Mount Claremont, WA

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## 6. Site Details

## 6.1 Dimensions and Area

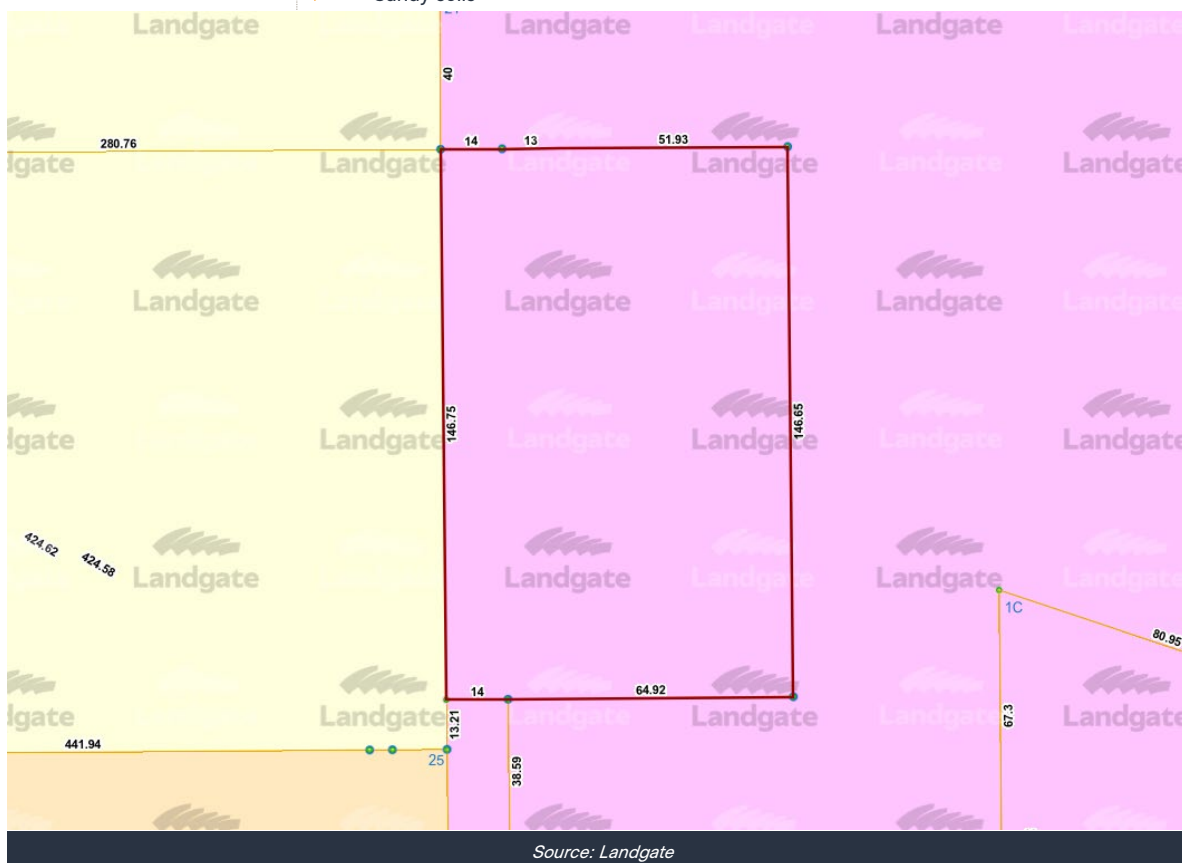
## Frontage and Boundaries

Southern Boundary	78.92 metres
Western Boundary	146.75 metres
Northern Boundary	78.92 metres
Eastern Boundary	146.65 metres
Land Area	1.1578 hectares

## 6.2 Site Features

Identifying site features and characteristics are noted as follows:

Topography & Drainage	+	Regular shape
	+	Land slopes upwards from the southern boundary to the northern boundary at a medium gradient
	+	Site situated above road level
	+	Sandy soils



## Site Summary

A current survey has not been provided. This valuation is made on the basis that there are no encroachments by or upon the property and this should be confirmed by obtaining a current survey report and / or advice from a registered surveyor. If any encroachments are noted by the survey report, we should be consulted to reassess any effect on the value stated herein.

Lease 2, Portion of Lot 502 on Deposited Plan 73830 (Reserve 45054), John XXIII Avenue, Mount Claremont, WA

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## 6.3 Environmental

### Environmental Checklist

Previous potentially contaminating use	Yes
Environmental planning overlay	No
Contamination uses on adjoining properties	No
Known contamination issues in surrounding areas	No
Known groundwater contamination in surrounds	Yes
Potentially contaminating processes or materials on site	No
Known past underground storage of contaminant materials	No
Listed on contaminated or environmental site registers	Yes
Do operations require environmental licensing	No

Having regard to the Australian Property Institute's Australia Real Property Guidance Note 1 (Section 12.1.10) and the list of Potentially Contaminating Activities, Industries and Land Uses, the current use of the subject property for storage would appear to be unlikely to result in an environmental issue or known contamination activity.

Since the enactment of the Contaminated Sites Act 2003, the Department of Environment Regulation maintains a public database in Western Australia of land that has been classified as contaminated.

Contaminated sites are categorised into one of three groups.

1. Contaminated – remediation required;
2. Contaminated – restricted use, or;
3. Remediated for restricted use

In arriving any assessment of the value of land, a basic search of the database was undertaken which disclosed that the subject land is classified. We do not accept any responsibility or liability whatsoever for the accuracy of the information contained in the search of the Contaminated Sites Database.

The subject property and adjoining property are listed on the Department of Water and Environmental Regulation's website as 'Contaminated – Remediation Required'. The land was previously utilised for landfill purposes and the groundwater and soils contain materials including metals and asbestos containing materials. Refer summary appended. Not considered detrimental to subject's current use.

*Whilst we did not witness any hazardous or toxic material on site, it has been noted that this valuation has been prepared without the benefit of soil tests or environmental studies.*

*Accordingly, this valuation is subject to there being no surface or sub-surface soil problems including instability, toxic or hazardous wastes or building material hazards in or on the subject or adjoining properties that would adversely affect its existing or potential use or reduce its marketability and value.*

*It should be noted that environmental matters are beyond the scope of our expertise and as such we would recommend the instructing party satisfy themselves in relation to any environmental risks or contamination issues.*

*Should any such problems become apparent, we reserve the right to review this valuation. We are not environmental consultants / experts and as such no reliance should be placed upon this valuation report until such time that we have had an opportunity to peruse and consider such a report and whether or not that report concludes any impact on value.*

## 6.4 Flood Area

The subject property is not considered to be in a known flood area.

## 6.5 Bushfire Zone

Burgess Rawson have searched the Department of Fire and Emergency Services website and confirm that the subject property is not located in a Bush Fire Zone.



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## 7. Improvements

### 7.1 Description of Improvements

The subject property comprises a small hardstand lot which is retained to provide a level contour and secured with garrison fencing, provided with good quality road base hardstand. The subject property is located within the parent site of a large lot located to the north of the Western Power Mount Claremont Depot and to the east of John XXIII College. The parent site is utilised for Local Authority depot and recycling type uses. The subject lot itself is fenced with garrison fencing and provided with road base hardstand and being situated approximately 400 metres north of John XXIII Avenue accessed via an internal road.

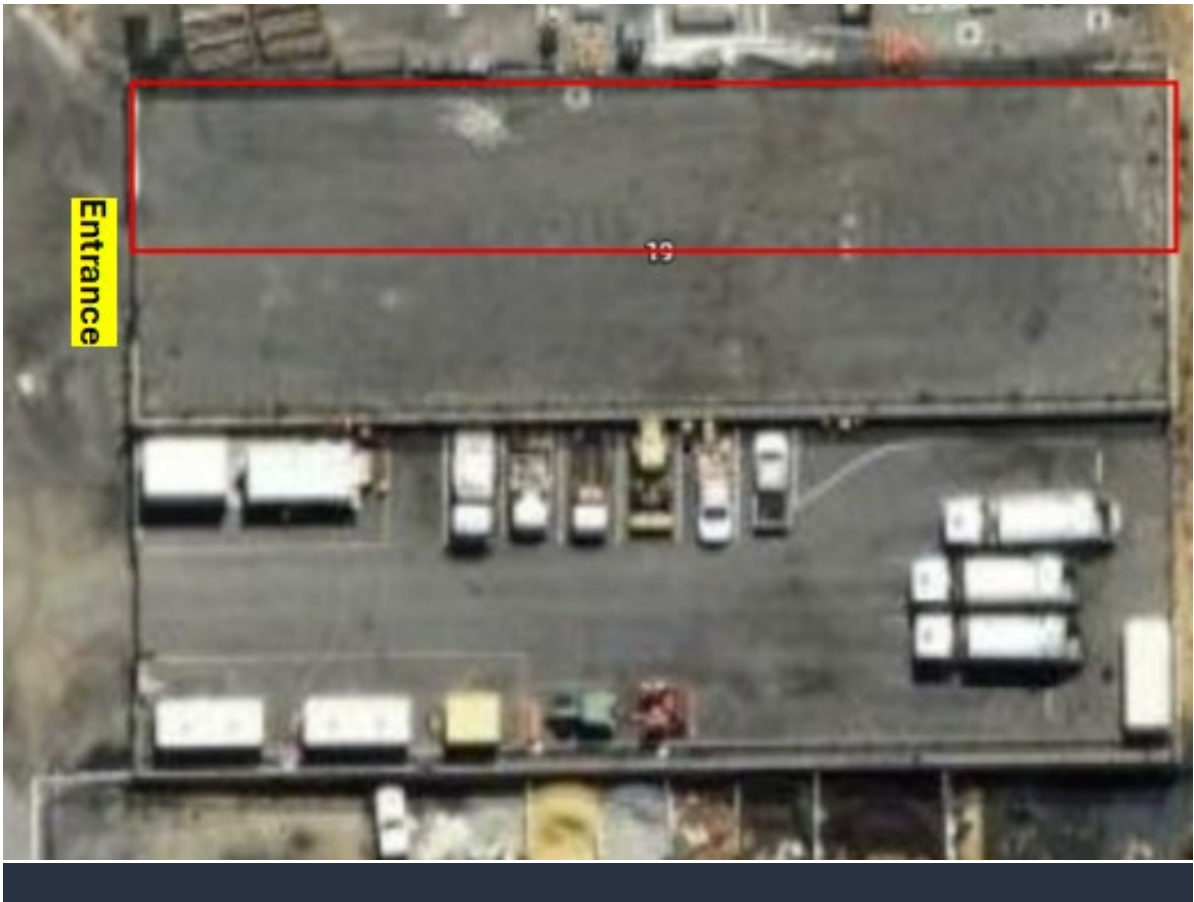
### 7.2 Photos





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7.3 Lettable Area Aerial



8. Tenancy and Financial Details

Burgess Rawson have been instructed to provide a market rental value based on the advised lettable land area of 600 square metres.

## 9. Market Commentary

### 9.1 World Economy

The International Monetary Fund (IMF) has forecast annual global economic growth of 3.0% in 2025 and 3.1% in 2026 (July 2025). Advanced economies are expected to record growth in real Gross Domestic Product (GDP) of 1.5% and 1.6% in each respective year, while the equivalents for emerging markets and developing economies are 4.1% and 4.0% per annum. Two of Australia's top five export markets, China and India, are tipped to grow by an encouraging 4.2% and 6.4% respectively in 2026. These forecasts are all a slight improvement from those released in April 2025.

A variety of threats faces the global economy. In its Global Risks Report 2025, the World Economic Forum identifies 'misinformation and disinformation', 'extreme weather events', 'state-based armed conflict', 'societal polarisation' and 'cyber espionage and warfare' as the top five threats through to the end of 2026. Sovereign debt in developing countries is another grave concern, with UN Trade and Development calculating in March 2025 that developing countries' combined external debt equated to 99% of their total export earnings in 2023.

President Trump's 'Liberation Day', which occurred on 2 April 2025, was a day of magnitude sending economic shock waves across the world. A baseline tariff of 10% would be applied to all imports into the United States from all countries, including Australia, effective 5 April. However approximately 60 countries would be subject to, sometimes significantly, higher tariffs on their goods and services entering the United States. The months since have been eventful, featuring U-turns, pauses, increases, decreases and countries lining up for bilateral trade talks with the US.

### 9.2 Australian Economy

Australia's GDP grew by 1.8% over the 12 months to June 2025. This was the best result since September 2023 (2.1%) however remains lower than the rate recorded during the Global Financial Crisis in 2008-09 (1.9%). Some banks are tipping November for the next interest rate cut. In its August 2025 *Statement on Monetary Policy*, the Reserve Bank of Australia notes that both headline and underlying inflation are within in the 2-3% target range. Labour market conditions have moved closer to full employment and the risk of a damaging trade war has receded.

In July 2025's *World Economic Outlook Update*, the IMF forecasts Australia's economy to grow by 1.8% in 2025 and by 2.2% in 2026. The federal *Budget 2025-26* mentions some factors which will curtail growth: annual net overseas migration will effectively halve between June 2024 and June 2027 and some commodity prices are expected to decline from elevated levels. By the end of March 2026, the iron ore spot price is assumed to reach USD60 per tonne (where in late September 2025, it is priced at circa USD105 per tonne).

Population growth has been a key economic driver since the Covid-19 pandemic. In the 12 months to March 2025, Australia's population rose by 1.6%. This is close to the ten-year average of 1.5%. Net overseas migration accounted for 74.6% of the latest annual increase. Population growth (in percentage terms) is, however, trending downward, where an average annual growth rate 2.3% was recorded between December 2022 and June 2024. *Budget 2025-26* assumes average annual population growth of 1.2% over the ten years to June 2035.

After attaining a 3.5-year high in August 2025, Westpac-Melbourne Institute's monthly *Consumer Sentiment Index* declined by 3.1% in September to record 95.4. A result of under 100 indicates that pessimists are outnumbering optimists. According to Westpac-MI, consumers have renewed concern about the economic outlook and are less confident about further interest rate cuts. While risk aversion remains elevated, finances are improving and expectations for unemployment are back to the long-run average.

A federal election was held on 3 May 2025. While recent polls and election results in Queensland and the Northern Territory had suggested the Liberal Party was gaining ground on Labor, Anthony Albanese's Labor Party enjoyed an unequivocal win. Its representation in the lower house increased by 17 seats. Segments of the population will benefit from reduced student loan debts, income tax cuts, 100,000 new homes for first home buyers, the banning of non-compete clauses for workers earning up to \$175,000, an expansion of bulk-billed medical services, greater childcare subsidies and cheaper home batteries for renewable energy.

### 9.3 Western Australian Economy

CommSec's latest *State of the States* report (July 2025) on quarterly economic performance ranks Western Australia first for only the fourth time since July 2014. The state is the country's top performer in four of the eight key indicator categories: inflation-adjusted retail spending, equipment investment, population growth and housing finance. These drivers of housing demand assist to explain why according to Cotality, Perth's home values have increased by the second highest rate nationally (+6.9%), after Brisbane/Gold Coast (+8.1%), year-on-year to late September 2025.

Western Australia is the only jurisdiction with AAA credit ratings from both Moody's and Standard and Poor's. In the *WA State Budget 2025-26*, the Department of Treasury announced a \$2.5 billion operating surplus in 2024-25 and forecast surpluses of \$2.4 billion to \$2.8 billion between 2025 and 2029. Key areas of focus in the budget are cost-of-living relief, increasing the supply of housing and investment in health and education. Total public sector debt equates to 7.5% of Gross State Product (GSP), reflecting the lowest level of net debt in Australia.

Western Australia's GSP grew by 0.5% over the year to June 2024. This was the lowest result of any jurisdiction and compared with a 1.4% national figure. The underwhelming result is attributed to negative results from Mining (less metal ores and oil and gas produced due to weather disruptions and maintenance activities) and Agriculture, Forestry and Fishing (less grain harvesting compared with the bumper previous period). Data for the 12 months to June 2025 will be available in November. WA's State Final Demand is faring well, increasing 0.5% in the June 2025 quarter (on a par with the national result).

Western Australia's exploration expenditure (excluding petroleum) reached \$2.5 billion in 2024, reflecting 64% of Australia's national spend. A further \$485 million was spent on petroleum exploration in the state (34% of Australia's national spend). Woodside Energy, and Western Australia, received good news in early September when the Albanese government approved the forty-year extension of the North West Shelf project. If WA were a country, it would have ranked among 2023's top ten producers of lithium, iron ore, liquefied natural gas, nickel, cobalt, manganese and rare earths.

Over the 12 months to March 2025, Western Australia's population increased by 2.3%. This was the highest result of any state or territory and compared with a rate of 1.6% nation-wide. Net overseas migration (41,395 persons) accounted for 61.3% of growth in the state. Together with Queensland, WA was one of the few jurisdictions to also record positive net interstate migration (11,675 persons). The strong local economy, recent state government marketing campaigns and a median house price lower than all capitals except Melbourne, Hobart and Darwin (Cotality August 2025) have assisted to bolster the state's appeal.

Western Australia's seasonally adjusted unemployment rate is the lowest in the country. The state's August 2025 result (3.8%) compared with 4.2% Australia-wide. The three industries employing the most people in WA in the August 2025 quarter were Health Care and Social Assistance (14.6% of employed persons, up 0.1% from the August 2024 quarter), Construction (9.9% of workers, up 5.6% from the August 2024 quarter) and Retail Trade (9.3% of employed persons, up 11.5% from the August 2024 quarter).

Inflation in Perth grew at the highest rate of all capital cities in the 12 months to June 2025. Perth's result of 2.7% compared with a weighted average across the eight capitals of 2.1%. The key June quarter contributor in Perth was electricity (up 116.8% due to exhaustion of government rebates). International holiday travel and accommodation (up 4.7%), maintenance and repair of motor vehicles (up 3.8%), medical and hospital services (up 2.5%) and rents (up 1.6%) also recorded minor increases. Automotive fuel was one example of a decline (down 3.3%).

