



City of Nedlands

Planning and Development Reports

Committee Consideration – 7 December 2021
Council Resolution – 14 December 2021

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| PD40.21 | Tree Retention and Provision on Private Land - Scheme Amendment and Local Planning Policy |
| Committee | 7 December 2021 |
| Council | 14 December 2021 |
| Applicant | City of Nedlands |
| Employee Disclosure under section 5.70 of the Local Government Act 1995 | Nil. |
| Director | Tony Free – Director Planning and Development |
| Attachments | <ol style="list-style-type: none"> 1. Detail and justification for the proposed scheme amendment and local planning policy 2. Maps of properties subject to proposed scheme amendment. |

Executive Summary

The purpose of this report is for Council to consider the merits of preparing a scheme amendment to require a development application to remove trees that meet specific criteria. The report also discusses a local planning policy that provides the discretion and process for the determination of such an application. Both planning instruments have been proposed in response to the 27 July 2021 Notice of Motion relating to the retention of trees on private land.

Following background research into the planning framework and other local governments, the City has identified the gaps in the planning framework and recommends the preparation of a scheme amendment and local planning policy as well updating the City's Urban Forest Strategy.

Recommendation to Committee

Council:

1. instructs the Chief Executive Officer to:
 - a. revise the City of Nedlands Urban Forest Strategy 2018 – 2023 to include trees on private land, in order to provide the overarching strategic framework for the proposed Scheme Amendment and Local Planning Policy;
 - b. provide a report to Council for the purpose of preparing an amendment to Local Planning Scheme No. 3 to require development approval for the removal of trees that meet certain criteria and;
 - c. provide a report to Council for the purpose of preparing a local planning policy that outlines the application process and the afforded discretion in support of the proposed amendment to Local Planning Scheme No. 3.

Voting Requirement

Simple Majority.

Overview/Discussion

Background

At the 27 July 2021 Ordinary Meeting of Council, the following notice of motion was carried:

That Council requests that the Chief Executive Officer provide a report to Council detailing the options available to Council to amend its Local Planning Scheme or other means to protect significant trees on private property, subject to landowner agreement in order to address the heat island effect, enhance biodiversity and ensure that the “leafy green” character of Nedlands is maintained.

This report has been prepared in response to this resolution.

Discussion

Tree-lined streets and green, leafy gardens form a vital component of the character of the City of Nedlands. The City’s Strategic Community Plan, *Nedlands 2028*, includes the following vision: “Our gardens, streets, parks and bushlands will be clean, green and tree-lined and we will live sustainably within the natural environment”. *Nedlands 2028* also identifies reduced tree canopy as a strategic issue facing the community.

Tree retention was identified as a priority in recent community engagement activities for the City’s Broadway, Waratah Village, Nedlands Stirling Highway Activity Corridor and Hampden-Hollywood precincts. Between 2009 and 2016, there was a net increase in canopy cover in public parks and road reserves. However, during this time there was a 58% decline in canopy cover on the 244 private lots which had undergone significant development or subdivision. Protection of tree canopy on private property forms an essential part of maintaining the overall urban forest canopy within the City.

Tree canopy loss is not unique to Nedlands. State and local governments have developed a range of statutory mechanisms to address the issue, with varying success. This report outlines the City’s existing framework, and what is proposed to fill the policy gaps to ensure tree canopy is maintained. The City’s recommended approach incorporates:

1. Expansion of the City’s Urban Forest Strategy to include trees on private land.
2. Proposed Scheme Amendment to require a development application be lodged for tree removal in certain circumstances.
3. Proposed Planning Policy to support the Scheme Amendment.

Expansion of the City’s Urban Forest Strategy

An Urban Forest Strategy is critical in understanding local issues and trends facing the urban forest within the City. Local governments with such strategies in place can show canopy cover change by land use, density and suburb, and can identify locality-specific threats to the canopy cover. This information forms the basis for tailored visions, strategies, and targets for the urban forest.

The City’s Urban Forest Strategy 2018-2023 only considers trees in the public realm, such as those within parks and road reserves. Noting the importance of protecting tree canopy on private development sites, it is recommended that the City’s Urban Forest Strategy be expanded to include trees within the private realm. By including the vision, strategies and targets relating to tree canopy on private land, the Urban Forest Strategy would provide the strategic justification for the proposed scheme amendment and LPP. It would also allow the City to review, measure and evaluate the implementation of the proposed measures.

Existing statutory framework

The Residential Design Codes Volume 1 (R-Codes Volume 1) applies to all single houses and grouped dwellings, as well as multiple dwellings (apartments) in areas coded less than R40. The Residential Design Codes Volume 2 – Apartments (R-Codes Volume 2) applies to apartments, including those forming part of mixed-use developments, in areas coded R40 and above.

The R-Codes Volume 1 and 2 have been reviewed and updated in recent years to include tree retention and replacement measures to better protect the urban tree canopy.

Proposed changes to statutory framework

In November 2020, the Department of Planning, Lands and Heritage (DPLH) released for public comment State Planning Policy 7.3 Residential Design Codes Low & Medium Density (Draft Medium Density Code), as a proposed amendment to R-Codes Volume 1. The Draft Medium Density Code applies to single houses and grouped dwellings in areas coded R30 and above, and apartments in areas coded R30-R60. There are no proposed changes for single houses and grouped dwellings in areas coded less than R30. The Draft Medium Density Code may be gazetted in 2022, although the timing of this is uncertain.

Gaps in existing planning framework

Within the Nedlands context, the City has identified the following gaps in the R-Codes Volume 1:

1. Tree retention

Existing trees greater than 3m in height are to be retained on site as a deemed to comply requirement. However, this only applies to grouped dwelling and apartment developments. There is no requirement for existing trees to be retained where a single house is proposed. Trees can also be legally removed from these sites, prior to an application being lodged for development or subdivision.

2. Tree provision

New tree planting is required at a rate of one tree per dwelling, as well as one tree per four uncovered car parking spaces. While this requirement would result in multiple trees on site for a grouped dwelling or apartment development, it would result in the provision of only one new tree for a single house development. There is also no guidance provided on the size of tree required, and there is no requirement for the tree to be retained once it is planted.

Proposed approach – scheme amendment and local planning policy

In response to the 27 July 2021 Notice of Motion, the existing gaps in the planning framework relating to tree retention were reviewed. This included approaches to tree retention at other local governments. Eleven local governments were included in this review, and information was gathered via either desktop review and meetings with the relevant planning teams. A significant finding from this research was that voluntary tree retention measures, such as landowner nominations for significant tree registers, did little to protect tree canopy on a City-wide level. Significant tree registers play an important role from a social and cultural perspective of assisting to tell the story of the local area.

Based on this research, the recommended approach to address the 27 July 2021 Notice of Motion is for Council to initiate an amendment to the City's Local Planning Scheme No. 3 (the Scheme) and adopt a supporting local planning policy (the Policy).

1. Amendment to the Scheme

It is proposed that an amendment to the Scheme be prepared, which would introduce the requirement for the submission of a development application for the removal of trees meeting certain criteria and in certain areas. The intent of this scheme amendment is to allow consideration of whether tree removal is appropriate.

The scheme amendment would also apply where development is exempt from requiring development approval under Clause 61 of the Planning and Development (Local Planning Schemes) Regulations 2015 (2015 Regulations), such as the development of a Single House meeting the deemed-to-comply provisions of the R-Codes Volume 1.

The key elements of the scheme amendment are outlined below.

Tree meeting certain requirements:

The scheme amendment is only intended to apply to trees which, due to the nature of their size and species, contribute significantly to the urban forest. The criteria, included in **Attachment 1** (See the first page of the attachment).

The tree criteria has been modified after the Councillor briefing session held on 16 November. It is proposed that the tree criteria be that the tree have a:

- height of at least 8 metres or
- canopy diameter of at least 5 metres

The final tree criteria can be resolved in the next council report.

A lot size criteria of 1,000m² or greater has been applied to limit the scope of the amendment to those lots which are of sufficient size to feasibly retain existing trees without unreasonably limiting development. While the City has small pockets of land coded Residential R25 and R30, the lots in these areas are generally smaller than 1,000m². The criteria in the scheme amendment is therefore Residential R20 and below, with a lot size of 1000m² or greater. **Attachment 2** illustrates those lots within the City subject to this scheme amendment.

2. Local planning policy

It is proposed that a policy be prepared, to guide the assessment of development applications received for tree removal and guide the provision of new trees within low density residential areas. It will not mandate the retention of all trees.

The key elements of the Policy (see **Attachment 1**, pages 2 to 5) are as follows:

- Guidance on what is classified as removal, destruction or damage of a tree;
- Requirement for an arboriculture report to be provided with an application for tree removal;
- Criteria against which development applications for tree removal will be assessed;
- Requirements for replacing existing trees, where removal is supported by the City;
- Additional requirements for the provision of new trees for single house and grouped dwelling developments;
- Guidance on the size and associated root protection area for new trees planted;
- Requirements for the protection of retained and planted trees; and
- Guidance on assessing subdivision referrals where there is an existing tree of significance on site.

If adopted via this report, prior to Council considering a further report on the policy (and Scheme Amendment), a further briefing session with Councillors will occur.

Consultation

Via a future report if Council adopts the scheme amendment, the required advertising period will range from 42 to 60 days depending on whether it is considered a standard or complex scheme amendment under the Regulations. If adopted in a future report to Council, the Policy will be advertised for a minimum of 21 days in accordance with the Regulations.

Strategic Implications

How well does it fit with our strategic direction?

The proposed approach aligns with the following vision statements:

Nedlands 2028 - Strategic Community Plan:

- Vision: 'our gardens, streets, parks and bushlands will be clean, green and tree-lined and we will live sustainably within the natural environment'.
- Reduced tree canopy has been identified as a strategic issue facing the community.

Who benefits?

The community benefits associated with increased urban tree canopy include managing urban heat island effect, creating wildlife habitats, aesthetics benefits and neighbourhood amenity.

Does it involve a tolerable risk?

A requirement to retain a tree would not prevent an owner from later applying to remove or prune the tree if it became apparent that it had the potential to become dangerous. Therefore, the preliminary view is that the proposed approach would not make the City liable if a retained tree were to become dangerous.

Do we have the information we need?

This report has been informed by a review of the gaps within the existing planning framework, as well as research of other local governments with tree retention measures in place.

Budget/Financial Implications

Can we afford it?

If Council were to proceed with the scheme amendment and LPP, there would be no immediate cost to the City other than those associated with advertising.

If the scheme amendment and LPP were to be approved, implementation costs associated with staff resourcing would depend upon the number of development applications received for tree removal. Staff resourcing would include planning officers to assess development applications, technical services officers for assisting with arboriculture aspects of development applications and compliance officers for enforcing tree retention and provision requirements. Quantifying additional staff resources required at this stage is not feasible.

If Council resolves to update the Urban Forest Strategy to include trees on private land, this will also have budgetary implications. This can be considered through the yearly budget review.

How does the option impact upon rates?

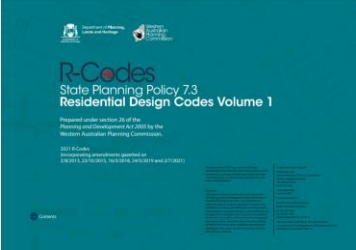
The proposal has no direct impact upon rates.

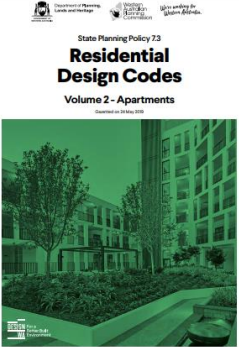
Conclusion

Tree-lined streets and green, leafy gardens form a vital component of the character of the City of Nedlands. To address the gaps within the planning framework relating to the retention and provision of trees on private land, it is proposed that Council support the preparation of a scheme amendment and local planning policy. The intent of these measures is to prioritise tree retention within lower density residential areas that have not been considered in the recent updates to the planning framework and to outline requirements for the provision of new trees. It is also recommended that the City's Urban Forest Strategy be updated to extend to trees in the private realm as this will provide the strategic basis for the amendment and Policy. The scheme amendment and policy are considered to address Council's Notice of Motion and its primary objective to maintain tree canopy within the City.

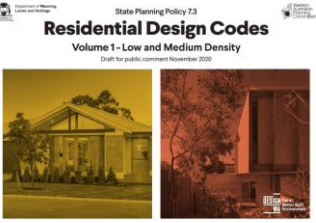
SUMMARY OF EXISTING AND DRAFT PLANNING FRAMEWORK

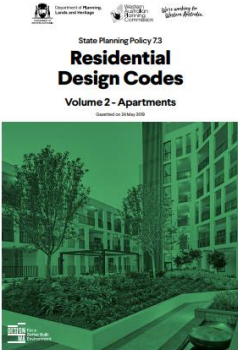
Existing framework

| R-Code Volume | Application and requirements | | |
|--|---|--|---|
| <p data-bbox="315 595 450 627">Volume 1</p>  <p data-bbox="293 959 479 1027">Clause 5.3.2 Landscaping</p> | All single houses | All grouped dwellings | Apartments/multiple dwellings - areas less than R40 |
| | <p data-bbox="589 517 965 549"><u>Landscaping requirements</u></p> <ul data-bbox="589 555 1077 624" style="list-style-type: none"> • Street setback area – min 50% permeable surface <p data-bbox="589 667 981 699"><u>Tree retention requirements</u></p> <ul data-bbox="589 705 1205 810" style="list-style-type: none"> • Existing trees greater than 3m in height to be retained in communal open space (where this is provided) <p data-bbox="589 853 987 885"><u>Tree provision requirements</u></p> <ul data-bbox="589 892 1211 1181" style="list-style-type: none"> • 1 tree to be provided per uncovered car parking spaces • Min 1 tree to be provided per dwelling (retaining an existing tree which satisfy this requirement) with 2m x 2m planting area to be free of impervious surface and roof cover – not applicable for extensions or additions | <p data-bbox="1243 517 1619 549"><u>Landscaping requirements</u></p> <ul data-bbox="1243 555 2002 592" style="list-style-type: none"> • Street setback area – min 50% permeable surface <p data-bbox="1243 630 1635 662"><u>Tree retention requirements</u></p> <ul data-bbox="1243 668 1973 737" style="list-style-type: none"> • Trees greater than 3m in height to be retained in communal open space (where this is provided) <p data-bbox="1243 778 1641 810"><u>Tree provision requirements</u></p> <ul data-bbox="1243 817 2056 1077" style="list-style-type: none"> • Site area less than 700m² = min 2 trees (with 2m x 2m planting area per tree) • Site area 700m² – 1000m² = min 3 trees (with 2m x 2m planting area per tree) • Site area greater than 1000m² = min 4 trees (with 2m x 2m planting area per tree) • Retained trees can contribute to these requirements | |

| R-Code Volume | Application and requirements |
|--|---|
| <p data-bbox="219 331 546 368">Volume 2 - Apartments</p>  <p data-bbox="232 810 537 916"><i>Element 3.3 Tree canopy and deep soil areas</i></p> | <p data-bbox="958 316 1693 352">Apartments/multiple dwellings - areas R40 or higher</p> <p data-bbox="591 400 994 437"><u>Deep soil area requirements</u></p> <ul data-bbox="591 443 1240 475" style="list-style-type: none"> • 20% of each site area to be deep soil area <p data-bbox="591 517 1240 553"><u>Requirement/incentives to retain existing trees</u></p> <ul data-bbox="591 560 2040 667" style="list-style-type: none"> • Existing tree(s) to be retained where: healthy, non-weed species, at least 4m in height, min 160mm trunk diameter, average canopy at least 4m. Removal of such tree requires arborist report. • Required deep soil area reduced to 7% when existing tree(s) retained on site <p data-bbox="591 708 994 745"><u>Tree provision requirements</u></p> <ul data-bbox="591 751 2056 932" style="list-style-type: none"> • Site area less than 700m² = 1 medium tree or small trees to suit area • Site area 700m² – 1000m² = 1 medium tree or 1 large tree and small trees to suit area • Site area greater than 1000m² = 1 large tree + 1 medium tree for each additional 400m² in excess of 1000m² or 1 large tree for each additional 900m² in excess of 1000m² and small trees to suit area • Retained trees can contribute to these requirements |

Draft framework (expected to be finalised by mid-2022 for implemented late-2022)

| R-Code Volume | | Application and requirements | | |
|---|---------------------------------------|---|--|--|
| <p>Volume 1 – Low and Medium Density</p>  <p><i>Part 2.0 The Garden</i></p> <p><i>2.3 Trees, deep soil area and landscaping</i></p> | <p>Part B Low density code</p> | <p>Single houses – areas less than R30</p> | <p>Grouped dwellings – areas less than R30</p> | <p>Apartments/multiple dwellings – areas less than R30</p> |
| | | <p>As per existing requirements in R-Codes Volume 1</p> | | |
| | <p>Part C Medium density code</p> | <p>Single houses – areas R30 or higher</p> | <p>Grouped dwellings – areas R30 or higher</p> | <p>Apartments/multiple dwellings – areas R30 to R60</p> |
| <p><u>Deep soil area requirements</u></p> <ul style="list-style-type: none"> • 20% of each site area to be deep soil with min dimension of 1.5m <p><u>Incentives to retain existing trees</u></p> <ul style="list-style-type: none"> • Require deep soil area reduced to 15% where existing tree is retained <p><u>Tree provision requirements</u></p> <ul style="list-style-type: none"> • Single houses and grouped dwellings: min 1 small tree (2-6m diameter and 3-8m height at maturity) to be provided per dwelling with min 1.5m x 1.5m root protection area • Multiple dwellings: range of tree requirements depending on lot size • Tree requirements for street setback area, where setback is 3m or greater. <ul style="list-style-type: none"> Number of trees dependent on frontage: <ul style="list-style-type: none"> ○ 6-10m frontage = 1 small tree ○ 11-20m frontage = 2 small trees ○ 21m+ frontage = 3 small trees + 1 tree for every additional 10m of frontage | | | | |

| R-Code Volume | Application and requirements |
|--|---|
| <p data-bbox="398 338 730 373">Volume 2 - Apartments</p>  | <p data-bbox="1115 338 1868 373">Apartments/Multiple Dwellings – areas R80 or higher</p> <p data-bbox="958 552 2024 625">As per existing requirements in R-Codes Volume 2, with minor modification to the size specifications</p> |

Draft

| Amendment to Local Planning Scheme No. 3 | |
|--|---|
| Proposed content | Justification/detail |
| <p>Additional provision under Schedule 1 – Supplemental provisions:</p> <p>60. Requirement for development approval</p> <p>60A. No person shall cause or permit the removal, destruction, or damage to any tree that meets the following criteria on a lot zoned Residential with a density code of R20 or below, with a lot size of 1000m² or greater, unless development approval has been granted in accordance with Part 8 of the Deemed Provisions:</p> <ol style="list-style-type: none"> Height of at least 4m; and Average canopy diameter of at least 4m; and Trunk diameter of at least 160mm, measured 1m from the ground; and Is a preferred species, as defined in local planning policy. | <p><u>Removal, destruction, or damage to a tree</u></p> <ul style="list-style-type: none"> Local Planning Policy to provide detail on what this includes (i.e. includes significant pruning that would affect health/stability of tree) and excludes (i.e. exclude minor pruning). <p><u>Tree criteria</u></p> <ul style="list-style-type: none"> Measurements consistent with the definition of 'significant existing trees' in Draft Medium Density Codes, as well as criteria for the retention requirements under R-Codes Volume 1. Local Planning Policy to provide preferred species list. <p><u>On a site zoned Residential R20 and below, and which is 1,000m² or greater</u></p> <ul style="list-style-type: none"> The scheme amendment is intended to apply to areas coded less than R30. A lot size criteria of 1,000m² or greater has also been included to limit the scope of the amendment to those lots which are of sufficient size to feasibly retain existing trees. This criteria will also reduce the administrative burden of development applications received for tree removal. While the City does have some areas with a coding of R25, the lots in these areas are generally smaller than 1,000m². The criteria in the scheme amendment is therefore R20 and below, with a lot size of 1,000m² or greater. |

| Local Planning Policy | |
|--|---|
| Proposed content | Justification/detail |
| <p><u>Purpose</u></p> <ul style="list-style-type: none"> • Guide assessment of development applications for tree removal, required under proposed scheme provision • Guide provision of new trees within low density residential areas | |
| <p><u>Application</u></p> <ul style="list-style-type: none"> • Private land only • Tree retention – Residential R20 and below AND lot size 1000m² or greater • Tree provision – Residential R20 and below for all lot sizes, excluding applications for extensions or additions to dwellings | <p><u>Tree retention</u></p> <ul style="list-style-type: none"> • Consistent with criteria of scheme amendment <p><u>Tree provision</u></p> <ul style="list-style-type: none"> • Areas coded R30 or higher are covered by Draft Medium Density Code and R-Codes Volume 2 • For the City's identified precinct areas (Broadway, Hampden/Hollywood, NSHAC and Waratah Village), tree requirements of the R-Codes can be modified as required through the precinct-specific local planning policies and precinct plans being prepared • The tree provision requirements under R-Codes Volume 1 do not apply to extensions or additions to existing dwellings |
| <p><u>Objectives</u></p> <ul style="list-style-type: none"> • Maintain, and where possible enhance, tree canopy within low density residential areas to: <ol style="list-style-type: none"> a. Mitigate urban heat island effect and associated health impacts; b. Contribute to wildlife habitats, biodiversity and ecological corridors; and | <p><u>Prioritising tree retention over removal and replacement</u></p> <ul style="list-style-type: none"> • Even if a new tree is planted each time an existing mature tree is removed, it can take decades for the new tree to grow as large as the existing tree was. |

| Local Planning Policy | |
|--|--|
| Proposed content | Justification/detail |
| <p>c. Provide aesthetic values and neighbourhood amenity, character and sense of place.</p> <ul style="list-style-type: none"> • Prioritise retention of existing trees over removal and replacement • Ensure that retained or new trees are protected and maintained at all stages of development | |
| <p><u>Guidance on assessing development applications for tree removal</u></p> <ul style="list-style-type: none"> • Guidance on what is classified as removal, destruction or damage of tree, to support proposed scheme amendment text • Arboriculture report to be submitted with development application • Removal of tree not to be supported unless either/both of the following criteria is met: <ul style="list-style-type: none"> ○ The tree ought to be removed due to its health, life expectancy, structural stability or risk to life or property. ○ Redesign of the development is not feasible, subject to sufficient evidence being provided by applicant and at discretion of City. • Notwithstanding the above, if an application is proposing to remove a tree which does not meet any of the criteria for removal, the subject tree may be removed if it is replaced with two medium trees (each with 9m² root protection area | <p><u>Tree removal, destruction or damage guidance</u></p> <ul style="list-style-type: none"> • Limited pruning and lopping is required as part of general tree maintenance. With the assistance of the City's Technical Services division, the LPP will clearly define the difference between such maintenance, and those actions which would destroy or damage a tree. This provision will support interpretation of the proposed scheme amendment. <p><u>Requirement for arboriculture report</u></p> <ul style="list-style-type: none"> • An arboriculture report, prepared in accordance with Australian Standard AS4970-2009 Protection of Trees on Development Sites (AS 4970), will assist in the assessment of an application for tree removal, by providing the following: <ul style="list-style-type: none"> ○ Identification of all trees on site and possible impact of the development on those trees ○ Design and construction method recommendations to minimise impacts on retained trees ○ Measures necessary to protect trees throughout the demolition and construction stages, including required Tree Protection Zones <p><u>Tree removal criteria</u></p> <ul style="list-style-type: none"> • These criteria require justification to be provided by way of an arboriculture report or development plans, which is best |

| Local Planning Policy | |
|--|--|
| Proposed content | Justification/detail |
| <p>per tree). If multiple trees are proposed for removal, up to a maximum of four total replacement trees are required.</p> <ul style="list-style-type: none"> • If a tree meets the removal criteria, and is proposed for removal, it is to be replaced with one medium tree. • Where a tree is retained: <ul style="list-style-type: none"> ○ The retention of the tree will be considered when assessing a development application against the Design Principles of the R-Codes Volume 1. ○ New development not to encroach into the required root protection area, as specified in the arboriculture report ○ Conditions to be imposed on DA: <ul style="list-style-type: none"> ▪ Protection of retained tree in accordance with arborist report recommendations ▪ Retain tree ▪ To be replaced with medium tree if it dies | <p>assessed through a development application. Therefore, these criteria have been included within the LPP, rather than the proposed scheme amendment.</p> <p><u>Tree replacement requirements</u></p> <ul style="list-style-type: none"> • Required root protection areas consistent with Draft Medium Density Code • A greater number of replacement trees are required for the removal of a tree which does not meet removal criteria. This is intended to incentivise the retention of existing trees. |
| <p><u>Tree and deep soil area provision requirements for single and grouped dwellings (Augmenting 5.3.2 Landscaping of R-Codes Volume 1)</u></p> | <p><u>Tree provision requirements for street setback</u></p> <ul style="list-style-type: none"> • Requirement for planting of tree within street setback area consistent with Draft Medium Density Code <p><u>Tree provision requirements based on lot size</u></p> <ul style="list-style-type: none"> • Tree provision requirements under R-Codes Volume 1 would result in multiple trees on site for a grouped or multiple dwelling developments, however, would result in the provision of only one new tree for a single house development. Basing tree provision on lot size instead will |

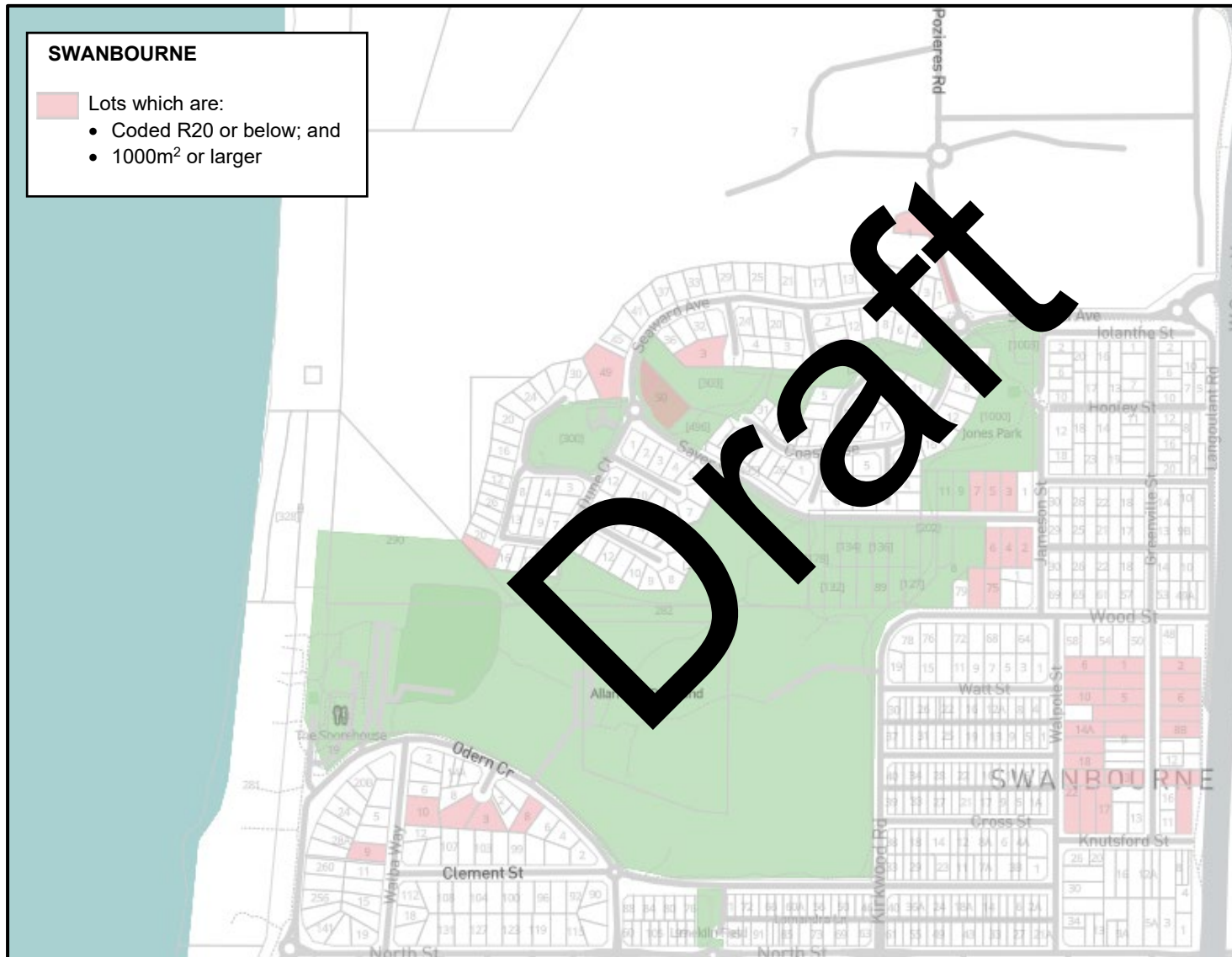
| Local Planning Policy | | Justification/detail |
|--|--|--|
| Proposed content | | |
| Existing requirement (R-Codes Volume 1) | Additional/replacement requirements | <p>result in the planting of more trees for single house developments.</p> <p><u>General tree provision requirements</u></p> <ul style="list-style-type: none"> • Technical Services division to assist with preparation of preferred species list • Required root protection areas consistent with Draft Medium Density Code. |
| Landscaping of the street setback area, with not more than 50% of this area to consist of impervious surfaces (i.e brick, solid paving, artificial turf or concrete) | <p><i>Additional requirement:</i> Tree/s to be planted within the street setback area</p> <p>Number and size of trees required to be based on lot frontage width.</p> | |
| One new tree to be provided per dwelling, with a 2m x 2m planting area to be free of impervious surface and roof cover | <p><i>Replacement requirement for single houses:</i></p> <p>One small tree to be provided per 500m² (rounded to nearest whole number) + associated DSA.</p> <p>1 medium tree = 2 small trees</p> | |
| <p>Where a new tree is planted:</p> <ul style="list-style-type: none"> • Encouraged to be a species from the preferred species list • To be planted with required root protection area (5m x 1.5m for small tree and 3m x 3m for medium tree) • Root protection area to be wholly within the lot boundaries, and tree to be planted centrally within the root protection area • Conditions to be imposed on DA: <ul style="list-style-type: none"> ○ Retain tree ○ To be replaced with medium tree if it dies | | |

| Local Planning Policy | | | | | | | | | | | | | | | | |
|--|-----------------------------|--|------------------------------|--|-----------|-----------------------------|-------------------------|------------------------------|-------|------|------|-------------|--------|------|-------|---------|
| Proposed content | | Justification/detail | | | | | | | | | | | | | | |
| <p><u>Subdivision</u></p> <ul style="list-style-type: none"> Where subdivision proposed which will create additional residential lots on sites coded R20 and below, following advice note recommended: <p><i>The landowner/applicant shall make arrangements to ensure that prospective purchasers are advised in writing that the Tree Retention Local Planning Policy applies.</i></p> <ul style="list-style-type: none"> The City will take measures to notify prospective purchasers of requirements – i.e. Orders and Requisitions Notice | | <p>Ensure prospective purchasers are aware of LPP requirements.</p> | | | | | | | | | | | | | | |
| <p><u>Definitions</u></p> <ul style="list-style-type: none"> Small tree Medium tree | | <p>Definitions to refer to those under Draft Medium Density Code</p> <table border="1"> <thead> <tr> <th>Tree size</th> <th>Canopy diameter at maturity</th> <th>Tree height at maturity</th> <th>Minimum root protection area</th> </tr> </thead> <tbody> <tr> <td>Small</td> <td>2-6m</td> <td>3-8m</td> <td>1.5m x 1.5m</td> </tr> <tr> <td>Medium</td> <td>6-9m</td> <td>8-12m</td> <td>3m x 3m</td> </tr> </tbody> </table> | | | Tree size | Canopy diameter at maturity | Tree height at maturity | Minimum root protection area | Small | 2-6m | 3-8m | 1.5m x 1.5m | Medium | 6-9m | 8-12m | 3m x 3m |
| Tree size | Canopy diameter at maturity | Tree height at maturity | Minimum root protection area | | | | | | | | | | | | | |
| Small | 2-6m | 3-8m | 1.5m x 1.5m | | | | | | | | | | | | | |
| Medium | 6-9m | 8-12m | 3m x 3m | | | | | | | | | | | | | |
| <p><u>Appendix</u></p> <ul style="list-style-type: none"> List of preferred tree species | | <p>Technical Services division to assist with preparation of preferred species list</p> | | | | | | | | | | | | | | |

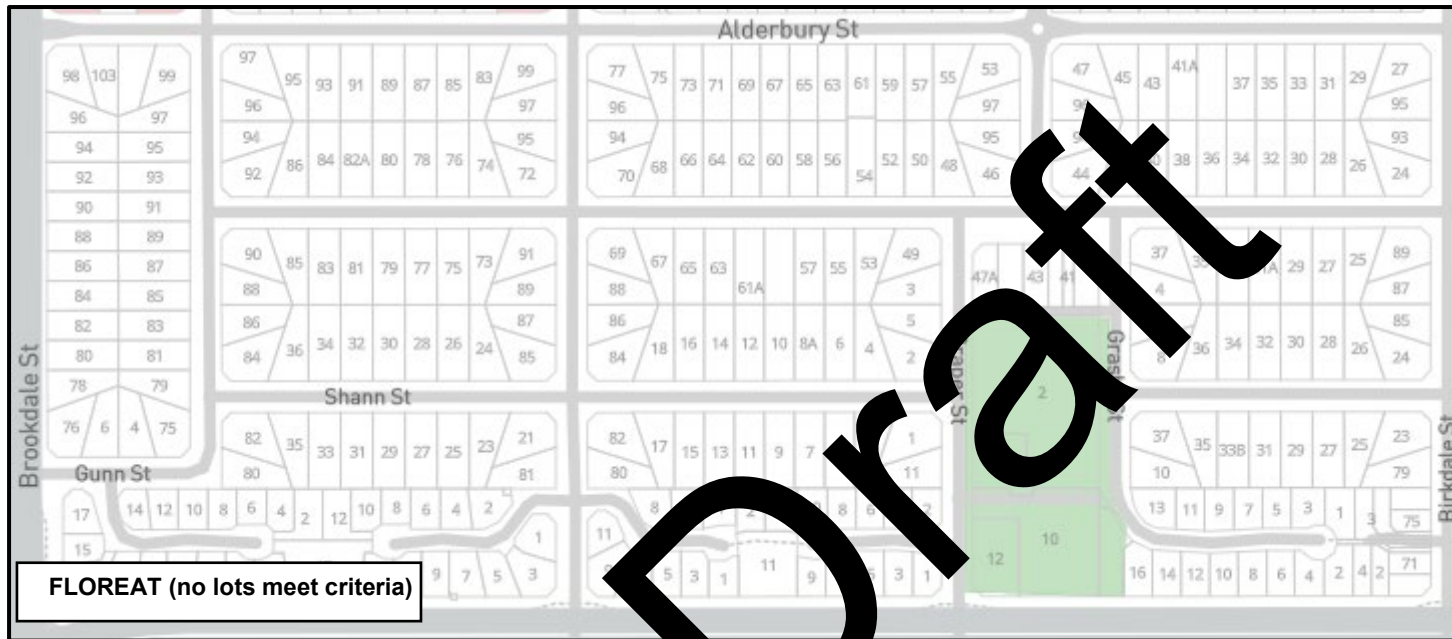
Draft











| | |
|----------------|--|
| PD41.21 | Consideration of Submissions on Draft Local Planning Policy – Existing Laneway Requirements |
|----------------|--|

| | |
|--|---|
| Committee | 7 December 2021 |
| Council | 14 December 2021 |
| Applicant | City of Nedlands |
| Employee Disclosure under section 5.70 of the Local Government Act 1995 | “the author, reviewers and authoriser of this report declare they have no financial or impartiality interest with this matter. There is no financial or personal relationship between City staff and the proponents or their consultants. Whilst parties may be known to each other professionally, this relationship is consistent with the limitations placed on such relationships by the Codes of Conduct of the City and the Planning Institute of Australia”. |
| Director | Tony Free – Director Planning and Development |
| Attachments | 1. Draft Local Planning Policy – Existing Laneway Requirements 2. Community Engagement - Schedule of Submissions 3. Community Engagement - Outcomes Report |

Executive Summary

The purpose of this report is for Council to consider submissions and then to resolve on the draft Local Planning Policy – Existing Laneway Requirements (the Policy) included as **Attachment 1**. The Policy details the proposed requirements relating to the widening and upgrade of existing laneways.