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## 10. Valuation Method – As Is

### 10.1 Direct Comparison Method

*Direct comparison of similar properties leased*

Burgess Rawson have analysed ground and hardstand rentals of properties in the western suburbs and also industrial properties taking into account the location, size, and shape of the land to determine a rental rate per square metre.

Rentals we have considered the most relevant are summarised in the following table.

#### Rental Evidence

Property	Tenant	Area (m <sup>2</sup> )	Rent (m <sup>2</sup> )	Basis	Rental Set Date	Term	Rent Reviews
208 Stubbs Terrace, Shenton Park	Haslinger's Automotive Service	450	\$65	Net	Sep 25	10 Yrs	Market bi-annually
Comments	Ground lease fronting onto Stubbs Terrace and adjoins the Perth to Fremantle rail lines located on land owned by the Public Transport Authority (PTA). Rent reviewed to market at \$29,185 per annum. Permitted use auto mechanic.						
Comparison	Superior location supporting commercial uses and the subject will reflect a lower rental rate per square metre.						
204 Stubbs Terrace, Shenton Park	TTT Holdings	1,489	\$47	Net	Jun 25	10 Yrs	Market bi-annually
Comments	Ground lease fronting onto Stubbs Terrace and adjoins the Perth to Fremantle rail lines located on land owned by the Public Transport Authority (PTA). Rent reviewed to market at \$70,000 per annum. Permitted use panel beater.						
Comparison	Superior location supporting commercial uses. Larger land area. Overall, the subject will reflect a lower rental rate per square metre.						
52 Redcliffe Road, Redcliffe	Not disclosed	2,000	\$45	Net	Jun 24	5 Yrs	Not disclosed
Comments	New lease over a fenced hardstand storage yard, with road base hardstand located on Redcliffe Road near Great Eastern Highway within the Redcliffe / South Guildford industrial precinct. Commencing rent \$90,000 per annum.						
Comparison	Superior location for industrial hardstand. The subject will reflect a lower rental rate per square metre.						
10 Imperial Street, High Wycombe	Not disclosed	1,010	\$54	Net	Feb 25	1 Yr	N/A
Comments	New lease over a storage yard with bitumen paved hardstand, with chain mesh fencing with electrical wiring. Located within the original industrial precinct in High Wycombe. Commencing rent \$55,000 per annum.						
Comparison	Superior location for industrial hardstand. The subject will reflect a lower rental rate per square metre.						
23 Eureka Street, High Wycombe	Not disclosed	2,090	\$26	Net	May 25	1 Yr 3 Mths	N/A
Comments	New lease over a regular shaped storage yard with bitumen paving and chain mesh perimeter fencing. Located within the original part of the High Wycombe industrial precinct. Commencing rent \$54,340 per annum.						
Comparison	Superior location within a more traditional industrial location, yet larger land area deems the subject will reflect a higher rental rate per square metre.						
Portion Lot 502, John XXIII Avenue, Mount Claremont	Mainswest	1,099	\$41	Net	Oct 24	18 Mths + 6 Mths	Not disclosed
Comments	New lease over a hardstand site with road base hardstand located on a parent site of a large lot located to the north of the Western Power Mount Claremont Depot and to the east of John XXIII College. Commencing rent \$50,000 per annum which we understand includes GST reflecting \$45,455 per annum excluding GST. We are aware that at the time the lease commenced, it was considered the Lessee paid a premium to secure the site.						
Comparison	Comparable location. Rent considered to reflect special value to the tenant and the subject will reflect a lower rental rate per square metre.						
307 Kenwick Road, Maddington	Not disclosed	15,041	\$20	Net	Sep 23	2 + 1.5 Yrs	CPI annually with market at option
Comments	Circa 1.5051 hectare blue metal paved hardstand site, situated on the corner of Kenwick Road and the main access road Kelvin Road. Commencing rent \$300,280 net per annum. Nil incentive. Outgoings \$6 per square metre.						
Comparison	Superior more traditional industrial location, yet much larger land area and dated lease. The subject will reflect a higher rental rate per square metre.						



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The rental evidence summarised above reflects a range from \$20 up to \$65 net per square metre. The lower end of the range is reflective of a large 1.5 hectare hardstand site within the Maddington industrial precinct and the upper end of the range is reflective of a small 450 square metre ground lease on Stubbs Terrace in Shenton Park abutting the Perth to Fremantle rail lines. We note that generally larger land areas tend to influence the rental rate per square metre downwards and vice versa.

Therefore, having regard to the above and the subject property providing:

- + Subject ground lease area as advised 600 square metres
- + Located within a large parent site which includes several depot and storage type uses
- + Located in direct proximity to Western Power's depot and John XXIII College
- + Tenancy is landlocked; however, is permitted to use an access road which extends through John XXIII Avenue
- + The tenancy is retained, fenced with garrison fencing and provided with good quality road base hardstand

We have adopted a range of \$32.50 to \$37.50 per square metre of land area.

Our calculations are as follows:

Direct Comparison - Lettable Area				
		Low	Mid	High
	\$/m <sup>2</sup>	32.50	35.00	37.50
Lettable Area Value	\$	19,500	21,000	22,500
Rounded Value	\$	19,500	21,000	22,500

**ADOPT** **21,000 PA**

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11. Valuation Summary

11.1 As Is

Method	Market Rental Value
Direct Comparison	\$21,000 pa
Adopted for Valuation Purposes	\$21,000 pa

## 12. Assumptions, Conditions and Limitations

### General Limitations

*Information provided by the managing agents, the client and consultants with respect to tenancy details, outgoing, building areas and any offer to lease, development costs, subdivision works, planning and lot yield is assumed to be true and correct, should this vary, we reserve the right to amend our valuation accordingly.*

*Plans, costings, specification and areas that have been provided by the client or consultants would appear to be supported by quantity surveyors' journals. However, should these costings, plans, specifications and areas vary significantly from the final Building Licence, Development Approvals and completed project; we reserve the right to reassess our valuation figure.*

*Any areas mentioned in this report are approximate only and should not be relied upon for any other purpose other than this valuation. If utilised for any other purpose than this valuation, the areas should be verified by a licensed surveyor.*

*Our valuation is on the assumption that if there is a requirement to resume or acquire the land buy a relevant authority, the owners will be fully compensated.*

### Valuation Methodology

*The valuation methodology used by Burgess Rawson is the best estimate of value Burgess Rawson can produce, but is an estimate and not a prediction or guarantee of value. This methodology uses market derived assumptions obtained from analysed transactions. A cross-section of transactions is detailed in this report. We do not represent ourselves as experts for data, such as economic, demographic or construction costs, which has been obtained from external sources.*

### Directors Clause

*Under required circumstances, this report may have been co-signed by a Director of Burgess Rawson. Where this is the case, the Director may not have inspected the property, the Director certifies that he has discussed the valuation methodology with the Valuer and checked the valuation calculations.*

### Payment

*Liability to the parties in the report is subject to settlement of account for service rendered.*

### GST

*In analysing the sales and / or leasing evidence we have provided; it is noted we have attempted to ascertain if the sale price / rental is inclusive or exclusive of Goods and Services Tax (GST). With regard to sales evidence, it is emphasised the Land Titles Office in Western Australia does not differentiate between or record, if the sale price is inclusive or exclusive of GST. Where we have not been able to verify if GST is included in the sale price or rental, we have assumed the Land Titles Office record of sales price or the rental is inclusive of GST. Should this not be the case for any particular sale or letting used as evidence, we reserve the right to reconsider our valuation.*

*It is accepted not all properties are directly comparable, however, a range of evidence has been provided to suggest the best evidence for our purposes.*

*There are several exclusions affecting the payment of GST on a sales transaction after 1st July 2000 e.g., property sold as going concern and existing residential real estate. As we have not been informed of any particular arrangements whereby sales transactions of the property will not attract GST, we have assumed the Market Value stated in the Certificate of Valuation is exclusive of GST. For newly created residential real estate, we have assumed the market value to be inclusive of GST. Should it eventuate the assumptions we have made regarding GST are not correct, we reserve the right to re-assess any effect on the value stated in this report.*

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### 13. Enclosures

Deposited Plan 73830

Department of Water & Environmental Regulation – Contaminated Sites Summary of Records

Letter of Instruction



## Annexure 1 – Deposited Plan 73830

Lease 2, Portion of Lot 502 on Deposited Plan 73830 (Reserve 45054), John XXIII Avenue, Mount Claremont, WA 6010

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[illegible]

## **Annexure 2 – Department of Water & Environmental Regulation – Contaminated Sites Summary of Records**

Lease 2, Portion of Lot 502 on Deposited Plan 73830 (Reserve 45054), John XXIII Avenue, Mount Claremont, WA 6010



## Contaminated Sites Act 2003 Basic Summary of Records Search Response

Report generated at 11:56:23AM, 06/10/2025

### Search Results

Receipt No:

ID No: 11305

This response relates to a search request received for:

Lot 12973 On Plan 219939  
Mount Claremont, WA, 6010

This parcel belongs to a site that contains 13 parcel(s).

According to Department of Water and Environmental Regulation records, this land has been reported as a known or suspected contaminated site.

<b>Address</b>	Lot 12973 On Plan 219939 Mount Claremont, WA, 6010
<b>Lot on Plan Address</b>	Lot 12973 On Plan 219939
<b>Parcel Status</b>	<p><b>Classification:</b> 31/12/2014 - <i>Contaminated - remediation required</i></p> <p><b>Nature and Extent of Contamination:</b></p> <p>Groundwater beneath the site contains nutrients and some metals.</p> <p>The site was historically used for landfill purposes. Landfill material remains buried across the site.</p> <p>Asbestos-containing materials are located in some of the surface soils of the site.</p> <p><b>Restrictions on Use:</b></p> <p>Other than for analytical testing or remediation, groundwater abstraction is not permitted at this site because of the nature and extent of groundwater contamination.</p> <p>The land use of the site is restricted to recreational open space. The site should not be developed for a more sensitive use such as residential use or childcare centres without further contamination assessment and/or remediation.</p> <p><b>Reason for Classification:</b></p> <p>This site was originally reported to the Department of Environment Regulation (DER) prior to the commencement of the 'Contaminated Sites Act 2003' (the Act), and was reported again as per reporting obligations under section 11 of the Act in November 2012. The site classification is based on technical information submitted to DER by October 2014.</p> <p>The site comprises multiple parcels of land owned by various parties which historically operated as the Brockway landfill. The site lies between Brockway Road in the east, Stephenson Avenue in the west, the sporting complex to the north and school playing fields to the south. The landfill operated from 1970 to 1996. Landfilling is a land use that has the potential to cause contamination, as specified in the guideline 'Potentially Contaminating Activities, Industries and Landuses' (Department of Environment, 2004). Municipal wastes including putrescible waste, industrial wastes and septic wastes are known to have been disposed at the site.</p>

#### Disclaimer

This Summary of Records has been prepared by Department of Water and Environmental Regulation (DWER) as a requirement of the Contaminated Sites Act 2003. DWER makes every effort to ensure the accuracy, currency and reliability of this information at the time it was prepared, however advises that due to the ability of contamination to potentially change in nature and extent over time, circumstances may have changed since the information was originally provided. Users must exercise their own skill and care when interpreting the information contained within this Summary of Records and, where applicable, obtain independent professional advice appropriate to their circumstances. In no event will DWER, its agents or employees be held responsible for any loss or damage arising from any use of or reliance on this information. Additionally, the Summary of Records must not be reproduced or supplied to third parties except in full and unabridged form.





## **Contaminated Sites Act 2003**

### **Basic Summary of Records Search Response**

Report generated at 11:56:23AM, 06/10/2025

Other historical activities that have occurred at various locations on the site include market gardening, an oil reclamation facility, turf farming and grazing. The majority of the site is currently vacant, with some current land uses including electricity transformers, school playing fields and commercial uses.

Following the closure of the landfill a one meter sand cap was installed over the former landfill area. Investigations have demonstrated that the depth of the sand is variable across the site with around only 75% of the site meeting the one meter depth requirement.

Several rounds of investigations have been undertaken to support various development processes and to delineate a groundwater nutrient impacted plume originating from both the Subiaco Waste Water Treatment Plant and from the former landfill itself.

Part of the site is dedicated as AK Reserve which is intended for sporting use and development. Environmental investigations commenced in 2006 as part of a proposal to create a rugby stadium facility. The site was found unsuitable for such a development and the intended future use for that area and the remainder of the site is school and community playing fields, some of which have already been established.

Between approximately 1994 and 2004 landfill gas was commercially collected from the site. Around 330 bores were used for the gas extraction process. At decommissioning, the surface pipework was removed but the bores were capped and surveyed for potential future use if required. The condition of the bores is unknown, though some monitoring bores are still in place. Gas monitoring in 2010 indicated that the landfill is still producing significant volumes of methane at the perimeter of the site. Further assessment of the landfill gas regime will be required for any future developments at the site.

The soil quality investigations of the sand cap indicated that concentrations of metals (zinc, copper and mercury) and pesticides were present at several locations, and in concentrations that exceeded the Ecological Investigation Levels (EIL) as published in 'Assessment Levels for Soil, Sediment and Water' (Department of Environment and Conservation, 2010). Asbestos-containing materials were also identified in the surface soils at several locations.

Groundwater investigations indicate that nutrients, iron and cadmium are present in groundwater at concentration exceeding domestic non-potable use criteria as published in 'Contaminated Sites Reporting Guideline for Chemicals in Groundwater' (Department of Health, 2006). Some metals, pesticides and hydrocarbons were present in groundwater at concentrations that exceed Groundwater Investigation Levels for fresh waters and drinking water, as published in the 'National Environment Protection (Assessment of Site Contamination) Measure 1999' (the NEPM) though there are no sensitive fresh water receptors in the immediate area.

A preliminary risk assessment for landfill gas present at the site has indicated that if the site is developed, remediation or active management of landfill gases will be required to mitigate potential risks to human health, the environment and environmental values.

The majority of the site is currently vacant and based on the information provided, the site appears suitable for continued passive use, but may not be suitable for more sensitive land uses (such as formal recreational areas, residential housing, child care centres) without a more detailed risk assessment being completed.

#### **Disclaimer**

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## Contaminated Sites Act 2003 Basic Summary of Records Search Response

Report generated at 11:56:23AM, 06/10/2025

As the site is contaminated, remediation is required to reduce unacceptable risks to human health, the environment or any environmental value to acceptable levels, and remedial works are in progress but not yet completed, the site is classified as 'contaminated - remediation required'.

DER, in consultation with the Department of Health, has classified this site based on the information available to DER at the time of classification. It is acknowledged that the contamination status of the site may have changed since the information was collated and/or submitted to DER, and as such, the usefulness of this information may be limited.

In accordance with Department of Health advice, if groundwater is being, or is proposed to be abstracted, DER recommends that analytical testing should be carried out to determine whether the groundwater is suitable for its intended use.

### Other Relevant Information:

Additional information included herein is relevant to the contamination status of the site and includes DER's expectations for action that should be taken to address potential or actual contamination described in the Reasons for Classification.

Based on the available information, groundwater contamination present at this site has also been identified beyond the site boundary on adjacent land, and as such, DER considers this site meets the definition of a "source site" as specified in Part 1, Section 3 of the Act. In accordance with Regulation 31(1)(b) of the Contaminated Sites Regulations 2006, any reports or information submitted to DER that are relevant to the investigation, assessment, monitoring or remediation of a "source" site are required to be accompanied by a mandatory auditor's report (MAR) prepared by an accredited contaminated sites auditor.

The site also meets the definition of an 'affected site' as groundwater contamination from the Waste Water Treatment Plant to the north-east is known to have impacted the site historically.

### Action required:

Further groundwater investigations are required down gradient to confirm the extent of the groundwater plume originating from the site and contributed to from the up-gradient site. Groundwater monitoring should be periodically undertaken on site to with the results reported to DER to confirm if the quality of the groundwater is improving.

Further landfill gas investigations and potential off-site impacts, including an appropriate risk assessment, are required to assess the suitability of the site for any proposed development.

Investigations should meet the standards outlined in the DER's 'Contaminated Sites Management Series' of guidelines and the 'National Environment Protection (Assessment of Site Contamination) Measure 1999'.

### Certificate of Title Memorial

Under the Contaminated Sites Act 2003, this site has been classified as "contaminated - remediation required". For further information on the contamination status of this site, please contact Contaminated Sites at the Department of Environment Regulation.

### Current Regulatory Notice Issued

**Type of Regulatory Notice:** Nil

**Date Issued:** Nil

### Disclaimer

This Summary of Records has been prepared by Department of Water and Environmental Regulation (DWER) as a requirement of the Contaminated Sites Act 2003. DWER makes every effort to ensure the accuracy, currency and reliability of this information at the time it was prepared, however advises that due to the ability of contamination to potentially change in nature and extent over time, circumstances may have changed since the information was originally provided. Users must exercise their own skill and care when interpreting the information contained within this Summary of Records and, where applicable, obtain independent professional advice appropriate to their circumstances. In no event will DWER, its agents or employees be held responsible for any loss or damage arising from any use of or reliance on this information. Additionally, the Summary of Records must not be reproduced or supplied to third parties except in full and unabridged form.



Government of Western Australia  
Department of Water and Environmental Regulation

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***Contaminated Sites Act 2003***  
**Basic Summary of Records Search Response**

Report generated at 11:56:23AM, 06/10/2025

**General**

No other information relating to this parcel.

**Disclaimer**

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## Annexure 3 – Letter of Instruction

Lease 2, Portion of Lot 502 on Deposited Plan 73830 (Reserve 45054), John XXIII Avenue, Mount Claremont, WA 6010





City of Nedlands

PO Box 9, Nedlands WA 6909  
71 Stirling Hwy, Nedlands WA 6009  
Tel: 08 9273 3500 Fax: 08 9273 3670  
**ABN: 92614728214**

**CITY OF NEDLANDS**  
**PURCHASE ORDER**

Burgess Rawson  
Level 10, 225 St Georges Terrace  
PERTH WA 6000

**Order:** PO10009758  
**Issued:** 16/10/2025  
**Vendor:** 10381  
**Required:** 22/10/2025  
**Requisition:** RQ10011305  
**Page:** 1 of 1

Attention : Ivana Cicchini

Order Comment: Provide valuation report for Lot 502 John XXiii avenue- Leo Heaney PTY LTD

Product Code	Description	Qty	Inc Unit Price	Inc Amount
	Valauton Lot 502 John XXiii- Leo He	1 EACH	1,980.00	1,980.00
	Complete Valauton Lot 502 John XXiii- Leo Heaney Pty Ltd, New lease			

**Order Total :** 1,980.00

**Deliver To:** City of Nedlands Administration Centre  
71 Stirling Hwy  
Nedlands WA 6009

For timely processing of invoices, please email invoices to [accountspayable@nedlands.wa.gov.au](mailto:accountspayable@nedlands.wa.gov.au)  
Please quote PO number on invoice

1. Our payment term is 30 days and preferred payment method is by EFT
2. No goods to be supplied without an order
3. Order number to be quoted on all invoices Failure to comply will result in return of invoice unpaid
4. Invoices received that do not comply with the ATO guidelines and do not quote ABN may result in the deduction

For purchase order terms and conditions please see the City's website by clicking [here](#).





**PUBLIC NOTICE**  
**Proposed Disposition of**  
**Property**  
**Section 3.58 of the**  
**Local Government Act 1995**

The City of Nedlands is considering entering into a Lease of a portion John XXIII Depot Lot 502 on Deposited Plan 73830, Volume LR3168, Folio 291, for the purpose of storing Tree planting and care equipment.

Property to be leased: A 600m<sup>2</sup> portion of Lot 502 on Deposited Plan 73830, Volume LR3168, Folio 291, John XXIII Depot.

**Lessee:** Leo Heaney Pty Ltd

**Term of Lease:** One year plus a further 3x1 years options

**Consideration:** \$21,000 per annum plus GST.

CPI rent review on the anniversary of the commencement date, and a market rent review upon the tenant exercising their final option, lessee responsible for all outgoings.

**Market Value:** \$21,000 per annum plus GST

Written submissions in respect of the proposed lease may be lodged with the City until 5pm, Saturday 22 November 2025.

Submissions should be marked "Proposed Lease portion of Lot 502, John XXIII avenue, Mount Claremont" and addressed to the Acting Chief Executive Officer at the City of Nedlands, PO Box 9 Nedlands, WA 6909 or emailed to [council@nedlands.wa.gov.au](mailto:council@nedlands.wa.gov.au)



## 16.2 Monthly Financial Report - October 2025

<b>Report Number</b>	<b>CPS49.11.25</b>
<b>Applicant</b>	City of Nedlands
<b>Disclosure of Interest</b>	Nil
<b>Voting Requirements</b>	Simple Majority
<b>Authority/Discretion</b>	Executive
<b>Contributing Officer</b>	Mark Ponton - Acting Coordinator Accounting Services Nick Elliott - Financial Accountant
<b>Responsible Officer</b>	Lorraine Driscoll - Interim Director Corporate and Community Performance
<b>Director</b>	Lorraine Driscoll - Interim Director Corporate and Community Performance
<b>Attachments</b>	1. Stmt of Financial Activity - Oct 25 [ <b>16.2.1</b> ] 2. Net Current Assets - Oct 25 [ <b>16.2.2</b> ] 3. Stmt of Comprehensive Income - Oct 25 [ <b>16.2.3</b> ] 4. Stmt of Financial Position - Oct 25 [ <b>16.2.4</b> ] 5. Reserve Movements - Oct 25 [ <b>16.2.5</b> ] 6. Borrowings - Oct 25 [ <b>16.2.6</b> ] 7. Capital Works Program - Oct 25 [ <b>16.2.7</b> ]

### Purpose

Administration is required to provide Council with a monthly financial report in accordance with regulation 34(1) of the *Local Government (Financial Management) Regulations 1996*. Material variances are highlighted to Council in the attached Monthly Financial Report.

### Officer Recommendation

**That Council RECEIVES the Monthly Financial Report for 31 October 2025.**

### Background

All opening positions from prior year are a preliminary result for the year ended 30 June 2025 as the Financial Statements 2024/25 are yet to be completed and reviewed by the Auditors.

Movements in the opening balance from prior months shown in the Statement of Financial Position, Statement of Financial Activity and Reserve Movements reflect accounting adjustments posted in 2024/25 for the Final Audit. This monthly financial report has been prepared on the same basis as any other month in the reporting cycle and does not include any year end accounting adjustments. These accounting adjustments will be made in the accounting ledger in Period 13 which preserves the integrity of monthly reporting to Council within the current financial year.





The report references budget differences in the variance analysis. The materials supporting the preparation of the approved budget were prepared on an aggregate basis which limits the ability to provide a detailed analysis of variances.

## Discussion

The monthly financial management report meets the requirements of regulation 34(1), 34(3), and 34(5) of the *Local Government (Financial Management) Regulations 1996*.

The attached report shows the month end position as at the end of October 2025.

The Statement of Financial Activity presents of municipal closing surplus as of 31 October 2025 is \$30,911,949 which is a \$5,436,690 favourable variance, compared to a budgeted surplus for the same period of \$25,475,259.

The Statement of Comprehensive Income reports operating revenue at the end of October 2025 as \$41,896,197 which represents a \$1,640,911 favourable variance compared to the year-to-date budget of \$40,255,285 primarily due to Fees and charges being budgeted evenly across the year, whereas some of the Service Fees have been received entirely with the Rates in September.

The operating expense at the end of October 2025 was \$17,296,074 which represents a \$2,600,791 favourable variance compared to the year-to-date budget of \$19,896,865 primarily in Employee costs where there are 16 Weeks of Actual costs, but 17 weeks in the budget, and Materials & Contracts.

The attached Statement of Financial Activity compares Actuals with Amended Budget by Nature or Type as per regulation 34 (3) of the Local Government Financial Management Regulations 1996. Material variances from the budget as defined under Budget Implications are explained for revenue and expenditure.

### Operating Activities

#### **Operating grants, subsidies, and contributions**

Unfavourable variance of \$70,861 is due budget phasing not aligning to receipts.

#### **Fees and charges**

No variance analysis required as variance to budget is less than 10%.

#### **Service charges (UGP)**

Favourable variance of \$1,336,368 is due to a difference in the Budgeted Vs Actual mix of UGP paid in full Vs Instalments, with the budgeted expecting 50% to be paid in full but Actuals being closer to 60%.

#### **Interest earnings**

Favourable variance of \$65,123 resulting due budget phasing.



**Other revenue**

Favourable variance of \$137,598 primarily due to a catch up of re-imburement of utility charges from clubs invoiced in September.

**Profit on disposal of assets**

No variance analysis required as variance to budget is less than 10%.

**Employee costs**

Favourable variance of \$1,372,845, primarily due to 8 fortnights of expenditure YTD compared to the pro rata budget of 4/12<sup>th</sup> (i.e. there has been no accrual for the full month).

**Materials and contracts (UGP)**

No variance analysis required as variance to budget is less than 10%.

**Materials and contracts**

Favourable variance of \$1,251,950 primarily due to expenditure being delayed pending the approval of the budget.

**Utility charges**

Favourable variance of \$85,852 due to the reversal of prior year accruals for energy costs in July, but no ongoing monthly accrual.

**Depreciation and amortisation**

No variance analysis required as variance to budget is less than 10%.

**Insurance expenses**

No variance analysis required as variance to budget is less than 10%.

**Interest expenses**

Unfavourable variance of \$16,449 due to the phasing of the Budget.

**Other expenditure**

No variance analysis required as variance to budget is less than 10%.

Investing Activities

**Non-operating grants, subsidies, and contributions**

Unfavourable variance of \$921,694 due to timing of grant receipts.

**Proceeds from disposal of assets**

Unfavourable variance of \$12,273 primarily due to the timing of disposals.

**Purchase of property, plant, and equipment**

Favourable variance of \$413,425 due to delay in purchases associated with the late adoption of the budget.

**Purchase and construction of infrastructure**

Favourable variance of \$993,823 due to delays in works associated with the late adoption of the budget.



### Financing Activities

No Variances to be reported.

### Rates

No Variances to be reported.

### Rates Receivable

Outstanding rates debtors (net of any rebates) are \$19,265,623 as of 31 October 2025 compared to \$13,053,666 as of 31 October 2024 which reflects the later striking of rates in the current year and UGP. Breakdown as follows:

Receivable	31 Oct 2025 (\$)	31 Oct 2024 (\$)	Variance (\$)
Rates	13,628,005	11,307,777	2,320,228
UGP	2,727,493	40,370	2,687,122
Rubbish & Pool	1,184,606	572,787	611,819
Pensioner Rebates	344,373	379,838	(35,465)
ESL	1,381,146	752,894	628,252
<b>Total</b>	<b>19,265,623</b>	<b>13,053,666</b>	<b>6,211,957</b>

### Employee Data

Description	Number
Headcount (Active Employees including FT, PT, & Casual)	171
Occupied FTE (FT & PT)	134
Occupied FTE (Casual)	12
No. of contract employees (Temporary/Agency)	7

The figures are reported at the end of the calendar month of September 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**

#### Performance

11. Effective leadership and governance.

### Budget/Financial Implications



At the Special Council Meeting on 27 August 2025, item CPS47.08.25, Council adopted the following thresholds for the reporting of material financial variances in the monthly statement of financial activity reports:

- a. Operating items – Greater than 10% and a value greater than \$20,000
- b. Capital items – Greater than 10% and a value greater than \$50,000

Pursuant to regulation 34(5) of the *Local Government (Financial Management) Regulations 1996*, and Australian Accountings Standard AASB 1031 Materiality.

## **Legislative and Policy Implications**

*Local Government Act 1995, Local Government (Financial Management) Regulations 1996, and Australian Accounting Standards.*

## **Decision Implications**

Nil

## **Conclusion**

As recorded in the Statement of Comprehensive Income, the municipal surplus as of 31 October 2025 is \$24,612,779 which is favourable compared to a budgeted deficit for the same period of \$21,292,387.

The operating revenue at the end of October 2025 was \$41,896,197 which represents a \$1,640,911 favourable variance compared to the year-to-date budget of \$40,255,285 primarily in Operating grants, subsidies and contributions, and Fees and charges.

The operating expense for October 2025 was \$17,296,074 which represents a \$2,600,791 favourable variance compared to the year-to-date budget of \$19,896,865 primarily in Employee costs and Materials & Contracts.

## **Further Information**

Nil





## City of Nedlands Statement of Financial Activity

By Nature or Type  
For the Period 01-Jul-2025 to 31-Oct-2025

	Adopted Budget	Adopted Budget YTD	Actuals YTD	Variance (\$) YTD	Variance (%) YTD
<b>Operating Activities</b>					
Net current assets - Opening surplus/(deficit)	3,626,289	3,626,289	4,360,659	734,370	20.25 %
<b>Revenue</b>					
Operating grants, subsidies and contributions	654,638	218,213	147,352	(70,861)	(32.47)%
Fees and charges	9,493,813	6,470,324	6,661,393	191,069	2.95 %
Service charges (UGP)	3,855,577	3,855,577	5,191,945	1,336,368	34.66 %
Interest earnings	1,042,514	230,239	295,362	65,123	28.29 %
Other revenue	209,733	61,411	216,280	154,869	252.18 %
Profit on disposal of assets	108,250	12,273	12,656	383	3.12 %
	15,364,525	10,848,037	12,524,988	1,676,951	15.46 %
<b>Expenses</b>					
Employee costs	(18,953,044)	(6,617,619)	(5,244,774)	1,372,845	20.75 %
Materials and contracts (UGP)	(9,319,249)	(3,727,700)	(3,727,700)	0	0.00 %
Materials and contracts	(15,921,845)	(5,148,686)	(3,896,737)	1,251,950	24.32 %
Utility charges	(1,046,457)	(348,819)	(262,967)	85,852	24.61 %
Depreciation and amortisation	(10,598,779)	(3,532,926)	(3,532,926)	0	0.00 %
Insurance expenses	(472,104)	(157,368)	(146,075)	11,293	7.18 %
Interest expenses	(261,117)	(68,723)	(52,274)	16,449	23.94 %
Other expenditure	(1,050,643)	(295,024)	(432,623)	(137,598)	(46.64)%
	(57,623,238)	(19,896,865)	(17,296,074)	2,600,791	13.07 %
Non-cash amounts excluded from operating activities	10,490,529	3,520,653	3,491,101	(29,552)	(0.84)%
<b>Amount attributable to operating activities</b>	<b>(28,141,895)</b>	<b>(1,901,886)</b>	<b>3,080,674</b>	<b>4,982,560</b>	<b>261.98 %</b>
<b>Investing Activities</b>					
Non-operating grants, subsidies and contributions	4,145,081	921,694	0	(921,694)	(100.00)%
Proceed on Sale of Assets	108,250	12,273	0	(12,273)	(100.00)%
Purchase of property, plant, and equipment	(1,990,647)	(497,662)	(84,236)	413,425	83.07 %
Purchase and construction of infrastructure	(8,372,630)	(2,093,158)	(1,099,335)	993,823	47.48 %
<b>Amount attributable to investing activities</b>	<b>(6,109,946)</b>	<b>(1,656,853)</b>	<b>(1,183,571)</b>	<b>473,282</b>	<b>28.57 %</b>
<b>Financing Activities</b>					
Repayment of borrowings	(1,373,111)	(343,278)	(606,516)	(263,238)	(76.68)%
Proceeds from borrowings	4,000,000	0	0	0	0.00 %
Recoup from self supporting loans	0	0	(4,595)	(4,595)	0.00 %
Payments for principal portion of lease liability	(168,984)	(42,246)	(13,255)	28,991	68.62 %
Transfers to reserves	(500,000)	0	0	0	0.00 %
Transfers from reserves	3,850,000	0	0	0	0.00 %
<b>Amount attributable to financing activities</b>	<b>5,807,905</b>	<b>(385,524)</b>	<b>(624,366)</b>	<b>(238,842)</b>	<b>(61.95)%</b>
Surplus/(deficit) before imposition of general rates	(28,443,937)	(3,944,262)	1,272,737	5,216,999	132.27 %
Total amount raised by general rates	29,821,188	29,421,188	29,385,550	(35,638)	0.00 %
<b>Surplus/(deficit) after imposition of general rates</b>	<b>1,377,251</b>	<b>25,476,926</b>	<b>30,658,287</b>	<b>5,181,362</b>	<b>20.34 %</b>



## City of Nedlands Net Current Assets

By Nature or Type  
For the Period 01-Jul-2025 to 31-Oct-2025

	Balance As At 1-Jul-25	Balance As At 31-Oct-25
<b>Current Assets</b>		
Cash and cash equivalents	20,477,933	29,009,176
Other Financial Assets	4,595	0
Trade and other receivables	1,766,609	22,471,507
Inventories	4,937	4,937
Other assets	551,570	907,753
<b>Total Current Assets</b>	<b>22,805,644</b>	<b>52,393,373</b>
<b>Current Liabilities</b>		
Trade and other payables	(5,095,599)	(8,603,463)
Lease Liabilities	(170,163)	(170,163)
Borrowings	(1,008,888)	(1,411,259)
Grant and contract liabilities	(629,167)	(796,247)
Provisions	(2,100,459)	(1,654,022)
Other liabilities	(132,576)	(163,825)
<b>Total Current Liabilities</b>	<b>(9,136,852)</b>	<b>(12,798,979)</b>
<b>Net Current Assets*</b>	<b>13,668,792</b>	<b>39,594,394</b>
<b>Adjustments to NCA</b>		
Less: Reserves	(10,850,922)	(10,850,922)
Adj for Restricted Cash	368,333	368,333
Less: Self Supporting Loans	(4,595)	
Add: Current Borrowings	1,008,888	1,411,259
Add: Leases	170,163	170,163
<b>Total Adjustments</b>	<b>(9,308,133)</b>	<b>(8,901,166)</b>
<b>Surplus/(Deficit)*</b>	<b>4,360,659</b>	<b>30,693,228</b>

\*Layout amended to align with standard reporting practice



## City of Nedlands Statement of Comprehensive Income

By Nature or Type  
For the Period 01-Jul-2025 to 31-Oct-2025

	Adopted Budget Full Yr	Adopted Budget YTD	Actuals YTD
<b>Revenue</b>			
Rates	29,821,188	29,421,188	29,385,550
Operating grants, subsidies and contributions	654,638	218,213	147,352
Fees and charges	9,493,813	6,470,324	6,661,393
Service charges (UGP)	3,855,577	3,855,577	5,191,945
Interest earnings	1,042,514	230,239	295,362
Other revenue	209,733	61,411	216,280
	45,077,463	40,256,952	41,897,882
<b>Expenses</b>			
Employee costs	(18,953,044)	(6,617,619)	(5,244,774)
Materials and contracts (UGP)	(9,319,249)	(3,727,700)	(3,727,700)
Materials and contracts	(15,921,845)	(5,148,686)	(3,896,737)
Utility charges	(1,046,457)	(348,819)	(262,967)
Depreciation and amortisation	(10,598,779)	(3,532,926)	(3,532,926)
Insurance expenses	(472,104)	(157,368)	(146,075)
Other expenditure	(1,050,643)	(295,024)	(432,623)
Interest expenses	(261,117)	(68,723)	(52,274)
	(57,623,238)	(19,896,865)	(17,296,074)
<b>Net Operating</b>	<b>(12,545,775)</b>	<b>20,360,087</b>	<b>24,601,807</b>
Non-operating grants, subsidies and contributions	4,145,081	921,694	0
Profit on Disposal of Assets	108,250	12,273	12,656
	4,253,331	933,967	12,656
		0	
<b>Net Result for the Period</b>	<b>(8,292,444)</b>	<b>21,294,053</b>	<b>24,614,464</b>
<b>Other Comprehensive Income</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Other Comprehensive Income</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total Comprehensive Income for the Period</b>	<b>(8,292,444)</b>	<b>21,294,053</b>	<b>24,614,464</b>