The draft Policy was presented to Council at the 25 August 2020 Council Meeting. At this meeting Council resolved to adopt the Policy for advertising.

The Policy received limited community support during consultation and lacks a foundation in robust strategic analysis. The proposed application of the Policy is not supported by the relevant state planning legislation as it does not adequately demonstrate or establish ‘need’ and ‘nexus’ for the ceding of land without compensation within the City’s local planning framework.

Therefore, the recommendation of this report is for Council to not proceed with the Policy.

Recommendation to Committee

Council:

1. notes the submissions received and the outcomes from the community engagement activities conducted in relation to the draft Local Planning Policy – Existing Laneway Requirements;
2. does not proceed with draft Local Planning Policy – Existing Laneway Requirements, as set out in Attachment 2, in accordance with the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2, Part 2, Clause 4(3)(b)(iii); and

3. **does not pursue the ceding of land and widening of existing laneways as a policy position at this time.**

Voting Requirement

Simple Majority.

Overview/Discussion

Background

Following the gazettal of Local Planning Scheme No. 3 (the Scheme) in April 2019, many of the lots abutting laneways in Mount Claremont, Hollywood East and Dalkeith became capable of higher intensity development. Clause 5.3.5 Vehicular Access of the Residential Design Codes - Volume 1 stipulates that, where available, a laneway should provide the primary vehicular access to a property. Given the increased development potential on these lots, and the associated intensification of use of their adjacent laneways, many of the laneways are now undersized to accommodate an increased rate of two-way traffic. Many of these laneways also require sealing, drainage and widening to ensure that they are of a trafficable standard in accordance with the relevant Australian Standard.

The Scheme facilitates the ceding of land for the purpose of laneway widening through Clause 32.3, although it requires a statutory mechanism such as a structure plan, local development plan, activity centre plan or local planning policy to identify the laneway as requiring widening.

The City has no approved statutory mechanism to impose a laneway ceding condition as part of a subdivision or development application process. To address this, the Policy was prepared detailing a process for the City to activate Clause 32.3.

The Policy was presented to Council at the 25 August 2020 Council Meeting, where Council resolved to adopt the Policy for advertising. The Policy was advertised for a period of 79 days from the 23 January 2021 to the 12 April 2021. Overwhelmingly, the majority of community members engaged were not supportive of the draft Policy. A summary of the submissions received, and the Community Engagement Outcomes Report, is now presented to Council for its consideration and included as **Attachment 2 and 3** respectively.

Discussion

Strategic Planning Program of Works

It is recommended that Council resolves not to support the Policy. The City is currently progressing through a strategic planning program endorsed at the February 2021 Council Meeting. By providing their support for this program, Council agreed to focus on work that consolidates the City's strategic framework. In accordance with this agreed direction, considerable community engagement and investigations have since been undertaken to inform the City's overarching strategic framework.

Included within this framework is the Integrated Transport Strategy (ITS). To inform the ITS, Traffic Impact Assessments (TIAs) will evaluate the impact of the projected population growth on traffic for each up-coded area. From this analysis, recommendations will be made to properly manage vehicle traffic over the next thirty years. One such recommendation may be a Laneway Strategy that investigates upgrading under-width or poorly surfaced laneways.

In the absence of such a strategy, it is recommended that Council does not proceed with adopting the draft Policy as the outcomes of the traffic analysis are yet to be finalised. It would be premature to adopt the Policy prior to the delivery of this detailed analysis.

Ceding as part of Subdivision and Development Approval

Ceding land for laneway widening can occur through both the subdivision and development application processes. When issuing either a development or subdivision approval, a condition may be validly imposed on the approval if it:

- a) is for a planning purpose and not for any ulterior purpose;
- b) reasonably and fairly relates to the development permitted; and
- c) is not so unreasonable that no reasonable planning authority could have imposed it.

In accordance with the WAPC's draft State Planning Policy 3.6 Infrastructure Contributions, contributions for infrastructure (including laneway widening) must be levied in accordance with a 'need' and a 'nexus'. The need for laneway widening must be clearly demonstrated and its connection with the nexus, being the development or subdivision, should be clearly established. There must also be a clear and sound basis for the proposed laneway widening, with linkages to the City's strategic and financial planning processes clearly outlined in a strategic document. A condition of approval requiring the landowner to cede a portion of private land without compensation is unlikely to satisfy the accepted test for validity, as the need for land to be ceded may not arise from the nexus of a development, but rather from public road management requirements. The Policy lacks a basis to reasonably compel the ceding of land without compensation as it does not demonstrate the need and nexus required under state planning legislation. As the Policy does not establish this vital link with the legislation it is unlikely to be given due consideration within a judicial environment. Therefore, it is recommended that Council does not proceed with adopting the draft Policy.

Consultation

The Policy was advertised for a period of 79 days from the 23 January 2021 to the 12 April 2021. During this advertising period community information sessions were held in Hollywood East, Dalkeith and Mount Claremont.

A total of 70 submissions were received (2 in support, 59 objections and 9 comments). The Schedule of Submissions is included as **Attachment 2**. Key objections include:

- The ceding of land by the City without compensation;
- The potential loss of mature trees in the laneway;

- The loss of the natural feel of the laneways, negatively impacting upon the wildlife in the area that is often found in the laneways;
- A negative impact on resident's capacity to utilise the laneways for recreation purposes, including as a safe environment for children to walk and play;
- Sealing and bituminizing of the laneways resulting in an increased urban heat island effect.

Based on the submissions received, many community members that were engaged do not support the Policy. The feedback received from the community engagement activities suggests that residents would support an upgraded one-way laneway network, eliminating the need for widening. The outcomes of the community engagement events relating to the Policy have been collated into an Engagement Outcomes Report, included as **Attachment 3**. However, further localised engagement is recommended as part of any additional work commencing on the resurfacing or widening of laneways.

Strategic Implications

How well does it fit with our strategic direction?

A plan for laneway upgrading and widening must form part of an appropriate hierarchy of strategic documents, including the ITS, TIA, Laneway Strategy and Policy.

Who benefits?

If a Policy is adopted that is premature neither the community nor the City will benefit, as it will result in poor planning outcomes and may be contested at the SAT.

Does it involve a tolerable risk?

In its current form there is a risk that the Policy will lead to poor planning outcomes. The Policy lacks foundation in a robust local planning framework. Therefore, the Policy is likely to be considered reactive by the State and have limited weight within a judicial setting.

Do we have the information we need?

The City has conducted the appropriate process for proposing a Local Planning Policy as per the requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Given the feedback received from the community and in consideration of the State strategic planning framework, the City has the information required to proceed with making a decision.

Budget/Financial Implications

Can we afford it?

The proposal involves no cost to the City. However, it would incur considerable cost for affected landowners required to cede land without compensation.

How does the option impact upon rates?

The impact of the draft Policy on rates has not been investigated.

Conclusion

In accordance with Clause 4(3)(a) of the Deemed Provisions within the Planning and Development (Local Planning Schemes) Regulations 2015, Council is required to review the Policy considering the submissions made during the community engagement period. Upon considering the submissions, in accordance with Clause 4(3)(b) of the Deemed Provisions, Council must then resolve to:

- (i) proceed with the Policy without modification; or
- (ii) proceed with the Policy with modification; or
- (iii) not to proceed with the Policy.

Widening laneways within an infill urban environment is a sensitive and complex process and should be treated as such within the policy framework. In its current form the Policy is premature, and lacking in the appropriate strategic consideration, to act as a mechanism for this complex task.

The City's strategic planning program of works includes completing an ITS, which will provide the City with the required detail to make an informed decision regarding the future of the existing laneways. The ITS may result in the requirement for a City-wide Laneway Strategy, out of which it is then appropriate for a Laneways Policy to be produced. For these reasons, it is recommended that Council not proceed with the Policy and endorse Administration's advised course of action as set out in the Recommendation.



LOCAL PLANNING POLICY – EXISTING LANEWAY REQUIREMENTS

1.0 PURPOSE

- 1.1 This policy details the requirements relating to the ceding and construction of existing Laneways within the City of Nedlands.

2.0 APPLICATION OF POLICY

- 2.1 This policy applies to all land within the City which has been up coded under *Local Planning Scheme No. 3* where it abuts an existing Laneway.
- 2.2 This Policy applies to any subdivision or development that proposes to increase the number of lots or dwellings on a property adjacent to an existing laneway as determined by the City.
- 2.3 This Policy does not apply to subdivision applications for boundary alignment or development applications where there is no increase in the number of lots or dwellings.
- 2.4 Where this Policy is inconsistent with the provisions of a specific Local Planning Policy or Local Development Plan, or Precinct Plan that applies to a particular site or area; the provisions of that specific Local Planning Policy, Precinct Plan or Local Development Plan prevail.

3.0 OBJECTIVES

- 3.1 To facilitate improved usage of laneways and rights of way as the primary access point for vehicles.
- 3.2 To maintain existing streetscapes, and provide for greater street tree retention, by minimising the need for, and impact of, additional garages/carports and paved areas within the street setback area.
- 3.3 To outline when widening and construction of laneways are required.
- 3.4 To allow for the future use of waste and postal service from existing laneways.



4.0 POLICY MEASURES

4.1 Subdivision

- 4.1.1 Where an application for subdivision (including strata title or survey strata) abuts a laneway less than 6m wide, the City will recommend to the WAPC that a condition be placed on the approval that the land required to widen the laneway to 6m (assuming equal widening on both sides of the laneway) be ceded free of cost to the City. The portion of the laneway required to be ceded will be required to be paved, sealed, and drained to the satisfaction of the City at the landowner's expense.
- 4.1.2 Where an application for subdivision (including strata title or survey strata) abuts a laneway, the City will recommend to the WAPC that a condition be placed on the approval that the land required to provide 3m x 3m corner truncations where the laneway intersects either another laneway, secondary or primary street, be ceded free of cost to the City.
- 4.1.3 The land required to widen the laneway or provide corner truncations which is ceded to the City will require construction by the landowner at his or her cost to the satisfaction of the City.

4.2 Development Applications

- 4.2.4 Where a development application for significant redevelopment (e.g. an additional dwelling) abuts a laneway less than 6m wide, the City will place a condition on the approval that the land required to widen the laneway to 6m (assuming equal widening on both sides of the laneway) be given up free of cost to the City.
- 4.2.5 Where a development application for significant redevelopment (e.g. an additional dwelling) abuts a laneway, the City will recommend to the WAPC that a condition be placed on the approval that the land required to provide 3m x 3m corner truncations where the laneway intersects either another laneway, secondary or primary street, be given up free of cost to the City.
- 4.2.6 The land required to widen the laneway or provide corner truncations which is ceded to the City will require construction by the landowner at his or her cost to the satisfaction of the City.



4.3 Construction Standards

- 4.3.1 All existing laneways will be designed and constructed by the City, excluding portions which have been ceded after the adoption of this policy. The ceded portion will be constructed by the Landowner to the specifications of the City.
- 4.3.2 Laneways / right-of-way to be widened to 6.0m in width, fully sealed, drained, kerbed and provided with lighting in accordance with AS1158.
- 4.3.3 Any required widening of the laneway / right-of-way is to be shared proportionately either side of the laneway / right-of-way to achieve a total overall 6m in width (i.e. if the laneway is 5.0m, the widening requirement is 0.5m either side).
- 4.3.4 Construction of the laneway and ceded portions will be in accordance with the City’s Laneway Specifications.
- 4.3.5 Prioritisation of laneways will be based on redevelopment of lots abutting the laneways and demand for the laneway to be upgraded. This will be determined by the City.

5.0 RELATED LEGISLATION

- 5.1 This policy has been prepared in accordance with Schedule 2 Part 2 Clause 4 of the Planning and Development (Local Planning Schemes) Regulations 2015.
- 5.2 This policy should be read in conjunction with the following additional planning instruments and its requirements apply unless specifically stipulated elsewhere in any of the below:
 - (a) City of Nedlands Local Planning Scheme No. 3
 - (b) State Planning Policy 7.3 – Residential Design Codes
 - (c) Any other relevant State or Local Planning Policies

| | |
|---------------------------|---|
| Council Resolution Number | PDX.XX |
| Implementation Date | Date and Item Number of Council Meeting |
| Date Reviewed/Modified | DD MM YYYY |

| | |
|---|--------------------------------------|
| Submissions Received | |
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 1 |
| Submitter Name: | Fiona McLarty |
| Submitter Address: | 20 Strickland Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. Support making lanes one way. 2. Where the block has already been subdivided, how will this be affected particularly if there is building one meter from the existing boundary? 3. What will be the tipping point where all residents have to cede their land, even if they do not subdivide? 4. Where landowners do not subdivide and are required to cede their land, who will replace the existing infrastructure e.g., fences, pool pumps that will then be too close to the boundary? 5. Prefer laneway upgraded but not widened. 6. Why do landowners need to fund the upgrade of the lane for community purposes? | |
| Response to Submission | |
| <ol style="list-style-type: none"> 1. Noted. One way laneways are a potential solution if there is public support. 2. Laneway widening is a long term project that takes place over decades The outcome of widening is dependent on the particular laneway and its original width. In some locations, existing new development would prejudice the laneway from being widened until a date in the future when redevelopment occurs at this site. 3. There is no current proposal to require ceding of land from properties that are not subject to applications for subdivision or significant development. 4. If laneway widening is implemented, it is proposed that ceding of land would only be required where significant development or subdivision was proposed. 5. Noted. The laneway widening is proposed to accommodate larger volumes of traffic anticipated due to increased density in the immediate area. 6. If laneway widening is implemented, it is proposed that ceding of land would only be required where significant development or subdivision was proposed. | |

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| Submissions Received | |
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 2 |
| Submitter Name: | Peter Weston |
| Submitter Address: | 20 Strickland Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |

| Support/Object/Comment: | Object |
|--|--------|
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. Many subdivisions have already been approved without the 0.5m ceding requirement, undermining future laneway widening. 2. Increased bitumen usage which increases heat sink in the locality. 3. Laneways are mainly used by pedestrians at the moment, and this would be compromised by increase vehicle use. 4. Many existing properties abutting laneways have structures in the rear 0.5m-1m of the lot, meaning that these structures would need to be demolished to accommodate laneway widening. 5. Landowners should not have to cede land without compensation, nor pay for laneway upgrades. 6. Recently approved garages abutting the laneway require a visual truncation setback. If the laneway is widened, these garages would no longer comply with City requirements. 7. One-way laneway, with a width of 5m is sufficient for servicing. The direction of one-way laneways could alternate between street blocks. 8. Clematis Lane features a mature Tuart tree on one side of the laneway, which attracts birds. 9. Side-by-side subdivisions are preferable to front and rear subdivision, as they allow both lots to have access to the primary street for waste collection. 10. Would prefer to have underground power. | |
| Response to Submission | |
| <ol style="list-style-type: none"> 1. Laneway widening is a long term project that takes place over decades The outcome of widening is dependent on the particular laneway and its original width. In some locations, existing new development would prejudice the laneway from being widened until a date in the future when redevelopment occurs at this site. 2. Specific materials for laneway sealing may form part of a wider engagement program. 3. Wider laneways are intended to allow for two way traffic, and traffic calming measures would be instigated. 4. Structures within the area ceded would have to be removed. However, as land would only be ceded if the lot was subdivided or significantly developed, it is likely these structures would be impacted already. 5. If laneway widening is implemented, it is proposed that ceding of land would only be required where significant development or subdivision was proposed. 6. The requirements for visual truncations are part of the State Planning Legislation (R-Codes). Visual truncations would be taken into consideration as part of the individual laneways project. 7. Noted. One way laneways are a potential solution if there is public support. 8. Tree retention is a consideration of the City. If laneways were to be widened, where trees could be retained or replaced, they would be. 9. Noted, side-by-side subdivisions would still be possible if laneway widening/upgrading is implemented. 10. The roll out of underground is a separate program being managed by the City and is not related to the Laneways project. | |

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|--|----------------------------|
| Submissions Received | |
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| Submitter Number: | 3 |
| Submitter Name: | Christopher Bennett |
| Submitter Address: | 10 Second Avenue Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. Many subdivisions have already been approved without the 0.5m ceding requirement, undermining future laneway widening. 2. Clematis Lane features a mature Tuart tree on one side of the laneway, which attracts birds. 3. Side-by-side subdivisions are preferable to front and rear subdivision, as they allow both lots to have access to the primary street for waste collection, passive surveillance, and consistent frontages. 4. Landowners should not have to cede land without compensation. The total value of the ceded portion would be \$17 000. Landowners should not have to pay for laneway upgrades. 5. Similar policies in other areas, such as Mosman Park, have been unsuccessful. 6. The Mount Claremont area has a diversity in block orientations, driveway locations and housing designs. Mandating rear garage access would result in a loss of this diversity. 7. Current usage of laneways by pedestrians is preferable to using laneway for waste collection and additional traffic. 8. Additional traffic on laneways may result in anti-social behaviour. 9. Would prefer to have underground power. | |
| Response to Submission | |
| <ol style="list-style-type: none"> 1. Laneway widening is a long term project that takes place over decades The outcome of widening is dependent on the particular laneway and its original width. In some locations, existing new development would prejudice the laneway from being widened until a date in the future when redevelopment occurs at this site. 2. Tree retention is a consideration of the City. If laneways were to be widened, where trees could be retained or replaced, they would be. 3. Noted, side-by-side subdivisions would still be possible if laneway widening/upgrading is implemented. 4. The City is working within the planning framework which allows for land to be ceded as part of a road widening program. The subdivision is the trigger for widening, and as the subdivision allows landowners to sell a portion of their land, it in turn provides the potential for financial compensation for ceding a portion of their property. 5. Noted. 6. Noted. The proposed policy would not require the removal of existing crossovers and garages/carports to primary streets. The intent of removing new crossovers and garages/carports from primary streets is to improve pedestrian safety and provide for greater street tree retention. | |

7. Noted.
8. Additional traffic is likely to provide more passive surveillance in laneways, as a deterrent for anti-social behaviour.
9. The roll out of underground is a separate program being managed by the City and is not related to the Laneways project.

Submissions Received

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|---|------------------------------------|
| Submitter Number: | 4 |
| Submitter Name: | Jemma Henderson |
| Submitter Address: | 16 Adderley Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |

Summary of Submission:

1. Moving boundary would impact large established trees taking away shade and bird life.

2. An increase in traffic means increase in noise pollution. Nothing wrong with the current lanes. Leave them as they are.

Response to Submission

1. Tree retention is a consideration of the City. If laneways were to be widened, where trees could be retained or replaced, they would be.

2. As the area has been zoned for an increase in residential density, it is likely the amount of traffic will increase. The proposed laneways works are intended to upgrade the laneways to enable them to better manage this traffic.

Submissions Received

Disclaimer: the following is a summary of submissions received.

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

| | |
|---|------------------------------------|
| Submitter Number: | 5 |
| Submitter Name: | Dominique von Sivers |
| Submitter Address: | 144A Rochdale Road Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |

Summary of Submission:

1. Kennedia Lane / Olearia Lane could be upgraded, but do not support widening the laneway.

2. Fences, garages or trees and plants directly bordering the laneway would be impacted, and the cost of removing and replacing these.

3. Children in the area use laneways as a safe location for playing and cycling. Widening will lead to higher speeds of vehicles driving through the laneways and risk accidents with children playing on the laneways.

Response to Submission

1. Noted. The laneway widening is proposed to accommodate larger volumes of traffic anticipated due to increased density in the immediate area.
2. Structures within the area ceded would have to be removed. However, as land would only be ceded if the lot was subdivided or significantly developed, it is likely these structures would be impacted already. Tree retention is a consideration of the City. If laneways were to be widened, where trees could be retained or replaced, they would be.
3. Wider laneways are intended to allow for two way traffic, and traffic calming measures would be instigated.

Submissions Received

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

| | |
|---|------------------------------------|
| Submitter Number: | 6 |
| Submitter Name: | Katharina von Sivers |
| Submitter Address: | 144a Rochdale Road Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |

Summary of Submission:

1. Widening laneways will increase the traffic speed, which would be dangerous for access and egress and young children that play in the laneways.
2. Structures such as pools, fences and garages would have to be torn down.
3. Also, most large trees are planted at the back of properties which would have to be removed in order to widen the laneway.

Response to Submission

1. Wider laneways are intended to allow for two way traffic, and traffic calming measures would be instigated.
2. Structures within the area ceded would have to be removed. However, as land would only be ceded if the lot was subdivided or significantly developed, it is likely these structures would be impacted already.
3. Tree retention is a consideration of the City. If laneways were to be widened, where trees could be retained or replaced, they would be.

Submissions Received

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

| | |
|---------------------------|---------------------------------|
| Submitter Number: | 7 |
| Submitter Name: | Melissa Trend |
| Submitter Address: | 29 Lisle Street Mount Claremont |

| | |
|---|--------|
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| <p>1. The laneway system currently works fine, being an access point for properties with rear garages.</p> <p>2. The landowners should not have to cede a portion of their land at zero cost to the City.</p> <p>3. I strongly object to any charges/fees that would be incurred by the ratepayer for any remediation to the laneway (bituminising, fencing, infrastructure etc).</p> <p>4. The system in place is perfectly adequate.</p> <p>5. The claim you make in regard to greater street tree retention is a nonsense. If people choose to subdivide, whether the laneways are widened or not will have zero impact on the tree retention.</p> | |
| Response to Submission | |
| <p>1. Noted.</p> <p>2. If laneway widening is implemented, it is proposed that ceding of land would only be required where significant development or subdivision was proposed.</p> <p>3. Noted. If laneway widening is implemented, it is proposed that ceding of land and associated upgrades would only be required where significant development or subdivision was proposed.</p> <p>4. As the area has been zoned for an increase in residential density, it is likely the amount of traffic will increase. The proposed laneways works are intended to upgrade the laneways to enable them to better manage this traffic.</p> <p>5. Removal of street trees may be required where crossovers are proposed to a primary street. By upgrading existing laneways, new developments may be able to take vehicle access from the laneway, reducing pressure on street trees.</p> | |

| | |
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| Submissions Received | |
| <p>Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately.</p> | |
| Submitter Number: | 8 |
| Submitter Name: | Anthony G Salom |
| Submitter Address: | 61 Strickland Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| <p>1. A 5 day lock down has caused a one month delay of the information evening, and YourVoice is not showing the relevant documents.</p> | |
| Response to Submission | |
| <p>1. Following lockdowns, COVID-19 restrictions lead to further social distancing requirements that impact the scheduling of community engagement events.</p> | |

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| Submissions Received | |
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 9 |
| Submitter Name: | Katie Weir |
| Submitter Address: | 59 Strickland St Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. Claim that LPP allows for retention of trees is misleading. When subdivision occurs side by side, further trees will be lost. 2. Draft LPP does not make it clear what happens in the case of complete blocks – when would the trigger for ceding occur? 3. Not ceding from unsubdivided lots means that the laneways will be widened in an uneven manner. 4. The policy does not make it clear if the laneway at the rear of properties in Landon Way are affected. If they are, the consultation process needs to be restarted to allow these property owners to be informed and provide comment. 5. Object to lighting in laneways. 6. Many significant structures would be affected by ceding. 7. Each block has car and/or bin access to the main road, so bin collection from the laneway isn't required. 8. Bituminising the laneways will increase the urban heat island effect in the suburb. 9. What happens to rear lots of already subdivided blocks. 10. Community consultation period should be extended to allow residents to attend the postponed community information sessions in order to make informed submissions on this important matter. | |
| Response to Submission | |
| <ol style="list-style-type: none"> 1. Removal of street trees may be required where crossovers are proposed to a primary street. By upgrading existing laneways, new developments may be able to take vehicle access from the laneway, reducing pressure on street trees. 2. If laneway widening is implemented, it is proposed that ceding of land would only be required where significant development or subdivision was proposed. 3. Laneway widening is a long term project that takes place over decades. The outcome of widening is dependent on the particular laneway and its original width. In some locations, existing new development would prejudice the laneway from being widened until a date in the future when redevelopment occurs at this site. In other circumstances, until all lots have been subdivided, the widening and upgrade of a laneway would not be finalised for many years. 4. The policy does not affect the properties facing Landon Way, as many of these would not be eligible for subdivision. 5. Noted – lighting in laneways is only one option available as part of upgrades. | |

6. Structures within the area ceded would have to be removed. However, as land would only be ceded if the lot was subdivided or significantly developed, it is likely these structures would be impacted already.
7. Noted. Vehicle access and waste collection could be an option for new development.
8. Specific materials for laneway sealing may form part of a wider engagement program.
9. If laneway widening is implemented, it is proposed that ceding of land would only be required where significant development or subdivision was proposed.
10. The consultation period was extended until the 12 April.

Submissions Received

Disclaimer: the following is a summary of submissions received.

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

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

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|---|---------------------------|
| Submitter Number: | 10 |
| Submitter Name: | Matt Lewis |
| Submitter Address: | 74 Williams Road Nedlands |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |

Summary of Submission:

1. Laneways should be made one way only.
2. Do not support widening.
3. To take 1.5m off the back of properties will affect numerous properties built near boundary.
4. Property values will be impacted.

Response to Submission

1. Noted. One-way laneways are a potential solution if there is public support.
2. Noted. Wider laneways are intended to allow for two-way traffic given the high volume of traffic they would be carrying due to increased development density.
3. Structures within the area ceded would have to be removed. However, as land would only be ceded if the lot was subdivided or significantly developed, it is likely these structures would be impacted already.
4. Property values are not a relevant planning consideration.

Submissions Received

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

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| Submitter Number: | 11 |
| Submitter Name: | Nadia Smith |
| Submitter Address: | 77 Meriwa Street Nedlands |
| Is the submitter's property address affected by the Draft LPP? | Yes |

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| Support/Object/Comment: | Object |
| Summary of Submission: | |
| 1. I do not support the laneway grab. | |
| Response to Submission | |
| 1. The proposal to widen laneways is not an opportunity for the City to take land with no purpose. The consultation process is an exercise to determine if there is support for the laneways to be upgraded and, if so, to what extent. i.e., widening, resurfacing etc. | |

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| Submissions Received | |
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 12 |
| Submitter Name: | Bec Tan |
| Submitter Address: | 47 Meriwa Street Nedlands |
| Is the submitter's property address affected by the Draft LPP? | |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| 1. The laneway system could be made to flow one way as an alternative. 2. Not enough information or consultation has occurred with affected residents. | |
| Response to Submission | |
| 1. Noted. One-way laneways are a potential solution if there is public support. 2. This consultation is part of an on-going engagement program around the proposed laneway upgrades. | |

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| Submissions Received | |
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 13 |
| Submitter Name: | Catherine |
| Submitter Address: | 64 Strickland St Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| 1. Completely unnecessary and unacceptable. City is meant to act on our behalf, not take our land away. | |
| Response to Submission | |
| 1. Land would only be ceded where a subdivision or development of another dwelling was proposed. The proposal is to better facilitate residents subdividing and developing their land. | |

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| Submissions Received | |
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 14 |
| Submitter Name: | Reshmin Cheema |
| Submitter Address: | 1 Bromilow Green Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | No |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| 1. Proposal is disruptive and distressing. Plead with Council to abandon the proposal. 2. Ceding of land for no compensation not appropriate. | |
| Response to Submission | |
| 1. The submissions will be presented to the Elected Members for their consideration during the Council reporting process. 2. Land would only be ceded where a subdivision or development of another dwelling was proposed. The proposal is to better facilitate residents subdividing and developing their land. | |

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| Submissions Received | |
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 15 |
| Submitter Name: | Heather Cook |
| Submitter Address: | 119 Rochdale Rd Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| 1. Unnecessary to widen the laneways when they can be made one way. 2. It will mean the removal of infrastructure along the boundary including mature trees, retaining walls, reticulation etc. 3. The loss of many mature trees on rear laneways boundaries. 4. The draft policy is unclear on how it will be applied. 5. LPP submission date is before the re-scheduled workshops, email clarification to council on this remains unanswered. Your Voice difficult to navigate. 6. I do not agree to donate my land to the council. | |
| Response to Submission | |
| 1. Noted. One way laneways are a potential solution if there is public support. | |

2. Structures within the area ceded would have to be removed. However, as land would only be ceded if the lot was subdivided or significantly developed, it is likely these structures would be impacted already.
3. Tree retention is a consideration of the City. If laneways were to be widened, where trees could be retained or replaced, they would be.
4. If laneway widening is implemented, the policy proposes that ceding of land would only be required where significant development or subdivision was proposed.
5. Consultation date was extended until the 12 April.
6. Land would only be ceded where a subdivision or development of another dwelling was proposed. The proposal is to better facilitate residents subdividing and developing their land.

Submissions Received

Disclaimer: the following is a summary of submissions received.
 Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance.
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|---|-----------------------------------|
| Submitter Number: | 16 |
| Submitter Name: | Anne-Marie Juengling (Williams) |
| Submitter Address: | 158 Rochdale Road Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |

Summary of Submission:

1. Do not agree with policy proposal to require land to be ceded if subdividing.
2. Ceding will impact property value.
3. Olearia Lane is currently more than adequate to safely drive, even if a car is temporarily parked up on a kerb.
4. Prefer one way laneway option.
5. Wider laneways will lead to faster traffic and safety issues for children.

Response to Submission

1. Noted.
2. Property values are not a relevant planning consideration.
3. The laneways are proposed to be upgraded in accordance with Australian safety standards.
4. Noted. One-way laneways are a potential solution if there is public support.
5. Wider laneways are intended to allow for two-way traffic, and traffic calming measures would be instigated.

Submissions Received

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|---------------------------|-----------------------------------|
| Submitter Number: | 17 |
| Submitter Name: | Sydney McDowell |
| Submitter Address: | 119 Rochdale Road Mount Claremont |

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| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. Submission date should be extended until after the workshops. 2. It is not clear if owners who have no intention of ever developing their block will still be required to cede land if the Council decide to asphalt the laneways. 3. Object to ceding land at no cost to Council, particularly where there is no benefit, as no plans to develop our block. 4. There are already laneways that are sealed. The first section of acacia lane up from the Alfred road end is paved but not at 6 meters width. There are very steep drop offs on some of the property and extending the width of the land would require extensive civil works. 5. In terms of the objectives of the policy sections 3.1. & 3.4 regarding improved usage and facilitating future waste and postal services, this can simply be achieved by sealing the laneways at the existing dimensions and at council expense (as has already been done in some sections) and making the lanes one way. 6. In terms of 3.2, about retaining the existing streetscape, this fails to recognise that the rears of many blocks have a delightful landscape with many mature trees that would be lost if widening to 6 meters. 7. In section 3.3 the objective is to outline when widening and construction are required however it would appear to only require widening when a subdivision or development application is required. It appears silent on the widening if for example the council wanted to seal a laneway. 8. I am also concerned that some of the existing subdivisions with rear dwellings will be further disadvantaged if the laneway was widened as it would put up to the boundary fence. | |
| Response to Submission | |
| <ol style="list-style-type: none"> 1. Consultation date was extended until the 12 April. 2. If laneway widening is implemented, it is proposed that ceding of land would only be required where significant development or subdivision was proposed. 3. See above. 4. Noted. Detailed technical investigations will be made if laneway widening/ upgrading is agreed upon. 5. Noted. One-way laneways are a potential solution if there is public support. 6. Tree retention is a consideration of the City. If laneways were to be widened, where trees could be retained or replaced, they would be. 7. See response to 2 above. 8. Laneway widening is a long term project that takes place over decades The outcome of widening is dependent on the particular laneway and its original width. In some locations, existing new development would prejudice the laneway from being widened until a date in the future when redevelopment occurs at this site. In other circumstances, until all lots have been subdivided, the widening and upgrade of a laneway would not be finalised for many years. | |

| Submissions Received | |
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| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 18 |
| Submitter Name: | Paris Bovell |
| Submitter Address: | 59a Adderley Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. We strongly oppose the proposal. 2. This proposal is developer focussed. 3. This proposal would lead to financial stress for homeowners if land was required to be ceded with no compensation. | |
| Response to Submission | |
| <ol style="list-style-type: none"> 1. Noted. 2. The proposal to widen laneways is not an opportunity for the City to take land with no purpose and is not developer focussed. The consultation process is a fact finding exercise to determine if there is support for the laneways to be upgraded and, if so, to what extent. i.e., widening, resurfacing etc. Laneways are required to be upgraded as more intense development occurs around them, due to greater volumes of traffic. 3. Land would only be ceded where a subdivision or development of another dwelling was proposed. | |

| Submissions Received | |
|---|-----------------------|
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 19 |
| Submitter Name: | Andrew L |
| Submitter Address: | Betty Street Nedlands |
| Is the submitter's property address affected by the Draft LPP? | No |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. One-way laneways make sense if it is needed. 2. Widening laneways is inappropriate. 3. This policy should be revoked. | |
| Response to Submission | |
| <ol style="list-style-type: none"> 1. Noted. One-way laneways are a potential solution if there is public support. 2. Noted. Wider laneways are intended to allow for two way traffic, to carry heavier traffic experienced as a result of subdivision and development. 3. This Policy is currently only in draft format and has not been formally adopted by Council. | |

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| Submissions Received | |
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 20 |
| Submitter Name: | Patricia |
| Submitter Address: | Nedlands |
| Is the submitter's property address affected by the Draft LPP? | |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| No comment provided. | |
| Response to Submission | |
| N/A | |

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| Submissions Received | |
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 21 |
| Submitter Name: | Ben Juengling |
| Submitter Address: | 158 Rochdale Road Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. I object to the proposal to claim land from landowners without compensation. 2. Concerned about impact proposal has on ability to subdivide our lot. 3. Proposal would decrease property values. | |
| Response to Submission | |
| <ol style="list-style-type: none"> 1. Land would only be ceded where a subdivision or development of another dwelling was proposed. The proposal is to better facilitate residents subdividing and developing their land. 2. The proposed Policy would only apply to land that was subdivided or significantly developed. The size of lots required for subdivision are determined as per the State Planning Policy 7.3 – Residential Design Codes. 3. Property values are not a relevant planning consideration. | |

| Submissions Received | |
|---|------------------------|
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 22 |
| Submitter Name: | Gaby Beckerling |
| Submitter Address: | 89 Hardy Road Nedlands |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| 1. The Draft planning policy diminishes the right to use the rear of our property. 2. One-way laneways preferred. | |
| Response to Submission | |
| 1. Access from the laneway would still be permitted if laneways were widened. 2. Noted. One-way laneways are a potential solution if there is public support. | |

| Submissions Received | |
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| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 23 |
| Submitter Name: | Samali de Tissera |
| Submitter Address: | 103 Hardy Road Nedlands |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| 1. Structures such as granny flats, pools, garages at the rear would have to be removed. 2. Please make the laneways one way. | |
| Response to Submission | |
| 1. Structures within the area ceded would have to be removed. However, as land would only be ceded if the lot was subdivided or significantly developed, it is likely these structures would be impacted already. 2. Noted. One-way laneways are a potential solution if there is public support. | |

| Submissions Received | |
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| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 24 |
| Submitter Name: | Chris Blenkinsop |
| Submitter Address: | 15 and 16 Strickland Street Mount Claremont |

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| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| 1. Ceding is already occurring prior to submission period ending. | |
| Response to Submission | |
| 1. Ceding of land is permitted under the City's Local Planning Scheme No 3. This LPP and engagement program seeks to clarify the community's views on this, and where ceding is and is not appropriate. | |

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| Submissions Received | |
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 25 |
| Submitter Name: | Adrian Defrancesco |
| Submitter Address: | 46 Lisle Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| 1. The environmental impacts of water runoff and heat sink effect are concerning. 2. Maps of the proposal show uneven and unfair impact for different residents. | |
| Response to Submission | |
| 1. Any laneway upgrading would be undertaken according to the appropriate technical standard, including requirements for stormwater drainage. The materials to be used for laneway upgrades are likely to be considered as part of a broader laneways engagement prior to upgrades. 2. The purpose of the consultation period is to understand the laneway preferences amongst the community, and how these differ between different laneways. | |

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| Submissions Received | |
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 26 |
| Submitter Name: | Susan Defrancesco |
| Submitter Address: | 46 Lisle Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| 1. The laneway system currently works fine, being an access point for properties with rear garages. | |

2. The landowners should not have to cede a portion of their land at zero cost to the City.
3. I strongly object to any charges/fees that would be incurred by the ratepayer for any remediation to the laneway (bituminising, fencing, infrastructure etc).
4. The system in place is perfectly adequate.
5. The claim you make in regard to greater street tree retention is a nonsense. If people choose to subdivide, whether the laneways are widened or not will have zero impact on the tree retention.

Response to Submission

1. Noted.
2. If laneway widening is implemented, it is proposed that ceding of land would only be required where significant development or subdivision was proposed.
3. Noted. See response to 2 above.
4. A resolution of one-way traffic could be implemented if residents felt it was necessary.
5. Removal of street trees may be required where crossovers are proposed to a primary street. By upgrading existing laneways, new developments may be able to take vehicle access from the laneway, reducing pressure on street trees.

Submissions Received

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 Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance.
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|---|--------------------------------------|
| Submitter Number: | 27 |
| Submitter Name: | Adam Meyer |
| Submitter Address: | 59 Strickland Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |

Summary of Submission:

1. Leafy element of Mt Claremont is what attracted us to suburb. Many of the mature trees are already being lost due to subdivision.
2. Do not agree with large trees in laneways being removed for expansion and bituminising of laneways.
3. If this is a draft LPP, why have subdivided lots already been made to cede land?
4. It is not clear if the proposed 6m laneways will be kerb to kerb or boundary to boundary.
5. Due to number of existing back and front lot subdivisions, laneways are likely to be inconsistent, unless Council has intention of subdividing from these lots as well?

Response to Submission

1. Tree retention is a consideration of the City. If laneways were to be widened, where trees could be retained or replaced, they would be.
2. Noted. See response to 2 above.
3. Ceding of land is permitted under the City's Local Planning Scheme No 3. This LPP and engagement program seeks to clarify the community's views on this, and where ceding is and is not appropriate.

4. 6m width boundary to boundary is the standard width required.
5. There is no current proposal to require ceding of land from properties that are not subject to applications for subdivision or significant development.

| Submissions Received | |
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| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 28 |
| Submitter Name: | Maryam Mozooni |
| Submitter Address: | 41 Adderley Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| 1. One-way vehicular access. Retains the width of the existing laneways to remain unchanged and no property would be affected as a result of the upgrade. | |
| 2. Upgrade and bituminise unsealed surfaces to reduce dust. | |
| Response to Submission | |
| 1. Noted. One-way laneways are a potential solution if there is public support. | |
| 2. Sealing and upgrading the laneways would still be considered as part of the programme of works by the City, even if the laneways became one way. | |

| Submissions Received | |
|---|----------------------|
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 29 |
| Submitter Name: | Jane Klobas |
| Submitter Address: | PO Box 1164 Nedlands |
| Is the submitter's property address affected by the Draft LPP? | Unknown |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| 1. We already have roads for access. Laneways serve another purpose. We do not need more roads. | |
| 2. Streetscape of Nedlands is greatly enhanced by mature tree canopy – the draft LPP would oblige developers to remove trees to permit subdivision. | |
| 3. Good laneway policy should preserve right of way character and function, not require widening or development. | |
| 4. Do not support adding lighting to laneways. | |
| 5. Do not support waste removal from laneways. | |
| 6. Support make laneways rights-of-way only, not gazetted roads. | |

Response to Submission

1. As the area has been zoned for an increase in residential density, it is likely the amount of traffic will increase. The proposed laneways works are intended to upgrade the laneways to enable them to better manage this traffic.
2. Tree retention is a consideration of the City. If laneways were to be widened, where trees could be retained or replaced, they would be.
3. Noted.
4. Noted.
5. Noted.
6. Laneways are already gazetted roads.

Submissions Received

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

| | |
|---|--------------------------------------|
| Submitter Number: | 30 |
| Submitter Name: | Don Maskew |
| Submitter Address: | 34 Strickland Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |

Summary of Submission:

1. No need to widen laneways.
2. Do potentially support sealing and installing drainage.
3. Significant number of structures built close to the laneway would be impacted.
4. Laneways should be made one way, therefore no widening required.
5. Truncations likely to be required at T-junction or right angle bends.
6. All bins should continue to be placed on the existing street.
7. If ceding only occurs at subdivision stage, it would take many years for the laneway expansion to go ahead.

Response to Submission

1. Noted.
2. Noted.
3. Structures within the area ceded would have to be removed. However, as land would only be ceded if the lot was subdivided or significantly developed, it is likely these structures would be impacted already.
4. Noted. One-way laneways are a potential solution if there is public support.
5. Any laneway upgrading would be undertaken according to the appropriate technical standard, including requirements for truncations.
6. Noted.
7. Noted.

Submissions Received

Disclaimer: the following is a summary of submissions received.

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

| | |
|---|------------------------------------|
| Submitter Number: | 31 |
| Submitter Name: | Linley Mitchell |
| Submitter Address: | 34 Adderley Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| 1. Widening would lead to a loss of many mature trees on private and public land. 2. A one way system would solve traffic problems. | |
| Response to Submission | |
| 1. Tree retention is a consideration of the City. If laneways were to be widened, where trees could be retained or replaced, they would be. 2. Noted. One-way laneways are a potential solution if they have public support. | |

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|---|------------------------------------|
| Submissions Received | |
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 32 |
| Submitter Name: | Todd Edwards |
| Submitter Address: | 22A Mayfair Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| 1. Widening laneways will increase through traffic and traffic speeds. | |
| Response to Submission | |
| 1. Wider laneways are intended to allow for two way traffic, and traffic calming measures would be instigated if the proposal to widen the laneways was supported. | |

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|---|-----------------------------------|
| Submissions Received | |
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 33 |
| Submitter Name: | Boyd Emmerson |
| Submitter Address: | 3 Adderley Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| 1. Not in favour of hard sealing or widening the laneways. Increasing width may increase speed of traffic - the laneway speed should be no more than 40Kph. 2. Support protecting trees and sense of nature, protect native fauna. | |

3. Laneways promote sense of community.
4. Rangers should patrol laneways for rubbish issues.
5. Laneway access could be restricted to residents through barriers, gates etc.

Response to Submission

1. Noted. Wider laneways are intended to allow for two-way traffic, and traffic calming measures would be instigated if the proposal to widen the laneways was supported.
2. Tree retention is a consideration of the City. If laneways were to be widened, where trees could be retained or replaced, they would be.
3. Noted.
4. Noted.
5. Many laneways are designated public roads and restricting access would not be appropriate.

Submissions Received

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

| | |
|---|------------------------------------|
| Submitter Number: | 34 |
| Submitter Name: | Angela Soares |
| Submitter Address: | 137A Rochdale Road Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| 1. Do not support ceding land without compensation. | |
| 2. Wider laneways will encourage higher speeds for traffic. | |

Response to Submission

1. Ceding is only proposed where subdivision or significant development is proposed on a site under the draft LPP. The land would be ceded to widen laneways, to facilitate traffic through an area that is increasing in density as a result of the subdivision. The ceding is intended to assist in facilitating the resident's subdivision.
2. Wider laneways are intended to allow for two way traffic, and traffic calming measures would be instigated if the proposal to widen the laneways was supported.

Submissions Received

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| | |
|---|------------------------------------|
| Submitter Number: | 35 |
| Submitter Name: | Michael Soares |
| Submitter Address: | 137A Rochdale Road Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |

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| Summary of Submission: |
| 1. There is no clear indication as to what the benefit is of ceding the land. |
| Response to Submission |
| 1. Land would only be ceded where a subdivision or development of another dwelling was proposed. The proposal is to better facilitate residents subdividing and developing their land. |

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| Submissions Received | |
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 36 |
| Submitter Name: | Paula Campbell |
| Submitter Address: | 49 Lisle Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| 1. I do not support laneway widening or lighting. 2. Upgrading is supported but not widening. 3. Supportive of making lanes one way. | |
| Response to Submission | |
| 1. Noted. Wider laneways are intended to allow for two way traffic, to carry heavier traffic experienced as a result of subdivision and development. 2. Upgrading of laneways is part of the City's programme of maintenance works, regardless of widening. 3. Noted. One-way laneways are a potential solution if they have public support. | |

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| Submissions Received | |
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 37 |
| Submitter Name: | Harold Edwin Yap |
| Submitter Address: | 8 Kennedia Lane Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Support |
| Summary of Submission: | |
| 1. Widening of laneways not supported, would result in loss of mature trees and increased heat. 2. Supportive of one-way laneways. | |
| Response to Submission | |
| 1. Tree retention is a consideration of the City. If laneways were to be widened, where trees could be retained or replaced, they would be | |

2. Noted. One ways laneways are a potential solution if they have public support.

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|---|---------------------------|
| Submissions Received | |
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 38 |
| Submitter Name: | Andrew Corrigan |
| Submitter Address: | 28 Williams Road Nedlands |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. Widening not supported. Would lead to a large loss of mature trees currently in the proposed widening area. 2. One way laneways supported. 3. Widening would create a large area of concrete/bitumen that increase the urban heat effect. | |
| Response to Submission | |
| <ol style="list-style-type: none"> 1. Noted. Tree retention is a consideration of the City. If laneways were to be widened, where trees could be retained or replaced, they would be. 2. Noted. One ways laneways are a potential solution if they have public support. 3. Noted, this must be taken into consideration along with the potential loss of mature trees. | |

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|---|---------------------------|
| Submissions Received | |
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 39 |
| Submitter Name: | Jayne Berkin |
| Submitter Address: | 28 Meriwa Street Nedlands |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. Traffic and primary access should not be via lanes but from existing streets. 2. This policy will not assist in maintaining streetscapes and minimising garaging etc at street level as on the block size in Hollywood East it is not possible to garage etc at the back with the ceding and set back provisions. 3. Postal services require no additional widening to accommodate 4. Waste services should not be provided on laneways but accommodated at lane ends due to inconvenience and noise for residents. | |

5. A 6m laneway in Hollywood East would be wider than the existing roads, creating small properties jammed between 2 significant thoroughfares, and significantly out of scale for the existing circumstances.
6. One way traffic is adequate for the laneways in this area.
7. No streetlighting is wanted on laneways in Hollywood due to the impact of light pollution on small residential blocks with no tree cover on laneway frontage.
8. Do not support paving the laneways at owner's cost.
9. Do not support ceding of land without compensation.
10. Do existing subdivision applications require ceding? Requirements should be for setbacks, rather than ceding.
11. Laneways contribute to the character of the Hollywood area.
12. The draft policy in its intent, objectives and detail is completely inappropriate for Hollywood East.
13. Resident sentiment is to retain 3m wide laneways and create one-way laneways.

Response to Submission

1. Noted. The intent of facilitating vehicle access from laneways is to provide for greater street tree retention and to improve pedestrian safety.
2. Noted. Lot amalgamations may make rear vehicle access feasible.
3. Noted.
4. Noted.
5. Noted.
6. Noted. One-way laneways are a potential solution if there is public support.
7. Noted.
8. Noted.
9. Noted.
10. Ceding of land is permitted under the City's Local Planning Scheme No 3. This LPP and engagement program seeks to clarify the community's views on this, and where ceding is and is not appropriate.
11. Noted.
12. Noted.
13. Noted. See response to 6 above.

Submissions Received

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| | |
|---|------------------------|
| Submitter Number: | 40 |
| Submitter Name: | Ann Goode |
| Submitter Address: | 91 Hardy Road Nedlands |
| Is the submitter's property address affected by the Draft LPP? | |
| Support/Object/Comment: | Object |

Summary of Submission:

1. Ceding of land for subdivision or significant development would not achieve the desired outcome in the short to medium term.
2. An environmental study needs to be undertaken to ascertain vegetation loss associated with laneway widening.

3. One-way laneways are sufficient for servicing and is supported by WAPC Planning Bulletin 33/2017.
4. Ceding requirements will compromise ability to develop on smaller lots.

Response to Submission

1. Noted.
2. Tree retention is a consideration of the City. If laneways were to be widened, where trees could be retained or replaced, they would be.
3. Noted. One-way laneways are a potential solution if there is public support.
4. The proposed Policy would only apply to land that was subdivided or significantly developed. The size of lots required for subdivision are determined as per the State Planning Policy 7.3 – Residential Design Codes.

Submissions Received

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| | |
|---|-------------------------|
| Submitter Number: | 41 |
| Submitter Name: | Siao Hon |
| Submitter Address: | 1 Neville Road Dalkeith |
| Is the submitter's property address affected by the Draft LPP? | No |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| 1. Will affect property and land values and subdivision potential. | |
| Response to Submission | |
| 1. Property values are not a relevant planning consideration. | |

Submissions Received

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| | |
|---|---------------------------|
| Submitter Number: | 42 |
| Submitter Name: | McGowan |
| Submitter Address: | 56 Williams Road Nedlands |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Comments |
| Summary of Submission: | |
| 1. Ceding land to increase width of laneways will impact development that has been established close to the boundary line. | |
| 2. A 4-4.5 metre laneway seems an adequate width for traffic safety. The issue of ceding seems unfair where laneways are wide enough to accommodate traffic. | |
| 3. Definition of significant development under the policy must be better defined. | |
| 4. It is sensible where blocks are being amalgamated to support sub-division that the policy requirements would be triggered as we would expect the impact to be greater. | |

Response to Submission

1. Structures within the area ceded would have to be removed. However, as land would only be ceded if the lot was subdivided or significantly developed, it is likely these structures would be impacted already.
2. Noted. One-way laneways are a potential solution if there is public support.
3. The Policy applies to any subdivision or development that proposes to increase the number of lots or dwellings on a property adjacent to an existing laneway as determined by the City.
4. Noted.

Submissions Received

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| | |
|---|-----------------------------------|
| Submitter Number: | 43 |
| Submitter Name: | Gwenyth McQueen |
| Submitter Address: | 163 Rochdale Road Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |

Summary of Submission:

1. It will bring traffic closer to house, more noise and vibration
2. Widening of lane makes traffic speed faster – 50km/h too fast for laneways.
3. Loss of trees and vegetation.
4. Too much bitumen creating heat sink.
5. Mayfair Street residents using Kennedia Lane as short cut as their road is blocked off at Asquith Street and to avoid Rochdale/Alfred lights. Widening would make this situation worse.
6. Garbage trucks are noisy and smelly and an eyesore – don't want in laneways.
7. Rochdale Road (west side) verge is very narrow making it hard to see traffic turning out of Kennedia Lane.
8. Electric cars in the future will not be as large, won't require wide laneways.
9. If the Council or State government want to cede my land, they should pay for it and not expect to get it for free.
10. Amenity of area is significantly reduced.
11. More traffic down laneways reduces contact with neighbours and causes disharmony as people use laneways for short cuts.

Response to Submission

1. As the area has been zoned for an increase in residential density, it is likely the amount of traffic will increase. The proposed laneways works are intended to upgrade the laneways to enable them to better manage this traffic.
2. Wider laneways are intended to allow for two-way traffic, and traffic calming measures would be instigated.
3. Tree retention is a consideration of the City. If laneways were to be widened, where trees could be retained or replaced, they would be.
4. Materials for sealing will likely be discussed as part of a wider engagement program relating to laneway upgrades.

- 5. Noted.
- 6. Noted.
- 7. Noted.
- 8. Noted. Public thoroughfares are required to be constructed to current technical standards.
- 9. If laneway widening is implemented, it is proposed that ceding of land would only be required where significant development or subdivision was proposed.
- 10. Noted.
- 11. Noted.

Submissions Received

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| | |
|---|------------|
| Submitter Number: | 44 |
| Submitter Name: | John Erbe |
| Submitter Address: | PO BOX 954 |
| Is the submitter's property address affected by the Draft LPP? | Unknown |
| Support/Object/Comment: | Comments |

Summary of Submission:

- 1. Condition of Fraseriana Lane is terrible. Requires leveling and sealing.
- 2. No need to install soak wells, bituminise and lights.
- 3. One-way laneways would be the optimal outcome.
- 4. Rangers should monitor laneways for breaches .

Response to Submission

- 1. Noted. Upgrading of existing laneways is being considered as part of this project.
- 2. Any laneway upgrading would be undertaken according to the appropriate technical standard, including requirements for stormwater drainage, sealing and lighting.
- 3. Noted. One-way laneways are a potential solution if there is public support.
- 4. Noted.

Submissions Received

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| | |
|---|----------------------------|
| Submitter Number: | 45 |
| Submitter Name: | Phil and Sara Shelton |
| Submitter Address: | 11 Clifton Street Nedlands |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |

Summary of Submission:

1. We would like to maintain laneway garage access.
2. We do not want the laneways to be widened, as will affect use, and increase traffic and noise.
3. We are happy with the laneway in its current form.
4. Would like to see some form of lighting to provide greater security at night for pedestrian traffic.

Response to Submission

1. The draft LPP only proposals ceding would be required if you chose to subdivide your land. So, if you did not subdivide, you would still be able to access your property through the rear of the lot.
2. Noted. Wider laneways are intended to allow for two way traffic, to carry heavier traffic experienced as a result of subdivision and development. Traffic calming would be implemented if widening were to occur.
3. Noted.
4. Lighting in the laneways can be considered along with other laneway upgrades by the City's Technical Services team.

Submissions Received

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| | |
|---|---------------------------------|
| Submitter Number: | 46 |
| Submitter Name: | John Kennedy |
| Submitter Address: | 40 Lisle Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Comments |

Summary of Submission:

1. Do not want any widening or ceding of land to occur along Agonis Lane.
2. Inequitable to require properties on only one side of Agonis Lane to cede (Lisle Street side).
3. Want to retain rear access to property.
4. Would like to see laneway bituminised with rainwater drainage.
5. One-way laneways is the preference rather than widening to allow for two way traffic.

Response to Submission

1. Noted.
2. Noted.
3. Noted. Rear laneway access would still be available if laneway widening/ upgrading was implemented.
4. Noted.
5. Noted. One-way laneways are a potential solution if there is public support.

Submissions Received

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| | |
|---|--------------------------------------|
| Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 47 |
| Submitter Name: | Scott Thompson |
| Submitter Address: | 23 Strickland Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Comments |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. Support one-way lanes with speed limits. 2. Does not support widening laneways. 3. Traffic should be slowed to reduce dust and noise. | |
| Response to Submission | |
| <ol style="list-style-type: none"> 1. Noted. One way laneways are a potential solution if there is public support. 2. Noted – widening laneways is not the only potential outcome of this project. 3. Noted. Traffic calming and speed reductions can be investigated on one way laneways. | |

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| Submissions Received | |
| Disclaimer: the following is a summary of submissions received. | |
| Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. | |
| Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 48 |
| Submitter Name: | N.Barclay & W.Fullerton |
| Submitter Address: | 3 Meriwa Street Nedlands |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Comments |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. Concerned about issues surrounding environmental impact, lack of public open space, heat generation and influence of increased building density on residential amenity. 2. Concerned about impact of traffic on use of laneways by children and dog walkers. 3. Quality of life should not be a secondary concern for infill. 4. We are not against infill, but we are against inconsiderate and ill-conceived developments which put profit at the top of the list. | |
| Response to Submission | |
| <ol style="list-style-type: none"> 1. As the area has been zoned for an increase in residential density, it is likely the amount of traffic will increase. The proposed laneways works are intended to upgrade the laneways to enable them to better manage this traffic. 2. Wider laneways are intended to allow for two-way traffic, and traffic calming measures would be instigated. 3. Noted. 4. Noted. | |

| Submissions Received | |
|--|-------------------------------|
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 49 |
| Submitter Name: | William Millar |
| Submitter Address: | 1 Agonis Lane Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. Exorbitant cost for ratepayers. An increased City budget should be dedicated to laneway sealing. 2. Structures in the ceded areas, including rear fencing and trees, will need to be relocated. 3. All laneways should be sealed for accessibility. 4. Laneways should be used for letter boxes and waste collection, and smaller waste collection vehicles can be used. | |
| Response to Submission | |
| <ol style="list-style-type: none"> 1. Noted. 2. Structures within the area ceded would have to be removed. However, as land would only be ceded if the lot was subdivided or significantly developed, it is likely these structures would be impacted already. 3. Noted. 4. Noted. | |

| Submissions Received | |
|---|-------------------------------|
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 50 |
| Submitter Name: | Janet Millar |
| Submitter Address: | 1 Agonis Lane Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Comments |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. All laneways required to be at 6m width seems impractical and costly. 2. Widening laneways would impact substantial existing infrastructure directly abutting the laneway boundaries. 3. Preference is to maintain current laneway widths and make them one way with clear signage. 4. Council should make it a priority to upgrade the surface of all laneways – it is inequitable to have some sealed and some not sealed. Over engineering with curbs and lighting not required. 5. The ratepayers need to be kept informed of the outcome of this process. | |

Response to Submission

1. Noted. One-way laneways are a potential solution if there is public support.
2. Structures within the area ceded would have to be removed. However, as land would only be ceded if the lot was subdivided or significantly developed, it is likely these structures would be impacted already.
3. Noted. See response to 1 above.
4. Noted. Any laneway upgrading would be undertaken according to the appropriate technical standard, including requirements for curbing and lighting.
5. Noted.

Submissions Received

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| | |
|---|------------------------------------|
| Submitter Number: | 51 |
| Submitter Name: | Ian Armitage |
| Submitter Address: | 32 Adderley Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |

Summary of Submission:

1. I do not support widening the laneways.
2. Do not support servicing being allowed from the laneways (rubbish and post).
3. Landowners should not have to cede land for no compensation.
4. If landowners are required to cede land, ratepayers should not also have to pay for the remediation of laneways.
5. Support one way laneways if popular opinion supports it.
6. If subdivision occurs, trees will be lost regardless of laneway widening.
7. Underground power is a better avenue for the money to be spent.

Response to Submission

1. Noted.
2. Noted.
3. Noted.
4. Noted. If laneway widening/upgrading is implemented, it is proposed that ceding of land and upgrading works would only be required where significant development or subdivision was proposed.
5. Noted. One-way laneways are a potential solution if there is public support.
6. Tree retention is a consideration of the City. If laneways were to be widened, where trees could be retained or replaced, they would be.
7. The roll out of underground is a separate program being managed by the City and is not related to the Laneways project.

| Submissions Received | |
|--|---------------------------------|
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 52 |
| Submitter Name: | Susan Hartley |
| Submitter Address: | 33 Lisle Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. Don't support widening laneways. 2. Laneways will result in loss of trees. 3. Any widening will destroy the infrastructure we have built at the rear of my property. 4. Surface upgrade supported, but limestone preferable. Bitumen will make the laneways hotter and a lot less safe for pedestrians, including the many elderly who walk from Lisle Lodge to the shops and the many dog walkers who use the lanes. 5. Underground power is in demand and more pressing. | |
| Response to Submission | |
| <ol style="list-style-type: none"> 1. Noted. 2. Tree retention is a consideration of the City. If laneways were to be widened, where trees could be retained or replaced, they would be. 3. Structures within the area ceded would have to be removed. However, as land would only be ceded if the lot was subdivided or significantly developed, it is likely these structures would be impacted already. 4. Noted. 5. The roll out of underground is a separate program being managed by the City and is not related to the Laneways project. | |

| Submissions Received | |
|---|---------------------------------|
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 53 |
| Submitter Name: | Helen Anderson |
| Submitter Address: | 28 Lisle Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. Current system works well, no need to change it. 2. Policy should not apply to Agonis Lane, as eastern side cannot be subdivided. 3. Newer developments, which are unlikely to be changed in the future, already encroach into the proposed ceding area. 4. Policy approach would result in sporadic upgrading. | |

5. One-way laneways are an option.
6. Policy will have no discernible impact on tree retention and will result in trees from laneways being removed.
7. Carports to the front street allow for neighbour interactions.
8. Residents should not have to cede land and upgrade free of cost and to the City.
9. Proposal will devalue properties.
10. Would prefer underground power.

Response to Submission

1. The laneway widening is proposed to accommodate larger volumes of traffic anticipated due to increased density in the immediate area.
2. Noted.
3. Laneway widening is a long term project that takes place over decades The outcome of widening is dependent on the particular laneway and its original width. In some locations, existing new development would prejudice the laneway from being widened until a date in the future when redevelopment occurs at this site. In other circumstances, until all lots have been subdivided, the widening and upgrade of a laneway would not be finalised for many years.
4. Noted.
5. Noted. One-way laneways are a potential solution if there is public support.
6. Tree retention is a consideration of the City. If laneways were to be widened, where trees could be retained or replaced, they would be.
7. Noted.
8. If laneway widening is implemented, it is proposed that ceding of land would only be required where significant development or subdivision was proposed.
9. Property values are not a relevant planning consideration.
10. The roll out of underground is a separate program being managed by the City and is not related to the Laneways project.

Submissions Received

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| | |
|---|---------------------------------|
| Submitter Number: | 54 |
| Submitter Name: | Trevor Whittle |
| Submitter Address: | 28 Lisle Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |

Summary of Submission:

1. Mount Claremont developed under the 'one in five' rule resulting in a random distribution of developed blocks many with houses within one or two metres of the existing laneways. These existing developments could not provide space for laneway expansion. Consequently, laneways would have to be developed around these blocks.
2. One stated goal was to allow for tree growth. Removing land from blocks to then be bituminised, does not promote tree growth.

3. Proposal is not equitable, affecting only those who choose to subdivide. Would also result in a patchwork of upgrades.
4. Laneways are already adequate for service trucks and waste trucks.
5. There are simple solutions that would upgrade the laneways as 'fit for purpose' without unfair regulations. Residents want the laneways upgraded equitably.
6. Vehicles are going to change over the coming years, and laneways likely will not need to be as big.

Response to Submission

1. Noted. One-way laneways are a potential solution, where widening is not feasible, and where there is public support.
2. Tree retention is a consideration of the City. If laneways were to be widened, where trees could be retained or replaced, they would be.
3. Noted.
4. The laneway widening, and upgrades is proposed in accordance with safety requirements.
5. Noted.
6. Noted. Public thoroughfares are required to be constructed to current technical standards.

Submissions Received

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| | |
|---|---------------------------------|
| Submitter Number: | 55 |
| Submitter Name: | Kylie Fahey |
| Submitter Address: | 18 Lisle Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |

Summary of Submission:

1. One way laneway option was not provided as a clear option at the workshops. This meant that residents were not voting with all options available to them.
2. Only one side of Agonis Lane is affected by draft LPP. Do not support the ceding burden not being equally shared.

Response to Submission

1. Noted.
2. Noted.

Submissions Received

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| | |
|---------------------------|-----------------------------------|
| Submitter Number: | 56 |
| Submitter Name: | Peter Pang |
| Submitter Address: | 116 Rochdale Road Mount Claremont |

| | |
|---|--------|
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. Do not support the widening of laneways as it will increase traffic speed, creating an unsafe environment. 2. Support making the laneways one way, which would then allow for postal service and waste collection. 3. The current speed limit of 50kph should be reduced to either 30kph or 40kph to provide for safer environment for users. 4. Strongly suggest laneways speeds are reduced for safety reasons. | |
| Response to Submission | |
| <ol style="list-style-type: none"> 1. Wider laneways are intended to allow for two-way traffic, and traffic calming measures would be instigated. 2. Noted. One-way laneways are a potential solution if there is public support. 3. Traffic calming measures may be implemented, including the reduction of speed. 4. Noted. | |

| | |
|--|---------------------------------|
| Submissions Received | |
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| Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 57 |
| Submitter Name: | Carl Brauhart |
| Submitter Address: | 48 Lisle Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Comments |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. Support maintaining current laneway width and making the laneways one way. 2. Ambivalent about sealing the laneways. | |
| Response to Submission | |
| <ol style="list-style-type: none"> 1. Noted. One-way laneways are a potential solution if there is public support. 2. Noted. | |

| | |
|--|---------------------------------|
| Submissions Received | |
| Disclaimer: the following is a summary of submissions received. | |
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| Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 58 |
| Submitter Name: | Steven John O'Hara |
| Submitter Address: | 14 Lisle Street Mount Claremont |

| | |
|--|----------|
| Is the submitter's property address affected by the Draft LPP? | |
| Support/Object/Comment: | Comments |
| Summary of Submission: | |
| <p>1. One way laneway option was not provided as a clear option at the workshops. This meant that residents were not voting with all options available to them.</p> <p>2. Agonis Lane issues see submission 55</p> <p>3. What is a significant redevelopment, as per the LPP? Is a large dwelling included in this definition?</p> | |
| Response to Submission | |
| <p>1. Noted.</p> <p>2. Noted.</p> <p>3. The Policy applies to any subdivision or development that proposes to increase the number of lots or dwellings on a property adjacent to an existing laneway as determined by the City.</p> | |

| | |
|---|-------------------------|
| Submissions Received | |
| <p>Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately.</p> | |
| Submitter Number: | 59 |
| Submitter Name: | Robin Chinnery |
| Submitter Address: | 24 Philip Road Dalkeith |
| Is the submitter's property address affected by the Draft LPP? | No |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| <p>1. Important Information: Dalkeith area map attached to the Policy does not include a number of Lots that were up coded to R60, namely street nos. 29, 31, 33 and 35 Philip Road, nos. 4 and 7 Alexander Place, and existing lane Tree Martin Lane running west and east of Alexander Place.</p> <p>2. Differing laneway widths due to subdivisions being carried out or not would lead to a piece meal effect in laneways which is not desirable.</p> <p>3. Designating laneways and rights of way One Way Only would be better than this proposed policy and enable the City to achieve most of the Policy Objectives and be consistent throughout.</p> <p>4. Condition of existing laneways and some sections of them varies especially where they are un-sealed and wear and tear due to increase in vehicular traffic- repairs and maintenance should be a priority for the City.</p> | |
| Response to Submission | |
| <p>1. The draft Policy is not considering these properties – it is only focussing on the properties within Dalkeith affected by Gerygone and Shrike Lane.</p> <p>2. Noted.</p> <p>3. Noted. One-way laneways are a potential solution if there is public support.</p> <p>4. Noted. Upgrading of existing laneways is being considered as part of this project.</p> | |

| Submissions Received | |
|--|-------------------------|
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 60 |
| Submitter Name: | Paula Meling |
| Submitter Address: | 32 Philip Road Dalkeith |
| Is the submitter's property address affected by the Draft LPP? | |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. Ceding unnecessary on Shrike Lane as it services a small number of residences, most of which have already been subdivided. 2. Waste services already service via Shrike Lane. 3. Support sealing Shrike Lane, is in very bad condition with potholes. 4. Support appropriate drainage being installed in Shrike Lane. 5. Houses should not front the lane. Should be vehicle access and gates only. 6. Should be restricted to local traffic only. | |
| Response to Submission | |
| <ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. Noted. Upgrading of existing laneways is being considered as part of this project. 4. Noted. See response to 3 above. 5. Noted. See response to 3 above. 6. Many laneways are designated public roads and restricting access would not be appropriate. | |

| Submissions Received | |
|--|----------------------------------|
| Disclaimer: the following is a summary of submissions received. Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 61 |
| Submitter Name: | Ian Tchacos |
| Submitter Address: | 151A Alfred Road Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Comments |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. Parking on laneways is an ongoing issue, blocking access to our property – Signage and follow up by rangers is required. 2. Vehicles on laneways are going too fast – appropriate signage and traffic calming is required. 3. Better signage and fencing regarding the drain on Kenned/Olearia lanes is required. 4. Kennedia Laneway should be sealed with bitumen. | |

| |
|--|
| 5. We require two-way access to get two vehicles into our garage. One-way laneways are not appropriate. |
| Response to Submission |
| <p>1. Noted.</p> <p>2. Noted. The laneway widening is proposed to accommodate larger volumes of traffic anticipated due to increased density in the immediate area.</p> <p>3. Noted.</p> <p>4. Noted. Upgrading of existing laneways is being considered as part of this project.</p> <p>5. Noted.</p> |

| | |
|---|---------------------------------|
| Submissions Received | |
| Disclaimer: the following is a summary of submissions received. | |
| Submitter numbers do not relate to the date order in which submissions were received, nor do they relate to any hierarchy of importance. | |
| Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 62 |
| Submitter Name: | Jennifer Brauhart |
| Submitter Address: | 48 Lisle Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| <p>1. Widening cannot be achieved equitably given the properties to the east of the lane would not be required to cede land;</p> <p>2. My preference to widening of Adonis Lane would be to make the laneway one-way;</p> <p>3. My preference would be to retain Adonis Lane as an unsealed laneway;</p> <p>4. My preference would be for retention of Adonis Lane for secondary access only.</p> <p>5. I would not support removal of mature trees for laneway widening.</p> | |
| Response to Submission | |
| <p>1. Noted.</p> <p>2. Noted.</p> <p>3. Noted.</p> <p>4. Noted.</p> <p>5. Noted. Tree retention is a consideration of the City. If laneways were to be widened, where trees could be retained or replaced, they would be.</p> | |

| | |
|--|------------------------------------|
| Submissions Received | |
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| Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 63 |
| Submitter Name: | Betty Payton |
| Submitter Address: | 30 Adderley Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |

| | |
|---|--------|
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. Existing laneway system works and does not need improvement. Cannot see the need to widen the laneways. 2. Landowners should not have to cede land at zero cost. 3. Object to ratepayers being required to pay for laneway remediation. 4. One way traffic and/or bituminising the laneways could be implemented if necessary. 5. If people choose to subdivide, whether the laneways are widened or not will have zero impact on the tree retention. | |
| Response to Submission | |
| <ol style="list-style-type: none"> 1. As the area has been zoned for an increase in residential density, it is likely the amount of traffic will increase. The proposed laneways works are intended to upgrade the laneways to enable them to better manage this traffic. 2. If laneway widening is implemented, it is proposed that ceding of land would only be required where significant development or subdivision was proposed. 3. See response to 2 above. 4. Noted. 5. Removal of street trees may be required where crossovers are proposed to a primary street. By upgrading existing laneways, new developments may be able to take vehicle access from the laneway, reducing pressure on street trees. | |

| | |
|--|------------------------------------|
| Submissions Received | |
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| Where two submissions were received from the same address they were summarised separately. | |
| Submitter Number: | 64 |
| Submitter Name: | Andrew Brine |
| Submitter Address: | 10 Adderley Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |
| Summary of Submission: | |
| <ol style="list-style-type: none"> 1. I do not believe it is legally valid to require ceding in the event of a development application which is not increasing the use or access to a laneway; 2. The Draft Policy can never achieve its objective of improving laneway servicing if the City does not acquire land which has already been subdivided or which has not triggered a ceding event. The City will never be able to afford to undertake such acquisition and therefore the Draft Policy is pointless as it will never reach its aims; 3. The concern about useability and safety (and width) could easily be resolved by making the laneways which require servicing on them to be one way. This would not require a policy instrument to take effect; 4. The City should be collecting contributions from subdividers to pay for laneway upgrades; 5. The Draft Policy does not appear to align with any strategic vision for Mount Claremont. | |

6. By the time the Draft Policy does actually get all the land it needs for widening, car reliance will be so reduced it will all have been for naught.

Response to Submission

1. The Policy applies to any subdivision or development that proposes to increase the number of lots or dwellings on a property adjacent to an existing laneway as determined by the City.
2. Noted.
3. Noted. One-way laneways are a potential solution if there is public support.
4. Noted.
5. There is no Precinct Plan envisioned for Mt Claremont. Laneway upgrades and widening are generally required as a result of increased density, brought about by changes in the planning framework. The increase in density in Mt Claremont is not great enough to warrant a Precinct Plan, but the increased capacity for subdivision is enough to trigger laneway upgrades to deal with increased traffic volume.
6. Noted.

Submissions Received

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| | |
|---|------------------------------------|
| Submitter Number: | 65 |
| Submitter Name: | Kate Oosterhoff |
| Submitter Address: | 10 Adderley Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |

Summary of Submission:

1. Proposed policy does not appear to align with any particular strategic objectives.
2. Proposed policy does not consider forecasted reduction in vehicle use.
3. No long-term vision. Proposed approach will be ad-hoc. Will the City commit to eventual compulsory acquisition?
4. One-way laneways preferred.
5. A nuanced approach is preferred, responsive to each laneway context. It is unclear how the Policy would facilitate this.
6. The City should develop a strategic vision on whether it accepts laneways as primary frontage, then require developer contributions from subdividers to fund improvements.
7. Application of policy to development applications, and proposal to take unreserved land without compensation, is not valid and will be readily challenged.
8. Policy should apply to applications which involve intensification of the land.
9. The City is currently requiring landowners to enter into statutory declarations securing land to facilitate the Policy, which is illegal.