## City of Nedlands Statement of Financial Position

For the Period 01-Jul-2025 to 31-Oct-2025

	Balance As At 1-Jul-25	Balance As At 31-Oct-25
<b>Assets</b>		
<b>Current Assets</b>		
Cash and cash equivalents	20,477,933	29,009,176
Other Financial Assets	4,595	0
Trade and other receivables	1,766,609	22,471,507
Inventories	4,937	4,937
Other assets	551,570	907,753
<b>Total Current Assets</b>	<b>22,805,644</b>	<b>52,393,373</b>
<b>Non Current Assets</b>		
Trade and other receivables	859,180	892,944
Other Financial Assets	159,239	154,644
Property, plant and equipment	99,900,159	99,181,876
Infrastructure	236,504,074	234,809,306
Right of Use Assets	311,817	375,672
Intangible assets	0	0
<b>Total Non Current Assets</b>	<b>337,734,469</b>	<b>335,414,442</b>
<b>Total Assets</b>	<b>360,540,113</b>	<b>387,807,816</b>
<b>Liabilities</b>		
<b>Current Liabilities</b>		
Trade and other payables	(5,095,599)	(8,603,463)
Lease Liabilities	(170,163)	(170,163)
Borrowings	(1,008,888)	(1,411,259)
Grant and contract liabilities	(629,167)	(796,247)
Provisions	(2,100,459)	(1,654,022)
Other liabilities	(132,576)	(163,825)
Clearing accounts	(1,368)	(2,574,752)
<b>Total Current Liabilities</b>	<b>(9,136,852)</b>	<b>(12,798,979)</b>
<b>Non Current Liabilities</b>		
Borrowings	(3,273,369)	(2,264,481)
Lease Liabilities	(156,555)	(156,555)
Provisions	(486,962)	(486,962)
<b>Total Non Current Liabilities</b>	<b>(3,916,886)</b>	<b>(2,907,998)</b>
<b>Total Liabilities</b>	<b>(13,053,738)</b>	<b>(15,706,977)</b>
<b>Equity</b>		
Retained surplus	(69,476,164)	(94,090,628)
Reserves - cash backed	(10,850,922)	(10,850,922)
Revaluation surplus	(267,159,289)	(267,159,289)
<b>Total Equity</b>	<b>(347,486,375)</b>	<b>(372,100,839)</b>





## City of Nedlands Reserve Movements

For the Period 01-Jul-2025 to 31-Oct-2025

Reserve	Adopted Budget				Actuals YTD			
	Opening Balance	Transfer To	Transfer From	Closing Balance	Opening Balance	Transfer To	Transfer From	Closing Balance
Plant Replacement Reserve	292,395	0	0	292,395	292,395	0	0	292,395
City Development Reserve	188,898	0	0	188,898	299,686	0	0	299,686
North Street Reserve	158,951	0	0	158,951	158,951	0	0	158,951
Welfare Reserve	208,248	0	0	208,248	369,884	0	0	369,884
Service Reserve	28,968	0	0	28,968	28,969	0	0	28,969
Insurance Reserve	67,939	0	0	67,939	67,939	0	0	67,939
Underground Power Projects	3,968,802	0	(3,850,000)	118,802	4,045,668	0	0	4,045,668
Waste Management Reserve	2,338,667	0	0	2,338,667	2,330,292	0	0	2,330,292
Building Replacement Reserve	623,747	0	0	623,747	955,315	0	0	955,315
Swanbourne Development Reserve	1,490	0	0	1,490	128,490	0	0	128,490
Public Art Reserve	47,334	0	0	47,334	47,334	0	0	47,334
Business System Reserve	113,143	0	0	113,143	114,143	0	0	114,143
All Abilities Play Space	442,250	0	0	442,250	442,251	0	0	442,251
Major Projects	1,652,277	500,000	0	2,152,277	496,817	0	0	496,817
Lawler Park Infrastructure Reserve	0	0	0	0	0	0	0	0
Cash-in-lieu of Public Open Space	519,817	0	0	519,817	368,333	0	0	368,333
PRCC Reserve	0	0	0	0	0	0	0	0
Riverwall Maintenance Reserve	100,000	0	0	100,000	104,454	0	0	104,454
Laneway Reserve	600,000	0	0	600,000	600,000	0	0	600,000
<b>Reserve Total</b>	<b>11,352,926</b>	<b>500,000</b>	<b>(3,850,000)</b>	<b>8,002,926</b>	<b>10,850,922</b>	<b>0</b>	<b>0</b>	<b>10,850,922</b>

## City of Nedlands Borrowings

For the Period 01-Jul-2025 to 31-Oct-2025

Loan Description				Adopted Budget				Actuals YTD				
	Loan Number	Institution	Interest Rate	Opening Balance	New Loans	Repayment	Closing Balance	Opening Balance	New Loans	Repayment	Closing Balance	Interest
Building Infrastructure	184	WATC	3.12%	77,654	0	(77,654)	0	77,653	0	(38,676)	38,977	606
Building Infrastructure	185	WATC	3.12%	36,752	0	(36,752)	0	36,752	0	(18,304)	18,448	287
Dalkeith Bowling Club	186	WATC	3.07%	4,959	0	(4,959)	0	4,047	0	(4,047)	0	31
Underground Power - West Hollywood	188	WATC	3.07%	234,373	0	(76,077)	158,296	233,534	0	(114,480)	119,054	7,169
Underground Power - Alfred & Mt Claremont	189	WATC	3.07%	33,077	0	(9,989)	23,088	34,109	0	(29,475)	4,634	1,047
Underground Power - Alderbury	190	WATC	3.07%	23,491	0	(7,095)	16,396	24,224	0	(7,832)	16,392	743
Underground Power - Nedlands North	191	WATC	4.66%	3,871,937	0	(796,073)	3,075,864	3,871,937	0	(393,702)	3,478,234	42,391
Underground Power - Nedlands West	192	WATC	4.12%	0	4,000,000	(364,514)	3,635,486	0	0	0	0	0
				<b>4,282,243</b>	<b>4,000,000</b>	<b>(1,373,113)</b>	<b>6,909,130</b>	<b>4,282,256</b>	<b>0</b>	<b>(606,516)</b>	<b>3,675,741</b>	<b>52,274</b>

# Ordinary Council Meeting | Agenda | 10 December 2025



## City of Nedlands Capital Works Program

For the Period 01-Jul-2025 to 31-Oct-2025

Project Description	Adopted Budget	Actual YTD
<b>Building</b>		
Maisonettes all units - Compliance upgrades to main distribution board	35,000	0
Retaining walls and fence John XXIII Depot remedy unstable slopes incl design and construction	350,000	0
City wide air-conditioning program	42,185	0
2025/26 - City wide flooring program	40,036	14,049
2025/26 - City wide painting program	42,185	25,055
Hackett Hall Demolition	203,300	0
Roofing / Safety Anchor Program	38,099	0
Strickland Street Infant Health Centre - Renewal	63,498	0
	<b>814,303</b>	<b>39,104</b>
<b>Drainage</b>		
Drainage improvement - Taylor Rd upgrade to connect to new pits and pipes	100,000	0
Drainage improvement - Edwards Green upgrade to connect to new pits and pipes	100,000	0
2025/26 - Drainage Civil Works Program (Reactive & Unplanned)	88,250	0
2025/26 - Drainage Soak well Installation Program (Reactive & Unplanned)	88,250	0
2025/26 - Capital - Drainage	30,000	0
Drainage Improvement - Jenkins Ave Catchment (Taylor Road)	261,550	76,568
	<b>668,050</b>	<b>76,568</b>
<b>Parks</b>		
Foreshore Management Design WaterWise Initiative	50,000	0
Nedlands Park Reserve & Croquet Borehole and headwork upgrade	62,950	0
Rogersons Gardens Inspection of borhole and assess condition	15,000	0
Charles Court Reserve Borehole and headwork upgrade	40,000	0
Nedlands Library Borehole and headwork upgrade	69,300	0
Daran Park aerator and jockey upgrade	20,000	0
Harris Park Playground upgrade	71,500	0
Swanbourne Beach Shelter replacement	93,687	0
Charles Court Reserve Floodlights	750,000	3,000
Enviroscape Plans Multiple parks	40,000	0
Parks - College Park Reserve Floodlighting	351,898	0
Parks - David Cruickshank Reserve Floodlighting	343,342	285,974
Urban Forest Strategy	62,121	25,557
Foreshore Reserve 28307 Greenway Development	89,678	0
	<b>2,059,476</b>	<b>314,531</b>
<b>Roads</b>		
Roads - Stubbs Tce FY 2025/2026	353,600	0
Roads - Asquith St Stage 1	250,000	0
Roads - Kennedia Lane - Renewal	402,690	29,311
Roads - The Avenue - Traffic Calming (Black Spot)	1,549,200	20,472
Roads - Monash Ave - Road Rehab (Smyth to East of Clifton)	716,313	7,468
Roads - Victoria Ave - Road Rehab (Waratah to Watkins)	1,395,468	821,887
Roads - Waratah Ave - Road Rehab (Robert to Alexander)	731,855	206,897
Roads - Webster Street - Road Rehab (Stirling Hwy to Edward)	55,978	2,531
	<b>5,455,104</b>	<b>1,088,566</b>
<b>Bus Shelters</b>		
Bus shelter upgrade co-funded with PTA	60,000	0
	<b>60,000</b>	<b>0</b>
<b>Vehicle</b>		
Fleet Renewal - Fit 106 1GBM398 : Hino Tipper - Landscape	145,000	0
Fleet Renewal - Fit 107 1GBM399 : Hino Tipper - Landscape	145,000	0
Fleet Renewal - 1TAE380 : Polmac B/Tail - 80206	22,727	20,256
Fleet Renewal - 1TAE381 : Polmac B/Tail - 80207	22,727	20,256
	<b>335,454</b>	<b>40,512</b>
<b>Plant &amp; Equipment</b>		
Plant Trailer for Mini Excavator	16,800	10,950
Fit 100 Hino 300 Series Crew Cab Modifications	13,500	0
Fit 101 Hino 300 Series Crew Cab Modifications	13,500	0
Depot - Decommission Underground Fuel Tank	20,000	0
1AJN270: Caterpillar Forklift	54,545	49,925
1EN491 : Hino Maintenance Truck	155,000	0
1ETL928 : Squirrel 805/SD	54,545	0
	<b>327,890</b>	<b>60,875</b>
<b>Asset Management Capital</b>		
Investigation and Design PICG-40kmh and parking strategy	100,000	0
Electronic Speed Display Signs Management in high speed areas	30,000	0
	<b>130,000</b>	<b>0</b>
<b>ICT</b>		
Network equipment replacement switches, UPS, firewall	250,000	0
Additional Aps Depot & Admin blackspots	30,000	0
New HC IT equipment for new position FY25/26	105,000	0
Library destop/laptop to replace VDIs for FY25/26	75,000	0
FBT/Safety car system	35,000	0
CCTV upgrade replace hardware EOL	18,000	0
	<b>513,000</b>	<b>0</b>
<b>UnBudgeted</b>		
OneCouncil Solution	0	14,442
Investigation and Design	0 -	12,656
Right of Use asset	0	63,855
Parks - Minor Park Furniture Renewal Program	0	7,410
Charles Court Reserve	0	14,633
Buildings - Administration Compactus Room Refurbishment	0	776
Investigation and Design	0 -	2,296
<b>Total Capital Works Program</b>	<b>10,363,277</b>	<b>1,706,319</b>



## 17 DIVISIONAL REPORTS - CHIEF EXECUTIVE OFFICER

### 17.1 Schedule of Ordinary Council Meetings | January 2026

<b>Report Number</b>	<b>CEO54.12.25</b>
<b>Applicant</b>	City of Nedlands
<b>Disclosure of Interest</b>	Nil
<b>Voting Requirements</b>	Simple Majority
<b>Authority/Discretion</b>	Information
<b>Contributing Officer</b>	Thalia Douglas - Executive Assistant to CEO
<b>Responsible Officer</b>	Thalia Douglas - Executive Assistant to CEO
<b>Director</b>	Arthur Kyron - Acting Chief Executive Officer
<b>Attachments</b>	Nil

#### Purpose

The purpose of this report is for Council to adopt the new proposed time for the January 2026 Ordinary Council Meeting and amendments to the Audit, Risk and Improvement Committee Meetings schedule for public advertising purposes.

#### Officer Recommendation

That Council:

1. **ADOPTS** the Ordinary Council Meeting held Wednesday, 28 January 2026 at 4.30pm, and
2. **ADOPTS** the Audit and Risk Committee Meeting Schedule for January 2026 to March 2026 as listed below:  
Wednesday 21 January 2026  
Wednesday 11 February 2026  
Wednesday 11 March 2026
3. **AUTHORISES** the CEO to publish public notice of the new schedule of Council and Committee Meetings in accordance with section 5.25(1)(g) of the Local Government Act 1995.

#### Background

The Ordinary Council Meeting on Wednesday, 28 January 2026 is currently scheduled to begin at 5:00pm. However, as the Citizenship Ceremony and Citizen of the Year Award Ceremony will commence at 6:00pm, administration is proposing an earlier start time of 4:30pm to allow for the tabling of the first agenda for 2026 and any other urgent matters.

The schedule for the Audit Risk and Improvement Committee Meetings will be held on the second Wednesday of each month.

#### Discussion





Nil

## Consultation

Nil

## Strategic Implications

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

**Vision: Sustainable and responsible for a bright future**

### Performance

11. Effective leadership and governance.

## Budget/Financial Implications

The proposed meeting schedule will be advertised in accordance with the requirements for local public notice.

## Legislative and Policy Implications

Under regulation 12 of the [Local Government \(Administration\) Regulations 1996](#), the CEO is required to publish the details of Ordinary Council Meetings and Audit and Risk Committee Meetings be open to the public under the *Local Government Act*.

## Decision Implications

Nil

## Conclusion

It is recommended that the proposed time for the Ordinary Council Meeting held on Wednesday, 28 January 2026 at 4.30pm and the updated schedule of the Audit Risk and Improvement Committee Meetings be adopted to provide transparency to the community and allow participation and ensure the City is compliant with the Local Government Act 1995.

## Further Information

Nil



## **17.2 City of Nedlands - Review of Organisation Update**

Report to follow



## 18 DIVISIONAL REPORTS - TECHNICAL SERVICES

### 18.1 Road Safety Management Plan 2026-2030

<b>Report Number</b>	<b>TS18.12.25</b>
<b>Applicant</b>	City of Nedlands
<b>Disclosure of Interest</b>	Nil
<b>Voting Requirements</b>	Simple Majority
<b>Authority/Discretion</b>	Advocacy
<b>Contributing Officer</b>	Steven Piotrowski - Coordinator Transport & Development
<b>Responsible Officer</b>	Louise Round – Senior Traffic Engineer
<b>Director</b>	Santosh Amasi - Director Technical Services
<b>Attachments</b>	1. Road Safety Management Plan Document 2026-2030 [18.1.1]

#### Purpose

The aim of the Road Safety Management Plan is to understand the road safety risk on the local road network throughout the City of Nedlands and set out both reactive and proactive actions to address the risks. The City with support from our partners aims to implement the actions outlined in this Plan and monitor the road safety outcomes of these actions over the term of the Plan.

#### Officer Recommendation

**That Council ADOPTS the Road Safety Management Plan 2026-2030.**

#### Background

Austroroads is the association of Australasian transport agencies. The Austroroads Local Government Road Safety Management Guidance sets out a road safety management planning framework and action plan. Road Safety Management Plans help local governments to understand their road safety risks at a local level, identify key areas of focus, develop an action plan and monitor safety outcomes in relation to the State Road Safety Strategy targets. The plans can also support resource planning and can be used as a method of communicating to local government customers and other stakeholders about road safety at a local level.

The Plan gives the City a framework for responding to residents' concerns regarding safety in their local streets. As the population density of the City increases, so do the traffic volumes.

#### Discussion



RoadWise Councils is an approach by WALGA to proactively engage, motivate and support Local Governments in adopting and applying policies and practices that make an effective and sustainable contribution to the achievement of National and State road safety objectives and targets. Presently WALGA has restricted the number of Local Governments registered as a RoadWise Council to 75.

The City of Nedlands is a RoadWise Council. The benefits include:

- a guaranteed minimum amount of road safety support in Road Safety Advisor support hours
- the use of RoadWise branding to promote, to their communities, a commitment to work towards better road safety outcomes
- direct access to WALGA's road safety services, tools and resources, training, and professional development opportunities, and
- eligibility to participate in the new RoadWise Recognised initiative.

RoadWise Recognised is an initiative designed to encourage, guide and motivate RoadWise Councils towards better practice in managing road safety performance on the local road network.

Based on the RoadWise Framework, RoadWise Councils are awarded Points and Ribbons highlighting their rounded approach to road safety and application of better practice in the planning and delivery of effective interventions and the adoption of a holistic approach to road safety.

In July 2025, at the WALGA Local Government Awards, the City of Nedlands was awarded the lowest rating of one ribbon, down from two ribbons in 2024. There were only five Councils awarded the top accolade of five ribbons, this includes the Cities of Rockingham and South Perth. Adopting the Road Safety Management Plan and putting it into action will improve the City's standing.

The City's proposed Road Safety Management Plan is based on Safe System, which is a road safety approach adopted by Federal and State Government that is promoted to Local Governments to generate improvements in road safety.

The Safe System approach underpins the 'Driving Change' state road safety strategy. It acknowledges the physiological and psychological limitations of humans and puts ultimate responsibility on the designers and operators of the road system to accommodate these human limitations.

Safe System philosophy is founded on:

- Ethics – no one should be killed on our road network
- Crash Force – understanding the survivable forces of the human body in relation to crash types
- Human Error – accepting that humans are fallible and will continue to make mistakes

The Plan will give the City an understanding of the existing crash risk in the City of Nedlands, based on the recorded crash history that has occurred on the local road network. The Plan sets out the key areas of focus for the City and provides proactive initiatives and activities in an Action Plan.