Response to Submission

1. There is no Precinct Plan envisioned for Mt Claremont. Laneway upgrades and widening are generally required as a result of increased density, brought about by changes in the planning framework. The increase in density in Mt Claremont is not

great enough to warrant a Precinct Plan, but the increased capacity for subdivision is enough to trigger laneway upgrades to deal with increased traffic volume.

2. Noted.

3. Laneway widening is a long term project that takes place over decades. The outcome of widening is dependent on the particular laneway and its original width. In some locations, existing new development would prejudice the laneway from being widened until a date in the future when redevelopment occurs at this site. In other circumstances, until all lots have been subdivided, the widening and upgrade of a laneway would not be finalised for many years. Compulsory acquisition is not a consideration.

4. Noted. One-way laneways are a potential solution if there is public support.

5. Noted.

6. Noted.

7. Ceding of land is permitted under the City's Local Planning Scheme No 3. This LPP and engagement program seeks to clarify the community's views on this, and where ceding is and is not appropriate.

8. Noted. The Policy applies to any subdivision or development that proposes to increase the number of lots or dwellings on a property adjacent to an existing laneway as determined by the City.

9. The City has used statutory declarations as a mechanism to manage the clearing of conditions when necessary.

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| | |
|---|-------------------------------------|
| Submitter Number: | 66 |
| Submitter Name: | Anna Maguire |
| Submitter Address: | 41A Adderley Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |

Summary of Submission:

1. I do not believe it is legally valid to require ceding in the event of a development application which is not increasing the use or access to a laneway. It would be readily overturned by the State Administrative Tribunal;
2. The Draft Policy can never achieve its objective of improving laneway servicing if the City does not acquire land which has already been subdivided or which has not triggered a ceding event. The City will never be able to afford to undertake such acquisition and therefore the Draft Policy is pointless as it will never reach its aims;
3. The concern about useability and safety (and width) could easily be resolved by making the laneways which require servicing on them to be one way. This would not require a policy instrument to take effect;
4. The City should be collecting contributions from subdividers to pay for laneway upgrades;
5. The Draft Policy does not appear to align with any strategic vision for Mount Claremont.

6. By the time the Draft Policy does actually get all the land it needs for widening, car reliance will be so reduced it will all have been for naught.

Response to Submission

1. The Policy applies to any subdivision or development that proposes to increase the number of lots or dwellings on a property adjacent to an existing laneway as determined by the City.
2. Noted.
3. Noted. One-way laneways are a potential solution if there is public support.
4. Noted.
5. There is no Precinct Plan envisioned for Mt Claremont. Laneway upgrades and widening are generally required as a result of increased density, brought about by changes in the planning framework. The increase in density in Mt Claremont is not great enough to warrant a Precinct Plan, but the increased capacity for subdivision is enough to trigger laneway upgrades to deal with increased traffic volume.
6. Noted.

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| | |
|---|--------------------------|
| Submitter Number: | 67 |
| Submitter Name: | Gianpaolo Crugnale |
| Submitter Address: | 24 Leura Street Nedlands |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |

Summary of Submission:

1. Laneway widening will compromise basement parking designs of future developments.
2. If laneway is to be widened, it should only be at ground level.

Response to Submission

1. Noted. One-way laneways are a potential solution if there is public support.
2. Laneway widening will be relevant above ground level, to ensure that tall vehicles can pass through, as with all trafficable roads.

Submissions Received

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| | |
|---|--------------------------------|
| Submitter Number: | 68 |
| Submitter Name: | Diana Harvey |
| Submitter Address: | 9 Lisle Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | |
| Support/Object/Comment: | Object |

Summary of Submission:

1. I object to 4.1 and 4.2 of the draft: local planning policy – existing laneway requirements, primarily the condition for land to be ceded to the City of Nedlands free of any cost to the City.
2. Do not support widening laneways.
3. Support one-way laneways.
4. Any ceding of land should be compensated.

Response to Submission

1. Noted.
2. Noted.
3. Noted. One-way laneways are a potential solution if there is public support.
4. Noted.

Submissions Received

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| | |
|---|------------------------------------|
| Submitter Number: | 69 |
| Submitter Name: | Jillian Watson |
| Submitter Address: | 11 Adderley Street Mount Claremont |
| Is the submitter's property address affected by the Draft LPP? | Yes |
| Support/Object/Comment: | Object |

Summary of Submission:

1. I do not believe it is legally valid to require ceding in the event of a development application which is not increasing the use or access to a laneway. It would be readily overturned by the State Administrative Tribunal;
2. The Draft Policy can never achieve its objective of improving laneway servicing if the City does not acquire land which has already been subdivided or which has not triggered a ceding event. The City will never be able to afford to undertake such acquisition and therefore the Draft Policy is pointless as it will never reach its aims;
3. The concern about useability and safety (and width) could easily be resolved by making the laneways which require servicing on them to be one way. This would not require a policy instrument to take effect;
4. The City should be collecting contributions from subdividers to pay for laneway upgrades;
5. There is no Precinct Plan envisioned for Mt Claremont. Laneway upgrades and widening are generally required as a result of increased density, brought about by changes in the planning framework. The increase in density in Mt Claremont is not great enough to warrant a Precinct Plan, but the increased capacity for subdivision is enough to trigger laneway upgrades to deal with increased traffic volume.
6. By the time the Draft Policy does actually get all the land it needs for widening, car reliance will be so reduced it will all have been for naught.

Response to Submission

1. The Policy applies to any subdivision or development that proposes to increase the number of lots or dwellings on a property adjacent to an existing laneway as determined by the City.

2. Noted.
3. Noted. One-way laneways are a potential solution if there is public support.
4. Noted.
- 5.
6. Noted.

Submissions Received

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

| | |
|---|-------------------------------|
| Submitter Number: | 70 |
| Submitter Name: | Andrew Jackson |
| Submitter Address: | 65 Hawkstone Street Cottesloe |
| Is the submitter's property address affected by the Draft LPP? | No |
| Support/Object/Comment: | Support |

Summary of Submission:

1. I support the development of the laneways so that subdivided blocks don't end up with two garages onto the main street as this will detract from the established feel of the suburb.

Response to Submission

1. The proposal for laneways upgrades does intend to avoid garages dominating the streetscape and allow for vehicle access to be via the laneway for a large proportion of properties.



Outcomes of Community Engagement

LPS3 Local Planning Policy – Existing Laneways

September 2021

We acknowledge the Traditional Owners of this land within the project area, the Wadjak people of the Nyoongar nation, and pay respect to Elder's past, present and emerging.

1.0 Introduction

1.1 Project overview

1.2 Report purpose

2.0 Objectives

2.1 Project objectives and methodology

2.2 Engagement objective and methodology

3.0 Engagement Outcomes

3.1 Summary (infographic)

3.2 Workshops

3.3 Online survey

3.3.1 Submissions registered as Support

3.3.2 Submissions registered as Objections

3.3.3 Submissions registered as Objections – summary of sentiment in general comments

3.3.4 Submissions registered as Comment only

Appendix 1 – Summary of key themes raised in submissions

Appendix 2 – Map detailing location of submitters

1.0 Introduction

1.1 Project overview

The City has been undertaking the preparation of a Draft Local Planning Policy relating to Existing Laneways (Draft LPP – Existing Laneways).

The City of Nedlands Local Planning Scheme No.3 increased the density code on a number of properties throughout the City, increasing the development potential of some areas of residential zoned land. The additional development potential has introduced potential access issues to these newly created lots, particularly where these new lots abut a laneway. For those properties that abut an existing laneway, the City recognises that the owners of affected properties may seek to realise the introduced development potential of these lots through subdivision. The Draft LPP – Existing Laneways was intended to provide certainty relating to the existing and future use of existing laneways to landowners.

1.2 Report purpose

The purpose of this report is to provide an analysis of the outcomes of the recent community consultation relating to proposed changes to the City's Draft LPP – Existing Laneways.

The community consultation undertaken included community information sessions and an online community survey relating to the Draft LPP – Existing Laneways.

The survey questions were primarily qualitative in nature. This report examines the qualitative responses to provide quantitative data to inform Council about this project in a clear and transparent manner.

Each section of the report explains how to read and analyse the data presented within it.

2.0 Objectives

2.1 Project objectives and methodology

The objective of the Draft LPP – Existing Laneways is to provide greater certainty for landowners whose properties abut an existing laneway. The Draft LPP – Existing Laneways was designed in response to Clause 32.3 within Local Planning Scheme No. 3 (LPS3), which states the following in relation to the ceding of land adjacent to laneways:

(1) The owner of land affected by a right-of-way or laneway identified by the scheme, structure plan, local development plan, activity centre plan or local planning policy is to, at the time of developing or subdividing the land:

(a) cede to the local government free of cost that part of the land affected by the right-of-way or laneway; and

(b) construct the relevant section of the right-of-way or laneway to the satisfaction of the local government.

At the time of gazettal of LPS3, the City had no strategic framework in place that acted as a mechanism to activate the potential to cede land along laneways, as there is no adopted structure plan, local development plan, activity centre plan or local planning policy that supports Clause 32.3. As per the requirements of Clause 32.3, a robust policy framework is required for the City to require ceding of land for the development of laneways. Of particular importance is the role of policy in strengthening the connection between requiring land to be given up free of cost and demonstrating what the public benefit of that ceded land will be. This advice has been reflected in independent legal advice obtained by the City.

Administration prepared the Draft LPP – Existing Laneways to fill this gap within the policy framework, and to help provide better guidance and certainty for those affected landowners that may be considering developing their properties which now have increased development potential.

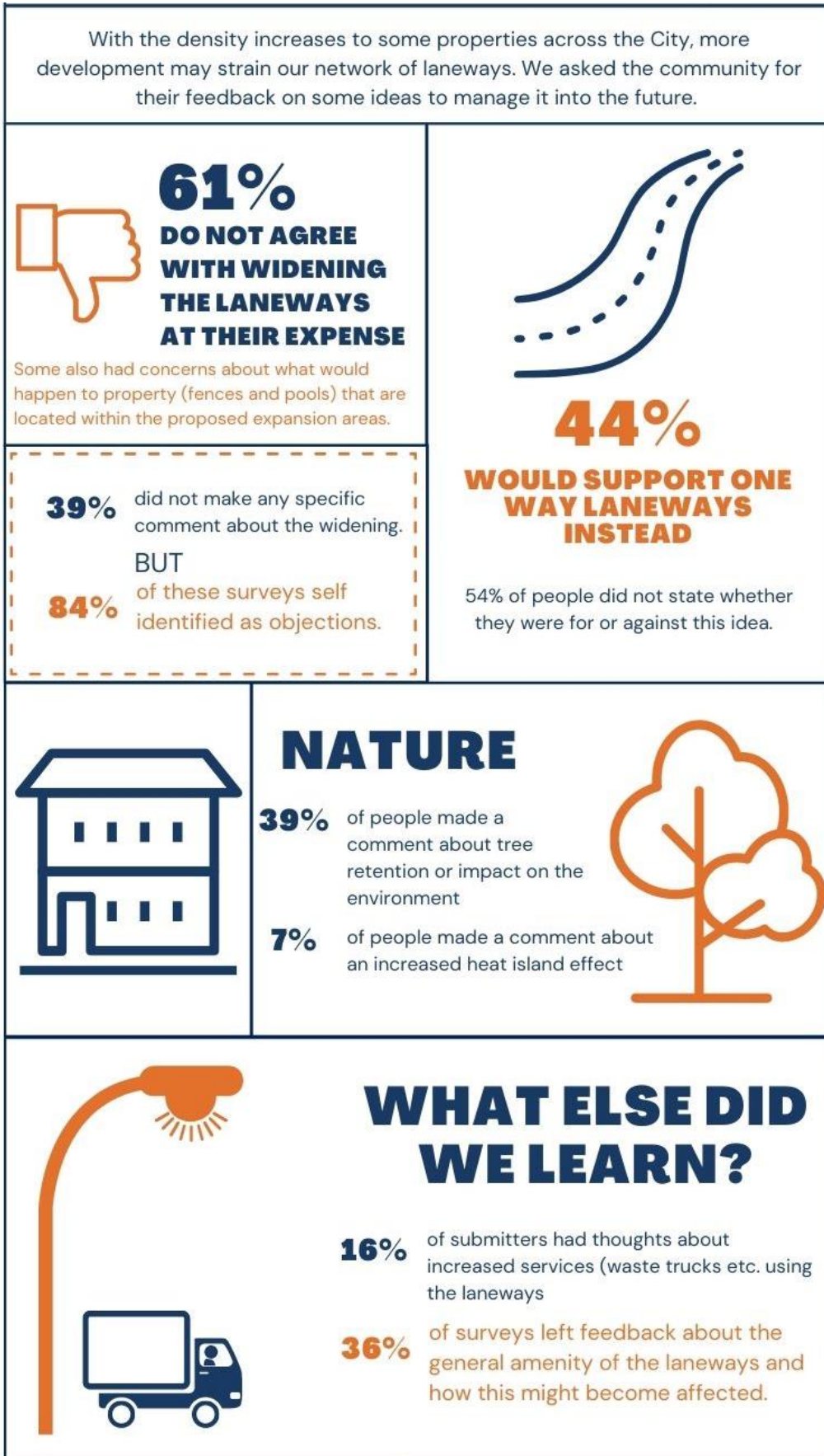
2.2 Engagement objective and methodology

The City hosted several face-to-face community information sessions for members of the general public. At these information sessions, residents were able to gain a better understanding of what the City was planning with respect to existing laneways throughout the City. The session also provided the opportunity to seek clarity on the intent and application of Draft Local Planning Policy - Existing Laneways.

An online survey was also conducted to better understand the views of the community.

3.0 Engagement Outcomes

3.1 Summary of all submissions



3.2 Workshops

The Draft LPP - Existing Laneways was advertised from 23 January 2021 to the 12 April 2021. During this advertising period, community information sessions regarding the future of the laneways were held at the following days and times:

- Hollywood East - 17 March 2021, 4pm – 6pm
- Dalkeith - 18 March 2021, 4pm – 6pm
- Mt Claremont (session one) - 23 March 2021, 4pm – 6pm
- Mt Claremont (session two) - 25 March 2021, 4pm – 6pm

70 submissions were received comprising of 2 surveys in support, 59 objecting and 9 leaving a range of general comments which demonstrated some support and some objection to various elements.

A summary of each group follows.

3.3.1 Submissions registered as Support

Two submissions recorded themselves as being in support of the proposal, however one of them supported one element and objected to another within the same submission.

| Key theme | Comment | Risks | Opportunities |
|-------------------------|--|---|--|
| Streetscape | Does not want garages to dominate the streetscape | None identified. | Streetscape is improved due to limited crossovers and garages. Maintain verge space. |
| One-way laneways | Supportive of one-way laneways but does not support the widening element of the proposal | User error and access issues. One-way laneways require large setbacks of garages and carports to accommodate safe manoeuvring. May encourage garages and carports being established at the primary street. | Maintain the existing tree species. Reduced maintenance cost. Maintains existing land holding. |

3.3.2 Submissions registered as Objections.

59 of the completed surveys were listed as objecting to the proposal but because the proposal comprises of several parts, breaking these comments down further into elements. The survey allowed respondents to make supporting comments - below is a summary of those specific comments and a breakdown of the key themes cited as justification for the two key factors of widening and the creation of one-way laneways.

| Key theme | Support | Object | Comments / questions / issues | Risks | Opportunities |
|---|-----------|---|--|--|--|
| Ceding of land / widening of laneway | 0% | 64% (Negatively mentioned specifically in 38 of 59 submissions) | <p>Who pays when the block is already subdivided?</p> <p>What about the infrastructure that's in the land ceding area, like pool pumps, fences and sheds?</p> <p>Prefer laneway upgraded, not widened.</p> <p>Why do landowners have to pay for the upgrade of the lane for community purposes?</p> <p>What about the properties that are already subdivided?</p> <p>There is nothing wrong with the current lanes.</p> <p>Widening will make cars go faster and be more dangerous for any children playing in them.</p> <p>Homeowners should not have to pay / lose land to cede property</p> | <p>Ceding of land does not have community support.</p> <p>Potentially subject to legal review.</p> <p>Due to lengthy project timeframes, there is a risk of two-way laneways not eventuating due to development patterns.</p> <p>Not all properties will subdivide or develop. The cost of the resuming those undeveloped lots may be prohibitive.</p> | <p>Safer vehicle access.</p> <p>Promotes vehicle parking to the rear.</p> <p>Improves streetscape.</p> |

| Key theme | Support | Object | Comments / questions / issues | Risks | Opportunities |
|-------------------------------|---|------------------|---|--------------------------------------|-------------------------|
| | | | <p>Legal validity.</p> <p>Additional traffic will increase anti-social behaviour.</p> <p>What happens if lots are already subdivided?</p> | | |
| <p>One-way traffic</p> | <p>41% (Positively mentioned specifically in 24 of 59 submissions)</p> | <p>0%</p> | <p>The direction of one-way laneways could alternate between blocks</p> <p>Supports making lanes one way.</p> <p>One-way is an adequate compromise to widening.</p> | <p>User error and access issues.</p> | <p>None identified.</p> |

3.3.3 Submissions registered as Objections – summary of sentiment in general comments

Although the 59 objections focused mainly on the ceding / widening of the lane and the issue of whether it should become one way, a number of other key themes were presented in the submissions. These key themes are summarised below, and where possible the frequency in which they were mentioned reported.

| Key themes | Number of times mentioned | Comments / questions / issues | Risks | Opportunities |
|---|--|--|--|--|
| Tree removal | <p>25% of objections specifically mentioned the negative impacts this proposal will have on trees / the environment. (Identified 15 times out of 59 submissions).</p> <p>10% of objections provided a general comment on trees or the environment but didn't outline a specific position this proposal will have on trees / the environment. (Identified 6 times out of 59 submissions).</p> | <p>There are many mature trees that will be lost.</p> <p>Subdivision results in removing trees, this proposal will not save trees.</p> | <p>Loss of tree canopy.</p> <p>Urban heat island effect.</p> <p>Change in laneway character.</p> | <p>Replace existing trees with preferred species.</p> |
| Sealing of Laneways- Heat Island and environmental impacts | <p>5% of objections specifically mentioned heat island and environmental impacts (Identified 3 times out of 59 submissions)</p> <p>2% of objections provided a general comment on the heat island affect but didn't outline a specific position this</p> | <p>Increased use of bitumen increases the heat sink in the locality.</p> | <p>Without a bituminised road residents are less likely to use the laneway.</p> <p>Safety concerns on an unsealed laneway.</p> <p>Less access for those living with a disability and requiring</p> | <p>Encourage rear loaded vehicle access through the provision of a sealed surface.</p> |

| Key themes | Number of times mentioned | Comments / questions / issues | Risks | Opportunities |
|-----------------------------|--|---|--|--|
| | <p>proposal will have on trees / the environment. (Identified 1 time out of 59 submissions).</p> | | <p>universal access/smooth surfaces. Reduces capacity for bikes to use laneways. Maintenance costs of sealing the roads.</p> | |
| Services on laneways | <p>8% of objection submissions specifically objected to services (waste trucks etc) using laneway. (Identified 5 times out of 59 submissions) 10% of objections provided a general comment on trees or the environment but didn't outline a specific position this proposal will have on trees / the environment. (Identified 6 times out of 59 submissions)</p> | <p>Side by side subdivision is preferred so both houses could use the street for waste collection. Bin collection from laneway isn't required. Garbage trucks don't belong on laneways, too noisy. To improve waste and postal services, Council should just pay for the bituminising of the laneway.</p> | <p>None identified.</p> | <p>Preservation of streetscape amenity by keeping services at the rear laneways. Reduced traffic congestion on public roads.</p> |
| Amenity of laneways | <p>8% of objection submissions specifically mentioned that the amenity of the laneways would be degraded. (Identified 5 times out of 59 submissions)</p> | <p>Object to lighting on laneways. Supports an upgrade but not widening. The City should pay for sealing and drainage. There's no need for drainage, bitumen or lights.</p> | <p>Change in the character of the existing laneways.</p> | <p>Lighting, bituminising, and widening laneways provides safer traffic conditions for a</p> |

| Key themes | Number of times mentioned | Comments / questions / issues | Risks | Opportunities |
|-----------------------|--|---|--|--|
| | <p>24% of objections provided general comments on the impact on amenity but didn't outline a specific position. (Identified 14 times out of 59 submissions)</p> | <p>Laneways are used a lot by pedestrians which would become dangerous. Additional traffic would result in anti-social behaviour. The laneway system works fine. All that's needed is to bituminise surfaces to reduce dust. Reduce speed of laneways. Houses should not front the lane.</p> | <p>Change in the use of the laneways for the existing residents.</p> | <p>greater number of vehicles to utilise the laneways. Provides opportunities for speed reduction measures to be put in place (i.e., speed humps).</p> |
| Administrative | <p>General comments.</p> | <p>The lockdown has restricted information flow about the project. Not enough information has been given to residents to inform. Consultation should be extended. The process is distressing. One way option was not provided at the workshop. The draft policy is unclear how it will be applied. Does not appear to align with the strategic direction of Mt Claremont.</p> | <p>Lack of clarity on progress of project. Lack of clarity on intent of Local Planning Policy.</p> | <p>Opportunity to close out the project and advise the community clearly of the outcomes.</p> |
| General | <p>General comments.</p> | <p>Would prefer to have underground power. Property values would be impacted.</p> | <p>These comments sit outside the scope of this project.</p> | |

| Key themes | Number of times mentioned | Comments / questions / issues | Risks | Opportunities |
|------------|---------------------------|--|-------|---------------|
| | | <p>Rangers should patrol for rubbish issues.</p> <p>Laneway access could be restricted by using gates.</p> <p>Laneways contribute to the character of the area.</p> <p>People will use laneways for shortcuts.</p> <p>We would like to maintain laneway garage access.</p> <p>As vehicles change over the years the use of the laneways will change.</p> | | |

Appendix 1 – Summary of issues raised in submissions

This table breaks down the key themes that were raised in each specific submission. The colour of the image and writing indicates the position on individual themes.

- Red is object
- Green is support
- Black is indifferent / general comments.

Note: Some of the submissions are registered as objections but are in support of some elements of the proposal.

Note: The address of each submitter is shown where this information was provided to the City as part of the submissions process.

| | Submission category | Location of Submitter | Ceding of land / widening | One way traffic | Tree retention | Heat sink and environmental impacts | Services on laneways | Amenity of laneways | Access | Administrative | Operational |
|----|---------------------|--------------------------------------|---------------------------|-----------------|----------------|-------------------------------------|----------------------|---------------------|--------|----------------|-------------|
| 1. | Object | 20 Strickland Street Mount Claremont | ✓ | ✓ | | | | ✓ | | ✓ | |
| 2. | Object | 20 Strickland Street Mount Claremont | ✓ | ✓ | ✓ | | ✓ | ✓ | ✓ | | ✓ |
| 3. | Object | 10 Second Avenue Claremont | ✓ | | ✓ | | ✓ | ✓ | ✓ | | |

| | Submission category | Location of Submitter | Ceding of land / widening | One way traffic | Tree retention | Heat sink and environmental impacts | Services on laneways | Amenity of laneways | Access | Administrative | Operational |
|----|---------------------|-------------------------------------|---------------------------|-----------------|----------------|-------------------------------------|----------------------|---------------------|--------|----------------|-------------|
| 4. | Object | 16 Adderley Street Mount Claremont | ✓ | | ✓ | | | ✓ | | | |
| 5. | Object | 144A Rochdale Road, Mount Claremont | ✓ | | | | | ✓ | | | |
| 6. | Object | 144a Rochdale Road, Mount Claremont | ✓ | | ✓ | | | ✓ | | | |
| 7. | Object | 29 Lisle St, Mount Claremont | ✓ | | ✓ | | | | | | |
| 8. | Object | 61 Strickland St, Mount Claremont | | | | | | | | | ✓ |
| 9. | Object | 59 Strickland | | | ✓ | ✓ | ✓ | | | | |

| | Submission category | Location of Submitter | Ceding of land / widening | One way traffic | Tree retention | Heat sink and environmental impacts | Services on laneways | Amenity of laneways | Access | Administrative | Operational |
|-----|---------------------|----------------------------------|---------------------------|-----------------|----------------|-------------------------------------|----------------------|---------------------|--------|----------------|-------------|
| | | St Mount Claremont | | | | | | | | | |
| 10. | Object | 74 Williams Rd Nedlands | ✓ | ✓ | | | | | | | |
| 11. | Object | 77 Meriwa Street Nedlands | ✓ | | | | | | | | |
| 12. | Object | 47 Meriwa Street Nedlands | | ✓ | | | | | | | ✓ |
| 13. | Object | 64 Strickland St Mount Claremont | ✓ | | | | | | | | |
| 14. | Object | 1 Bromilow Green Mount Claremont | ✓ | | | | | | | ✓ | |
| 15. | Object | 119 Rochdale Rd Mount Claremont | ✓ | ✓ | ✓ | | | | | ✓ | ✓ |

| | Submission category | Location of Submitter | Ceding of land / widening | One way traffic | Tree retention | Heat sink and environmental impacts | Services on laneways | Amenity of laneways | Access | Administrative | Operational |
|-----|---------------------|-----------------------------------|---------------------------|-----------------|----------------|-------------------------------------|----------------------|---------------------|--------|----------------|-------------|
| 16. | Object | 158 Rochdale Rd Mount Claremont | ✓ | ✓ | | | | ✓ | | | |
| 17. | Object | 119 Rochdale Road Mount Claremont | ✓ | | ✓ | | ✓ | | | ✓ | ✓ |
| 18. | Object | 59a Adderley St, Mount Claremont | ✓ | | | | | | | | |
| 19. | Object | Betty Street Nedlands | ✓ | ✓ | | | | | | ✓ | |
| 20. | Object | Nedlands | | | | | | | | | |
| 21. | Object | 158 Rochdale Rd Mount Claremont | ✓ | | | | | | | | |
| 22. | Object | 89 Hardy Rd, Nedlands | | ✓ | | | | | | | |

| | Submission category | Location of Submitter | Ceding of land / widening | One way traffic | Tree retention | Heat sink and environmental impacts | Services on laneways | Amenity of laneways | Access | Administrative | Operational |
|-----|---------------------|--|---------------------------|-----------------|----------------|-------------------------------------|----------------------|---------------------|--------|----------------|-------------|
| 23. | Object | 103 Hardy Rd Nedlands | | ✓ | | | | | | | |
| 24. | Object | 15 and 16 Strickland St Mount Claremont | | | | | | | | | |
| 25. | Object | 46 Lisle St, Mount Claremont | | | | ✓ | | | | ✓ | |
| 26. | Object | 46 Lisle St, Mount Claremont | ✓ | | ✓ | | | | | | |
| 27. | Object | 59 Strickland St Mount Claremont | | | ✓ | | | | | ✓ | |
| 28. | Object | 41 Adderley St Mount Claremont | | | ✓ | | | ✓ | | | |
| 29. | Object | PO Box 1164 Nedlands | | | ✓ | | ✓ | | | | |

| | Submission category | Location of Submitter | Ceding of land / widening | One way traffic | Tree retention | Heat sink and environmental impacts | Services on laneways | Amenity of laneways | Access | Administrative | Operational |
|-----|---------------------|-----------------------------------|---------------------------|-----------------|----------------|-------------------------------------|----------------------|---------------------|--------|----------------|-------------|
| 30. | Object | 34 Strickland St, Mount Claremont | ✓ | | | | ✓ | | | ✓ | |
| 31. | Object | 34 Adderley St. Mount Claremont | ✓ | ✓ | | | | | | | |
| 32. | Object | 22A Mayfair St. Mount Claremont | | | | | | ✓ | | | |
| 33. | Object | 3 Adderley St Mount Claremont | ✓ | | ✓ | | | ✓ | | ✓ | ✓ |
| 34. | Object | 137a Rochdale Rd Mount Claremont | ✓ | | | | | ✓ | | | |
| 35. | Object | 137A Rochdale Rd Mount Claremont | ✓ | | | | | | | | |
| 36. | Object | 49 Lisle St Mount Claremont | ✓ | ✓ | | | | ✓ | | | |

| | Submission category | Location of Submitter | Ceding of land / widening | One way traffic | Tree retention | Heat sink and environmental impacts | Services on laneways | Amenity of laneways | Access | Administrative | Operational |
|-----|---------------------|---------------------------------|---------------------------|-----------------|----------------|-------------------------------------|----------------------|---------------------|--------|----------------|-------------|
| 37. | Support | 8 Kennedia Lane Mount Claremont | ✓ | ✓ | | | | | | | |
| 38. | Object | 28 Williams Rd, Nedlands | ✓ | ✓ | | ✓ | | | | | |
| 39. | Object | 28 Meriwa St Nedlands | ✓ | ✓ | ✓ | | | ✓ | ✓ | ✓ | |
| 40. | Object | 91 Hardy Rd Nedlands | ✓ | ✓ | ✓ | | | | | | |
| 41. | Object | 1 Neville Rd Dalkeith | | | | | | | | | |
| 42. | Comments | 56 Williams Rd, Nedlands | | ✓ | | | | | | ✓ | |
| 43. | Object | 163 Rochdale Rd Mount Claremont | ✓ | | ✓ | | ✓ | ✓ | | | |
| 44. | Comments | PO BOX 954 | | ✓ | | | | ✓ | | | |

| | Submission category | Location of Submitter | Ceding of land / widening | One way traffic | Tree retention | Heat sink and environmental impacts | Services on laneways | Amenity of laneways | Access | Administrative | Operational |
|-----|---------------------|-----------------------------------|---------------------------|-----------------|----------------|-------------------------------------|----------------------|---------------------|--------|----------------|-------------|
| 45. | Object | 11 Clifton St, Nedlands | ✓ | | | | | ✓ | | | |
| 46. | Comments | 40 Lisle St, Mount Claremont | ✓ | ✓ | | | | ✓ | | | |
| 47. | Comments | 23 Strickland St, Mount Claremont | ✓ | ✓ | | | | ✓ | | | |
| 48. | Comments | 3 Meriwa St, Nedlands | | | | ✓ | | ✓ | | | |
| 49. | Object | 1 Agonis Lane, Mount Claremont | | | | | ✓ | ✓ | | | |
| 50. | Comments | 1 Agonis Lane, Mount Claremont | ✓ | ✓ | | | | ✓ | ✓ | ✓ | |
| 51. | Object | 32 Adderley St, Mount Claremont | ✓ | ✓ | ✓ | | ✓ | ✓ | | | |

| | Submission category | Location of Submitter | Ceding of land / widening | One way traffic | Tree retention | Heat sink and environmental impacts | Services on laneways | Amenity of laneways | Access | Administrative | Operational |
|-----|---------------------|----------------------------------|---------------------------|-----------------|----------------|-------------------------------------|----------------------|---------------------|--------|----------------|-------------|
| 52. | Object | 33 Lisle St, Mount Claremont | ✓ | | ✓ | ✓ | | | | | |
| 53. | Object | 28 Lisle St, Mount Claremont | ✓ | ✓ | ✓ | | | | | ✓ | |
| 54. | Object | 28 Lisle St, Mount Claremont | | | ✓ | | ✓ | | | | |
| 55. | Object | 18 Lisle Street, Mount Claremont | ✓ | | | | | | | | |
| 56. | Object | 116 Rochdale Rd, Mount Claremont | ✓ | ✓ | | | | ✓ | | | |
| 57. | Comments | 48 Lisle St Mount Claremont | ✓ | ✓ | | | | | | | |
| 58. | Comments | 14 Lisle Street Mount Claremont | | | | | | | | ✓ | |

| | Submission category | Location of Submitter | Ceding of land / widening | One way traffic | Tree retention | Heat sink and environmental impacts | Services on laneways | Amenity of laneways | Access | Administrative | Operational |
|-----|---------------------|---------------------------------|---------------------------|-----------------|----------------|-------------------------------------|----------------------|---------------------|--------|----------------|-------------|
| 59. | Object | 24 Philip Rd Dalkeith | | ✓ | | | | | | ✓ | |
| 60. | Object | 32 Philip Rd Dalkeith | ✓ | | | | ✓ | ✓ | | | |
| 61. | Comments | 151A Alfred Rd, Mount Claremont | | ✓ | | | | ✓ | | | |
| 62. | Object | 48 Lisle St Mount Claremont | ✓ | ✓ | ✓ | | | | | | |
| 63. | Object | 30 Adderley St, Mount Claremont | ✓ | ✓ | | | | | | | |
| 64. | Object | 10 Adderley St Mount Claremont | | ✓ | | | | | | ✓ | |
| 65. | Object | 10 Adderley St Mount Claremont | | ✓ | | | | | | ✓ | |
| 66. | Object | 41a Adderley St Mount Claremont | | ✓ | | | | | | ✓ | |

| | Submission category | Location of Submitter | Ceding of land / widening | One way traffic | Tree retention | Heat sink and environmental impacts | Services on laneways | Amenity of laneways | Access | Administrative | Operational |
|-----|---------------------|---------------------------------|---------------------------|-----------------|----------------|-------------------------------------|----------------------|---------------------|--------|----------------|-------------|
| 67. | Object | PO BOX 5306 | | | | | | | | | |
| 68. | Object | 9 Lisle St Mount Claremont | ✓ | ✓ | | | | | | | |
| 69. | Object | 11 Adderley St, Mount Claremont | | | | | | | | ✓ | |
| 70. | Support | 65 Hawkstone St Cottesloe | | | | | | | | | |

| | |
|----------------|---|
| PD42.21 | Consideration of Development Application – Two Grouped Dwellings at 31 and 31A Robinson Street, Nedlands |
|----------------|---|

| | |
|---|--|
| Committee | 7 December 2021 |
| Council | 14 December 2021 |
| Applicant | BGC Housing |
| Landowner | F Kit Fong Ng |
| Director | Tony Free – Director Planning & Development |
| Employee Disclosure under section 5.70 Local Government Act 1995 | <p>The author, reviewers and authoriser of this report declare they have no financial or impartiality interest with this matter.</p> <p>There is no financial or personal relationship between City staff and the proponents or their consultants.</p> <p>Whilst parties may be known to each other professionally, this relationship is consistent with the limitations placed on such relationships by the Codes of Conduct of the City and the Planning Institute of Australia.</p> |
| Report Type Quasi-Judicial | When Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications and other decisions that may be appealable to the State Administrative Tribunal. |
| Reference | DA21/67432 |
| Previous Item | Nil |
| Delegation | In accordance with the City's Instrument of Delegation, Council is required to determine the application as an objection has been received. |
| Attachments | <ol style="list-style-type: none"> 1. Aerial Image and Zoning Map 2. Development Plans |
| Confidential Attachments | <ol style="list-style-type: none"> 1. Submission |

Executive Summary

The purpose of this report is for Council to determine a development application for two grouped dwellings at 31 and 31A Robinson Street, Nedlands.

The application was advertised to adjoining neighbours in accordance with Council's Local Planning Policy (LPP) – Consultation of Planning Proposals due to the need to consider lot boundary setbacks under the design principles. At the close of the advertising period, one submission was received objecting to the development proposal. As an objection has been received regarding visual privacy, lot boundary setbacks and overshadowing, this application is presented to Council for determination.

If a proposal does not satisfy the deemed to-comply provisions of the R-Codes, Council is required to exercise a judgement of merit to determine the proposal against the design principles of the R-Codes. The R-Codes require the assessment to consider the relevant design principle only and to not apply the corresponding

deemed-to-comply provisions. It is recommended that the application be approved by Council as it is considered to satisfy the design principles of the R-Codes. Further, it is considered unlikely that the development will have a significant adverse impact on the local amenity and character of the locality.

Recommendation to Committee

In accordance with Clause 68(2)(b) of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, Council approves the development application received on 17 August 2021 in accordance with the plans date stamped 30 August 2021 for two grouped dwellings at 31 and 31A Robinson Street, Nedlands and subject to the following conditions:

1. The development shall at all times comply with the application and the approved plans, subject to any modifications required as a consequence of any condition(s) of this approval.
2. All stormwater from the development, which includes permeable and non-permeable areas shall be contained onsite.
3. Prior to occupation of the development the parapet walls are to be finished externally to the same standard as the rest of the development or in:
 - a. Face brick;
 - b. Painted render;
 - c. Painted brickwork; or
 - d. Other clean material as specified on the approved plans;and maintained thereafter to the satisfaction of the City of Nedlands.
4. Prior to the lodgement of Building Permit, a revised Landscaping Plan shall be submitted and approved by the City of Nedlands.
5. Landscaping shall be installed and maintained in accordance with the approved Landscaping Plan for the lifetime of the development thereafter, to the satisfaction of the City.
6. 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.
7. All building works to be carried out under this development approval are required to be contained within the boundaries of the subject lot.

Voting Requirement

Simple Majority.

Background

Land Details

| | |
|--|--|
| Metropolitan Region Scheme Zone | Urban |
| Local Planning Scheme Zone | Residential |
| R-Code | R60 |
| Land area | 696m ² (Parent Lot) (31 - 293m ² , 31A – 295m ²) |
| Land Use | Residential Grouped Dwellings |
| Use Class | 'P' Permitted Use |

Locality Plan

The subject sites are located at 31 and 31A Robinson Street, Nedlands and is 250m north of Stirling Highway. The site is located on the west side of Robinson Street and one lot south of Bedford Street.

The sites are orientated east west and are serviced by a common property driveway located to the south of the parent lot. The site is vacant and is relatively flat with a minor slope to the street. The area is surrounded by predominantly single houses ranging between one to two-storeys. The properties in this area are coded R60 (Attachment 1).

Application Details

The application seeks development approval for the construction of two grouped dwellings. Both dwellings have direct vehicle access from the common property driveway, located south

Consultation

The applicant is seeking assessment under the design principles of the R-Codes for lot boundary setbacks.

The development application was advertised in accordance with the City's Local Planning Policy - Consultation of Planning Proposals to five adjoining properties. The application was advertised for a period of 14 days from 14 September 2021 to 28 September 2021. At the close of the advertising period, one objection was received.

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

1. The site plan does not accurately reflect the surrounding context of the development site.

The contextual site plan relates to a description of features surrounding the subject site, including fences and neighbouring properties. These inaccuracies do not affect the proposed development. Following receipt of the submission, the site plans have been updated to reflect the development context of the subject site.

2. The submitted plans do not provide for the planting of trees on site.

The development satisfies the deemed-to-comply provisions of the R-Codes in relation to landscaping. Each dwelling has provided a tree planting area within its lot boundaries. As part of Administration's recommended conditions, (Condition 4) a revised landscaping plan is to be submitted prior to the lodgement of a Building Permit providing additional detail in relation to proposed landscaping within the subject site.

3. The development will negatively impact the visual privacy of neighbours.

The upper floors of the development make exclusive use of obscure glazing and highlight windows to protect the visual privacy and amenity of neighbouring properties. The development is considered to satisfy the deemed-to-comply provisions of the R-Codes in relation to visual privacy addressing all neighbouring properties.

4. Setbacks are insufficient.

The development proposal is seeking a judgement of merit for the setbacks proposed. Administration has completed a 'design principle' assessment of the areas seeking discretion.

5. Sound insulation has not been shown on the plans.

Noise attenuation measures are not assessed or approved as part of a development application, and do not form part of a planning approval. Noise restrictions are outlined under Environmental Protection (Noise) Regulations 1997 and are assessed independently to a planning approval.

6. The development will overshadow the neighbouring properties.

The impacts of shadow cast by the development on neighbouring properties has been reduced due to the location of the common property driveway, located to the south of the subject site. The proposed shadow cast of 19% to the adjoining southern property satisfies the deemed-to-comply provisions of the R-Codes.

7. The proposed development is two storeys whilst the surrounding streetscape is only single storey.

The development proposal is considered to satisfy the deemed-to-comply provisions in regard to building height. The prevailing streetscape of Robinson Street is characterised by both single and two storey housing typologies along its length.

Assessment of Statutory Provisions

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. Where relevant, these matters are discussed in the following sections. Overall, the development is considered to meet these objectives, particularly in regard to height, scale, bulk and appearance, and the potential impact it will have on the local amenity.

State Planning Policy

State Planning Policy 7.3 - Residential Design Codes – Volume 1

State Planning Policy 7.3 Residential Design Codes Volume 1 (R-Codes) apply to all single and grouped dwelling developments. An approval under the R-Codes can be obtained in one of two ways. This is by either meeting the deemed-to-comply provisions or via a design principle assessment pathway.

The proposed development is seeking a design principle assessment pathway for part of this proposal, relating to lot boundary setbacks. As required by the R-Codes, Council in assessing the proposal against the design principles, should not apply the corresponding deemed-to-comply provisions. All other areas meet the deemed-to-comply provisions.

Clause 5.1.3 – Lot Boundary Setback

The front dwelling of the development proposes a 1.3m ground floor setback from the kitchen, meals and family room to the northern lot boundary. The design principles for lot boundary setbacks consider the impact of building bulk on adjoining properties, providing adequate sun and ventilation and minimising overlooking. The proposed Unit 1 setbacks to the northern lot boundary are considered to meet the design principles as:

- Both the ground floor and the first-floor elevations addressing the northern lot boundary of the front dwelling feature setback articulations. The use of setback articulations reduces the impact of building bulk addressing the northern adjoining landowner by breaking up the length of the proposed walls and providing visual interest within the development when viewed from external lots.
- The proposed northern lot boundary setbacks do not prejudice the northern neighbour's solar access or ventilation. The shadow cast from the development is mainly over the common property driveway. The development satisfies the deemed-to-comply provisions of the R-Codes in relation to shadow cast.
- The development satisfies the deemed-to-comply provisions of the R-Codes in relation to visual privacy. The development proposes the use of highlight windows and obscure glazing for the first floor addressing the northern lot boundary.
- The northern elevation of Unit 1 addresses the neighbours front garden, garage and walkway. The northern elevation interfaces with an existing boundary wall to a garage, a driveway and a partially landscaped pedestrian walkway located to the south of the neighbouring lot at No. 29 Robinson Street.

The rear dwelling of the development proposes a 1.2m first floor setback to the wall of the walk-in wardrobe to the northern lot boundary. The proposed setback is considered to meet the design principles as:

- The use of setback articulations along the northern elevation reduces the impact of building bulk by breaking up the length of the proposed walls and providing visual interest within the development.
- The proposed northern lot boundary setback does not prejudice the northern neighbour's solar access or ventilation. Shadow cast from the northern wall is contained wholly within the confines of the subject site. The development satisfies the deemed-to-comply provisions in relation to solar access.

- The development satisfies the deemed-to-comply provisions of the R-Codes in relation to visual privacy. There are no openings to habitable rooms proposed along the first-floor northern elevation. Windows on the northern elevation to the toilet and ensuite are proposed to be obscure glazed.

The rear dwelling of the development proposes a 1.1m ground floor setback to the western lot boundary from the kitchen. The proposed setback is considered to meet the design principles as:

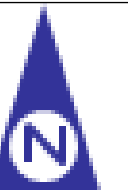
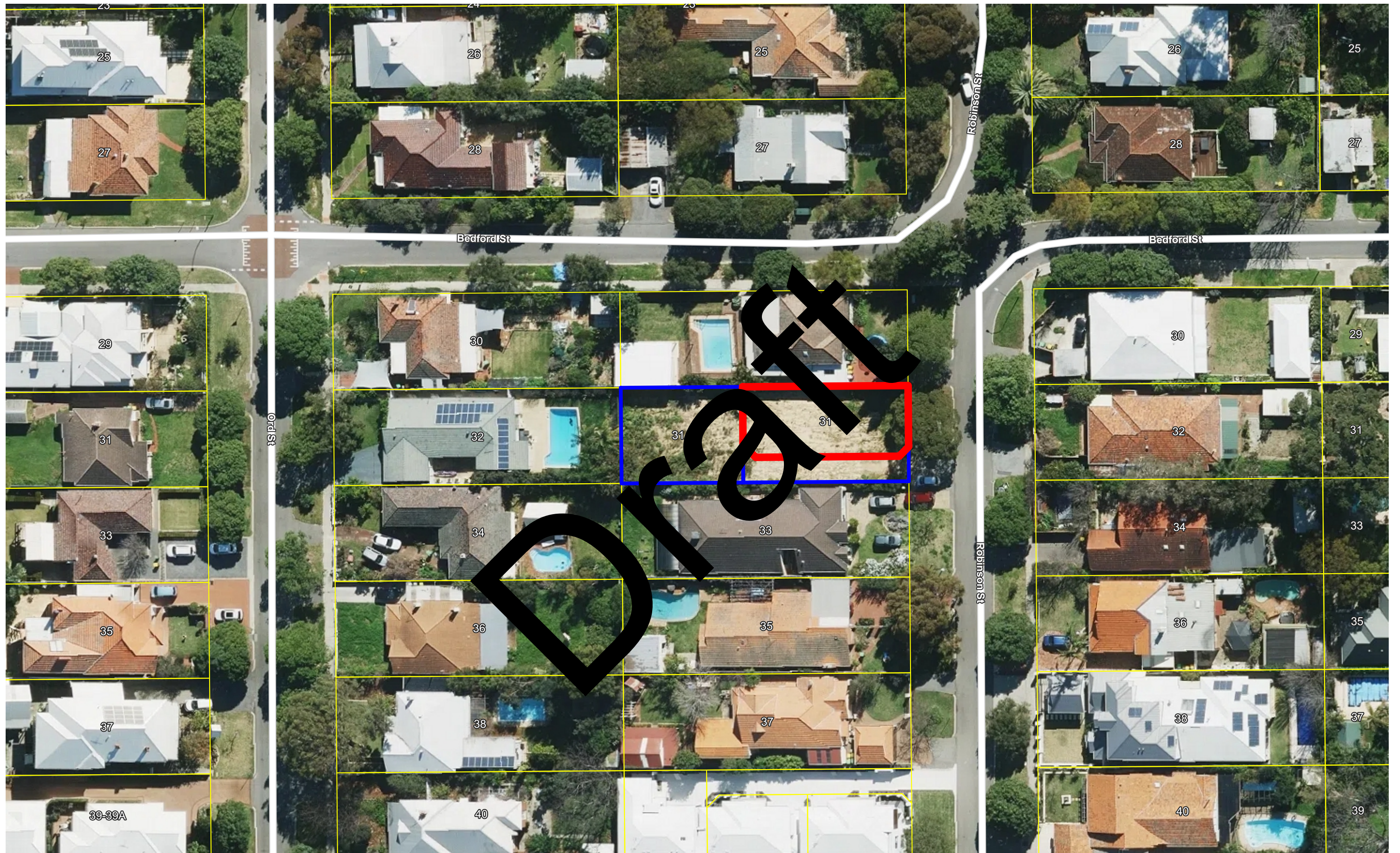
- The ground floor of the development has a wall height of 2.7m, projecting between 0.6 and 0.9m above the existing dividing fence.
- The proposed northern lot boundary setback does not prejudice the western neighbour's solar access or ventilation. Shadow cast from the western wall is contained wholly within the confines of the subject site, due to the site's orientation. The development satisfies the deemed-to-comply provisions in relation to solar access.
- The development satisfies the deemed-to-comply provisions of the R-Codes in relation to visual privacy.

Conclusion

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)).

The application for two grouped dwellings has been presented for Council consideration due to an objection being received. The proposal is considered to meet the key amenity related elements of R-Codes Volume 1 and as such is unlikely to have a significant adverse impact on the local amenity of the area. The proposal has been assessed and satisfies the design principles of the R-Codes and being consistent with the immediate locality and streetscape character.

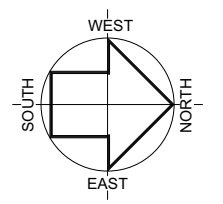
Accordingly, it is recommended that the application be approved by Council, subject to conditions of Administration's recommendation.



| PAVING SCHEDULE | | | |
|-------------------------|---------------------------|-----------------------|---------------|
| | ID | TOP SURFACE [m2] | PERIMETER [m] |
| Floor Finish - B'Paving | UNIT 1-Porch | 1.61 | 5.12 |
| Floor Finish - B'Paving | UNIT 2-Porch | 3.64 | 8.03 |
| Floor Finish - B'Paving | UNIT 1-Path | 3.86 | 7.81 |
| Floor Finish - B'Paving | UNIT 1-Alfresco 2 | 9.33 | 12.28 |
| Floor Finish - B'Paving | UNIT 2-Alfresco | 11.05 | 13.40 |
| Floor Finish - B'Paving | UNIT 1-Alfresco 1 | 12.28 | 14.24 |
| Floor Finish - B'Paving | UNIT 1-Driveway | 12.54 | 17.44 |
| Floor Finish - B'Paving | UNIT 2- Laundry/ Alfresco | 15.41 | 21.40 |
| Floor Finish - B'Paving | UNIT 2-Driveway | 50.14 | 30.84 |
| Floor Finish - B'Paving | CP Driveway | 86.84 | 62.77 |
| | | 206.70 m ² | 193.33 m |

| GRANO SCHEDULE | | | |
|----------------------|---------------------|----------------------|---------------|
| | ID | TOP SURFACE [m2] | PERIMETER [m] |
| Floor Finish - Grano | UNIT 1 Store | 5.72 | 11.32 |
| Floor Finish - Grano | UNIT 1 Garage | 34.07 | 25.00 |
| Floor Finish - Grano | UNIT 2 Garage/Store | 38.88 | 29.64 |
| | | 78.67 m ² | 65.96 m |

City of Nedlands
Received
30 August 2021



LOT 219
696 m²
SANDY

COMMON LEGEND

- o PF PEG FOUND
- o Pdist PEG DISTURBED
- PG PEG GONE
- ◆ DATUM / CONTROL
- o SV STOP VALVE
- o HY (GROUND) HYDRANT
- o FP FLUSH POINT
- ⊗ TAP WATER TAP
- ⊗ MC METER CONNECTION
- o M WATER METER
- DRAINAGE MANHOLE
- GRATE
- SIDE ENTRY PIT
- SEW SEWER MANHOLE
- o IS INSPECTION SHAFT
- o IO INSPECTION OPENING
- o CP CONSUMER POLE
- o PP POWER POLE
- o LP LAMP POST
- o SP STAY POLE
- o PD POWER DOME / PILLAR
- TEL / NBN TELSTRA / NBN PIT
- GAS GAS METER
- ✕ GAS GAS LINE MARKER (PT)
- 99 TOR TOP OF WALL
- 99 TOR TOP OF RETAINER
- 99 STILL STILL DEEPER
- 99 TOB TOP OF BACKING BLOCK
- 99 TOF TOP OF FOOTING
- 99 BOR BOTTOM OF RETAINER
- 99 BOF BOTTOM OF FENCE FRAME

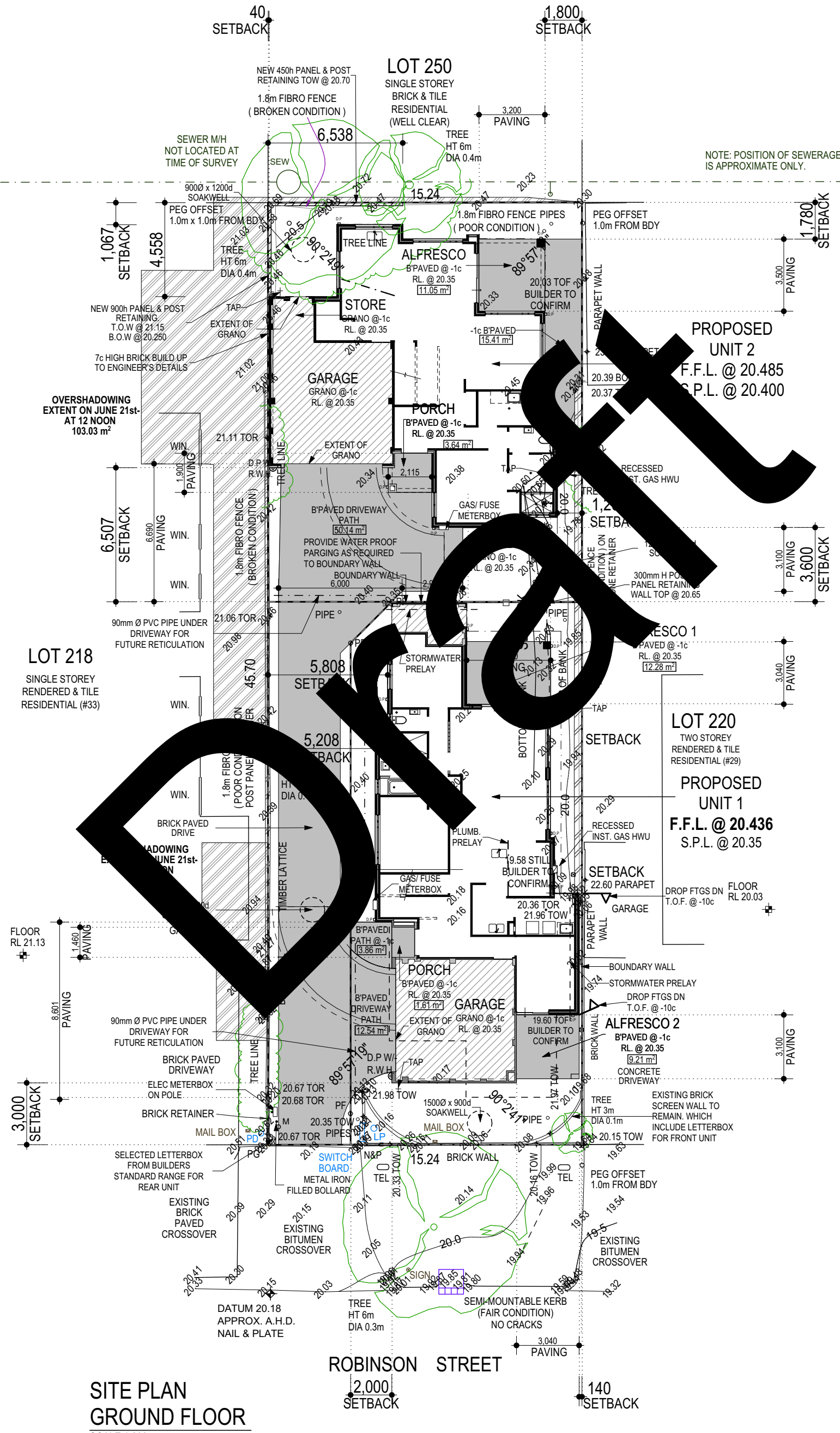
SERVICE INFORMATION

SEWERAGE: YES
WATER: YES
PRELAI: YES LEFT
GAS: BTC
COMM. YES
POWER: U/G

TBE - To Be Established; BTC - Builder To Confirm

THE INFORMATION ON THIS DRAWING IS CURRENT AS AT THE DATE OF SURVEY. SERVICES ARE TO BE CONFIRMED WITH RELEVANT AUTHORITIES. THIS INCLUDES WITHOUT LIMITATION: SEWERAGE, WATER SUPPLY, DRAINAGE, POWER SUPPLY, GAS SUPPLY & COMMUNICATIONS. FURTHER INTERESTS / NOTIFICATIONS / ENCUMBRANCES MAY BE LISTED ON THE CERTIFICATE OF TITLE.

NOTE: BOUNDARY POSITION AS PER ALIGNMENT
WARNING: BOUNDARY RE-PEG SURVEY WILL BE REQUIRED TO CONFIRM, REPLACE AND/OR ADJUST BOUNDARY MARKS TO THE CORRECT POSITIONS.



SITE COVERAGE

| | |
|----------------|----------------------|
| ZONED | R60 |
| % ALLOWED | 60% |
| SITE AREA | 293.72m ² |
| SITE COV. AREA | 171.36m ² |

SITE COV = 53.30%
COMMON AREA (107m²) 54m²
SITE AREA + COMMON AREA 347m²

ADJUSTED SITE COVERAGE = 49.35%

UNIT 1 SITE COVERAGE

| | |
|----------------|----------------------|
| ZONED | R20 |
| % ALLOWED | 50% |
| SITE AREA | 294.93m ² |
| SITE COV. AREA | 148.46m ² |

SITE COV. = 50.3%
COMMON AREA (107m²) 54m²
SITE AREA + COMMON AREA 348m²

ADJUSTED SITE COVERAGE = 42.61%

NOTE:
SEWER CONNECTION CALCULATES APPROX. 3.9m DEEP. SEE WATER CORPORATION FOR CLARIFICATION

IO
POSITION OF SEWERAGE LINE AND SEWERAGE CONNECTION ARE APPROXIMATE ONLY
SEWER INVERT LEVEL 16.41
SEWER BROUGHT UP 0.0
DEPTH TO CONNECTION 3.9

NOTE:
STORMWATER TO BE DESIGNED & INSTALLED TO AS/NZ 3500.3, BCA 3.1.3 & LG REQUIREMENTS.

PLUMBER NOTE:
- REFLEX VALVE TO SEWER DUE TO HOBLESS SHOWER.

GAS NOTE:
- GAS LINE LOCATION IS TO ROBINSON STREET AS PER ATCO DIAL BEFORE YOU DIG PLANS.

SITE PLAN GROUND FLOOR
SCALE 1:200

INTERESTS AND NOTIFICATIONS REFER TO PLAN AND CERTIFICATE OF TITLE

5 0 2.5 5 10
ALL DISTANCES ARE IN METRES

TERRACE

Level 8, 67 Walters Drive, Osborne Park WA 6017
Tel: (08) 6461 5340
P.O. Box 131 Mt. Hawthorn WA 6915
Reg. Builder No. 6415 A.B.N. 54 009 063 076
terracewa.com.au

| REVISION | VO # | DRN | DATE | CHK |
|--------------|------|-----|----------|-----|
| AMENDS | WD 2 | LO | 09.12.20 | LO |
| AMENDS | WD 3 | MH | 29.12.20 | MH |
| AMENDS | WD 4 | LO | 13.05.21 | LO |
| SHIRE AMENDS | WD 5 | DV | 07.07.21 | DV |
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| SHIRE AMENDS | WD 7 | DV | 17.08.21 | DV |
| AMENDS | WD 8 | DV | 19.08.21 | DV |
| AMENDS | WD 9 | DV | 23.08.21 | DV |

Sub-contractors to verify all dimensions on site.

AUTOMATED SURVEYS
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P.O. Box 1862, Osborne Park DC WA 6916
Telephone (08) 9214 1777
www.automatedsurveys.com.au

| | | | | |
|-----------|----------------|---------------------|--------------------------------|-------------------|
| A | 02/11/2020 | SITE SURVEY | TEC | BCM |
| REV. | DATE OF SURVEY | DESCRIPTION | SURVEYOR | DRAFTER / CHECKED |
| BUILDER: | TERRACE | | PLAN: | P 112 |
| REF.: | 94253-54 | | C/T: | 1363/27 |
| H. Grid: | LOCAL | A.H.D. level: 18.72 | A.H.D. value derived from: | 0653 |
| V. Datum: | APPROX. | Local level: 18.72 | SEWER M/H Distance from Datum: | 34.14 m |

| | |
|-------------------|---|
| CLIENT: | NG |
| PROJECT: | LOT 219 (#31) ROBINSON STREET, NEDLANDS |
| AUTHORITY: | CITY OF NEDLANDS |
| UBD MAP: | 17/18/43 |
| PLAN: | SITE SURVEY |
| PACKAGE: | A |
| SCALE: | 1:200 @ A3 |
| Approx. distance: | 3.97 km FROM COAST LINE |
| SHEET: | 1 of 1 |
| DRAWING No.: | 235526 |
| REV: | A |

CLIENT: NG

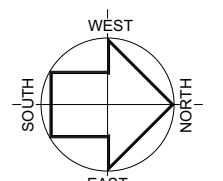
ADDRESS: LOT 1 OF LOT 219 (#31) ROBINSON STREET, NEDLANDS

CUSTOM

LUXURY SPECS 2c FACEBRICK

| | | | |
|------------------|-------|------------------|----------|
| MODEL N° | 90002 | DATE | 23.08.21 |
| MAP REF. | | WIND RATING | |
| COASTAL CATEGORY | | ENGINEERS DETAIL | |
| JOB N° | 94253 | SHEET N° | 11 OF 11 |

City of Nedlands
Received
30 August 2021



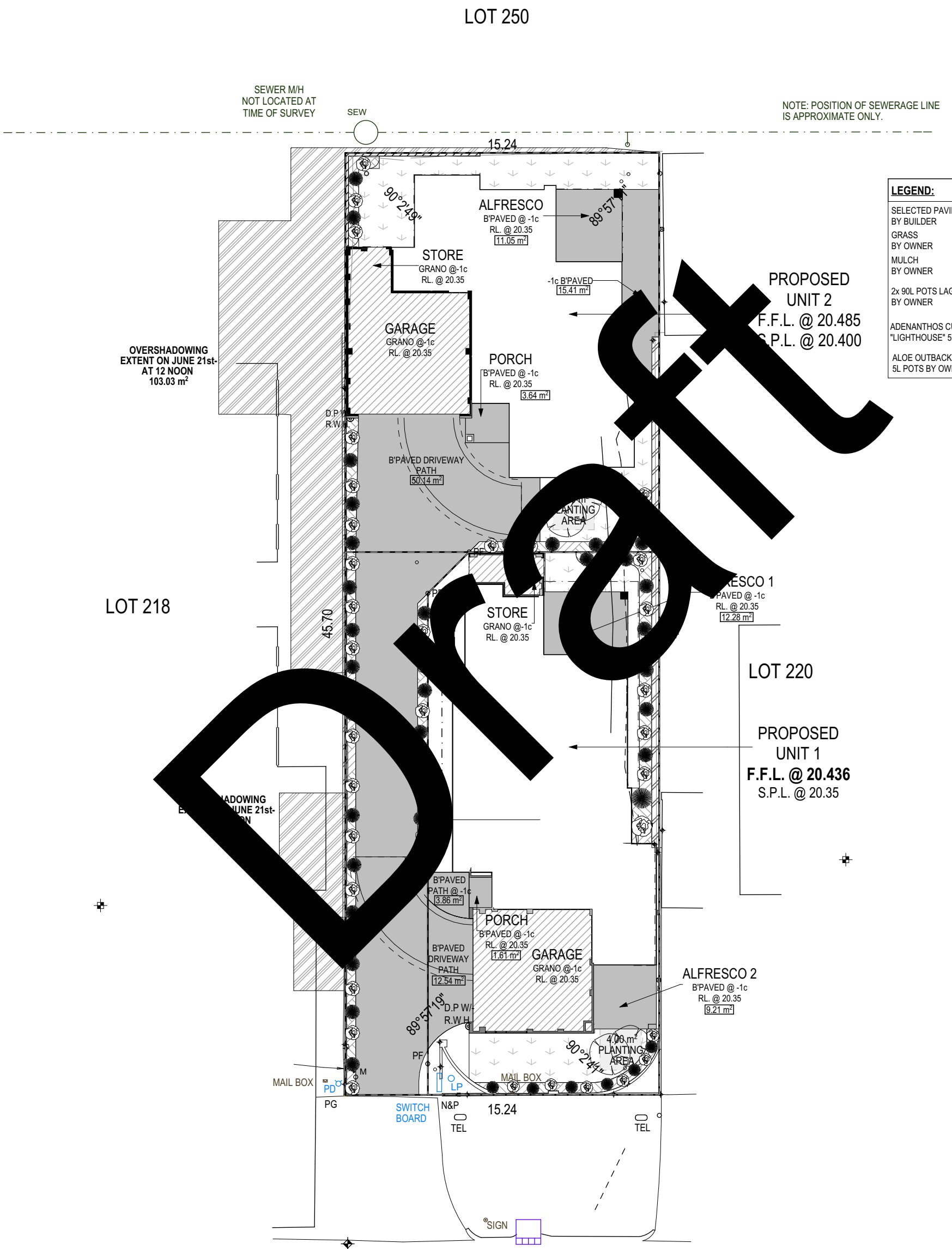
LOT 219
696 m²
SANDY

COMMON LEGEND

- o PF PEG FOUND
- o Pdist PEG DISTURBED
- PG PEG GONE
- ◆ DATUM / CONTROL
- o SV STOP VALVE
- o HY (GROUND) HYDRANT
- o FP FLUSH POINT
- ⊗ TAP WATER TAP
- ⊗ MC METER CONNECTION
- o M WATER METER
- DRAINAGE MANHOLE
- ▨ GRATE
- ▨ SIDE ENTRY PIT
- SEW SEWER MANHOLE
- o IS INSPECTION SHAFT
- o IO INSPECTION OPENING
- o CP CONSUMER POLE
- o PP POWER POLE
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- TEL / NBN TELSTRA / NBN PIT
- GAS GAS METER
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- 99 TOW TOP OF WALL
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- 99 STILL STILL DEEPER
- 99 TOB TOP OF BACKING BLOCK
- 99 TOF TOP OF FOOTING
- 99 BOR BOTTOM OF RETAINER
- 99 BOF BOTTOM OF FENCE FRAME

NOTE: BOUNDARY POSITION AS PER ALIGNMENT

WARNING: BOUNDARY RE-PEG SURVEY WILL BE REQUIRED TO CONFIRM, REPLACE AND/OR ADJUST BOUNDARY MARKS TO THE CORRECT POSITIONS.



LEGEND:

- SELECTED PAVING BY BUILDER
- GRASS BY OWNER
- MULCH BY OWNER
- 2x 90L POTS LAGERSTROEMIA BY OWNER
- ADENANTHOS CUNNINGHAMII "LIGHTHOUSE" SL POTS BY OWNER
- ALOE OUTBACK ORANGE SL POTS BY OWNER

SERVICE INFORMATION

SEWERAGE: YES
WATER: YES
PRELAI: YES LEFT
GAS: BTC
COMM: YES
POWER: U/G

TBE - To Be Established; BTC - Builder To Confirm

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| | | | | | |
|------------------|----------------|-------------|--|--------------|---------|
| REV. | DATE OF SURVEY | DESCRIPTION | SURVEYOR | DRAFTER | CHECKED |
| A | 02/11/2020 | SITE SURVEY | TEC | BCM | |
| BUILDER: TERRACE | | | PLAN: P 112 | C/T: 1363/27 | |
| REF: 94253-54 | | | H. Grid: LOCAL A.H.D. level: 18.72 Local level: 18.72 A.H.D. value derived from: 0653 SEWER M/H Distance from Datum: 34.14 m | | |

| | |
|-----------------------------|--|
| CLIENT: NG | PROJECT: LOT 219 (#31) ROBINSON STREET, NEDLANDS |
| AUTHORITY: CITY OF NEDLANDS | UBD MAP: 17/18/43 |
| SCALE: 1:200 @ A3 | PACKAGE: A |
| SHEET: 1 of 1 | DRAWING No: 235526 |
| REV: A | |

TERRACE

Level 8, 67 Walters Drive, Osborne Park WA 6017
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P.O. Box 131 Mt. Hawthorn WA 6915
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| REVISION | VO # | DRN | DATE | CHK |
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| AMENDS | WD 2 | LO | 09.12.20 | LO |
| AMENDS | WD 3 | MH | 29.12.20 | MH |
| AMENDS | WD 4 | LO | 13.05.21 | LO |
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| AMENDS | WD 9 | DV | 23.08.21 | DV |

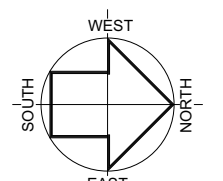
CLIENT: NG
DATE:
CLIENT:
DATE:
BUILDER:
DATE:

CLIENT: NG
ADDRESS: LOT 1 OF LOT 219 (#31) ROBINSON STREET, NEDLANDS

CUSTOM

LUXURY SPECS MODEL N° 90002 DATE 23.08.21
MAP REF. 90002 WIND RATINGS
COASTAL CATEGORY ENGINEERS DETAIL
JOB N° 94253 SHEET N° 9 OF 11

City of Nedlands
Received
30 August 2021



LOT 219
696 m²
SANDY

COMMON LEGEND

- PF PEG FOUND
- Pdist PEG DISTURBED
- PG PEG GONE
- ✦ DATUM / CONTROL
- SV STOP VALVE
- HY (GROUND) HYDRANT
- FP FLUSH POINT
- ⊗ TAP WATER TAP
- ⊗ MC METER CONNECTION
- M WATER METER
- DRAINAGE MANHOLE
- ▣ GRATE
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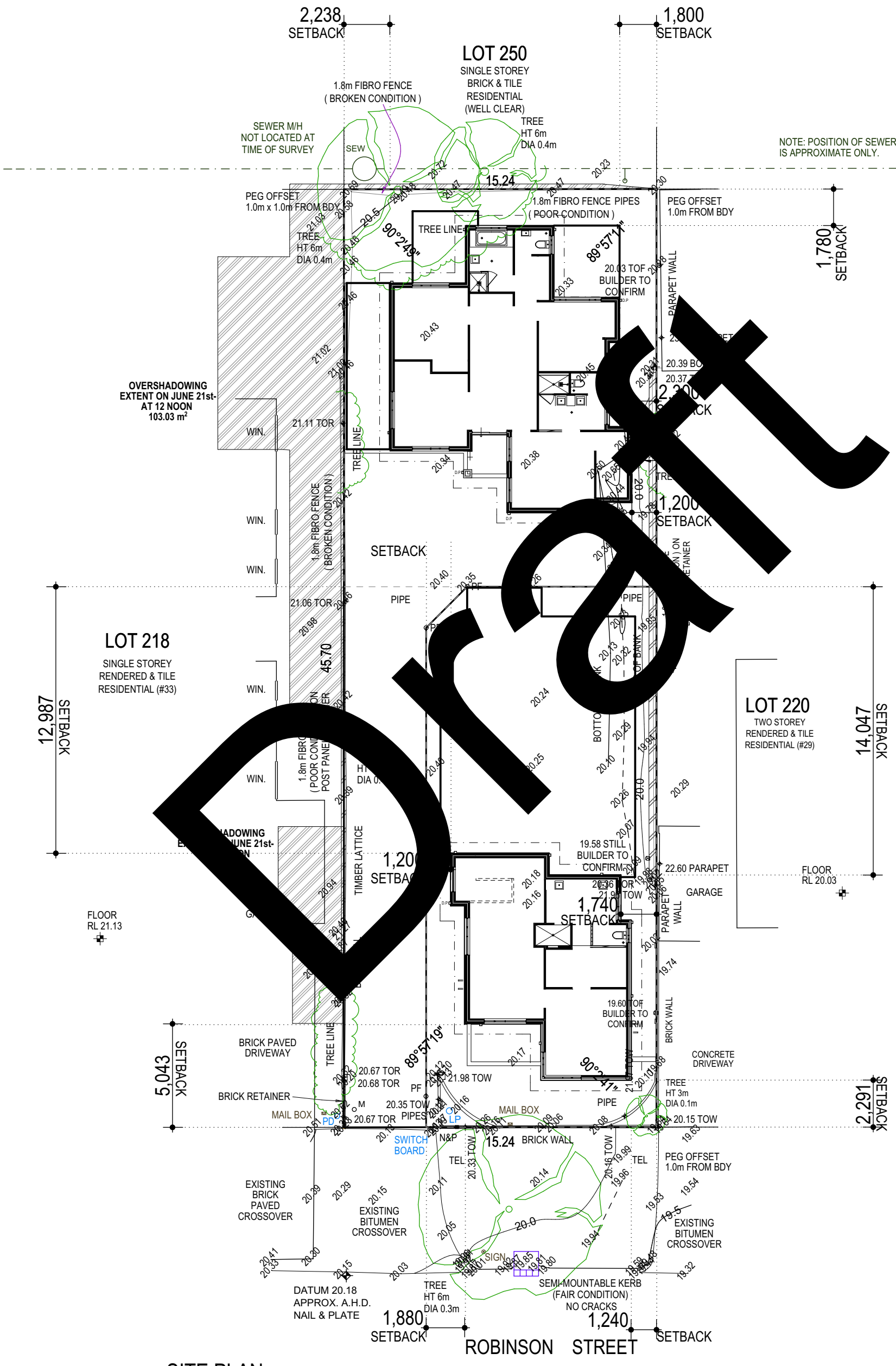
SERVICE INFORMATION

SEWERAGE: YES
WATER: YES
PRELaid: YES LEFT
GAS: BTC
COMM: YES
POWER: U/G

TBE - To Be Established; BTC - Builder To Confirm

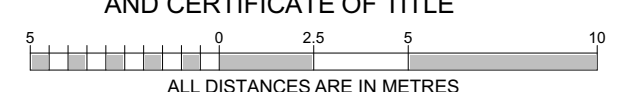
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**SITE PLAN
FIRST FLOOR**
SCALE 1:200

INTERESTS AND NOTIFICATIONS
REFER TO PLAN
AND CERTIFICATE OF TITLE



NOTE:
SEWER CONNECTION CALCULATES APPROX. 3.9m DEEP. SEE WATER CORPORATION FOR CLARIFICATION
IO POSITION OF SEWERAGE LINE AND SEWERAGE CONNECTION ARE APPROXIMATE ONLY
SEWER INVERT LEVEL 16.41
SEWER BROUGHT UP 0.0
DEPTH TO CONNECTION 3.9

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| | |
|---|--|
| CLIENT: NG | PROJECT: LOT 219 (#31) ROBINSON STREET, NEDLANDS |
| REV: 02/11/2020 SITE SURVEY | TEC BCM |
| BUILDER: TERRACE REF: 94253-54 | PLAN: P 112 C/T: 1363/27 |
| H. Grid: LOCAL A.H.D level: 18.72 V. Datum: APPROX. | SEWER M/H Distance from Datum: 34.14 m |
| Authority: CITY OF NEDLANDS | UBD MAP: 17/18/43 |
| Authority: CITY OF NEDLANDS | SCALE: 1:200 @ A3 |
| Approx. 3.97 km FROM COAST LINE | Approx. 1.62 km FROM LAKE |
| SHEET: 1 of 1 | DRAWING No: 235526 |
| REV: A | |

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| AMENDS | WD 9 | DV | 23.08.21 | DV |

CLIENT: NG
DATE:
CLIENT:
DATE:
BUILDER:
DATE:

CLIENT: NG
ADDRESS: LOT 1 OF LOT 219 (#31) ROBINSON STREET, NEDLANDS

CUSTOM

| | | | |
|-----------------------|-------|------------------|----------|
| LUXURY SPECS MODEL N° | 90002 | DATE | 23.08.21 |
| MAP REF. | | WIND RATINGS | |
| COASTAL CATEGORY | | ENGINEERS DETAIL | |
| JOB N° | 94253 | SHEET N° | 10 OF 11 |

GENERAL NOTES:

- THE HOME OWNER IS SOLELY RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL FUTURE WORKS AND ANY EFFECT IT SHALL HAVE ON THE EXISTING STRUCTURE.
- ALL DIMENSIONS SHOWN ON FLOOR PLAN ARE NOMINAL DIMENSIONS ONLY WHICH DO NOT ALLOW FOR WALL LINING THICKNESS OR CORNER BEADING.
- PLANS TO BE READ IN CONJUNCTION WITH ENGINEERS DETAILS.
- FLOOR WASTE, CEILING VENT & MANHOLE LOCATIONS ARE SUBJECT TO CHANGE AT THE BUILDER'S DISCRETION.
- THE BUILDER RESERVES THE RIGHT TO ADJUST WINDOW AND SLIDING DOOR SIZES, INTERNAL ROOM SIZES, AND O'ALL LENGTH AND WIDTH OF DWELLING, WHICH MAY RESULT IN A CHANGE IN THE O'ALL HOUSE AREA FROM THE ORIGINAL STANDARD HOUSE PLAN.
- DO NOT SCALE FROM THIS DRAWING. ALL SUB-CONTRACTORS TO CHECK DIMENSIONS AND NOTES PRIOR TO INITIATING WORKS. ANY DISCREPANCIES TO BE NOTIFIED TO THE SITE SUPERVISOR WITHOUT DELAY.