It has been shown in many studies, both in Australia and Overseas, that the best way to increase active transport is to provide a road and path network that residents feel safe using. The Plan will assist the City in proactively providing a “healthy, active and safe community”.

The RoadWise Road Safety Advisor can assist in preparing a “to do” list from the Action Plan. The Advisor can then identify State and Federal grant funding that the City is eligible for and help prepare the applications.

The Plan does not cover Stirling Highway and West Coast Highway as both roads are under the care and control of Main Roads WA.

## 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**

#### **People**

2. A healthy, active and safe community.
3. A caring and supportive community for all ages and abilities.

#### **Place**

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

## Budget/Financial Implications

There is no impact on the current budget.

Any projects identified using the Plan will be put forward in future budgets. The Plan will assist in obtaining State and Federal funding for road projects that are directly related to the Plan.

## Legislative and Policy Implications

There are several recommended actions in the Plan relating to policies:

- Adopt RoadWise Fleet Safety Policies
- Adopt the Road Safety Audit for Road Projects and New Development Policy
- Enhance the current Street Trees Council Policy to minimise hazards to the occupants of errant vehicles

## Decision Implications



Adopting and implementing the Plan will improve the City's road safety record both for Council Officers and for road users on the City's local roads.

## **Conclusion**

The Plan will allow the City to take a proactive approach to road safety and give a framework for responding to residents' requests for local traffic management.

## **Further Information**

Nil



2026-2030

# Road Safety Management Plan

Together we can achieve



*Driving Change*

## Foreword

The City of Nedlands in developing this Road Safety Management Plan is committed to reducing road trauma on the local road network throughout the City. Reducing road trauma is to be achieved by adopting Safe System principles and by accepting that people will always make mistakes on our roads but should not be killed or seriously injured as a consequence; and acknowledging that there are known limits to the forces the human body can tolerate without being seriously injured. The human body has a limited physical ability to tolerate crash forces. The Human body is not built to withstand a greater than 30 km/h impact. According to the New South Wales Centre for Road Safety, in a crash between a car and a pedestrian, there is a 10 per cent risk that a pedestrian will be killed at 30 km/h, 40 per cent risk at 40 km/h, and a 90 per cent risk at 50 km/h. Therefore, the City of Nedlands agrees that our local road transport system should be designed and maintained so that people are not exposed to crash forces beyond the limits of their physical tolerance.

The aim of our Road Safety Management Plan is to understand the road safety risk on the local road network throughout the City of Nedlands and set out both reactive and proactive actions to address the risks. The City with support from our partners aims to implement the actions outlined in this Plan and monitor the road safety outcomes of these actions over the term of the Plan.

Our Road Safety Management Plan was endorsed by the City of Nedlands Council on Day Month 2025.

The delivery of the actions set out in the Plan are to be achieved as the result of the City of Nedlands and our partners working collaboratively to achieve good road safety outcomes for the people who live, work and travel on the local road network in the City.

## Our Partners



RoadWise is funded by the State Government and supported by Local Government  
[www.roadwise.asn.au](http://www.roadwise.asn.au)



mainroads  
WESTERN AUSTRALIA



ROAD  
SAFETY  
COMMISSION



Department of  
Transport



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## State Road Safety Strategy 2020 - 2030

The Road Safety Strategy for Western Australia 'Driving Change' sets out the journey over 10 years to 2030 towards a shared vision and the steps to take to improve road safety infrastructure, vehicles and the cultural change needed to achieve the shared vision.

Road safety is an important public health issue and saving more lives depends on an important cultural shift towards greater acceptance of road safety as everybody's responsibility and less acceptance of road trauma as part of the journey.

People are at the heart of our transport system, and the vision is for all Western Australians to connect safely with the places where they live, work, learn and play. WA's population is growing and ageing and more people are choosing other transport options alongside private car use, including walking, cycling, public transport and on-demand transport.




WA's population has doubled since the 1970s and road deaths have halved. Since WA published the previous Road Safety Strategy in 2008, there has been a 19% reduction in road deaths and a 43% reduction in serious injuries.

Despite the downward trend in road trauma over time, there are still too many preventable deaths and serious injuries on WA roads.







In addition to the huge personal, social and health impacts of road trauma, the economic cost of each death on WA roads has been estimated at over \$7 million. The average cost of each hospitalised injury is over \$300,000. Road trauma costs Western Australia approximately \$2.4 billion every year.

The numbers of lives and livelihoods affected by road trauma are unacceptably high and these people and their loved ones are the hidden victims of road trauma.

Since 2008, the greatest improvements have been in:

		Killed or Seriously Injured Baseline <sup>a</sup>	2019	% change
Young road users	17-19	350	108	▼ 69%
Seatbelt not worn		216	68	▼ 69%
Speed related		640	301	▼ 53%
Motor vehicle occupants		2,385	1,258	▼ 47%

But, areas where we still need more focus include:

		Killed or Seriously Injured Baseline <sup>a</sup>	2019	% change
Metro intersections		1,054	607	▼ 42%
Regional and Remote		1,062	676	▼ 36%
Pedestrians		210	137	▼ 35%
Crashes involving errors, tiredness and inattention		2,104	1,414	▼ 33%
Cyclists		100	87	▼ 13%
Motorcyclists		364	320	▼ 12%

## Our Target

The *Driving Change* strategy aims to reduce the numbers of people killed, severely or seriously injured by **50 – 70 % by 2030**. (evaluated on the baseline average crash data from 2015 to 2019)

Achieving a 50 % reduction will see WA keep pace with the rest of Australia, whereas achieving a 70 % reduction will see WA catch up with the best performing Australian jurisdictions. WA could save up to 723 lives and prevent approximately 8,000 fewer people suffering from serious and life-changing injuries over the next decade.

This is achievable by doing more of what works, embracing new technology and engaging with the community and stakeholders to develop a cultural shift in road safety attitudes and behaviours.

## Safe System Principles

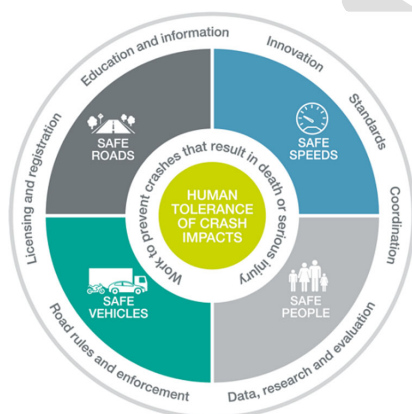
The Safe System approach underpins our 'Driving Change' state strategy. It was pioneered in Sweden and acknowledges the physiological and psychological limitations of humans and puts ultimate responsibility on the designers and operators of the road system to accommodate these human limitations.

**Safe System** philosophy is founded on:

- **Ethics** – no one should be killed on our road network;
- **Crash Force** – understanding the survivable forces of the human body in relation to crash types; and
- **Human Error** – accepting that humans are fallible and will continue to make mistakes.

**Safe System** is a road safety approach adopted by Federal and State Government that is promoted to Local Governments to generate improvements in road safety. The Safe System approach is underpinned by three guiding principles:

- people will always make mistakes on our roads but should not be killed or seriously injured as a consequence;
- there are known limits to the forces the human body can tolerate without being seriously injured; and
- the road transport system should be designed and maintained so that people are not exposed to crash forces beyond the limits of their physical tolerance.



Safe System principles require a holistic view of the road transport system and the interactions among roads and roadsides, travel speeds, vehicles and road users. This is an inclusive approach that caters for all groups using the road system, including drivers, motorcyclists, passengers, pedestrians, bicyclists, and commercial and heavy vehicle drivers. Consistent with a long-term road safety vision, it recognises that people will always make mistakes and may have road crashes, but the road system should be forgiving and those crashes should not result in death or serious injury.

Central to the Safe System approach is human tolerance to crash impacts and the management of kinetic energy transfer so these are within survivable limits. The Safe System approach is based on the following four Safe System pillars:

- **Safe Roads and Roadsides** - roads and roadsides are designed and maintained to reduce the risk of crashes occurring, and to lessen the severity of injury if a crash does occur.
- **Safe Speeds** – speeds are managed to complement the road environment and ensure crash impact forces are within human tolerances.
- **Safe Vehicles** – vehicles that lessen the likelihood of a crash and protect occupants and other road users.
- **Safe People (road use)** – road users that are skilled, competent, alert and unimpaired.

- **Survivability of Crashes** – the chances of surviving a crash decreases rapidly above certain impact speeds, dependant on the nature of the collision:
  - Car/pedestrian (vulnerable road users): **30 km/h**
  - Car/motorcyclist (vulnerable road users): **30 km/h**
  - Car/tree or pole (run off road impact object): **40 km/h**
  - Car/car (side impact – right angle): **50 km/h**
  - Car/car (head-on): **70 km/h**

The City of Nedlands acknowledges in the assessment of crash risk throughout the local road network in the City, that any recorded crash of the types listed above that occur in a location that is likely to exceed the associated speed threshold has the potential to result in a higher severity outcome. Therefore, in accordance with Safe System principles all locations identified that demonstrate the risk of a high severity crash outcome will be evaluated and treated on that basis.



## Understanding Our Road Safety Risk

The purpose of the following charts and tables is to provide an understanding of the existing crash risk in the City of Nedlands based on the recorded crash history that has occurred on the local road network. This information outlines the key crash severity and crash nature statistics as well as a summary of crashes involving vulnerable road users.

The City of Nedlands acknowledges that this Plan is based on a reactive road safety approach. In future years a proactive road safety approach will be considered by the City such as: utilising the [Austroads Infrastructure Risk Rating Tool \(IRR\)](#) in combination with the Route and Intersection Risk Assessment Tools in [Crash Map](#); conducting [Road Safety Audits](#) on proposed changes to local roads; undertaking Road Safety Inspections at locations of concern; and taking a risk based approach to crash analysis. The long-term aim of the City is to work with our partners to develop personal and collective risk crash maps for the City to work towards taking a more proactive approach to addressing crash risk.

### Definitions

Property Damage Only (PDO) is a crash where there is damage to property, but no injury.

A medical crash is where a person receives medical attention but are not admitted to hospital.

A hospital crash is where a person is injured and admitted to hospital. This is also known as a “serious injury” crash.

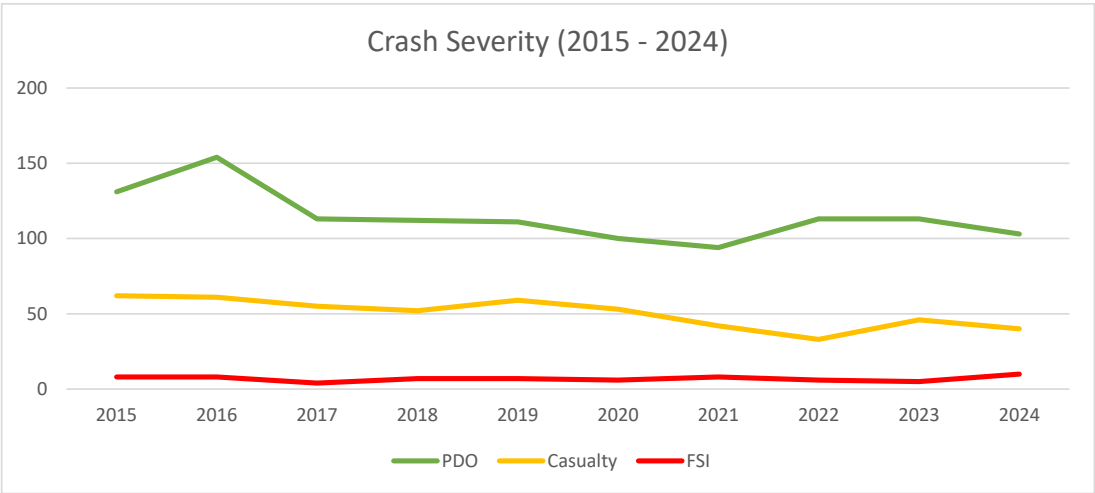
A fatality is defined as a person killed immediately (or within 30 days) of the crash, as a result of injuries sustained from the crash.

Fatal and Serious Injury (FSI) Crash means a crash where at least one person involved in the crash was either killed or seriously injured as the result of the crash. A serious injury is defined as a person who is admitted to hospital as a result of the reported crash.

Casualty Crash means any crash where at least one person involved in the crash is injured and includes the following crash severities: Medical, Hospital or Fatal.

Crash Severity per Year

It is useful to review the crashes from the last 10 years to monitor trends and to understand the effectiveness of road safety measures that the City has implemented.



Year	PDO Crashes	Casualty Crashes	FSI Crashes
2015	131	62	8
2016	154	61	8
2017	113	55	4
2018	112	52	7
2019	111	59	7
2020	100	53	6
2021	94	42	8
2022	113	33	6
2023	113	46	5
2024	103	40	10
Total	650	140	30

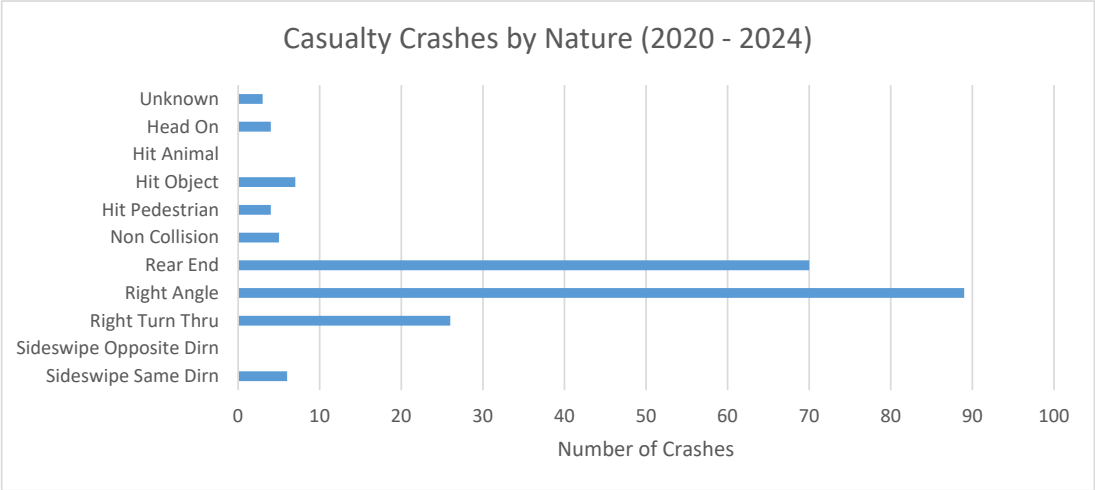
The crash statistics show that there has been a steady decline in the number of crashes that resulted in property damage, and casualty severity on the local road network in the City of Nedlands.

Of concern is that 2024 has the highest number of FSI crashes across the 10 years.

The local road network excludes Stirling Highway and West Coast Highway as these are under the control of Main Roads WA.

Casualty Crashes by Crash Nature

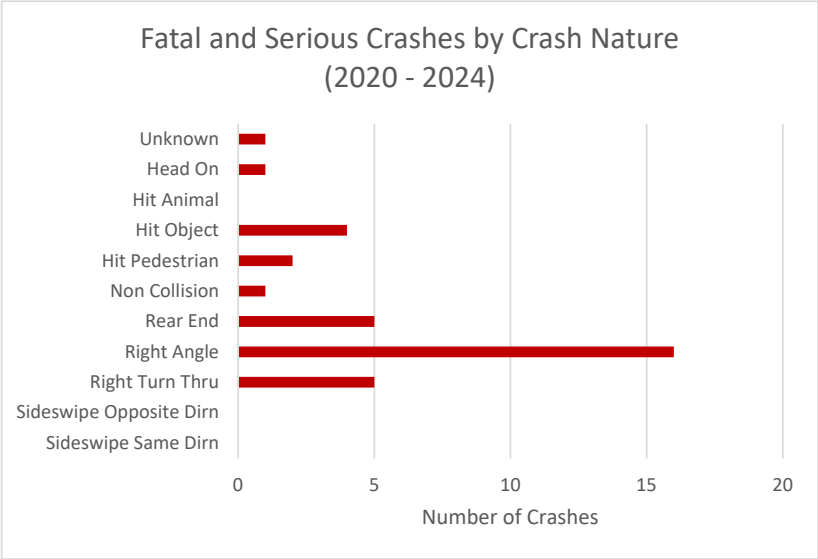
Casualty crashes include fatal, hospital and medical severity crashes.



Cashualty Crash Nature (2020 – 2024)	No. of Crashes	%
Unknown	3	1.4
Head On	4	1.3
Hit Animal	0	0.0
Hit Object	7	3.3
Hit Pedestrian	4	1.9
Non Collision	5	2.3
Rear End	70	32.7
Right Angle	89	41.6
Right Turn Thru	26	12.1
Sideswipe Opposite Dirn	0	0.0
Sideswipe Same Dirn	6	2.8
Total	214	100

The data shows that the predominant casualty crash nature, in the period from 2020 - 2024 on the local road network in the City of Nedlands, is right angle crashes. Rear end and right turn through crash types are also common crash natures.

Fatal and Serious Injury Crashes by Nature



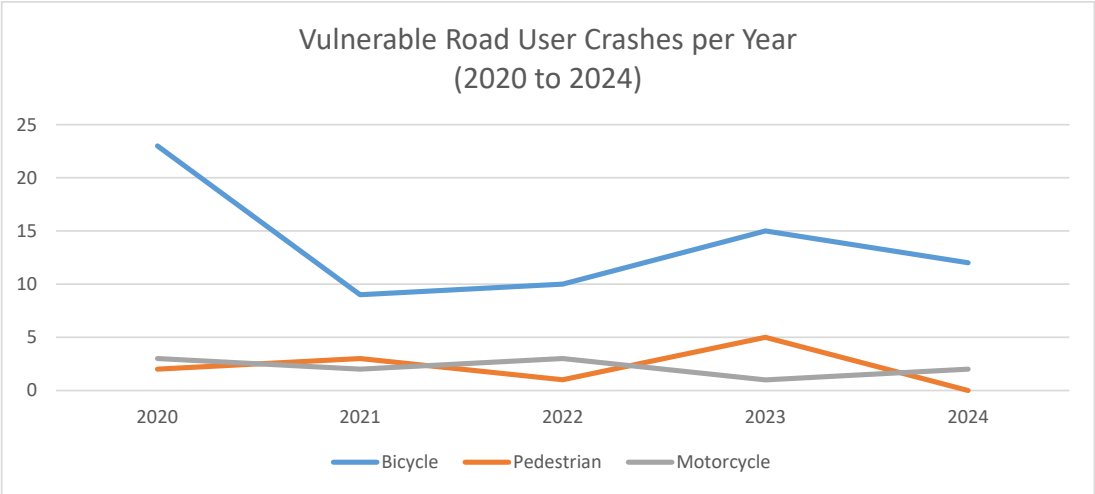
Fatal or Serious Injury Crash Nature (2020 – 2024)	No. of Crashes	%
Unknown	1	2.9
Head On	1	2.9
Hit Animal	0	0.0
Hit Object	4	11.4
Hit Pedestrian	2	5.7
Non Collision	1	2.9
Rear End	5	14.3
Right Angle	16	45.7
Right Turn Thru	5	14.3
Sideswipe Opposite Dirn	0	0.0
Sideswipe Same Dirn	0	0.0
Total	35	100.0

It is important to understand any differences in the predominant crash natures when comparing fatal and serious injury (FSI) crash outcomes with casualty crashes. The data shows that the predominant FSI crash nature in the period from 2020 to 2024 on the local road network in the City of Nedlands is right angle crashes. This is followed by right turn through and rear end crash types. This shows that the casualty and FSI crashes have the same predominant crash types.



Vulnerable Road Users per Year

Vulnerable road users do not have a protective ‘shell’ like a car or truck, so are more vulnerable to injury or fatality if involved in a crash. The number of crashes across all severities are shown below.



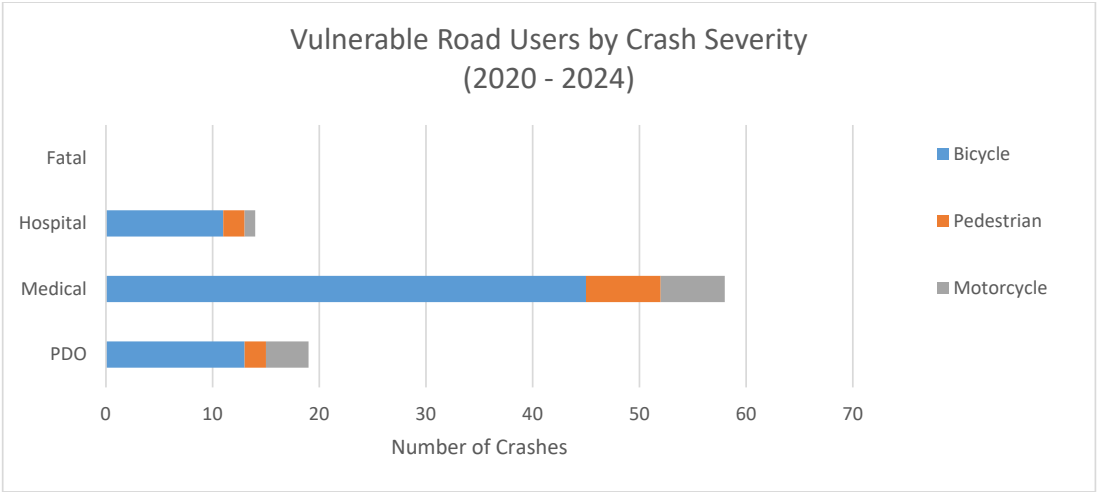
Year	Bicycle	Pedestrian	Motorcycle
2020	23	2	3
2021	9	3	2
2022	10	1	3
2023	15	5	1
2024	12	0	2
TOTAL	69	11	11

The data shows that there are consistently low numbers of pedestrian and motorcycle crashes, 91 crashes out of the 737 crashes (2020 -2024)

Vulnerable Road Users by Crash Severity

As the vulnerable road users have limited or no protection the crash severity is expected to be higher than when two vehicles crash.

Whilst vulnerable road user crashes made up only 12.3% of crashes on the City’s local roads in 2020 – 2024, they make up 40% of FSI crashes.



Crash Severity	Bicycle	Pedestrian	Motorcycle
Fatal	0	0	0
Hospital	11	2	1
Medical	45	7	6
PDO	13	2	4
Total	69	11	11

The predominant vulnerable road user crashes, for all severities, are bicycle crashes.

## Key Areas of Focus

### Predominant Crash Types

The review of the recorded crash history on the local road network in the City of Nedlands has found that right angle crashes are over-represented when compared to all other casualty crash types. Right angle crashes are also over-represented for fatal and serious injury (FSI) crashes, followed by hit pedestrian, right turn through and rear end crash types.

The City of Nedlands plans to focus its efforts on the above predominant crash types when prioritising improvements and conducting maintenance activities on the local road network.

The City of Nedlands aims to develop a better understanding of the road safety risks on the local road network using available training, tools and resources.

### Proactive Initiatives and Activities

The City and its partners aim to promote and be actively involved in road safety educational initiatives and support road safety enforcement activities throughout the City as outlined in our action plan. The City intends to utilise the [Austroads Infrastructure Risk Rating Tool \(IRR\)](#) in combination with the Route and Intersection Risk Assessment Tools in [Crash Map](#); proactively conduct [Road Safety Audits](#) on proposed changes to local roads; and undertake Road Safety Inspections on individual locations and routes of concern throughout the local road network.

The City aims to work with our partners to create personal and collective risk maps for the routes in the City to work towards taking a more proactive risk assessment approach. The City also intends to conduct local area assessments in our suburbs to work towards improving road safety within our communities.

### Knowledge and Skills Development

The City of Nedlands will take all opportunities to further develop and build a road safety knowledge base in the City to build capacity and to assist improvement of road safety outcomes.

### Action Plan Delivery

The City, with the support from our partners, intends to deliver the Safe System cornerstone actions detailed in our Action Plan.

### Progress Tracking and Monitoring

The City of Nedlands will monitor our Road Safety Management Plan objectives and progress in relation to the targets set out in State Road Safety Strategy and re-evaluate proposed actions as required.

## Action Plan

An indicative operational budget is given for each Action. The budget is shown as:

- Budget: \$ - can be accommodated in the current operating budget
- Budget: \$\$ - will require budget from more than one area or a consultant
- Budget: \$\$\$ - will require additional resources and/or a consultant

## Safe Roads and Roadsides – Safety Performance Indicators

Item	Action	Supporting Tools and Resources	City / Partner Commitment	Target and indicative Budget
1.1	Conduct road safety assessments to identify potential locations for Black Spot funding submissions (reactive and proactive site selection)	Crash Map Road View – route assessment video tool Road Safety Engineering – Treatment of Crash Locations training Austroads Guide to Road Safety Part 2: Safe Roads Austroads Safe System Roads for Local Government	City of Nedlands	State Road Safety Strategy Target  Once in a year – Ongoing  Budget: \$
1.2	Conduct high risk route and intersection assessments at known sites of concern	Crash Map Road View - route assessment video tool Regional Road Safety Program – LG Roads Austroads Infrastructure Risk Rating Tool	City of Nedlands / Main Roads	State Road Safety Strategy Target  Ongoing  Budget: \$
1.3	Apply the Austroads Safe System Assessment Framework to assess infrastructure changes alignment with Safe System principles	Austroads Safe System Assessment Framework Road Safety Engineering – Treatment of Crash Locations training	City of Nedlands	Ongoing  Budget: \$\$
1.4	Adopt the Road Safety Audit for Road Projects and New Development Policy	<a href="#">Road Safety Audit for Road Projects and New Development Policy</a>	Nedlands Council	December 2025  Budget: \$
1.5	Conduct Road Safety Audits on permanent changes to the road network and conduct Road Safety Inspections at locations of concern	Road Safety Audit participation to build knowledge and resources in the City	City of Nedlands	June 2026  Budget: \$\$



Item	Action	Supporting Tools and Resources	City / Partner Commitment	Target and indicative Budget
1.6	Ensure all development projects that involve a permanent change to the road environment are Road Safety Audited at design stages	Austrroads Model Road Safety Audit Policy template for Local Government	City of Nedlands	June 2026  Budget: \$\$
1.7	Commitment to allocate internal budget funding for road safety delivery	<a href="#">Austrroads Local Government Road Safety Management Guidance</a>	City of Nedlands	Ongoing  Budget: \$
1.8	Enhance the current Street Trees Council Policy to minimise hazards to the occupants of errant vehicles	<a href="#">Austrroads Guide to Road Design Part 6: Roadside Design and Safety Barriers</a> <a href="#">Road View - route assessment video tool</a> <a href="#">Austrroads Infrastructure Risk Rating Tool</a> <a href="#">Street Trees Council Policy (nedlands.wa.gov.au)</a>	City of Nedlands	Street Tree Policy and Approved Species List December 2025  Budget: \$\$
1.9	Work with our partners to create personal and collective risk maps for strategic routes in the City	<a href="#">Austrroads Local Government Road Safety Management Guidance</a> <a href="#">Crash Map</a> <a href="#">Road Safety Engineering – Treatment of Crash Locations training</a> <a href="#">Austrroads Infrastructure Risk Rating Tool</a> <a href="#">Integrated Transport Strategy</a>	City of Nedlands / Main Roads	Commencing from January 2026  Budget: \$\$\$
1.10	Develop a Local Area Traffic Management (LATM) priority list for primary and high schools to create safe and liveable road environments particularly for vulnerable road users	<a href="#">Austrroads Guide to Traffic Management Part 8: Local Street Management</a> <a href="#">Road Safety Engineering – Treatment of Crash Locations training</a> <a href="#">Crash Map</a>	City of Nedlands	Commencing from January 2026  Ongoing  Budget: \$\$

Item	Action	Supporting Tools and Resources	City / Partner Commitment	Target and indicative Budget
1.11	Conduct monitoring to evaluate the road safety performance of all permanent changes to the local road network	<a href="#">Crash Map Monitoring Tool</a>	City of Nedlands	All Projects  Budget: \$

### Safe Speeds – Safety Performance Indicators

Item	Action	Supporting Tools and Resources	City / Partner Commitment	Target
2.1	Conduct speed monitoring to identify locations or in response to public concern to request potential speed enforcement by WA Police	<a href="#">WA Police Force – Cameras</a> <a href="#">Traffic Map</a> <a href="#">Austroads Guide to Road Safety Part 3: Safe Speed</a>	City of Nedlands / WA Police	Ongoing  Budget: \$\$
2.2	Conduct speed monitoring to identify locations or in response to public concern to request potential speed limit reductions where feasible	<a href="#">Main Roads – Speed Zoning</a> <a href="#">TrafficMap</a> <a href="#">Austroads Infrastructure Risk Rating Tool</a> <a href="#">Crash Map</a>	City of Nedlands / Main Roads	Ongoing  Budget: \$\$
2.3	Assist to promote, support and cascade speed awareness campaigns from the Road Safety Commission	<a href="#">Road Safety Commission – Speeding</a> <a href="#">Road Safety Commission – Event Grants</a> <a href="#">Road Safety Commission – Project Grants</a> <a href="#">Road Safety Commission – Information sheets</a>	City of Nedlands / Road Safety Commission	Biannually  Budget: \$\$
2.4	Identify potential high risk urban locations for speed management by Local Area Traffic Management	<a href="#">Austroads Guide to Traffic Management Part 8: Local Street Management</a> <a href="#">Crash Map</a>	City of Nedlands	Ongoing  Budget: \$

Item	Action	Supporting Tools and Resources	City / Partner Commitment	Target
2.5	Identify potential locations for speed activated warning signs	<a href="#">Austroads Speed Reduction Treatments for High-speed Environments</a> <a href="#">Crash Map</a>	City of Nedlands	Monthly  Budget: \$

### Safe Vehicles – Safety Performance Indicators

Item	Action	Supporting Tools and Resources	City / Partner Commitment	Target
3.1	Commitment to purchase five star ANCAP rated vehicles for the City fleet	<a href="#">ANCAP</a>	City of Nedlands	FY2026/2027  Budget: \$
3.2	Introduce contractual arrangements to the works tender process to ensure contactors employed by the City have vehicles with a minimum ANCAP Star rating	<a href="#">ANCAP</a>	City of Nedlands / Contractors	FY2026/2027  Budget: \$\$
3.3	Introduce daytime running headlights to the City vehicle fleet	<a href="#">Australian Transport Safety Bureau – Daytime Running Lights (DRL)</a>	City of Nedlands	FY2026/2027  Budget: \$
3.4	Assist to promote, support and cascade safe vehicle information from the Road Safety Commission	<a href="#">Road Safety Commission – Safe Vehicles</a> <a href="#">Road Safety Commission – Information sheets</a>	City of Nedlands / Road Safety Commission	Biannually  Budget: \$
3.5	Assist to promote, support and cascade vehicle child car restraint information from WALGA RoadWise	<a href="#">WALGA RoadWise – Child car restraints</a>	City of Nedlands / WALGA RoadWise	Biannually  Budget: \$\$
3.6	Adopt RoadWise Fleet Safety Policies	<a href="#">WALGA RoadWise – Fleet Safety Resource Kit</a>	City of Nedlands / WALGA RoadWise	Adopted by June 2026  Budget: \$
3.7	Assist to promote, support and cascade safe vehicle information to the public when purchasing a vehicle	<a href="#">How Safe is Your Car Online Resource</a> <a href="#">Road Safety Commission – Buying a Safe Vehicle guidance</a>	City of Nedlands / Road Safety Commission	Biannually  Budget: \$\$

## Safe People (Road Use) – Safety Performance Indicators

Item	Action	Supporting Tools and Resources	City / Partner Commitment	Target
4.1	Assist to promote, support and cascade safe road use initiatives and campaigns from the Road Safety Commission and WALGA RoadWise	<a href="#">Road Safety Commission – Campaigns</a> <a href="#">WALGA – RoadWise</a> <a href="#">Road Safety Commission – Event Grants</a> <a href="#">Road Safety Commission – Project Grants</a>	City of Nedlands / WALGA RoadWise / Road Safety Commission	Biannually  Budget: \$\$
4.2	Promote and support road safety initiatives at schools	<a href="#">WALGA RoadWise – Safety Around Schools</a>	City of Nedlands / WALGA RoadWise	Annually bike week  Budget: \$\$\$
4.3	Identify suitable urban locations that could be converted to Safe Active Streets	<a href="#">Safe Active Streets – Department of Transport</a> <a href="#">Crash Map</a> <a href="#">Long Term Cycle Network</a>	City of Nedlands / Department of Transport	July 2026  Budget: \$\$
4.4	Deploy WALGA RoadWise Targeted Enforcement Signs where applicable	<a href="#">WALGA RoadWise – Targeted Enforcement Signs</a> <a href="#">WA Police Force</a>	City of Nedlands / WALGA RoadWise / WA Police	March 2026  Budget: \$
4.5	Support schools in applying for traffic warden controlled children's crossings and provide any necessary infrastructure changes at approved children's crossing locations	<a href="#">WA Police Force – Children's Crossings</a>	City of Nedlands / WA Police	Ongoing  Budget: \$



## State Strategy Target Tracking

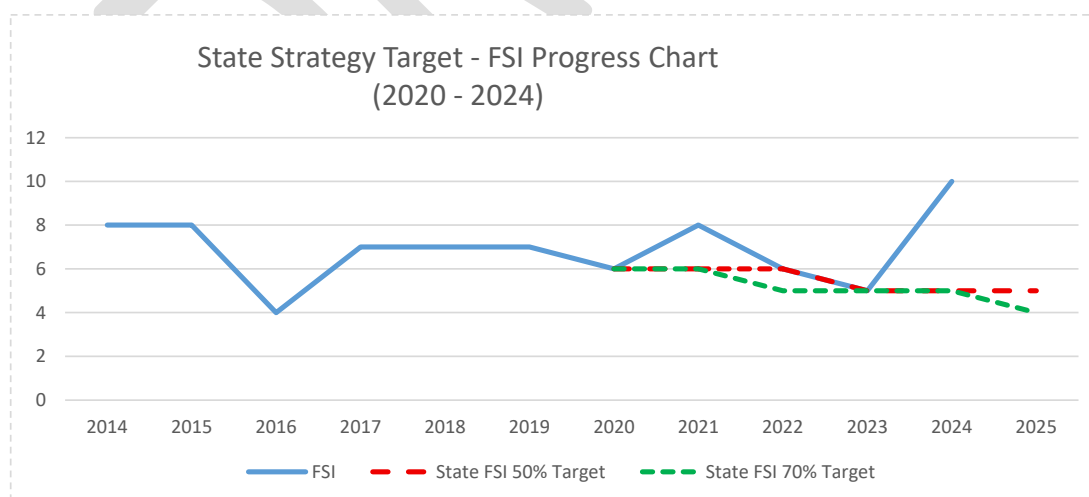
### Progress Report 2020 – 2024

The following tables and chart outline the progress of the City of Nedlands towards the State's Road Safety Strategy target. The target is a **50 - 70 %** reduction in fatal and serious crashes by 2030, the reduction is evaluated on the baseline average crash data from 2015 to 2019.

The table and graph below show the progress and targets over the period from 2020 to 2024.