TRADES/ SUPPLIERS/ SUPERVISORS NOTE:

- FOR TYPICAL TERRACE CONSTRUCTION DETAILS. REFER TO SEPARATE DETAILS DOCUMENT. CONTACT BUILDING SUPERVISOR IF REQUIRED.
- FOR NON-STANDARD TERRACE CONSTRUCTION DETAILS REFER TO DETAIL PLANS.

SUSPENDED FLOOR NOTE:

- 4c SUSPENDED FLOOR SYSTEM TO S.E. DETAILS.

City of Nedlands
Received
30 August 2021

BRICKLAYER NOTES:

- 230w CAVITY BRICKWORK, THIRD BOND & RENDER FINISH EXTERNALLY AS SHOWN ON FLOOR PLAN & ELEVATIONS.
- WEEPHOLES AT MINIMUM 1200 CENTRES TO CAVITY BRICKWORK

RENDERER NOTES:

- RENDERED BRICKWORK EXTERNALLY UNLESS NOTED OTHERWISE. REFER TO ADDENDA.
- INSTALL PLASTIC BEAD TO FRONT ENTRY DOOR SILL WHEN RENDERED
- DO NOT COVER WEEP HOLES WITH RENDER
- RENDER TO EXTEND DOWN TO TOP OF FOOTING

ROOF PLUMBER NOTES:

- DOWNPIPES TO BE LOCATED AS PER PLANS BUT MAY BE RELOCATED AT SUPERVISORS DISCRETION.
- GUTTER BRACKETS TO BE INSTALLED @ 1200mm MAX CENTRES
- GUTTERS & DOWNPIPES TO BE INSTALLED TO NCC 3.5.1 & AS 2179.1 (METAL) / AS 1273 (UPVC)

ROOF INSULATION NOTES:

- INSULATION TO ALL EXTERNAL BRICK CAVITY WALL.
- R5.0 CEILING INSULATION AS PER ADDENDA.

ROOF CARPENTER NOTES:

- CONVENTIONAL TIMBER FRAMED ROOF APPLIES IN ACCORDANCE TO AS1684.
- ROOF FRAMING TO BE MINIMUM H2 TREATED TIMBER.

CEILING FIXER NOTES:

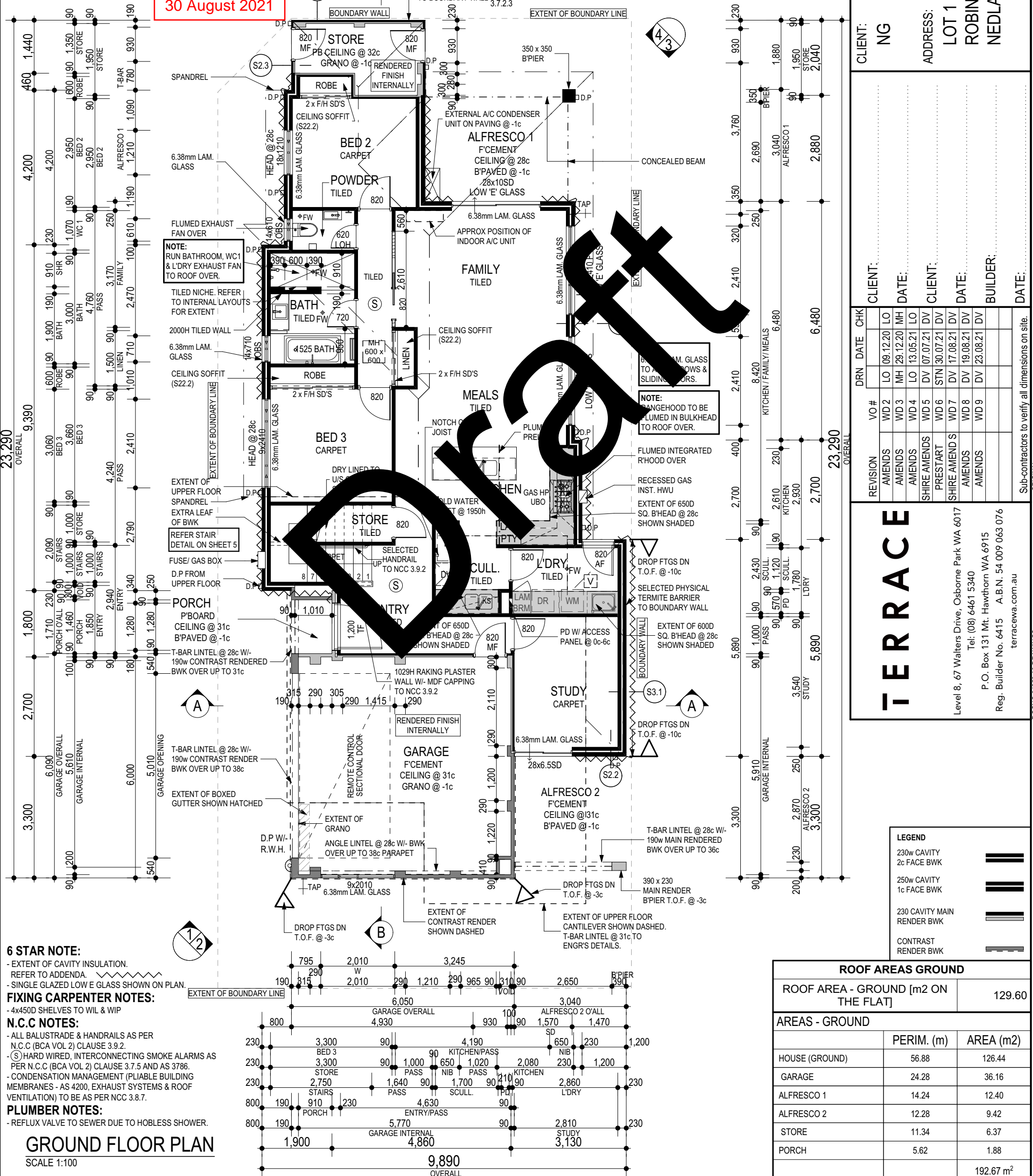
- CEILING @ 31c TO GROUND FLOOR UNLESS NOTED OTHERWISE.

INTERNAL WALL NOTE:

- ALL INTERNAL WALLS TO BE DRYWALL LINING

BOUNDARY WALL NOTE:

- FIRE SEPERATION TO NCC FIGURE 3.7.2.3



6 STAR NOTE:

- EXTENT OF CAVITY INSULATION. REFER TO ADDENDA.
- SINGLE GLAZED LOW E GLASS SHOWN ON PLAN.

FIXING CARPENTER NOTES:

- 4x450D SHELVES TO WIL & WIP

N.C.C NOTES:

- ALL BALUSTRADE & HANDRAILS AS PER N.C.C (BCA VOL 2) CLAUSE 3.9.2.
- (S) HARD WIRED, INTERCONNECTING SMOKE ALARMS AS PER N.C.C (BCA VOL 2) CLAUSE 3.7.5 AND AS 3786.
- CONDENSATION MANAGEMENT (PLIABLE BUILDING MEMBRANES - AS 4200, EXHAUST SYSTEMS & ROOF VENTILATION) TO BE AS PER NCC 3.8.7.

PLUMBER NOTES:

- REFLUX VALVE TO SEWER DUE TO HOBLESS SHOWER.

GROUND FLOOR PLAN

SCALE 1:100

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CUSTOM

| | |
|-----------------------|---------------|
| LUXURY SPECS MODEL N° | 2c FACE BRICK |
| DATE | 23.08.21 |
| WIND RATING | |
| ENGINEERS DETAIL | |
| COASTAL CATEGORY | |
| JOB N° | 94253 |
| SHEET N° | 1 OF 11 |

CLIENT: NG

ADDRESS: LOT 1 OF LOT 219 (#31)
ROBINSON STREET,
NEDLANDS

| | |
|----------|--|
| CLIENT: | |
| DATE: | |
| CLIENT: | |
| DATE: | |
| BUILDER: | |
| DATE: | |

| REVISION | VO # | DRN | DATE | CHK |
|--------------|------|-----|----------|-----|
| AMENDS | WD 2 | LO | 09.12.20 | LO |
| AMENDS | WD 3 | MH | 29.12.20 | MH |
| AMENDS | WD 4 | LO | 13.05.21 | LO |
| SHIRE AMENDS | WD 5 | DV | 07.07.21 | DV |
| PRESTART | WD 6 | STN | 30.07.21 | DV |
| SHIRE AMENDS | WD 7 | DV | 17.08.21 | DV |
| AMENDS | WD 8 | DV | 19.08.21 | DV |
| AMENDS | WD 9 | DV | 23.08.21 | DV |

Sub-contractors to verify all dimensions on site.

TERRACE

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Reg. Builder No. 6415 A.B.N. 54 009 063 076
terracewa.com.au

LEGEND

| | |
|-------------------------------|--|
| 230w CAVITY 2c FACE BWK | |
| 250w CAVITY 1c FACE BWK | |
| 230 CAVITY MAIN RENDER BWK | |
| CONTRAST RENDER BWK | |

| ROOF AREAS GROUND | |
|-------------------------------------|--------------------------------------|
| ROOF AREA - GROUND [m2 ON THE FLAT] | 129.60 |
| AREAS - GROUND | |
| HOUSE (GROUND) | PERIM. (m) 56.88 AREA (m2) 126.44 |
| GARAGE | PERIM. (m) 24.28 AREA (m2) 36.16 |
| ALFRESCO 1 | PERIM. (m) 14.24 AREA (m2) 12.40 |
| ALFRESCO 2 | PERIM. (m) 12.28 AREA (m2) 9.42 |
| STORE | PERIM. (m) 11.34 AREA (m2) 6.37 |
| PORCH | PERIM. (m) 5.62 AREA (m2) 1.88 |
| 192.67 m² | |

GENERAL NOTES:

- THE HOME OWNER IS SOLELY RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL FUTURE WORKS AND ANY EFFECT IT SHALL HAVE ON THE EXISTING STRUCTURE.
- ALL DIMENSIONS SHOWN ON FLOOR PLAN ARE NOMINAL DIMENSIONS ONLY WHICH DO NOT ALLOW FOR WALL LINING THICKNESS OR CORNER BEADING.
- PLANS TO BE READ IN CONJUNCTION WITH ENGINEERS DETAILS.
- FLOOR WASTE, CEILING VENT & MANHOLE LOCATIONS ARE SUBJECT TO CHANGE AT THE BUILDER'S DISCRETION.
- THE BUILDER RESERVES THE RIGHT TO ADJUST WINDOW AND SLIDING DOOR SIZES, INTERNAL ROOM SIZES, AND O'ALL LENGTH AND WIDTH OF DWELLING, WHICH MAY RESULT IN A CHANGE IN THE O'ALL HOUSE AREA FROM THE ORIGINAL STANDARD HOUSE PLAN.
- DO NOT SCALE FROM THIS DRAWING. ALL SUB-CONTRACTORS TO CHECK DIMENSIONS AND NOTES PRIOR TO INITIATING WORKS. ANY DISCREPANCIES TO BE NOTIFIED TO THE SITE SUPERVISOR WITHOUT DELAY.

TRADES/ SUPPLIERS/ SUPERVISORS NOTE:

- FOR TYPICAL TERRACE CONSTRUCTION DETAILS. REFER TO SEPARATE DETAILS DOCUMENT. CONTACT BUILDING SUPERVISOR IF REQUIRED.
- FOR NON-STANDARD TERRACE CONSTRUCTION DETAILS REFER TO DETAIL PLANS.

BRICKLAYER NOTES:

- 230w CAVITY BRICKWORK, THIRD BOND & RENDER FINISH EXTERNALLY AS SHOWN ON FLOOR PLAN & ELEVATIONS.
- WEEPHOLES AT MINIMUM 1200 CENTRES TO CAVITY BRICKWORK

RENDERER NOTES:

- RENDERED BRICKWORK EXTERNALLY UNLESS NOTED OTHERWISE. REFER TO ADDENDA.
- INSTALL PLASTIC BEAD TO FRONT ENTRY DOOR SILL WHEN RENDERED
- DO NOT COVER WEEP HOLES WITH RENDER
- RENDER TO EXTEND DOWN TO TOP OF FOOTING

INTERNAL WALL NOTE:

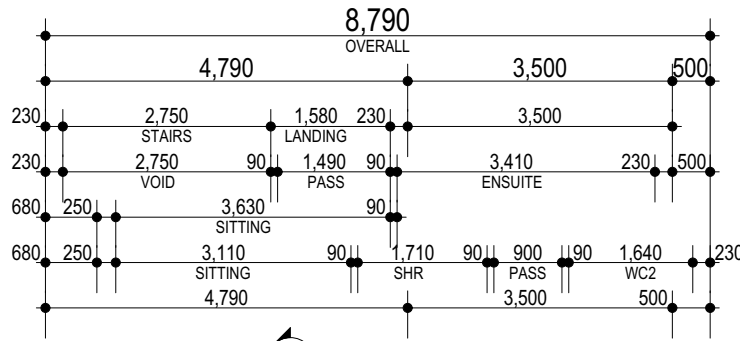
- ALL INTERNAL WALLS TO BE DRYWALL LINING

BOUNDARY WALL NOTE:

- FIRE SEPERATION TO NCC FIGURE 3.7.2.3

SUSPENDED FLOOR NOTE:

- 4c SUSPENDED FLOOR SYSTEM TO S.E. DETAILS.



FIXING CARPENTER NOTES:

- 450D SHELF & RAIL @ 1700 HIGH TO WIR UNLESS OTHERWISE NOTED.

N.C.C NOTES:

- ALL BALUSTRADE & HANDRAILS AS PER N.C.C (BCA VOL 2) CLAUSE 3.9.2.
- (S) HARD WIRED, INTERCONNECTING SMOKE ALARMS AS PER N.C.C (BCA VOL 2) CLAUSE 3.7.5 AND AS 3786.
- CONDENSATION MANAGEMENT (PLIABLE BUILDING MEMBRANES - AS 4200, EXHAUST SYSTEMS & ROOF VENTILATION) TO BE AS PER NCC 3.8.7.

CEILING FIXER NOTES:

- CEILING @ 63c (28c AFL) + PLATE TO FIRST FLOOR UNLESS NOTED OTHERWISE.

RESTRICTED OPENING NOTE:

- RESTRICTED OPENING AS PER NCC 3.9.2.6 & 3.9.2.7

ROOF PLUMBER NOTES:

- DOWNPIPES TO BE LOCATED AS PER PLANS BUT MAY BE RELOCATED AT SUPERVISORS DISCRETION.
- GUTTER BRACKETS TO BE INSTALLED @ 1200mm MAX CENTRES
- GUTTERS & DOWNPIPES TO BE INSTALLED TO NCC 3.5.2 & AS 2179.1 (METAL)/ AS 3740 (UPVC)

ROOF INSULATION NOTES:

- INSULATION TO ALL EXTERNAL BRICK CAVITY WALL.
- R4.0 CEILING INSULATION AS PER ADDENDA.

ROOF CARPENTER NOTES:

- CONVENTIONAL TIMBER FRAMED ROOF APPLIES IN ACCORDANCE TO AS1684.
- ROOF FRAMING TO BE MINIMUM H2 TREATED TIMBER.

PLUMBER NOTES:

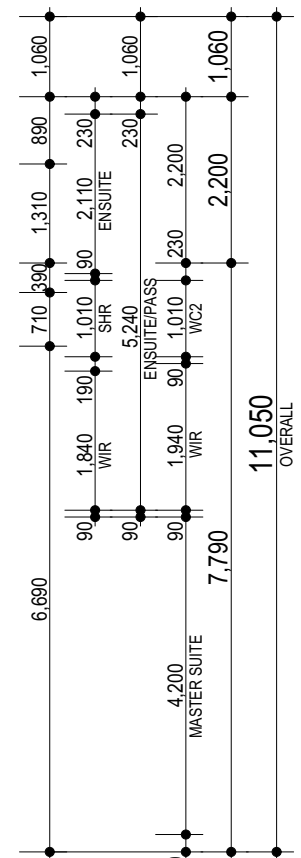
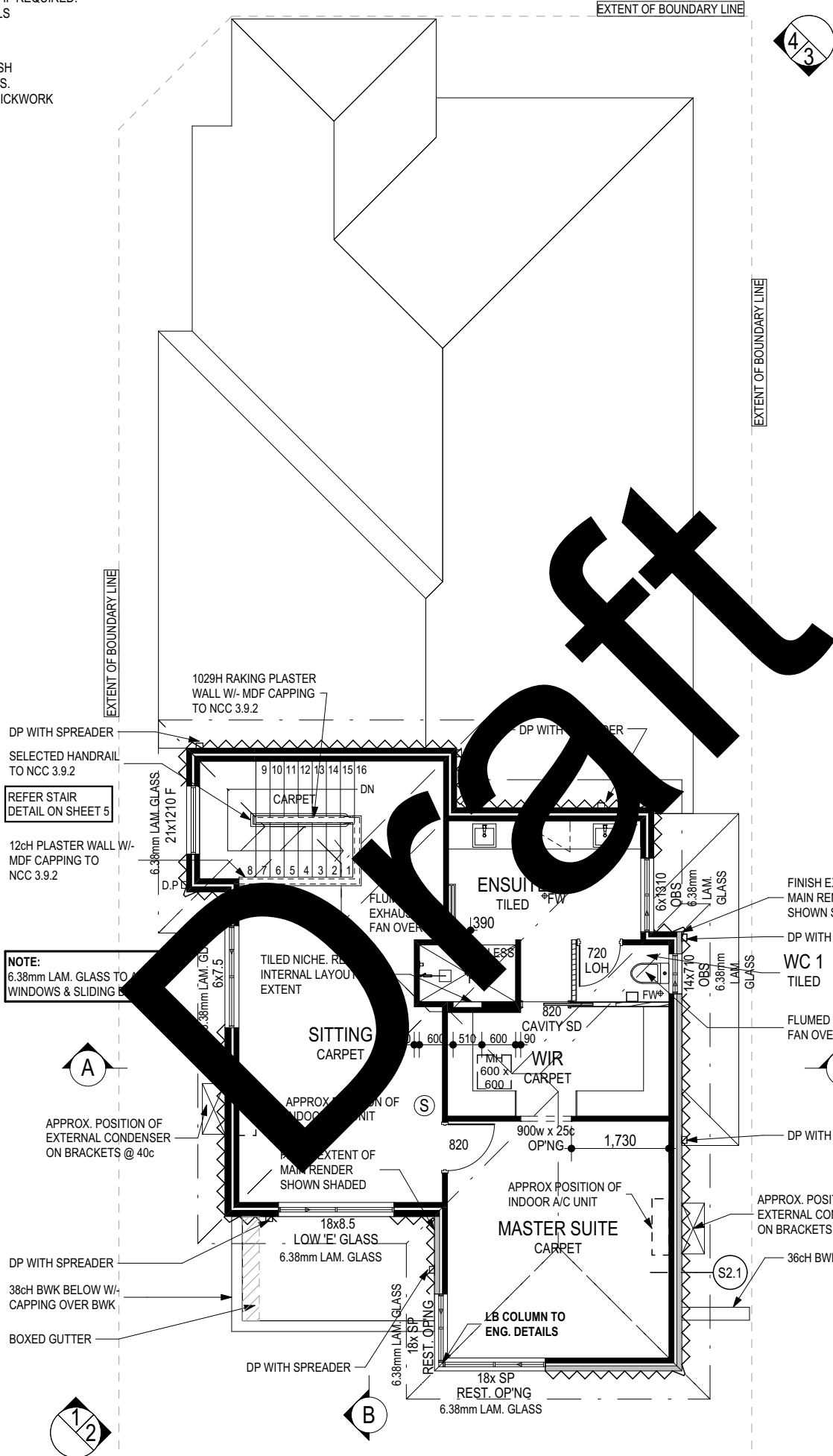
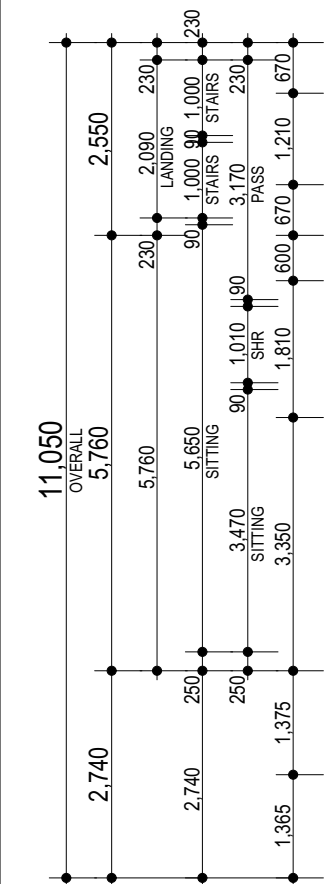
- REFLUX VALVE TO SEWER DUE TO HOBLESS SHOWER.

6 STAR NOTE:

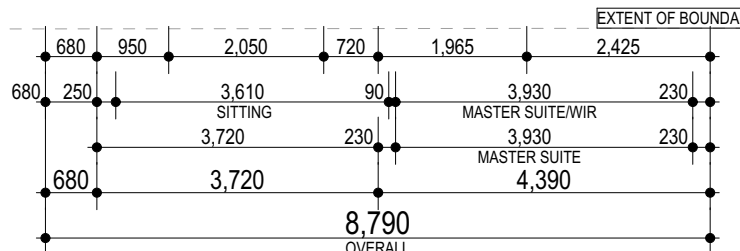
- EXTENT OF CAVITY INSULATION. REFER TO ADDENDA.
- SINGLE GLAZED LOW E GLASS SHOWN ON PLAN.

| LEGEND | |
|-------------------------------|--|
| 230w CAVITY 2c FACE BWK | |
| 250w CAVITY 1c FACE BWK | |
| 230 CAVITY MAIN RENDER BWK | |
| CONTRAST RENDER BWK | |

City of Nedlands
Received
30 August 2021



FIRST FLOOR PLAN
SCALE 1:100



| ROOF AREAS FIRST | | |
|------------------------------------|------------|-----------|
| ROOF AREA - UPPER [m2 ON THE FLAT] | | 96.63 |
| AREAS - UPPER | | |
| | PERIM. (m) | AREA (m²) |
| HOUSE (FIRST) | 39.68 | 75.82 |
| | | 75.82 m² |

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terracewa.com.au

| REVISION | VO # | DRN | DATE | CHK |
|---------------|------|-----|----------|-----|
| AMENDS | WD 2 | LO | 09.12.20 | LO |
| AMENDS | WD 3 | MH | 29.12.20 | MH |
| AMENDS | WD 4 | LO | 13.05.21 | LO |
| SHIRE AMENDS | WD 5 | DV | 07.07.21 | DV |
| PRESTART | WD 6 | STN | 30.07.21 | DV |
| SHIRE AMEND S | WD 7 | DV | 17.08.21 | DV |
| AMENDS | WD 8 | DV | 19.08.21 | DV |
| AMENDS | WD 9 | DV | 23.08.21 | DV |

Sub-contractors to verify all dimensions on site.

CLIENT: _____
DATE: _____
CLIENT: _____
DATE: _____
BUILDER: _____
DATE: _____

CLIENT: NG
ADDRESS: LOT 1 OF LOT 219 (#31) ROBINSON STREET, NEDLANDS

CUSTOM

LUXURY SPECS 2c FACEBRICK
MODEL N° 90002 DATE 23.08.21
MAP REF. WIND RATING
COASTAL CATEGORY ENGINEERS DETAIL
JOB N° 94253 SHEET N° 2 OF 11

City of Nedlands
Received
30 August 2021

ELEVATION NOTES:

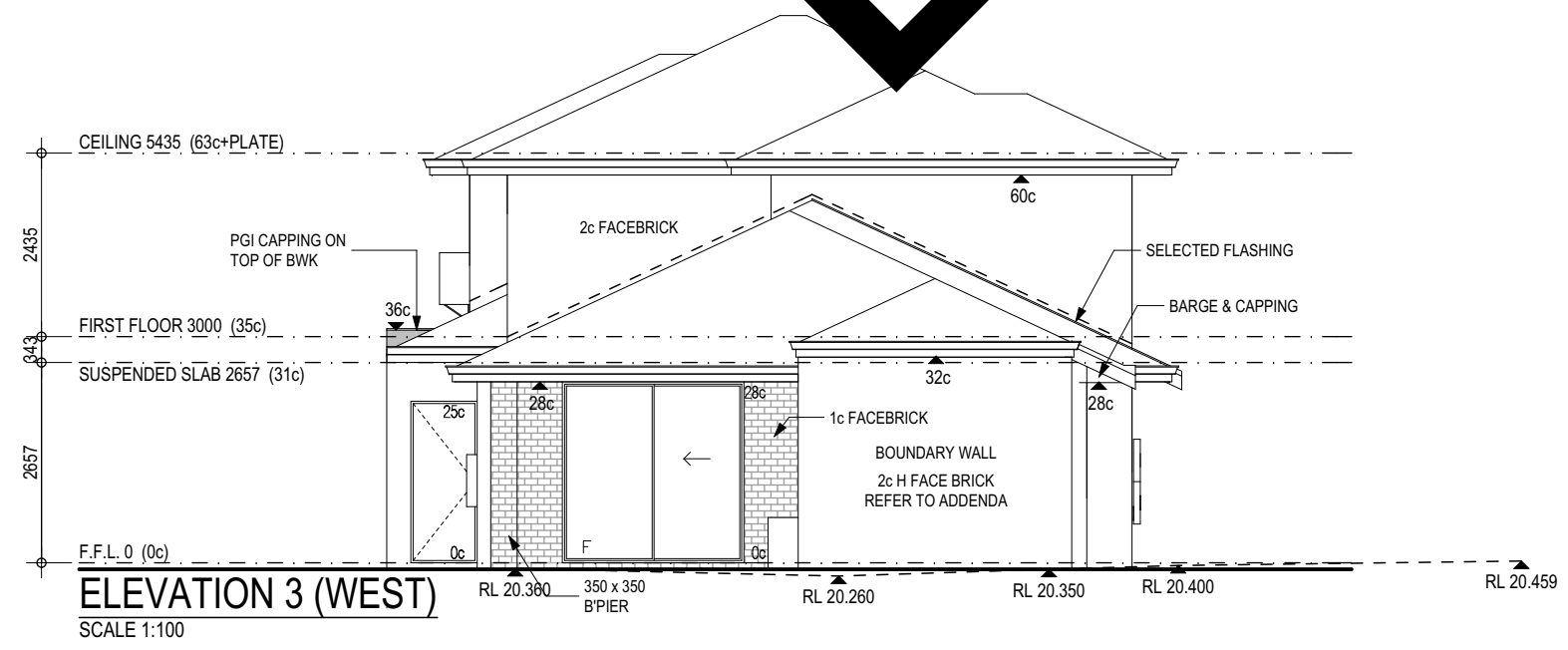
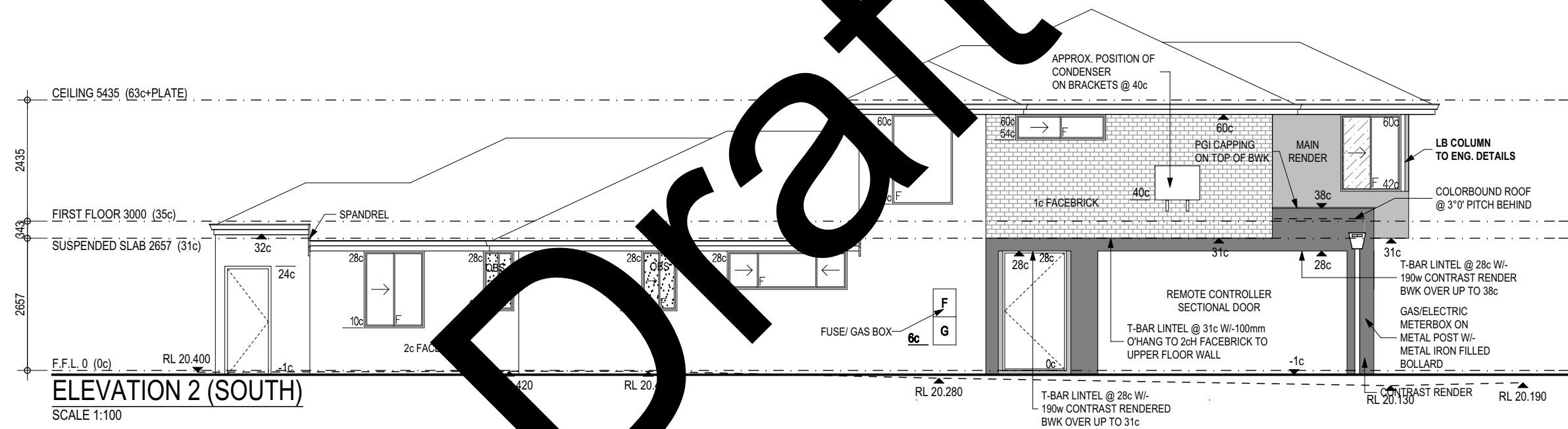
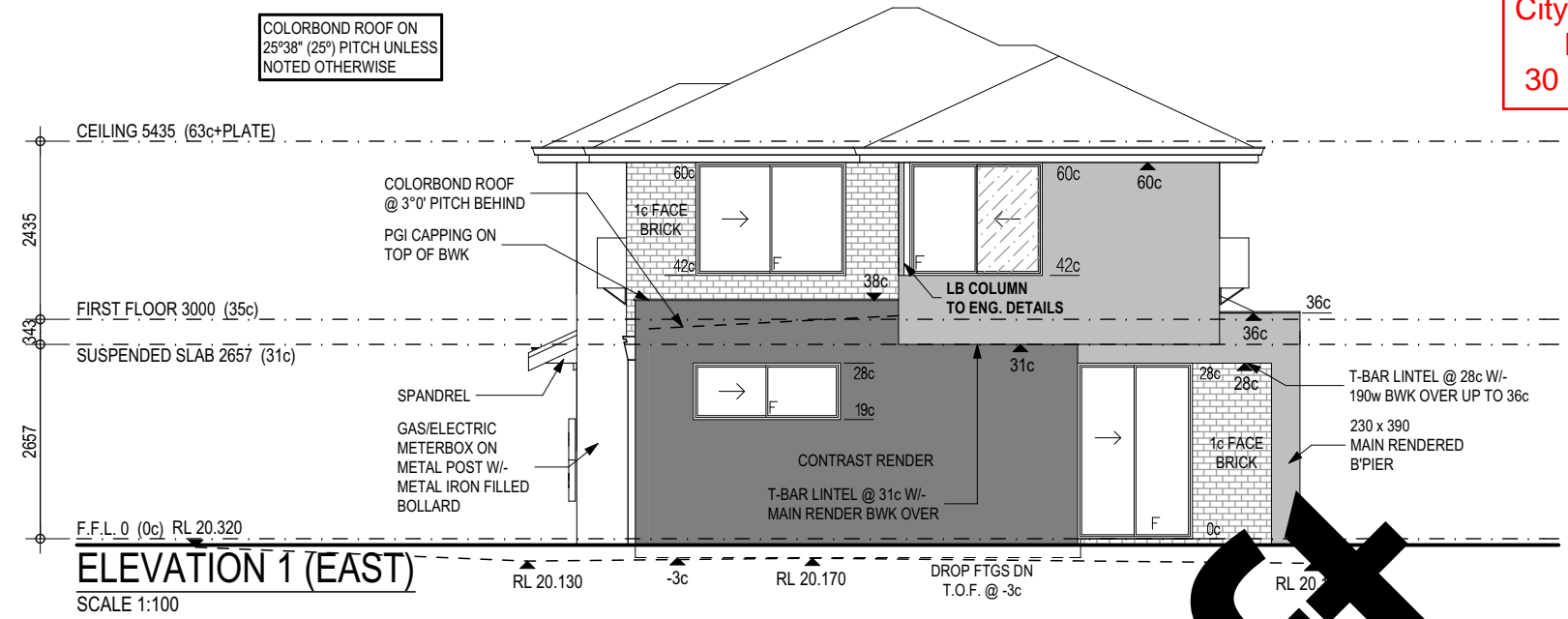
- CONVENTIONAL ROOF FRAME APPLIES.
- ROOF TIE DOWN/FIXING STRAPS TO COMPLY WITH AS 3700 OR AS 4773 OR AS PER ENGINEER'S DETAIL.
- GLAZING DESIGNED AND CONSTRUCTED IN ACCORDANCE TO AS1288 AND AS2047.
- ALL SUB-CONTRACTORS TO CHECK DIMENSIONS & NOTES PRIOR TO INITIATING WORKS. ANY DISCREPANCIES TO BE NOTIFIED TO THE SITE SUPERVISOR WITHOUT DELAY.
- ALL DIMENSIONS TO BRICKWORK.
- RESTRICTED OPENING AS PER NCC 3.9.2.6 & 3.9.2.7

WINDOW SUPPLIER NOTE:

- GLAZING DESIGNED AND CONSTRUCTED AND CONSTRUCTED IN ACCORDANCE TO AS1288 AND AS2047.

LEGEND:

| | |
|--------------------------------------|--|
| 1c FACE BRICK | |
| MAIN RENDER: | |
| CONTRAST RENDER: | |
| RESTRICTED OPENING: SHOWN HATCHED | |
| OBSCURED GLAZING: | |



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Tel: (08) 6461 5340

| REVISION | VO # | DRN | DATE | CHK |
|--------------|------|-----|----------|-----|
| AMENDS | WD 2 | LO | 09.12.20 | LO |
| AMENDS | WD 3 | MH | 29.12.20 | MH |
| AMENDS | WD 4 | LO | 13.05.21 | LO |
| SHIRE AMENDS | WD 5 | DV | 07.07.21 | DV |
| SHIRE AMENDS | WD 6 | STN | 30.07.21 | DV |
| SHIRE AMENDS | WD 7 | DV | 17.08.21 | DV |
| AMENDS | WD 8 | DV | 19.08.21 | DV |
| AMENDS | WD 9 | DV | 23.08.21 | DV |

| | |
|----------|----|
| CLIENT: | NG |
| DATE: | |
| CLIENT: | |
| DATE: | |
| BUILDER: | |
| DATE: | |

CLIENT: NG
ADDRESS: LOT 1 OF LOT 219 (#31) ROBINSON STREET, NEDLANDS

| | | | |
|------------------|---------------|------------------|----------|
| JOB N° | 94253 | SHEET N° | 3 OF 11 |
| LUXURY SPECS | 2c FACE BRICK | DATE | 23.08.21 |
| MODEL N° | 90002 | WIND RATING | |
| COASTAL CATEGORY | | ENGINEERS DETAIL | |

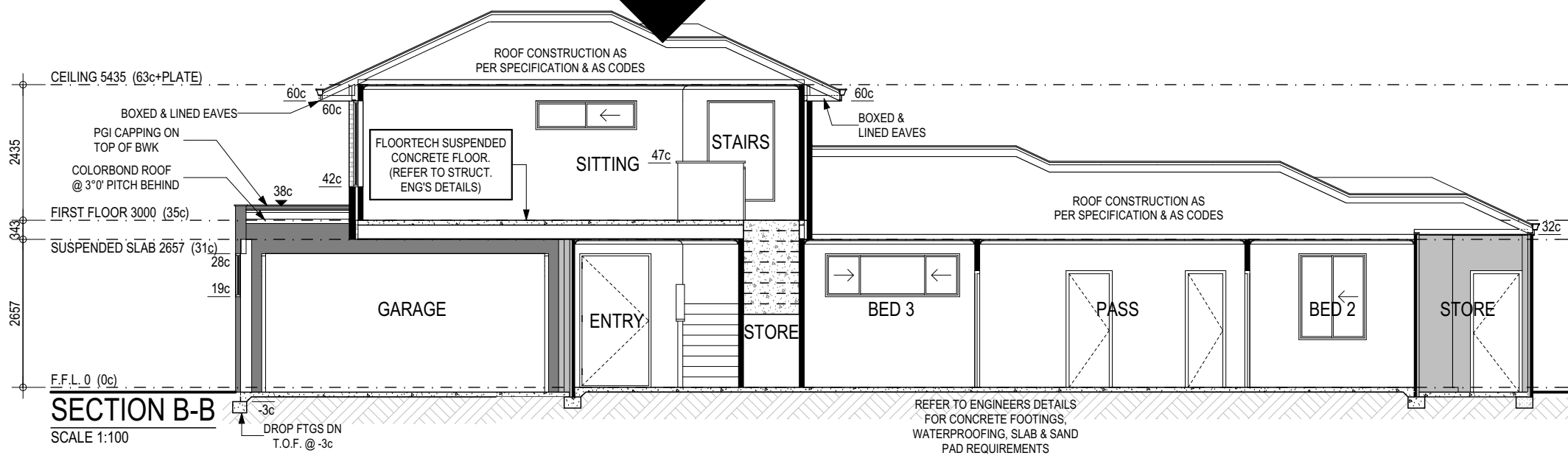
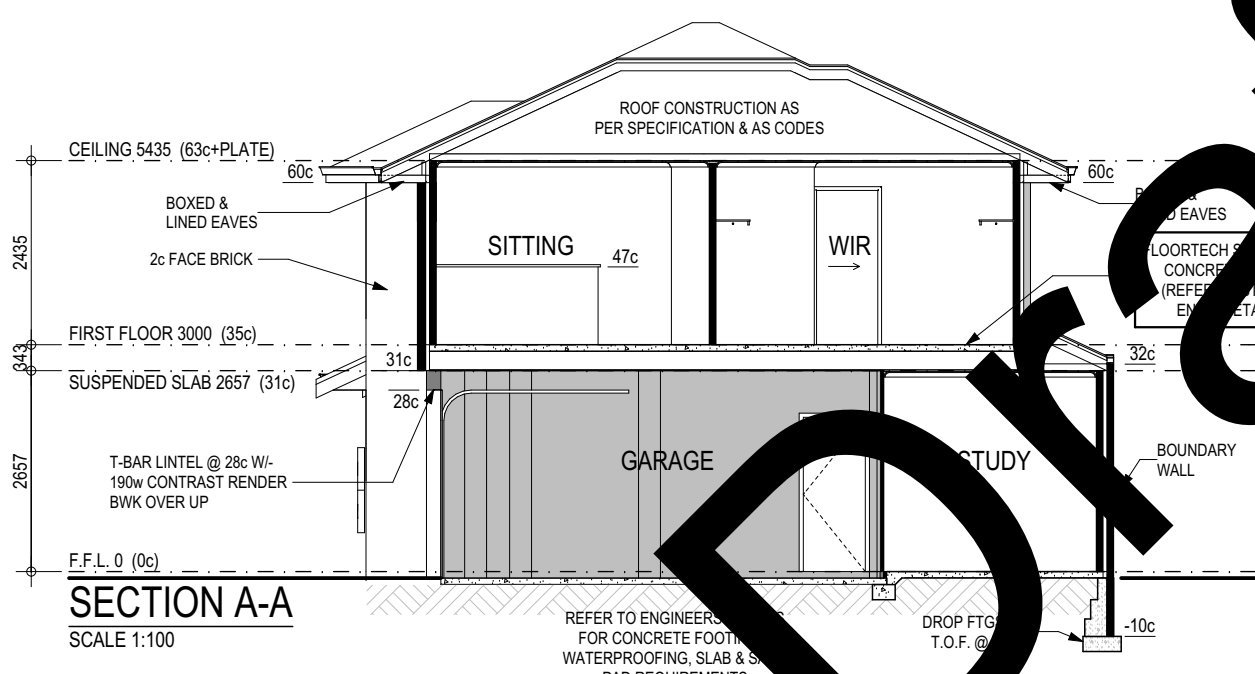
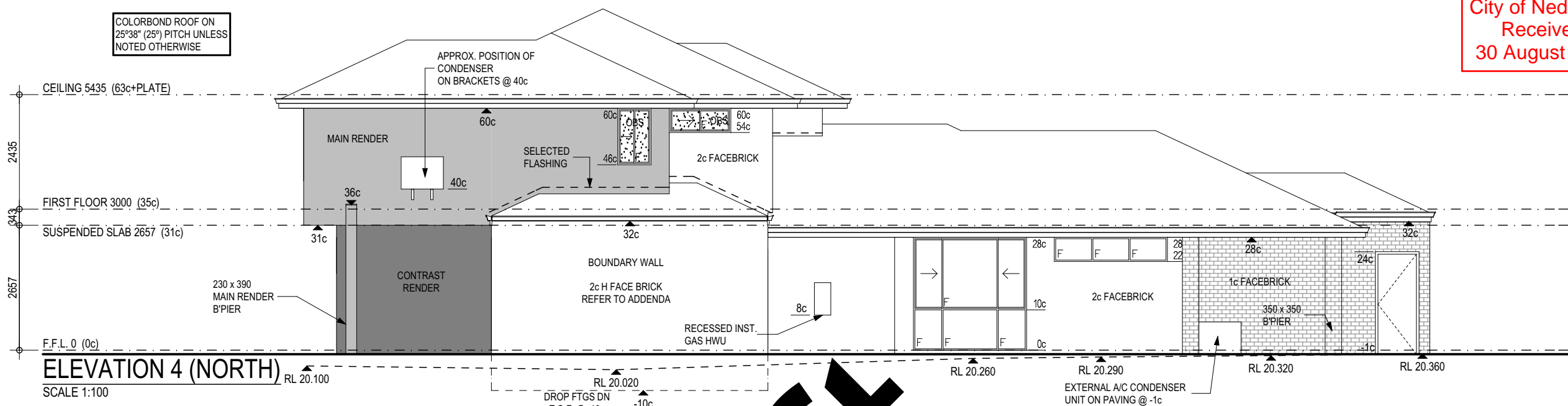
DOCNO:34253_A3DRAWINGS

Sub-contractors to verify all dimensions on site.

ORIGINAL

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City of Nedlands
Received
30 August 2021



LEGEND:

| | |
|-----------------------------------|--|
| 1c FACE BRICK | |
| MAIN RENDER | |
| CONTRAST RENDER | |
| RESTRICTED OPENING: SHOWN HATCHED | |
| OBSCURED GLAZING: | |

ELEVATION NOTES:

- CONVENTIONAL ROOF FRAME APPLIES.
- ROOF TIE DOWN/FIXING STRAPS TO COMPLY WITH AS 3700 OR AS 4773 OR AS PER ENGINEER'S DETAIL.
- GLAZING DESIGNED AND CONSTRUCTED IN ACCORDANCE TO AS1288 AND AS2047.
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- ALL DIMENSIONS TO BRICKWORK.
- RESTRICTED OPENING AS PER NCC 3.9.2.6 & 3.9.2.7

WINDOW SUPPLIER NOTE:

- GLAZING DESIGNED AND CONSTRUCTED AND CONSTRUCTED IN ACCORDANCE TO AS1288 AND AS2047.

TERRACE

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terracewa.com.au
Tel: (08) 6461 5340

| REVISION | VO # | DRN | DATE | CHK |
|--------------|------|-----|----------|-----|
| AMENDS | WD 2 | LO | 09.12.20 | LO |
| AMENDS | WD 3 | MH | 29.12.20 | MH |
| AMENDS | WD 4 | LO | 13.05.21 | LO |
| SHIRE AMENDS | WD 5 | DV | 07.07.21 | DV |
| SHIRE AMENDS | WD 6 | STN | 30.07.21 | DV |
| SHIRE AMENDS | WD 7 | DV | 17.08.21 | DV |
| AMENDS | WD 8 | DV | 19.08.21 | DV |
| AMENDS | WD 9 | DV | 23.08.21 | DV |

CLIENT: NG
DATE: 23.08.21
CLIENT: NG
DATE: 23.08.21
BUILDER: NEDLANDS

CLIENT: NG
ADDRESS: LOT 1 OF LOT 219 (#31) ROBINSON STREET, NEDLANDS

| | | | |
|-------------------|-------------|------------------|----------|
| JOB N° | 94253 | SHEET N° | 4 OF 11 |
| LUXURY SPECS | MODEL N° | DATE | 23.08.21 |
| CONSTANT CATEGORY | WIND RATING | ENGINEERS DETAIL | |

DOCNO: 94253_A3 DRAWINGS ORIGINAL
 Sub-contractors to verify all dimensions on site.
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GENERAL NOTES:

- THE HOME OWNER IS SOLELY RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL FUTURE WORKS AND ANY EFFECT IT SHALL HAVE ON THE EXISTING STRUCTURE.
- ALL DIMENSIONS SHOWN ON FLOOR PLAN ARE NOMINAL DIMENSIONS ONLY WHICH DO NOT ALLOW FOR WALL LINING THICKNESS OR CORNER BEADING.
- PLANS TO BE READ IN CONJUNCTION WITH ENGINEERS DETAILS.
- FLOOR WASTE, CEILING VENT & MANHOLE LOCATIONS ARE SUBJECT TO CHANGE AT THE BUILDER'S DISCRETION.
- THE BUILDER RESERVES THE RIGHT TO ADJUST WINDOW AND SLIDING DOOR SIZES, INTERNAL ROOM SIZES, AND O'ALL LENGTH AND WIDTH OF DWELLING, WHICH MAY RESULT IN A CHANGE IN THE O'ALL HOUSE AREA FROM THE ORIGINAL STANDARD HOUSE PLAN.
- DO NOT SCALE FROM THIS DRAWING. ALL SUB-CONTRACTORS TO CHECK DIMENSIONS AND NOTES PRIOR TO INITIATING WORKS. ANY DISCREPANCIES TO BE NOTIFIED TO THE SITE SUPERVISOR WITHOUT DELAY.

TRADES/ SUPPLIERS/ SUPERVISORS NOTE:

- FOR TYPICAL TERRACE CONSTRUCTION DETAILS. REFER TO SEPARATE DETAILS DOCUMENT. CONTACT BUILDING SUPERVISOR IF REQUIRED.
- FOR NON-STANDARD TERRACE CONSTRUCTION DETAILS REFER TO DETAIL PLANS.

RENDERER NOTES:

- RENDERED BRICKWORK EXTERNALLY UNLESS NOTED OTHERWISE. REFER TO ADDENDA.
- INSTALL PLASTIC BEAD TO FRONT ENTRY DOOR SILL WHEN RENDERED
- DO NOT COVER WEEP HOLES WITH RENDER
- RENDER TO EXTEND DOWN TO TOP OF FOOTING

SUSPENDED FLOOR NOTE:

- 4c SUSPENDED FLOOR SYSTEM TO S.E. DETAILS.

BRICKLAYER NOTES:

- 230w CAVITY BRICKWORK, THIRD BOND & RENDER FINISH EXTERNALLY AS SHOWN ON FLOOR PLAN & ELEVATIONS.
- WEEPHOLES AT MINIMUM 1200 CENTRES TO CAVITY BRICKWORK

ROOF CARPENTER NOTES:

- CONVENTIONAL TIMBER FRAMED ROOF APPLIES IN ACCORDANCE TO AS1684.
- ROOF FRAMING TO BE MINIMUM H2 TREATED TIMBER.

BOUNDARY WALL NOTE:

- FIRE SEPARATION TO NCC FIGURE 3.7.2.3 (c).

ROOF PLUMBER NOTES:

- DOWNPIPES TO BE LOCATED AS PER PLANS BUT MAY BE RELOCATED AT SUPERVISORS DISCRETION.
- GUTTER BRACKETS TO BE INSTALLED @ 1200mm MAX CENTRES
- GUTTERS & DOWNPIPES TO BE INSTALLED TO NCC 3.5.2 & AS 2179.1 (METAL) / AS 3740 (UPVC).

ROOF INSULATION NOTES:

- INSULATION TO ALL EXTERNAL BRICK CAVITY WALL.
- R4.0 CEILING INSULATION AS PER ADDENDA.

INTERNAL WALL NOTE:

- ALL INTERNAL WALLS TO BE DRYWALL LINING

CEILING FIXER NOTES:

- CEILING @ 31c TO GROUND FLOOR UNLESS NOTED OTHERWISE.

FIXING CARPENTER NOTES:

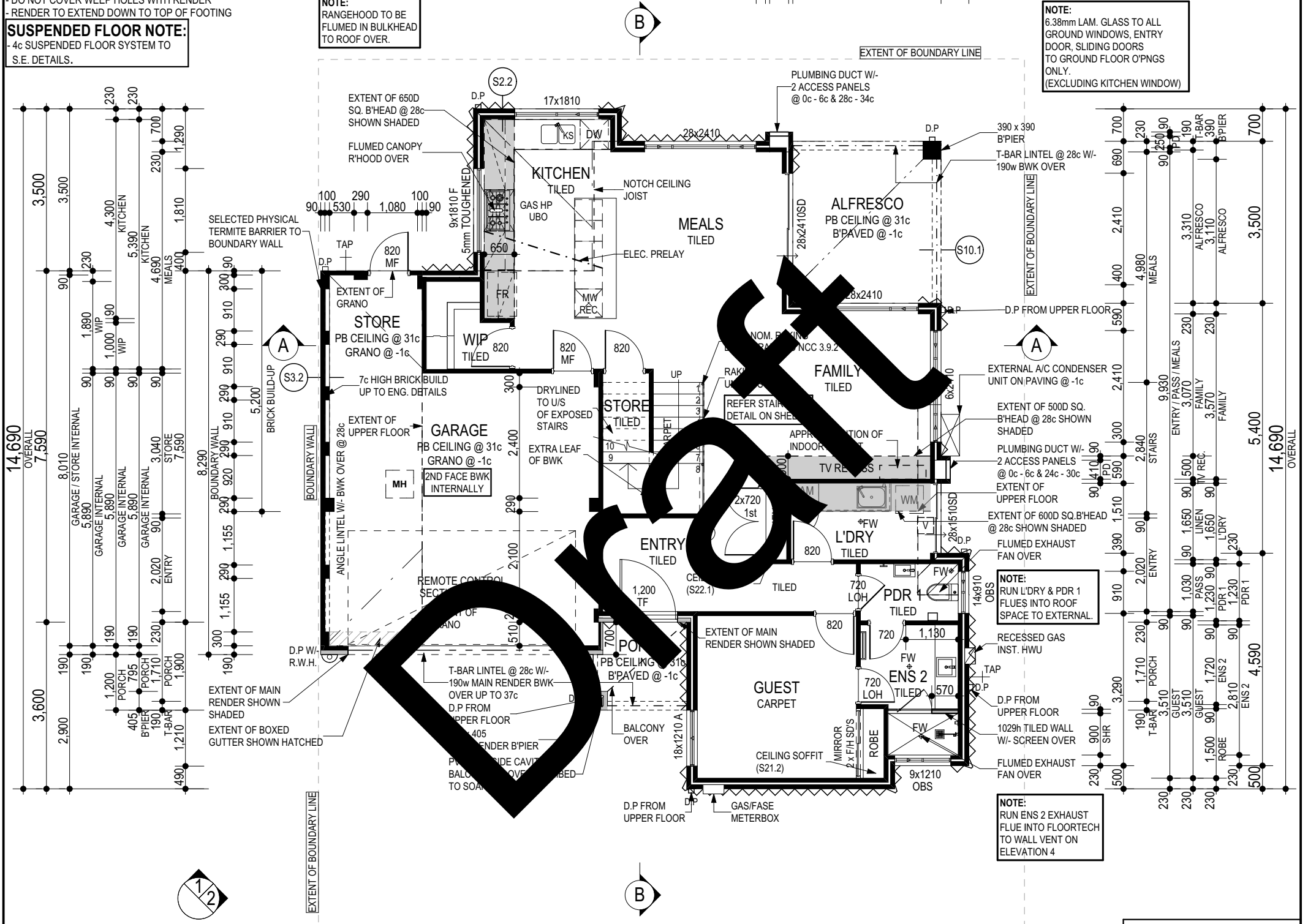
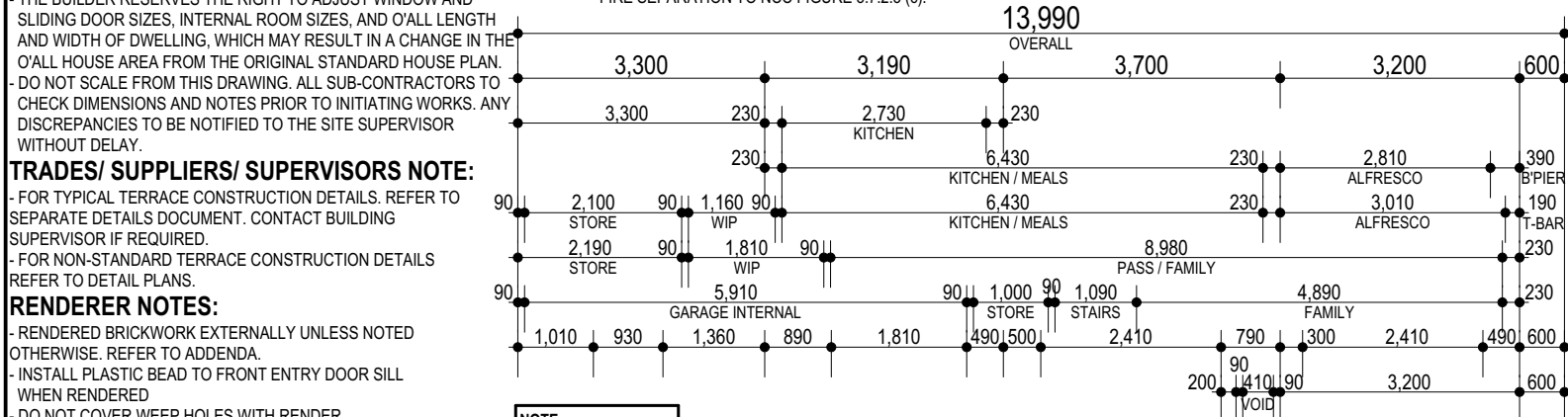
- 450D SHELF & RAIL @ 1700 HIGH TO ROBES UNLESS OTHERWISE NOTED.
- 4x450D SHELVES TO LINEN

N.C.C NOTES:

- ALL BALUSTRADE & HANDRAILS AS PER N.C.C (BCA VOL 2) CLAUSE 3.9.2.
- HARD WIRED, INTERCONNECTING SMOKE ALARMS AS PER N.C.C (BCA VOL 2) CLAUSE 3.7.5 AND AS 3786.
- CONDENSATION MANAGEMENT (PLIABLE BUILDING MEMBRANES - AS 4200, EXHAUST SYSTEMS & ROOF VENTILATION) TO BE AS PER NCC 3.8.7.

6 STAR NOTE:

- EXTENT OF CAVITY INSULATION. REFER TO ADDENDA.



GROUND FLOOR PLAN
SCALE 1:100

| ROOF AREAS GROUND | | |
|-------------------------------------|------------|------------------------|
| ROOF AREA - GROUND [m2 ON THE FLAT] | | 40.34 |
| AREAS - GROUND | | |
| | PERIM. (m) | AREA (m ²) |
| HOUSE (GROUND) | 53.78 | 106.05 |
| GARAGE/STORE | 28.76 | 41.38 |
| ALFRESCO | 13.40 | 11.20 |
| PORCH | 8.03 | 3.81 |
| | | 162.44 m ² |

City of Nedlands
Received
30 August 2021

TERRACE

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P.O. Box 131 Mt. Hawthorn WA 6915
Reg. Builder No. 6415 A.B.N. 54 009 063 076
terracewa.com.au

| REVISION | VO # | DRN | DATE | CHK |
|--------------|------|-----|----------|-----|
| AMENDS | WD 1 | RL | 26.11.20 | LO |
| AMENDS | WD 2 | MB | 21.05.21 | MB |
| AMENDS | WD 3 | LO | 24.05.21 | LO |
| SHIRE AMENDS | WD4 | DV | 07.07.21 | DV |
| SHIRE AMENDS | WD5 | DV | 16.08.21 | DV |
| PRESTART | WD6 | DV | 18.08.21 | DV |
| AMENDS | WD7 | DV | 19.08.21 | DV |
| AMENDS | WD8 | DV | 23.08.21 | DV |

CLIENT: NG & KUSOVAC

DATE:

CLIENT:

DATE:

BUILDER:

DATE:

CLIENT: NG & KUSOVAC

ADDRESS: STRATA LOT 2 OF LOT 219 (#31) ROBINSON STREET, NEDLANDS

CUSTOM

LUXURY SPECIFICATION 2c FACEBRICK

MODEL N° 90002 DATE 23.08.21

MAP REF. WIND RATING

COASTAL CATEGORY ENGINEERS DETAIL

JOB N° 94254 SHEET N° 1 OF 12

GENERAL NOTES:

- THE HOME OWNER IS SOLELY RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL FUTURE WORKS AND ANY EFFECT IT SHALL HAVE ON THE EXISTING STRUCTURE.
- ALL DIMENSIONS SHOWN ON FLOOR PLAN ARE NOMINAL DIMENSIONS ONLY WHICH DO NOT ALLOW FOR WALL LINING THICKNESS OR CORNER BEADING.
- PLANS TO BE READ IN CONJUNCTION WITH ENGINEERS DETAILS.
- FLOOR WASTE, CEILING VENT & MANHOLE LOCATIONS ARE SUBJECT TO CHANGE AT THE BUILDER'S DISCRETION.
- THE BUILDER RESERVES THE RIGHT TO ADJUST WINDOW AND SLIDING DOOR SIZES, INTERNAL ROOM SIZES, AND O'ALL LENGTH AND WIDTH OF DWELLING, WHICH MAY RESULT IN A CHANGE IN THE O'ALL HOUSE AREA FROM THE ORIGINAL STANDARD HOUSE PLAN.
- DO NOT SCALE FROM THIS DRAWING. ALL SUB-CONTRACTORS TO CHECK DIMENSIONS AND NOTES PRIOR TO INITIATING WORKS. ANY DISCREPANCIES TO BE NOTIFIED TO THE SITE SUPERVISOR WITHOUT DELAY.

TRADES/ SUPPLIERS/ SUPERVISORS NOTE:

- FOR TYPICAL TERRACE CONSTRUCTION DETAILS. REFER TO SEPARATE DETAILS DOCUMENT. CONTACT BUILDING SUPERVISOR IF REQUIRED.
- FOR NON-STANDARD TERRACE CONSTRUCTION DETAILS REFER TO DETAIL PLANS.

INTERNAL WALL NOTE:

- ALL INTERNAL WALLS TO BE DRYWALL LINING

RESTRICTED OPENING NOTE:

- RESTRICTED OPENING AS PER NCC 3.9.2.6 & 3.9.2.7

SUSPENDED FLOOR NOTE:

- 4c SUSPENDED FLOOR SYSTEM TO S.E. DETAILS.

BRICKLAYER NOTES:

- 230w CAVITY BRICKWORK, THIRD BOND & RENDER INTERNALLY AS SHOWN ON FLOOR PLAN & ELEVATIONS.
- WEEPHOLES AT MINIMUM 1200 CENTRES TO CAVITY BRICKWORK

RENDERER NOTES:

- RENDERED BRICKWORK EXTERNALLY UNLESS NOTED OTHERWISE. REFER TO ADDENDA.
- INSTALL PLASTIC BEAD TO FRONT ENTRY DOOR SILL WHEN RENDERED
- DO NOT COVER WEEP HOLES WITH RENDER
- RENDER TO EXTEND DOWN TO TOP OF FOOTING

BOUNDARY WALL NOTE:

- FIRE SEPARATION TO NCC FIGURE 3.7.2.3 (c).

ROOF PLUMBER NOTES:

- DOWNPIPES TO BE LOCATED AS PER PLANS BUT MAY BE RELOCATED AT SUPERVISORS DISCRETION.
- GUTTER BRACKETS TO BE INSTALLED @ 1200mm MAX CENTRES
- GUTTERS & DOWNPIPES TO BE INSTALLED TO NCC 3.5.2 & AS 2179.1 (METAL) / AS 3740 (UPVC).

ROOF INSULATION NOTES:

- INSULATION TO ALL EXTERNAL BRICK CAVITY WALL.
- R4.0 CEILING INSULATION AS PER ADDENDA.

ROOF CARPENTER NOTES:

- CONVENTIONAL TIMBER FRAMED ROOF APPLIES IN ACCORDANCE TO AS1684.
- ROOF FRAMING TO BE MINIMUM H2 TREATED TIMBER.

FIXING CARPENTER NOTES:

- 450D SHELF & RAIL @ 1700 HIGH TO ROBE UNLESS OTHERWISE NOTED.
- 4x450D SHELVES TO LINEN
- PROVIDE MID-SHELF SUPPORT WHERE NOTED "MSS" TO ANY SHELF OVER 2.4M LONG.

N.C.C NOTES:

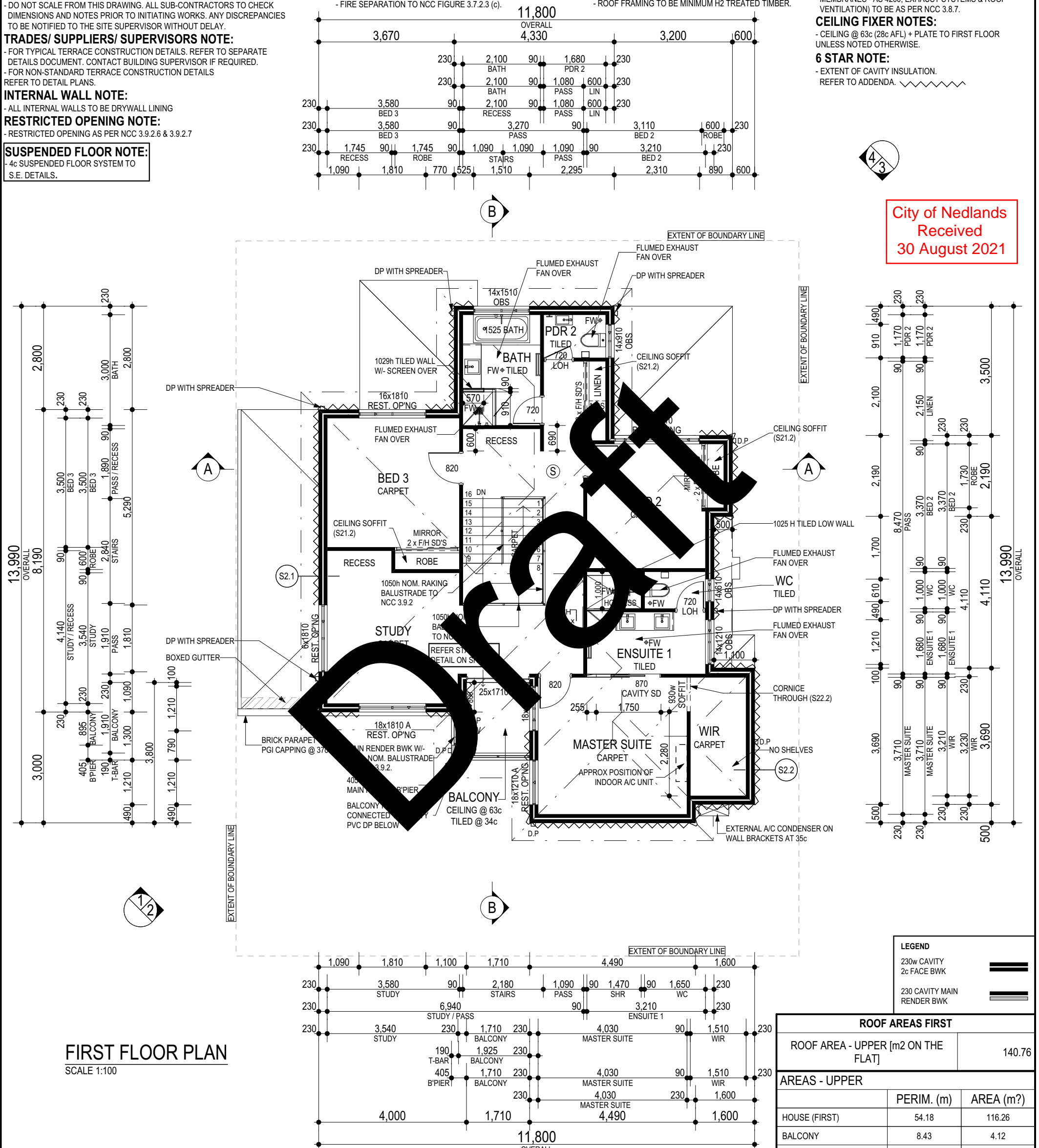
- ALL BALUSTRADE & HANDRAILS AS PER N.C.C (BCA VOL 2) CLAUSE 3.9.2.
- (S) HARD WIRED, INTERCONNECTING SMOKE ALARMS AS PER N.C.C (BCA VOL 2) CLAUSE 3.7.5 AND AS 3786.
- CONDENSATION MANAGEMENT (PLIABLE BUILDING MEMBRANES - AS 4200, EXHAUST SYSTEMS & ROOF VENTILATION) TO BE AS PER NCC 3.8.7.

CEILING FIXER NOTES:

- CEILING @ 63c (28c AFL) + PLATE TO FIRST FLOOR UNLESS NOTED OTHERWISE.

6 STAR NOTE:

- EXTENT OF CAVITY INSULATION. REFER TO ADDENDA.



City of Nedlands
Received
30 August 2021

FIRST FLOOR PLAN

SCALE 1:100

LEGEND

| | |
|----------------------------|--|
| 230w CAVITY | |
| 2c FACE BWK | |
| 230 CAVITY MAIN RENDER BWK | |

| ROOF AREAS FIRST | | |
|------------------------------------|------------|------------------------|
| ROOF AREA - UPPER [m2 ON THE FLAT] | PERIM. (m) | AREA (m ²) |
| 140.76 | | |
| AREAS - UPPER | | |
| HOUSE (FIRST) | 54.18 | 116.26 |
| BALCONY | 8.43 | 4.12 |
| | | 120.38 m ² |

TERRACE

Level 8, 67 Walters Drive, Osborne Park WA 6017
Tel: (08) 6461 5340
P.O. Box 131 Mt. Hawthorn WA 6915
Reg. Builder No. 6415 A.B.N. 54 009 063 076
terracewa.com.au

| REVISION | VO # | DRN | DATE | CHK |
|--------------|------|-----|----------|-----|
| AMENDS | WD 1 | RL | 26.11.20 | LO |
| AMENDS | WD 2 | MB | 21.05.21 | MB |
| AMENDS | WD 3 | LO | 24.05.21 | LO |
| SHIRE AMENDS | WD4 | DV | 07.07.21 | DV |
| SHIRE AMENDS | WD5 | DV | 16.08.21 | DV |
| PRESTART | WD6 | DV | 18.08.21 | DV |
| AMENDS | WD7 | DV | 19.08.21 | DV |
| AMENDS | WD8 | DV | 23.08.21 | DV |

Sub-contractors to verify all dimensions on site.