Crashes per Year by Severity

Year	PDO	Casualty	FSI	State FSI 50 % Target	State FSI 70 % Target
2015	131	62	8	-	-
2016	154	61	8	-	-
2017	113	55	4	-	-
2018	112	52	6	-	-
2019	111	59	7	-	-
2020	100	53	6	6	6
2021	94	42	8	6	6
2022	113	33	6	6	5
2023	113	46	5	5	5
2024	103	40	10	5	5
2025				5	4



#### Casualty Crashes by Nature

Casualty Crash by Nature	2015-2019	2020-2024	Percentage Change (%)
Unknown	2	3	50%
Head On	2	4	100%
Hit Animal	1	0	-100%
Hit Object	6	7	17%
Hit Pedestrian	13	4	-69%
Non Collision	6	5	-17%
Rear End	62	70	13%
Right Angle	77	89	16%
Right Turn Thru	15	26	73%
Sideswipe Opposite Dirn	0	0	0%
Sideswipe Same Dirn	8	6	-25%
Total	192	214	11%

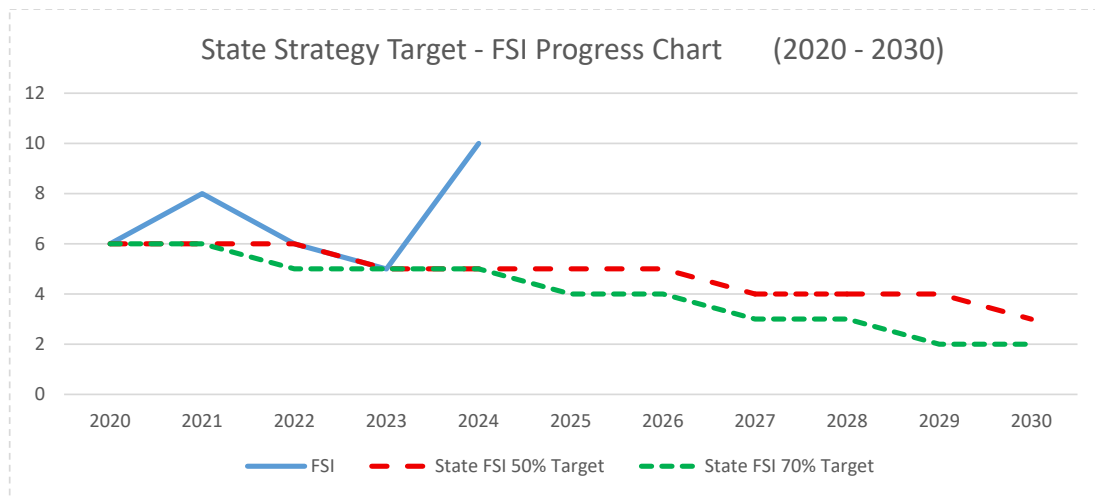
The crash nature that has increased a notable amount is the Right Turn Thru, with an increase from 15 casualty crashes to 26 casualty crashes. The crash nature that has decreased a notable amount on the local roads is hit pedestrian.

#### Progress Report 2020 – 2030

The following tables and chart outline the progress of the City of Nedlands towards the State's Road Safety Strategy target of **50 - 70 %** reduction in fatal and serious crashes by 2030 over the period from 2020 to 2030.

#### Crashes per Year by Severity

Year	PDO	Casualty	FSI	State FSI 50 % Target	State FSI 70 % Target
2020	100	53	6	6	6
2021	94	42	8	6	6
2022	113	33	6	6	5
2023	113	46	5	5	5
2024	103	40	10	5	5
2025				5	4
2026				5	4
2027				4	3
2028				4	3
2029				4	2
2030				3	2



#### Casualty Crashes by Nature

Casualty Crash Nature	2020 - 2024	2025 - 2029	Percentage Change (%)
Unknown	3		+/- 0 %
Head On	4		+/- 0 %
Hit Animal	0		+/- 0 %
Hit Object	7		+/- 0 %
Hit Pedestrian	4		+/- 0 %
Non Collision	5		+/- 0 %
Rear End	70		+/- 0 %
Right Angle	89		+/- 0 %
Right Turn Thru	26		+/- 0 %
Sideswipe Opposite Dirn	0		+/- 0 %
Sideswipe Same Dirn	6		+/- 0 %
<b>Total</b>	<b>214</b>		<b>+/- 0 %</b>

#### Future Action Plan Update

The Road Safety Management Plan will be updated every year as the latest crash statistics become available.

An example of the update is:

The following items in the action plan have been updated based on results from the monitoring of the progress report from 2020 to 2024.

Item	Action Update	Available Tools and Resources	City / Partner Commitment	Updated Target
1.1	Details of action to be updated	Updated tools and resources	Who is responsible	New Target
2.1	Details of action to be updated	Updated tools and resources	Who is responsible	New Target
3.1	Details of action to be updated	Updated tools and resources	Who is responsible	New Target
4.1	Details of action to be updated	Updated tools and resources	Who is responsible	New Target

Provide further background to any action plan updates



## Results and Concluding Statement

At the end of the term of the Plan present an outline of the overall results of the Plan and provide a concluding statement, also provide details of any learnings from the Plan to be carried forward to the next Road Safety Management Plan.

DRAFT



## 18.2 Perth Inner City Group Safe Speed Zone Project

<b>Report Number</b>	<b>TS19.12.25</b>
<b>Applicant</b>	City of Nedlands
<b>Disclosure of Interest</b>	Nil
<b>Voting Requirements</b>	Simple Majority
<b>Authority/Discretion</b>	Advocacy
<b>Contributing Officer</b>	Steven Piotrowski - Coordinator Transport & Development
<b>Responsible Officer</b>	Louise Round - Senior Traffic Engineer
<b>Director</b>	Santosh Amasi - Director Technical Services
<b>Attachments</b>	1. Nedlands Roads Proposed for 40km/hr [18.2.1]

### Purpose

The purpose of this report is to provide information to the Council on the Perth Inner City Group's project to reduce the speed limit on all its local streets to 40 km/h. PICG has requested that the City of Nedlands include a small number of its local roads within the project area to ensure speed-limit consistency across the boundary shared with the City of Perth.

### Officer Recommendation

That Council:

1. **UNDERTAKES** community consultation within the proposed Nedlands project area regarding the introduction of 40 km/h speed limits.
2. **ENDORSES** the City of Nedlands' participation in the Perth Inner City Group's Safe Speed Zone Project, subject to confirmation of State Government funding.
3. **ADVISES** the Perth Inner City Group that an Executive-level representative from the City of Nedlands will join the Project Steering Group.
4. **REQUESTS** that the Chief Executive Officer provide a further report to Council once funding outcomes and final implementation timeframes are confirmed.

### Background

The Perth Inner City Group (PICG) is a voluntary alliance of five inner-city local governments being the Cities of Vincent, Victoria Park, South Perth, Perth and Subiaco. Following the success of Vincent's permanent 40km/h speed zones roll-out in 2019, the rest of the group agreed to join an expansion project and engage their communities on the proposed change.

The City of Nedlands is a member of the RoadWise Council, an initiative established by WALGA. Membership requires councils to meet specific road safety criteria. Advancing the 40 km/h project will support the City in fulfilling these requirements and implementing key road safety initiatives.



In November 2024 PICG approached the City of Nedlands to include a small area of the suburb of Nedlands into the project, refer Attachment 1. This will allow for more eligibility of the 40 km/h zones, as the roads cross the Local Government boundary between the City of Nedlands and the City of Perth. The Town of Cambridge has also been included in the project to give consistency across the boundaries.

The implementation of speed limits below the urban default of 50 km/h is not new in the City. There are three 40 km/h zones:

1. all the roads in the Montario Quarter, Shenton Park
2. Hampden Road, which is a boundary road with the City of Perth
3. Waratah Avenue, Dalkeith, between Shrike Lane and 66 Waratah Avenue

There are two Safe Active Streets with a 30 km/h speed limit:

1. Jenkins Avenue, Nedlands
2. Elizabeth Street, Nedlands

## Discussion

PICG worked with the WA Local Government Association, Main Roads WA and the Road Safety Commission on this region-wide project. In July, PICG applied for State Government funding under the Road Trauma Trust Account. It is anticipated that PICG will be notified in late November if it has been successful. PICG has also applied for Safe Active Streets funding to supplement the Road Trauma funding.

The Local Governments have been preparing the technical drawings for the proposed signage. The City of Nedlands engaged a consultant to prepare the drawings for approval by Main Roads. Main Roads will review the drawings and make comments but will not approve the drawings until the funding has been secured.

PICG will be undertaking traffic counts in February and March to collect data before the implementation of 40 km/h as part of the evaluation process. The City will also need to undertake traffic counts on approximately 11 selected streets within the area of interest.

The implementation of the project and the installation of the 40 km/h signs will take approximately 18 months. The current Implementation Plan shows that the City's signs will be installed last. However, if the City commits to the project then the signs can be installed when the City of Perth signs are installed mid-2026.

The preliminary phase of the project has been completed, which included engaging consultants to define the project boundary, develop the concept design, and prepare the detailed design. Consequently, the remaining costs are expected to relate primarily to implementation. The Perth Inner City Group is currently evaluating potential funding opportunities, and an application has already been submitted to the Road Trauma Trust Account. Should this application be unsuccessful, alternative funding options will be pursued.



By participating in the Perth Inner City Group's submission to pursue funding opportunities, the City has not made any financial commitments. Once all funding options have been exhausted, a report will be prepared for the Commissioners outlining the potential funding obligations required from the City. Based on the City's appetite and community feedback, a decision will then be made on whether to proceed with the project.

Not participating in the initiative may result in inconsistent traffic speed limits across adjoining areas, creating uncertainty for road users. This inconsistency can lead to driver confusion, increased risk of non-compliance, and potential safety hazards, particularly in high-pedestrian zones. Furthermore, the lack of uniform signage and speed management could undermine broader regional efforts to improve road safety and reduce traffic-related incidents.

## Consultation

PICG has undertaken community engagement across the participating Councils. There was wide community support for the project. The City of Nedlands has the opportunity to use the consultation materials from PICG to give consistent messaging and feedback. PICG has a Consultation Working Group that the City would also be involved in.

PICG is formulating a public information campaign for when the installation of signs occurs across its five Local Governments.

## 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**

#### **People**

2. A healthy, active and safe community.

#### **Place**

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

#### **Prosperity**

9. A vibrant local economy.

## Budget/Financial Implications

The City has spent \$12,887 of the \$17,450 allocated for the coordination with PICG and the preparation of the signage drawings.

The traffic counts can be undertaken using the existing 2025-2026 Budget allocation.





Until the extent of grant funding is known the Budget implications cannot be estimated.

## **Legislative and Policy Implications**

There are no legislative or policy implications

## **Decision Implications**

The introduction of a 40 km/h speed zone is not new to the City and it is expected that speed reduction will be welcomed by the community. If this is implemented with proper community engagement and is seen to be a success, then there is likely to be requests from other areas in the City to also have 40 km/h speed zones.

## **Conclusion**

Taking an active role in the Safe Speed Zone Project will be a cost-effective way to introduce a road safety measure to this area of the Nedlands suburb. By participating in the 40 km/h initiative, both the City and the community will benefit from a cost-effective and efficient approach to addressing speeding-related concerns.

This collaboration not only leverages the experience and assistance of the Perth Inner City Group but also promotes consistency in speed management across neighbouring jurisdictions, enhancing overall road safety and reducing the likelihood of traffic incidents.

## **Further Information**

Nil

Roads Proposed for 40km/h

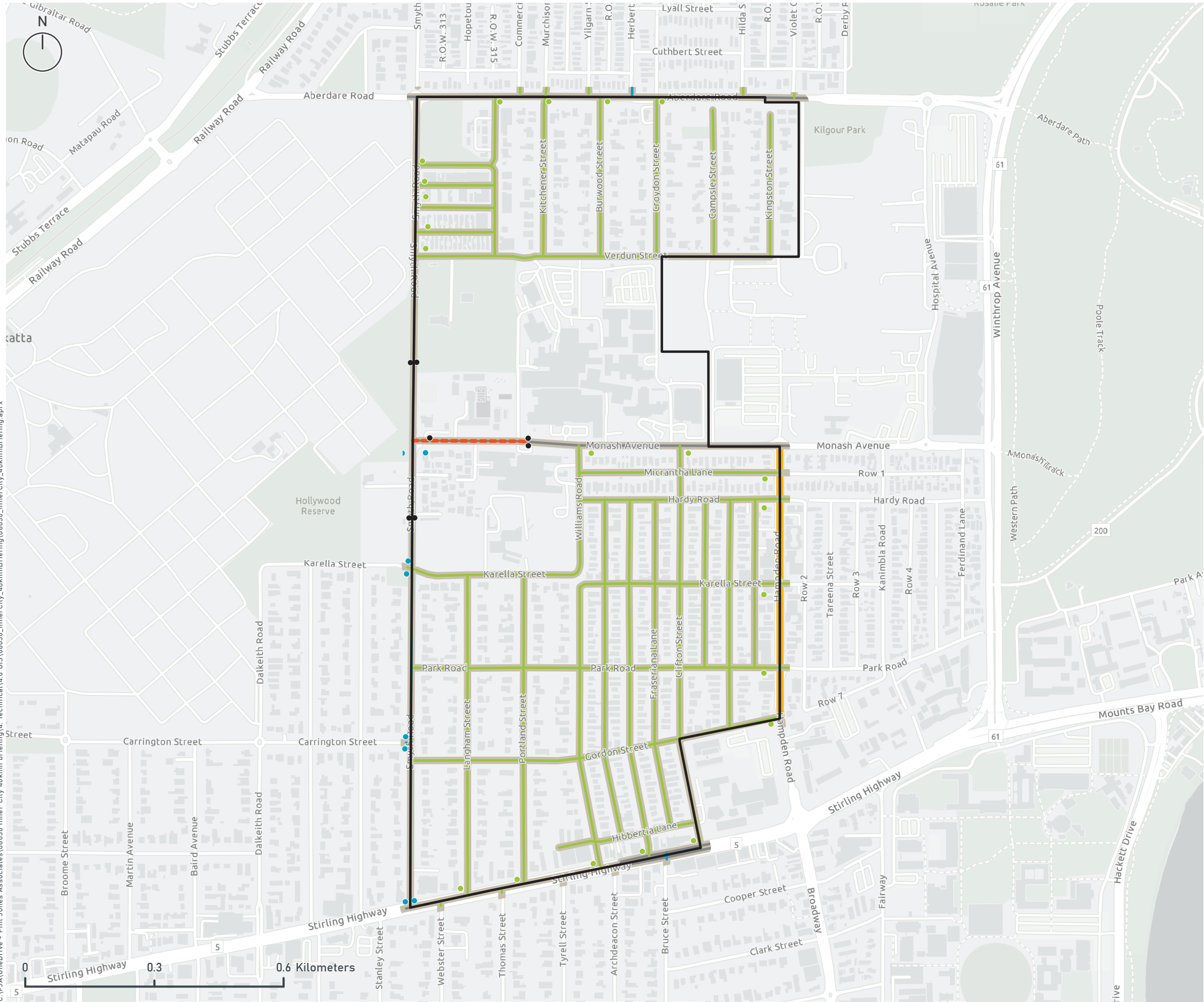
- School Zone Sign
- Gateway Type of Proposed Sign**
  - Access Road
  - Local Distributor or Higher Order Road
- School Zone
- Existing Speed Limit**
  - 40km/h
  - 50km/h or higher
- Road Hierarchy**
  - Primary Distributor; Distributor B; Distributor A
  - Access Road
  - Local Distributor (Proposed to Change)
  - City of Nedlands

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Quay Perth  
18 The Esplanade  
Perth

FIGURE NO.	21	REVISION	A	SCALE	A3@1:8,000
DRAWN	AF	REVIEWED	TJ	DATE	09/07/2025





### 18.3 Concrete Footpath Construction

<b>Report Number</b>	<b>TS20.12.25</b>
<b>Applicant</b>	City of Nedlands
<b>Disclosure of Interest</b>	Nil
<b>Voting Requirements</b>	Simple Majority
<b>Authority/Discretion</b>	Legislative
<b>Contributing Officer</b>	Olaya Lope - Manager Engineer & Maintenance
<b>Responsible Officer</b>	Olaya Lope - Manager Engineer & Maintenance
<b>Director</b>	Santosh Amasi - Director Technical Services
<b>Attachments</b>	1. CONFIDENTIAL REDACTED - Signed Evaluation Report [18.3.1]

#### Purpose

The purpose of this report is to obtain the City's endorsement of the tender evaluation report recommending contractor Yidarra Group Pty Ltd as the preferred tenderer for concrete footpath construction within the City of Nedlands (RFT 2025-26.01).

#### Officer Recommendation

That Council:

1. **ENDORSES** in accordance with s3.57 of the *Local Government Act 1995* and the Council's *Procurement Policy*, the tender evaluation and recommendation of Yidarra Group Pty Ltd as the preferred tenderer for RFT 2025.06.01 Concrete Footpath Construction.
2. **AUTHORISES** the CEO to negotiate and enter into a contract pursuant to the Council's request for tender RFT 2025.06.10. The contract shall comprise the request for tender, the Council's conditions of contract, the preferred tenderer's submission (including schedule of rates), and all post-tender clarifications and negotiated terms.
3. **REQUESTS** the CEO to arrange all other tender respondents to be advised of the tender outcome.

#### Background

The work to be executed under this Contract consists of the construction of insitu concrete footpaths within the City of Nedland's boundaries. This entails the Contractor supplying the concrete, in strict accordance with the Specification and drawings, ensuring levels, grade, surface finish, jointing or any other matter related to the concrete footpath and all traffic management requirements are met.

The Works involve the construction of footpaths at any location within the City of Nedlands and may take the form of:

- Complete management of the footpath project.
- Preparation of proposed footpath alignment, protection of services, and traffic management.



- Construction of footpath as detailed for each job.
- Reinstatement of roads, kerb, crossovers, paths and verges to a state at least as previous condition and as determined by the City of Nedlands on completion of the Work.

## Discussion

The request for tender was advertised in the following publications:

Publication	Dates
The West Australian	23/07/2025
<a href="http://www.tenderlink.com/nedlands">www.tenderlink.com/nedlands</a>	23/07/2025

The closing time and date for lodgement of a response was 19/08/2025 at 2PM (AWST).

The City received a total of five (5) submissions. All five (5) submissions were found to be compliant with the specified requirements. The tenderers are outlined in attachment 1.

The Tenderer meets s3.57 of the Local Government Act 1995 and r.14-16 of the Local Government (function and General) Regulations 1996.

After the Tender period ended, an evaluation panel was formed comprising of three (3) City Officers. Each panel member completed a conflict of interest and deed of confidentiality declaration form, and no conflict of interest was declared. The completed forms can be viewed upon request.

The evaluation panel assessed the submitted tenders against the following qualitative criteria:

- Relevant experience (25%),
- Key personnel skills and experience (25%),
- Tenderer's resources (25%)
- Demonstrated understanding (25%)

Each panel member individually assessed the Qualitative Criteria responses of all compliant tender submissions, and each criterion was given a score in accordance with the Rating Scale detailed in the Nedlands Evaluation Panel Guide. The assessment was carried out by the Evaluation Panel in October 2025.

As a result of the Evaluation Panel's assessment the tenders were ranked on their combined qualitative scores, and a value-for-money assessment was undertaken to select the preferred tenderer.

The following table details the final aggregated scores for each tender submitted against the qualitative criteria and tender prices:





RFT 2025-26.01 Concrete Footpath Construction											
Qualitative Requirement	Weighting	Tender A		Tender B		Tender C		Tender D		Tender E	
		Raw		Raw		Raw		Raw		Raw	
		/10	%	/10	%	/10	%	/10	%	/10	%
Relevant Experience	25%	7	18.33%	7	16.67%	7	16.67%	5	12.50%	6.33	15.83%
Key Personnel Skills and Experience	25%	7	18.33%	6	15.00%	6	15.83%	5	11.67%	6.33	15.83%
Tenderer's Resources	25%	8	19.17%	7	16.67%	5	13.33%	4	10.83%	7.33	18.33%
Demonstrated Understanding	25%	7	16.67%	6	14.17%	7	16.67%	7	16.67%	7.00	17.50%
Total Weighted Score (%)	100%	72.50%		62.50%		62.50%		51.67%		67.50%	

Based on their submitted methodology, program, and schedule of rates, the evaluation panel recommended **Yidarra Pty Ltd**, to be nominated as the preferred Tenderer.

**Yidarra Pty Ltd** have demonstrated sufficient capability to undertake the work and understanding of the requirements by providing a detailed methodology, outlining how they will complete the work.

**Yidarra Pty Ltd** also demonstrated they have the relevant experience and personnel to undertake concrete footpath construction across the City. **Yidarra Pty Ltd** have completed similar works for State Government, Local Councils and corporate entities. They have provided key personnel resumes who all have suitable level of experience, and the panel is confident that the team can complete the works.

Following the due diligence process, the provided information is of a level that officers are confident that the works will be completed on schedule, safely and with minimal disruption to road users, local community, and businesses and that **Yidarra Pty Ltd** offer represents value for money to the City.

## 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**

### Place

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

## Budget/Financial Implications



The preferred tenderer's submission falls within the allocated budget for this project. The project's budget was included in the approved 2024/25 financial year Council's budget. The Civil Maintenance team currently have an annual maintenance budget for footpaths of \$83,728; the total value of this contract is \$750,000 over a period of five years.

## Legislative and Policy Implications

[Procurement of Goods and Services Council Policy](#)  
[Local Government \(Functions and General\) Regulations 1996](#)

## Decision Implications

**Benefit to the community:** Pedestrians, homeowners/businesses in the area will benefit from safer and well-maintained footpaths reducing the possibility of incidents, improving accessibility and the visual appearance of the City.

**Preventing Future Issues:** Ongoing works are needed to ensure the city is safe and accessible for all community members.

## Conclusion

The City advertised through Tenderlink Concrete Footpath Construction request for tenders. Of the five (5) submissions received Yidarra Pty Ltd demonstrated that they have the experience, key personnel and understanding to undertake the works across the city. They have performed similar projects for state government, local governments, corporate organisations.

As such the evaluation Panel recommends that Yidarra Pty Ltd be nominated as the preferred tenderer.

If approved the Contract will be offered for the period of three (3) years, with the possibility of two (2) one-year extensions, strictly exercisable at the discretion of the City of Nedlands.

## Further Information

Nil



## 19 DIVISIONAL REPORTS - GOVERNANCE

### 19.1 Appointment of WA Electoral Commission to Conduct 2026 Extraordinary Election

<b>Report Number</b>	<b>CEO55.12.25</b>
<b>Applicant</b>	City of Nedlands
<b>Disclosure of Interest</b>	Nil
<b>Voting Requirements</b>	Absolute Majority
<b>Authority/Discretion</b>	Executive
<b>Contributing Officer</b>	Mikayla Chambers - Senior Governance Officer
<b>Responsible Officer</b>	Jonathan Allen - Coordinator of Governance, Legal and Risk
<b>Director</b>	Arthur Kyron - Acting Chief Executive Officer
<b>Attachments</b>	1. Cost Estimate 2026 Nedlands [19.1.1] 2. LG 2026 Written Agreement Letter Nedlands [19.1.2]

#### Purpose

To appoint the Western Australian Electoral Commission (WAEC) to conduct the 2026 Local Government Extraordinary Election on behalf of the City of Nedlands by way of postal vote.

#### Officer Recommendation

That Council:

- DECLARES**, in accordance with section 4.20(4) of the Local Government Act 1995, the Electoral Commissioner to be responsible for the conduct of the 2026 extraordinary election, together with any other elections or polls which may be required;
- DECIDES**, in accordance with section 4.61(2) of the Local Government Act 1995 that the method of conducting the election will be as a postal election;
- APPROVES** a \$110,000 amendment to the adopted 2025/26 budget with the source of funding being the 2025/26 budgeted surplus:

SOURCE OF FUNDS (FROM)				FUNDS TRANSFER (TO)			
GL/Job Number/ Description	Budget Before Transfer	Amount *	Budget After Transfer	GL/Job Number/ Description	Budget Before Transfer	Amount *	Budget After Transfer
	\$	\$	\$		\$	\$	\$
2025/26 Budget Surplus remaining after the imposition of general rates	1,382,211	-110,000	1,272,211	1030-10109-6150-1000 Elections/Rolls	0	110,000	110,000

\* The estimated cost for the WAEC to conduct the City of Nedlands Extraordinary Election in 2026 is approximately \$110,000

#### Background

The City of Nedlands Extraordinary Election is scheduled for Saturday 28 March 2026. In 2023, the WAEC was responsible for the City of Nedlands postal election. Council



needs to decide on to appointing the Electoral Commissioner to be responsible for the election and the method of conducting the election will be a postal election.

## Discussion

The WAEC have provided the City with a cost estimate, \$110,000 plus GST, to conduct the Extraordinary Election by the postal vote method (attachment 1) and formal agreement from the WAEC that they are to be responsible for the conduct of election for the City of Nedlands (attachment 2).

## Consultation

Nil

## Strategic Implications

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

**Vision: Sustainable and responsible for a bright future**

### Performance

- 11. Effective leadership and governance.
- 12. A happy, well-informed and engaged community.

## Budget/Financial Implications

The estimated cost for the WAEC to conduct the City of Nedlands Extraordinary Election in 2026 is approximately \$110,000 excluding GST. A budget allocation for the costs of running the local government election in March 2026 was not included in the 2025/26 budget despite the requests of the Commissioners. A budget amendment is required to fund the local government election costs for the March 2026 election. These funds will be drawn from the 2025/26 budgeted surplus.

## Legislative and Policy Implications

Section 4.20(4) of the *Local Government Act 1995 (WA)* states:

*(4) A local government may, having first obtained the written agreement of the Electoral Commissioner, declare the Electoral Commissioner to be responsible for the conduct of an election, or all elections conducted within a particular period of time, and, if such a declaration is made, the Electoral Commissioner is to appoint a person to be the returning officer of the local government for the election or elections.*





*Absolute majority required*

Section 4.61(2) of the *Local Government Act 1995 (WA)* states:

*(2) The local government may decide to conduct the election as a postal election.*

*Absolute majority required.*

## **Decision Implications**

If Council decide not to proceed with a postal election, an in-person election will need to be held. A declaration to conduct a postal election needs to be made 80 days prior to election day being 7 January 2025.

If Council decide not to appoint the WAEC to conduct the City of Nedlands Extraordinary Election, a person other than the Chief Executive Officer can be appointed as the Returning Officer for the election.

## **Conclusion**

It is recommended that Council resolve the Officers recommendation to have the WAEC conduct the City of Nedlands Election in March 2026 and for the method of conducting the Extraordinary Election to be a postal election.

## **Further Information**

Nil



WESTERN AUSTRALIAN  
Electoral Commission

Ms Keri Shannon  
Chief Executive Officer  
City of Nedlands  
PO Box 9  
NEDLANDS WA 6909

Dear Ms Shannon,

## **Cost Estimate Letter: 2026 Local Government Extraordinary Election**

The Western Australian Electoral Commission (WAEC) is pleased to provide you with the cost estimate for the delivery of your local government extraordinary election to be held on 28 March 2026. This is providing you make a declaration under the *Local Government Act 1995* for the WA Electoral Commission to deliver your election.

### **Cost estimate**

The WAEC has estimated the cost to conduct your Council's extraordinary election in 2026 at approximately \$110,000 (ex GST).

This cost has been based on the following assumptions:

- The method of election will be postal
- 8 Councillor vacancies and 1 Mayor vacancy.
- 16,400 electors
- response rate of approximately 35 %
- appointment of a local Returning Officer
- count to be conducted at your office using CountWA.

### **Cost methodology**

The WA Electoral Commission estimates the costs of running the election under four categories:

- Envelopes, printing and postage
- Returning Officer costs
- Processing and results
- WAEC costs

For individual local governments the exact division of costs may differ slightly, as the cost categories are determined by applying the following variables:

- Envelopes, printing and postage, and WAEC costs are determined by the number of electors in your local government
- Processing and results is determined by the expected response rate for your election
- Returning Officer costs are determined by the complexity of the election for the Returning Officer.

### Variations to the final costs for your Council

The WA Electoral Commission conducts elections on the basis of full accrual cost recovery, in accordance with the *Local Government (Elections) Regulations 1997*. This means if the actual costs to conduct the election are less or greater than what we have estimated, the final cost may differ from the estimate we have provided.

We aim to keep additional costs at a minimum, however examples of where cost increases may arise include:

- A Returning Officer is selected that is not local to your area
- You select Australia Post Priority Service for the lodgement of your election package
- Casual staff are required for the issuing of Replacement Election Packages;
- Casual staff are required to assist the Returning Officer on election day or with the count.
- Unanticipated cost increases from our suppliers

### Service commitment

The WA Electoral Commission is committed to conducting elections impartially, effectively, efficiently and professionally.

Following each election event, we review our performance and identify ways to improve our service delivery. If you have any suggestions for improvements we can make to deliver your election, your feedback is welcome at all times.

### Next steps

If you wish to accept this cost estimate and proceed with the WA Electoral Commission delivering this election, please follow the specific steps that must be taken under the *Local Government Act 1995*, which are summarised in the attached flow chart (Attachment A).

As outlined in the flow chart, please advise us in writing as soon as practicable that you accept the cost estimate so I can provide you with my written agreement to conduct the election in a separate letter. Both the Cost Estimate letter, and the Written Agreement letter then need to be taken to Council for a decision.

Please reach out to Phil Richards, Manager Election Events, if you have any queries, at [lgelections@waec.wa.gov.au](mailto:lgelections@waec.wa.gov.au).

Yours sincerely,



Dennis O'Reilly  
**ACTING ELECTORAL COMMISSIONER**

3 November 2025



WESTERN AUSTRALIAN  
Electoral Commission

Mr Arthur Kyrton  
Acting Chief Executive Officer  
City of Nedlands  
PO Box 9  
NEDLANDS WA 6909

Dear Mr Kyrton,

**Written Agreement: 2026 Local Government Extraordinary Election**

Thank you for an email from Mikayla Chambers 7 November 2025 in which you accepted the Western Australian Electoral Commission's cost estimate for your 2026 local government extraordinary election.

I am pleased to provide this letter as my written agreement to be responsible for the conduct of your local government extraordinary election. In order to finalise this agreement, please submit the following motions to Council for a postal election as required under the *Local Government Act 1995*:

1. declare, in accordance with section 4.20(4) of the *Local Government Act 1995*, the Electoral Commissioner to be responsible for the conduct of the 2026 extraordinary election, together with any other elections or polls which may be required;
2. decide, in accordance with section 4.61(2) of the *Local Government Act 1995* that the method of conducting the election will be as a postal election.

Please note:

- the above motions must be presented to Council as drafted and cannot be amended in any way
- both the Cost Estimate letter, and this Written Agreement letter should be attached to the item for Council's consideration
- the above motions must be passed by an absolute majority

Once the Council passes the above mentioned motions, please forward confirmation to us via the email address below. We will then proceed with arrangements for your ordinary election.

The WA Electoral Commission is available to you to provide any further advice or support. For any queries, please contact please contact Phil Richards, Manager Election Events via email at [lgelections@waec.wa.gov.au](mailto:lgelections@waec.wa.gov.au).

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'D O'Reilly'.

Dennis O'Reilly  
**ACTING ELECTORAL COMMISSIONER**

10 November 2025





## **20 DIVISIONAL REPORTS - COMMUNITY DEVELOPMENT**

Nil



## 21 COUNCIL MEMBERS NOTICE OF MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

### 21.1 Notice of Motion - Revoking of Council's Decision to Nominate the Carnaby's Cockatoo as the Official City Mascot

Report Number	NOM35.12.25
Applicant	City of Nedlands
Disclosure of Interest	Nil
Voting Requirements	Absolute Majority
Authority/Discretion	Executive
Date of Submission	November 2025
Elected Member	Commissioner Caddy
Attachments	Nil

### Notice of Motion Recommendation

That Council **REVOKES** resolution NOM16.03.25 made at the 25 March 2025 Ordinary Council Meeting.

### Reason/Justification

The previous Notice of Motion to adopt the Carnaby's Black Cockatoo as the official city mascot was brought forward without the necessary due diligence or supporting documentation, specifically:

- **Lack of business case:** No business case was presented to outline the strategic purpose, benefits, or implications of adopting an official mascot.
- **No cost or resource analyses:** There was no assessment of the financial or operational impact, including potential costs associated with branding, marketing, signage, merchandise, or community engagement.
- **Absence of consultation:** The decision was made without internal consultation with relevant departments or external engagement with the community, stakeholders, or the local Indigenous community, whose perspectives are valid for decisions involving cultural and environmental symbolism.
- **Unbudgeted rebranding exercise:** The adoption of an official mascot constitutes a form of rebranding. This is a significant undertaking that requires planning, funding, and alignment with broader strategic objectives. No such initiative had or has been endorsed or budgeted for by Council.

### Administration Comment

On 25 March 2025, former Mayor Fiona Argyle presented a **Notice of Motion** to the Council nominating the Carnaby's Cockatoo as an official mascot for the City, item **NOM16.03.25 New City Mascot – Carnaby's Cockatoo:**

*That the City:*



1. *NOMINATES the Carnaby's Cockatoo as an official mascot of the city, in recognition of the significant presence of these special birds in our community; and*
2. *Instructs the City's officers to ADOPT the best image of the Carnaby's Cockatoo to be used in City materials, from a local City based artist or photographer.*

*Moved: Mayor Argyle Seconded: Cr Coghlan*

*CARRIED: 4/4 (presiding member used casting vote for)*

*For: Mayor Argyle, Deputy Mayor Smyth, Cr Coghlan, Cr Brackenridge*

*Against: Cr Bennett, Cr Youngman, Cr Hodsdon, Cr Amiry.*

The rationale presented for the Notice of Motion (NOM16.03.25) was as follows:

*"Carnaby's Cockatoo is an iconic but dangerously endangered species, which finds sanctuary within our green City and will hopefully thrive thanks to the City's designated prime land at Point Resolution for a dedicated banksia forest feeding ground.*

*The City's growing connection to Carnaby's Cockatoo has been well-documented through various channels, including media releases, social media, local media, and notably - the front page of The Australian. This widespread recognition underscores the importance of these birds to our community and our environmental initiatives, making it an ideal mascot.*

*Adopting Carnaby's Cockatoo as our City mascot would also demonstrate:*

1. *Community engagement: The mascot would serve as a point of community pride and involvement for school children and residents of all ages, fostering a connection between residents and our local environment.*
2. *Environmental stewardship: Embracing this mascot would symbolise the City's dedication to protecting endangered species and promoting sustainable practices."*

Officers agree with the proposed Notice of Motion from Commissioner Caddy and the reasonings behind it. Should Council wish to explore the concept of a city mascot in the future, it should be done through a transparent, consultative, and properly scoped process that includes a business case, feasibility study, stakeholder engagement, procurement and budget considerations.



**22 URGENT BUSINESS APPROVED BY THE PRESIDING  
MEMBER OR BY DECISION**

This item will be dealt with at this point.





## 23 CONFIDENTIAL ITEMS

### REASON FOR CONFIDENTIALITY

This Report is **CONFIDENTIAL** in accordance with Section 5.23(2)(a) to (h), of the Local Government Act 1995 (LG Act) which provides that the Council may close to members of the public a meeting, or part of a meeting, if the meeting (or part meeting) deals with any of the following:

#### **Item 23.1:**

***(a) a matter affecting an employee or employees; and***

The Commissioners are reminded that, should Council resolve to close to members of the public that part of its meeting at which this Report and related documents is to be considered, then they are to ensure that the information remains **CONFIDENTIAL** and should not disclose the content of this Report or any related document to any other person. To do so may be an improper use of the information under section 5.93 of the LG Act.

### **Officer Recommendation**

**That, in accordance with Section 5.23(2) of the Local Government Act 1995, which permits the meeting to be closed to the public for business relating to (a) a matter affecting an employee or employees, Council declares the meeting closed to the public at {time}.**



## **23.1 Acting Chief Executive Officer Vehicle Allowance Review**



## **24 DECLARATION OF CLOSURE**

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