CLIENT: NG & KUSOVAC

DATE:

CLIENT:

DATE:

BUILDER:

DATE:

CLIENT: NG & KUSOVAC

ADDRESS: STRATA LOT 2 OF LOT 219 (#31) ROBINSON STREET, NEDLANDS

CUSTOM

LUXURY SPECIFICATION 2c FACEBRICK

| | |
|------------------|------------------|
| MODEL N° | DATE |
| 90002 | 23.08.21 |
| MAP REF. | WIND RATING |
| COASTAL CATEGORY | ENGINEERS DETAIL |
| JOB N° | SHEET N° |
| 94254 | 2 OF 12 |

City of Nedlands
Received
30 August 2021

LEGEND:

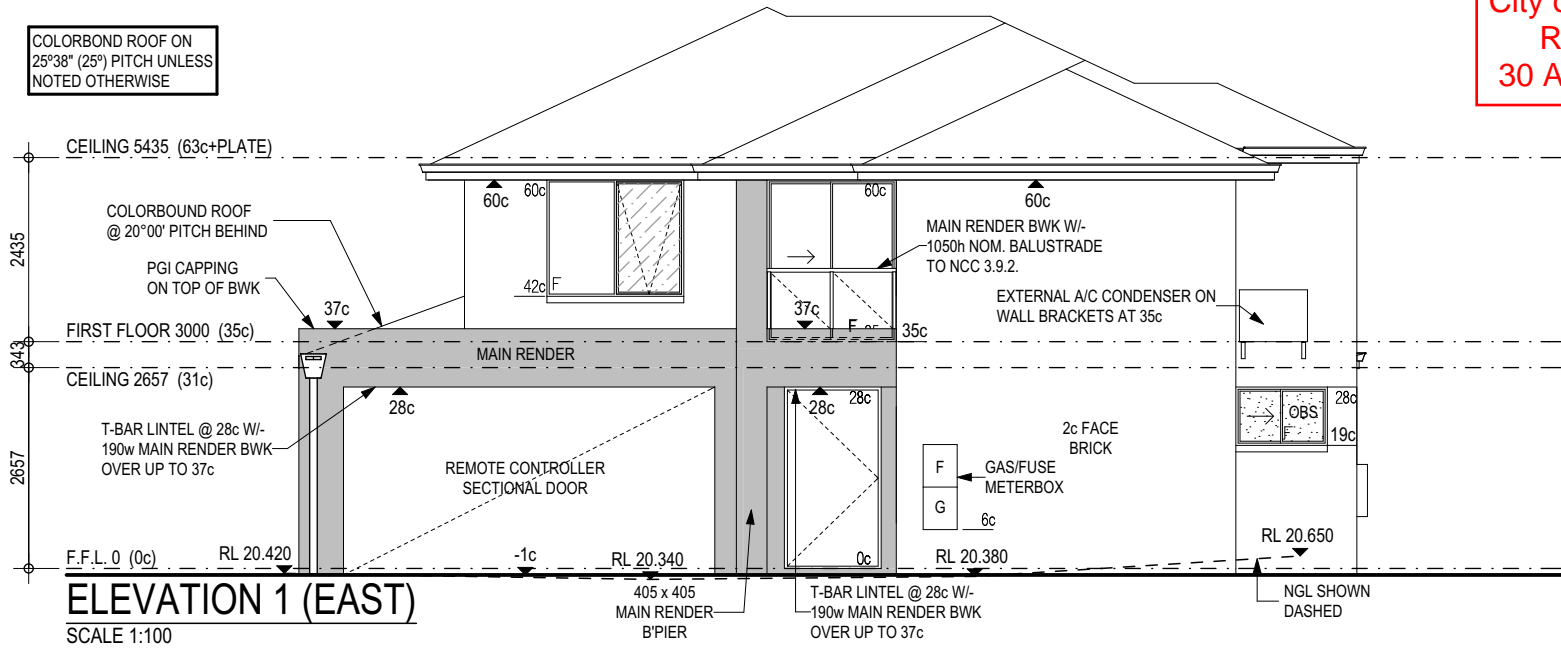
| | |
|--|--|
| MAIN RENDER: | |
| RESTRICTED OPENING: AS PER NCC 3.9.2.6 & 3.9.2.7 SHOWN HATCHED | |
| OBSCURED GLAZING: | |

ELEVATION NOTES:

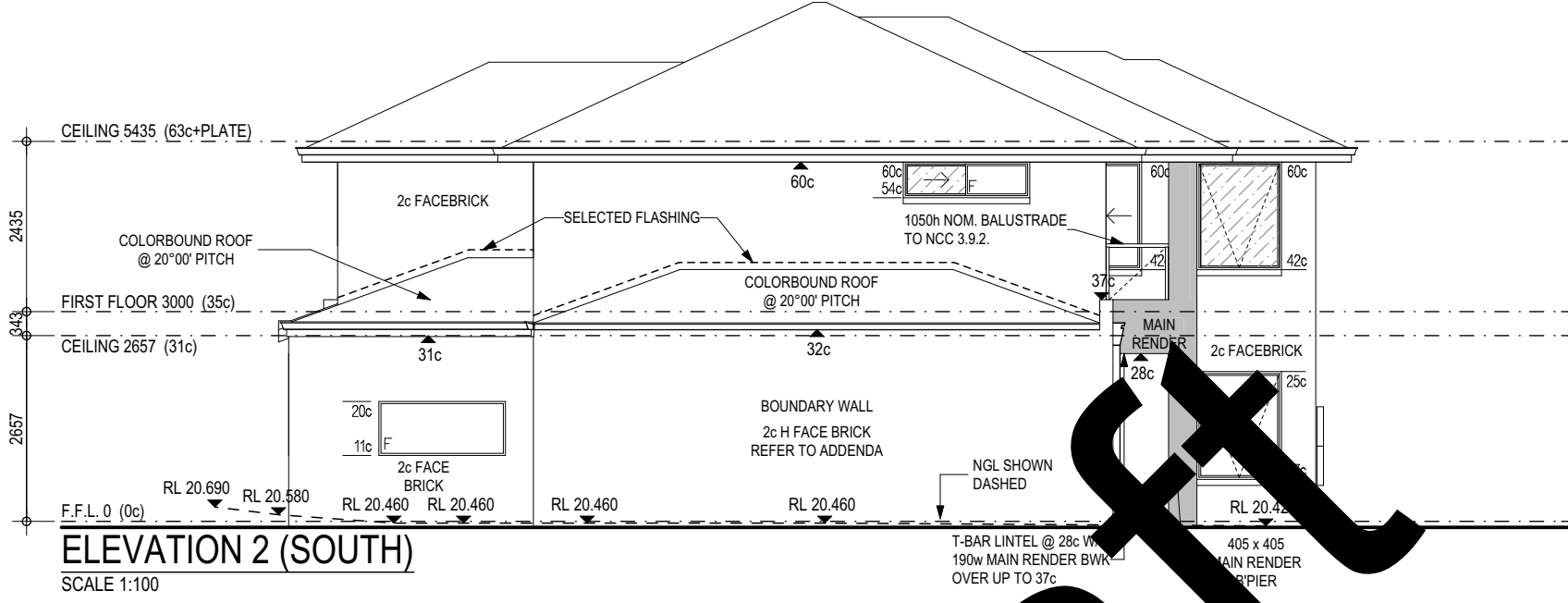
- CONVENTIONAL ROOF FRAME APPLIES.
- ROOF TIE DOWN/FIXING STRAPS TO COMPLY WITH AS 3700 OR AS 4773 OR AS PER ENGINEER'S DETAIL.
- GLAZING DESIGNED AND CONSTRUCTED IN ACCORDANCE TO AS1288 AND AS2047.
- ALL SUB-CONTRACTORS TO CHECK DIMENSIONS & NOTES PRIOR TO INITIATING WORKS. ANY DISCREPANCIES TO BE NOTIFIED TO THE SITE SUPERVISOR WITHOUT DELAY.
- ALL DIMENSIONS TO BRICKWORK.
- RESTRICTED OPENING AS PER NCC 3.9.2.6 & 3.9.2.7

WINDOW SUPPLIER NOTE:

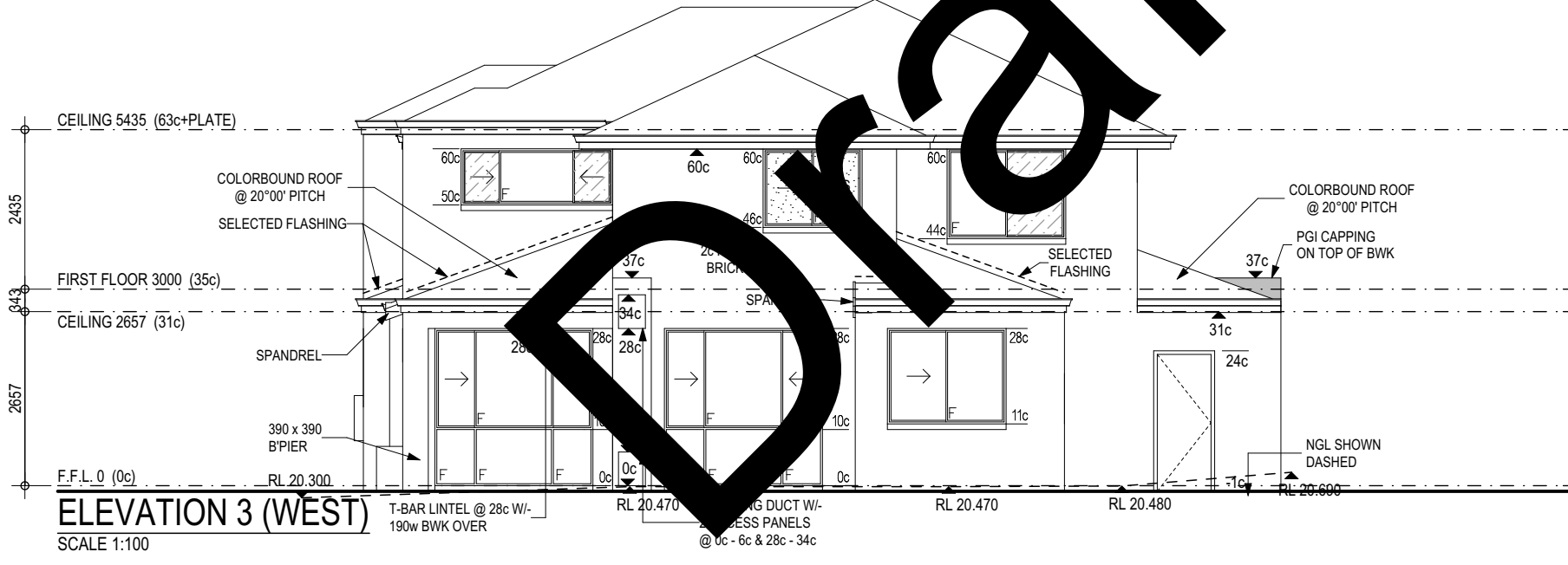
- GLAZING DESIGNED AND CONSTRUCTED AND CONSTRUCTED IN ACCORDANCE TO AS1288 AND AS2047.



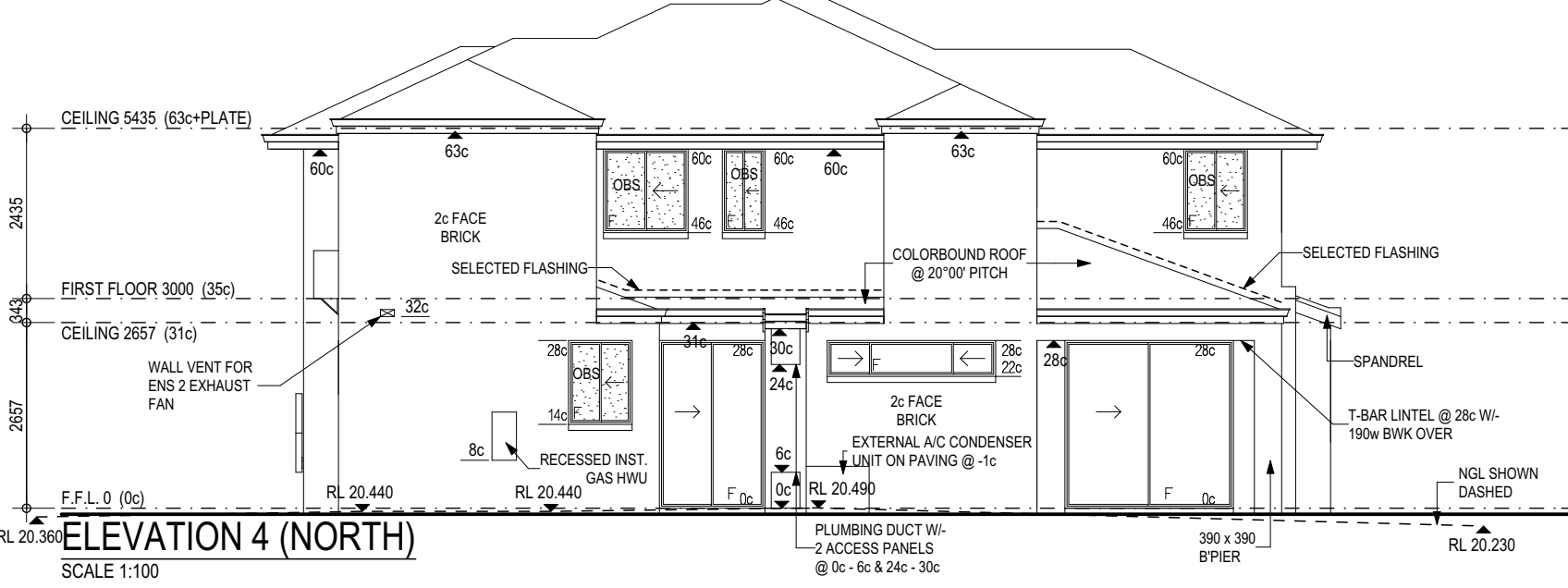
ELEVATION 1 (EAST)
SCALE 1:100



ELEVATION 2 (SOUTH)
SCALE 1:100



ELEVATION 3 (WEST)
SCALE 1:100



ELEVATION 4 (NORTH)
SCALE 1:100

TERRACE

Level 8, 67 Walters Drive, Osborne Park WA 6017
Tel: (08) 6461 5340
P.O. Box 131 Mt. Hawthorn WA 6915
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| AMENDS | WD7 | DV | 19.08.21 | DV |
| AMENDS | WD8 | DV | 23.08.21 | DV |

Sub-contractors to verify all dimensions on site.

CLIENT:

DATE:

CLIENT:

DATE:

BUILDER:

DATE:

CLIENT:
NG & KUSOVAC

ADDRESS:
**STRATA LOT 2 OF
LOT 219 (#31)
ROBINSON STREET,
NEDLANDS**

© COPYRIGHT

CUSTOM

| | |
|----------------------|------------------|
| LUXURY SPECIFICATION | 2c FACEBRICK |
| MODEL N° | DATE |
| 90002 | 23.08.21 |
| MAP REF. | WIND RATING |
| COASTAL CATEGORY | ENGINEERS DETAIL |
| JOB N° | SHEET N° |
| 94254 | 3 OF 12 |

| | |
|----------------|--|
| PD43.21 | Consideration of Street Tree Removal at 96 Webster Street, Nedlands |
|----------------|--|

| | |
|---|--|
| Committee | 7 December 2021 |
| Council | 14 December 2021 |
| Applicant | D Robinson |
| Landowner | G Thom & M Plunkett |
| Director | Tony Free – Director Planning & Development |
| Employee Disclosure under section 5.70 Local Government Act 1995 | <p>The author, reviewers and authoriser of this report declare they have no financial or impartiality interest with this matter.</p> <p>There is no financial or personal relationship between City staff and the proponents or their consultants.</p> <p>Whilst parties may be known to each other professionally, this relationship is consistent with the limitations placed on such relationships by the Codes of Conduct of the City and the Planning Institute of Australia.</p> |
| Report Type Quasi Judicial | When Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications and other decisions that may be appealable to the State Administrative Tribunal. |
| Reference | DA21/69231 |
| Previous Item | Nil |
| Delegation | The application may require a recommendation for refusal where discretion exists for Council to approve the variations under the City's Local Planning Scheme No. 3, policies and/or the Residential Design Codes. |
| Attachments | <ol style="list-style-type: none"> 1. Aerial Image 2. Streetscape Images 3. Existing Site Plan 4. Proposed Site Plan 5. Applicant Justification 6. Alternate Crossover Location |
| Confidential Attachments | Nil |

Executive Summary

The purpose of this report is for Council to consider the removal of four street trees located at 96 Webster Street, Nedlands.

A development application submitted to the City proposes a new single house on the site. Council is not required to consider the approval of the house itself at this stage. The application proposes a 5m crossover to Webster Street which requires the removal of four street trees.

The crossover location has requested as preference is to retain an existing Eucalypt tree, which sits inside the property boundary. The proposed crossover location is setback to maintain sightlines from the limestone pillars and landscaping to the south.

Council is requested to consider two options:

1. Approve the alternate crossover location (Attachment 6) and planting of an additional two trees; or
2. Approve the proposed crossover location (Attachment 4) and planting of an additional two trees.

It is recommended that Council choose option 1. This is recommended to ensure the Yellow Box tree is retained. All other trees to be removed are either in decline or pose a maintenance issue. Applying this option will result in a re-design of the garage to facilitate the modified crossover and driveway location.

Recommendation to Committee

Council:

1. **grants approval for the alternate location of the crossover (as annotated on Attachment 6); and**
2. **requires prior to occupation, the owner shall plant a minimum two (2) 500L trees located on the verge, in front of 96 Webster Street, Nedlands at the expense of the applicant and to the satisfaction of the City of Nedlands.**

Voting Requirement

Simple Majority.

Background

Locality Plan

The site is located 96 Webster Street, Nedlands, 110m north of the Melvista Park - Nedlands Golf Course. The site is located on the eastern side of Webster Street, Nedlands and has an existing two storey house. The lot is regular in shape and has a 20m frontage with a total area of 1,012m².

There is an existing mature Eucalypt tree north of the site, inside the property boundary. Outside the property boundary, there are four existing street trees:

- Tree 1 – Queensland Box (*Lophostemon connfertus*);
- Tree 2 – Kurrajong (*Brachychiton populneus*);
- Tree 3 – Yellow Box (*Eucalyptus melliodora*); and
- Tree 4 – Southern Mahogany (*Eucalyptus botryoides*)

These are shown in Attachments 2, 3 and 4.

Application Details

The application proposes a 5m crossover to Webster Street which requires the removal of four street trees as shown in Attachment 2. This is in order to accommodate a new double garage in this location. Attachment 3 illustrates the existing and proposed crossover location.

The purpose of this report is solely for Council to consider the crossover location removal of the street tree as it relates to the development.

Assessment of Statutory Provisions

Street Trees Council Policy

Administration can consider the removal of street trees in certain circumstances, as guided by the Street Trees Council Policy. This can include if the tree poses a hazard or if not considered reasonable to redesign or amend the development proposal to enable the retention of the street tree.

An assessment of the existing streets identify that:

- Tree 1 is in severe decline with low prospect of recovery, poor overall form and very low retention value;
- Tree 2 has a large canopy and due to its proximity to the neighbouring property can result in the release of seed pods;
- Tree 3 is sound in terms of structure and form and is in good condition generally and is likely to benefit from Trees 1,2 & 4 being removed; and
- Tree 4 species is very large at maturity. There is a risk of safety as it is prone to a 'sudden branch drop' and makes it unsuitable for the location;

On this basis, Administration considers that Trees 1, 2 & 4 could be removed and replaced, with Tree 3 to be retained. This would result in a modified crossover design which could be accommodated due to the lot's 20m frontage. This is shown in Attachment 6.

The Street Trees Council Policy guides that where a street tree is to be removed, it should be replaced by the replacement of a minimum 500L pot size tree at the expense of the applicant. The planting of an additional two street trees is recommended.

State Planning Policy

State Planning Policy 7.3 - Residential Design Codes – Volume 1

State Planning Policy 7.3 Residential Design Codes Volume 1 (R-Codes) apply to all single and grouped dwelling developments. An approval under the R-Codes can be obtained in one of two ways. This is by either meeting the deemed-to-comply provisions or via a design principle assessment pathway.

An assessment is sought under the design principles for the R-Codes for Vehicle Access. As required by the R-Codes, Council in assessing the proposal against the design principles, should not apply the corresponding deemed-to-comply provisions.

Clause 5.3.5 – Vehicle Access

The proposal, which involves either removing and replacing the existing street trees, is considered to meet the design principle as:

- The proposed crossover location is designed to be perpendicular to the street and is legible.

- The proposed crossover does not intersect with any pedestrian paths on the verge.
- The number of crossovers proposed on site is one. This is the minimum amount required and accordingly will have minimal impact on the streetscape.
- The proposal will replant the removed street trees to retain Webster Street's 'leafy green' character and local street amenity.

Options

In considering the above information, there are two options that can be pursued. These options are as follows:

1. Approve the alternate crossover location (Attachment 6) and planting of an additional two trees; or
2. Approve the proposed crossover location (Attachment 4) and planting of an additional two trees.

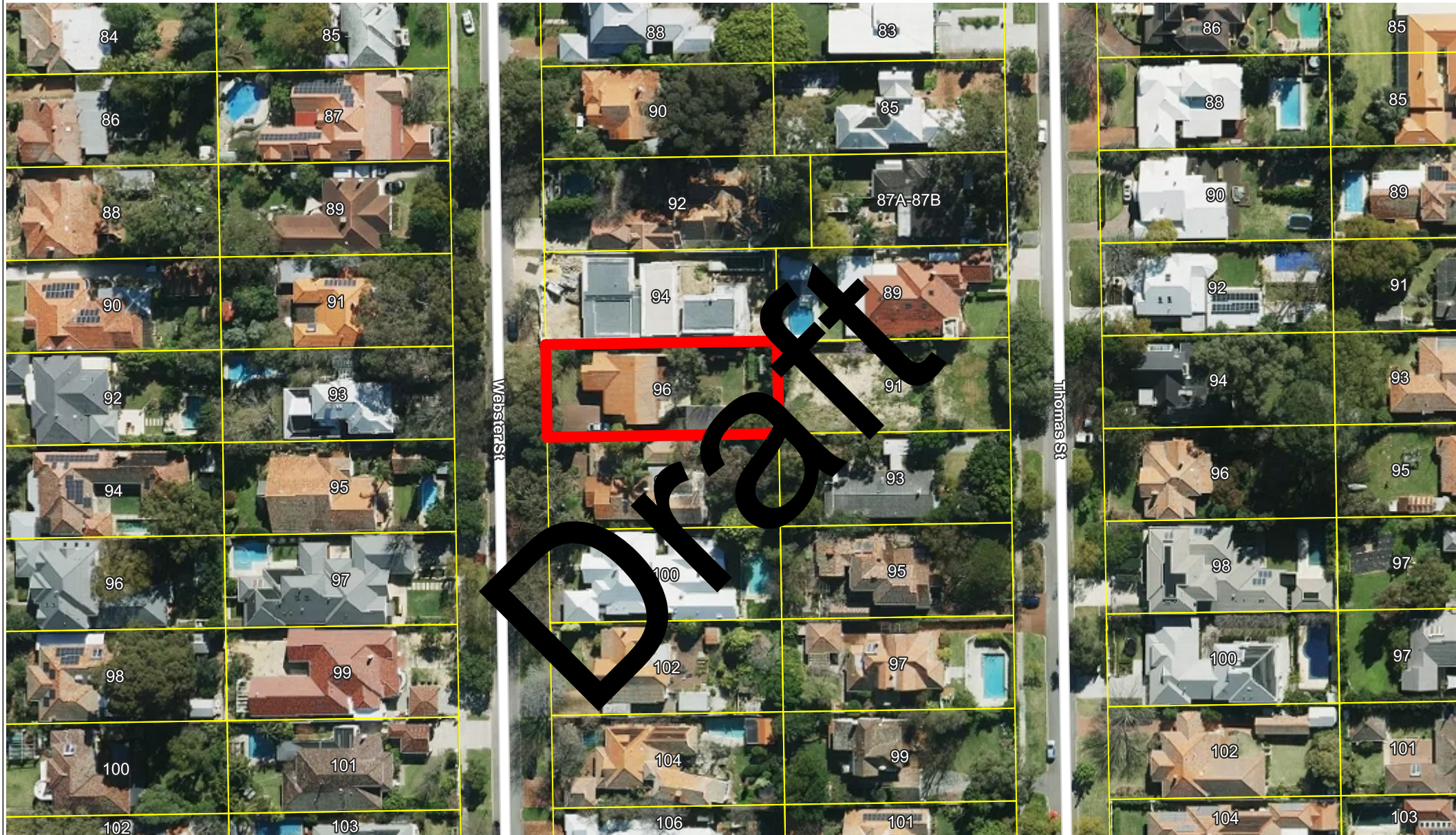
Conclusion

There are several things to consider regarding the removal of the street trees at the front of 96 Webster Street, Nedlands. These matters include the location of the existing crossover, the availability of other crossover locations and the value of the trees to the locality.

There are two options for Council consideration. Approving the proposed crossover location – this would result in the removal of all street trees, or, approving the alternate crossover location – this would result in the removal of 3 trees that are in decline and retain one healthy tree. In both options, Administration recommends the replanting of an additional two trees at the cost of the applicant.

Resolving not to support the removal of the street trees will result in the refusal of the development application or require a redesign of the vehicle access arrangements.

It is recommended that the three smaller street trees are removed and replaced at the applicant's cost, and the largest tree (Tree 3 - Yellow Box - *Eucalyptus melliodora*) is retained to the satisfaction of the City.



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

5/11/2021

1:1129





Tree removal supported by Administration

4

Tree recommended to be retained by Administration

3

Tree removal supported by Administration

2

Tree removal supported by Administration

1



Tree 1



Tree 2



Draft

Tree 3



Tree 4



Draft



Draft

COTTAGE & ENGINEERING SURVEYS

Licensed Surveyors ©

87-89 Guthrie Street, Osborne Park, Western Australia
Telephone: (08) 9446 7361 Facsimile: (08) 9445 2998
Email: perth@cottage.com.au Website: www.cottage.com.au

J/N: 454446 DATE: 03 May 19 SCALE: 1:200 DRAWN: B. Saliba

Builder : Riverstone Custom Homes
CLIENT : Thom
LOT 656 #96 Webster Street, Nedlands

OLD AREA

Plan 1747

| LEGEND | |
|--------|-----------------|
| | SEC Dome |
| | Power Pole |
| | Phone Pits |
| | Water Conn. |
| | Top Pillar/Post |
| | Top Wall |
| | Top Retaining |
| | Top Fence |

DISCLAIMER:
Lot boundaries drawn on survey are based on landgate plan only. Survey does not include title search and as such may not show easements or other interests not shown on plan. Title should be checked to verify all lot details and for any easements or other interests which may affect building on the property.

DISCLAIMER:
Survey does not include verification of cadastral boundaries. All features and levels shown are based on orientation to existing pegs and fences only which may not be on correct cadastral alignment. Any designs based or dependent on the location of existing features should have those features' location verified in relation to the true boundary.

DISCLAIMER:
Survey shows visible features only and will not show locations of underground pipes or conduits for internal or mains services. Verification of the location of all internal and mains services should be confirmed prior to finalisation of any design work.

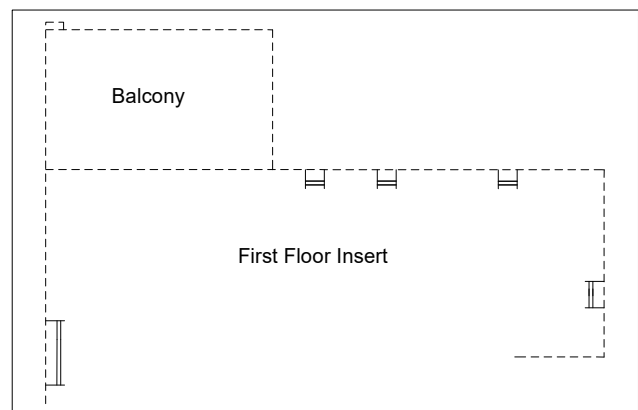
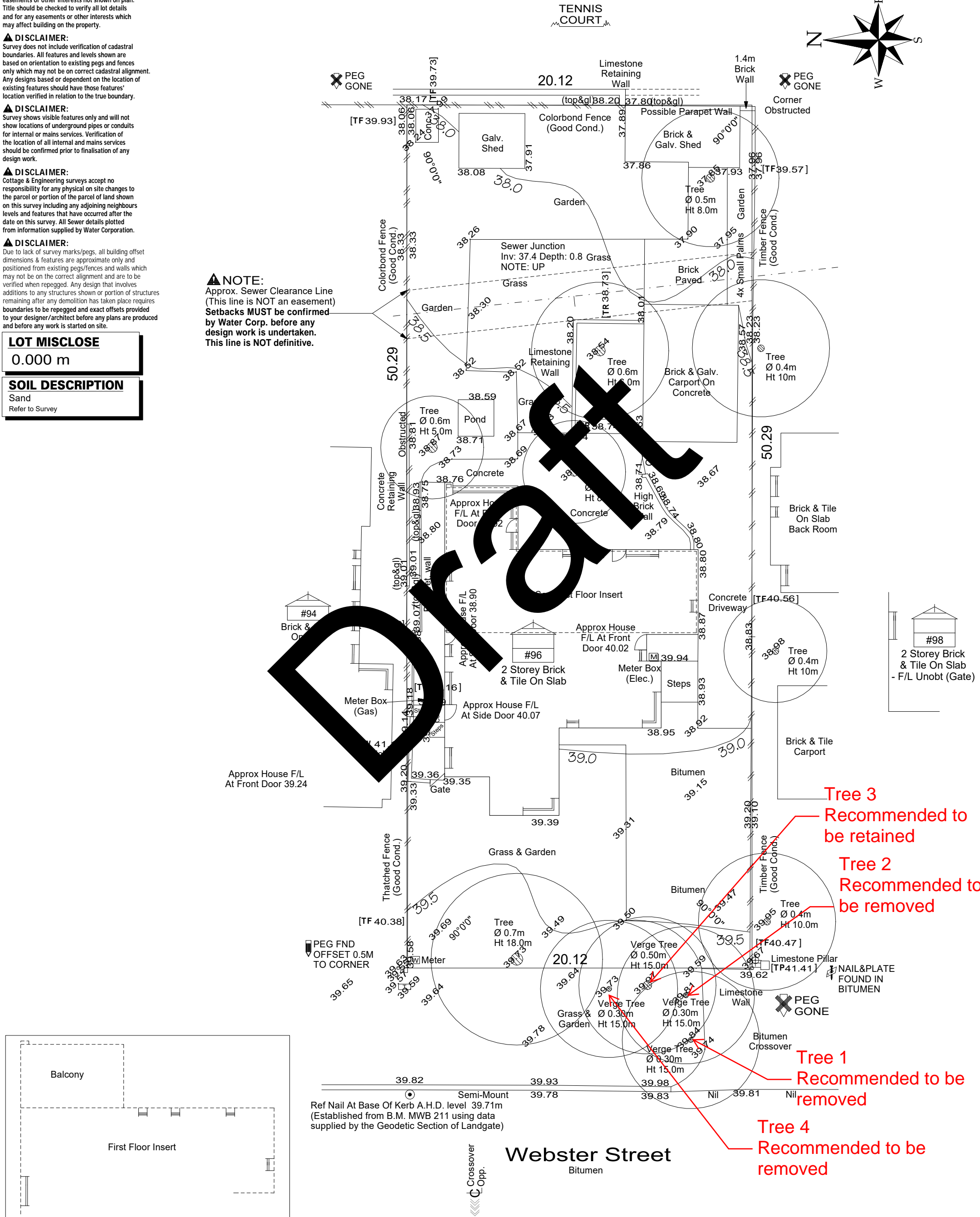
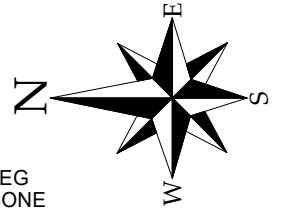
DISCLAIMER:
Cottage & Engineering surveys accept no responsibility for any physical on site changes to the parcel or portion of the parcel of land shown on this survey including any adjoining neighbours levels and features that have occurred after the date on this survey. All Sewer details plotted from information supplied by Water Corporation.

DISCLAIMER:
Due to lack of survey marks/pegs, all building offset dimensions & features are approximate only and positioned from existing pegs/fences and walls which may not be on the correct alignment and are to be verified when repegged. Any design that involves additions to any structures shown or portion of structures remaining after any demolition has taken place requires boundaries to be repegged and exact offsets provided to your designer/architect before any plans are produced and before any work is started on site.

NOTE:
Approx. Sewer Clearance Line (This line is NOT an easement) Setbacks MUST be confirmed by Water Corp. before any design work is undertaken. This line is NOT definitive.

LOT MISCLOSE
0.000 m

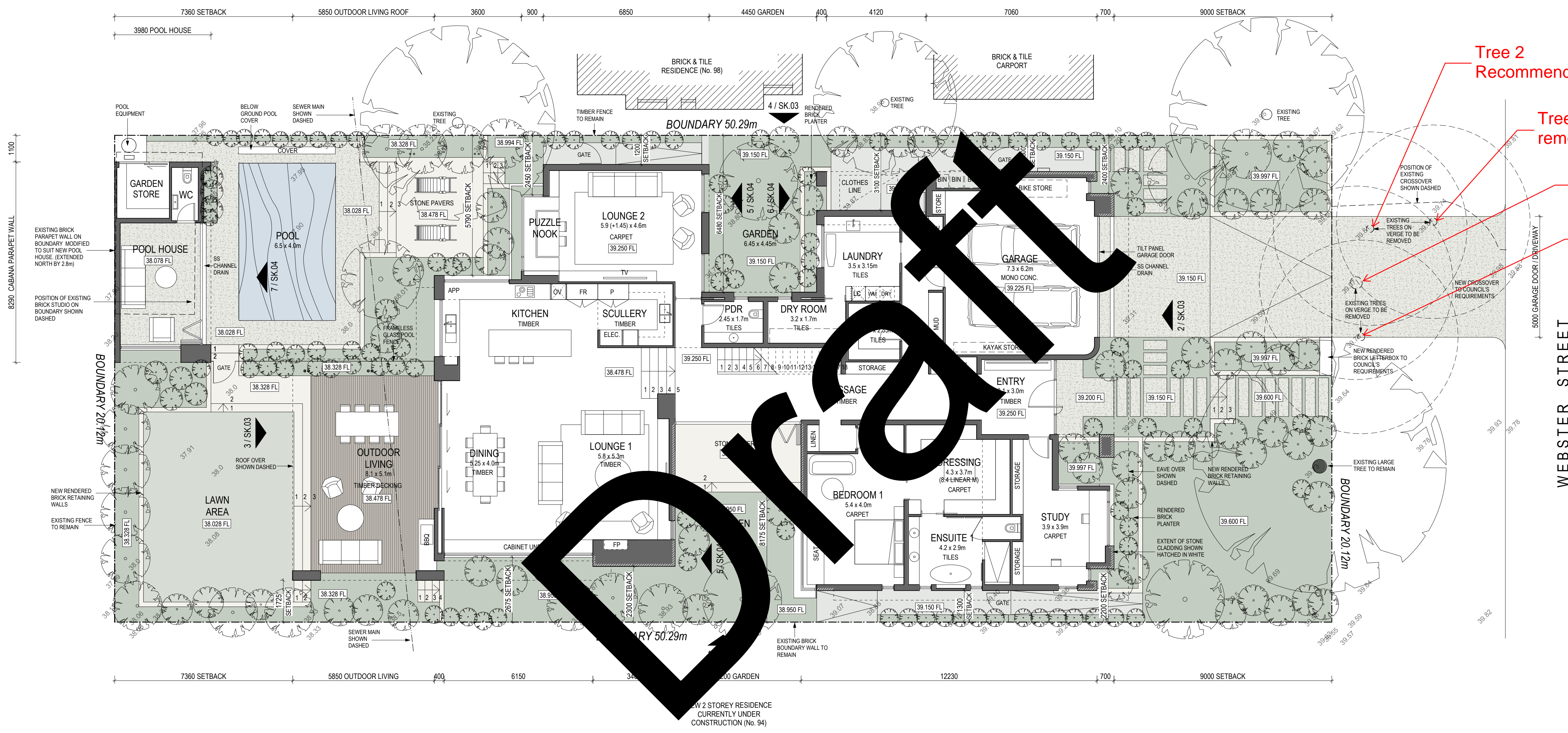
SOIL DESCRIPTION
Sand
Refer to Survey



- Tree 3 Recommended to be retained
- Tree 2 Recommended to be removed
- Tree 1 Recommended to be removed
- Tree 4 Recommended to be removed

Ref Nail At Base Of Kerb A.H.D. level 39.71m
(Established from B.M. MWB 211 using data supplied by the Geodetic Section of Landgate)

Webster Street
Bitumen



Tree 2
Recommended to be removed

Tree 1
Recommended to be removed

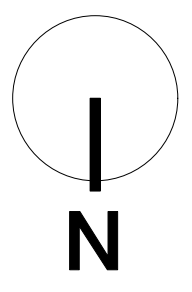
Tree 3
Recommended to be retained

Tree 4
Recommended to be removed

LEGEND

- 10.00 EXISTING LEVELS (C.O.S.)
- 10.000 FL NEW LEVELS
- LOT BOUNDARY
- GARDEN AREAS
- HARDWOOD TIMBER DECKING OILED FINISH
- TRAVERTINE PAVERS (NOM. 30mm THICK) ON CRUSHED GRANITE & SAND SUBSTRATE
- COLOURED MIX CONCRETE, WASHED AGGREGATE TO DRIVEWAY, HONED ELSEWHERE.
- CONCRETE PAVERS
- 150mm THICK RENDERED BRICK RETAINING WALLS WITH TRAVERTINE CAPPING (NOM. 20mm THICK)
- DRY STONE CLADDING (NOM. 50mm THICK)

PROPOSED GROUND FLOOR & SITE PLAN
SCALE 1:100



FLOOR AREA CALCULATIONS:

| | |
|------------------------------|---------------|
| INTERNAL GROUND FLOOR ROOMS: | 299 m2 |
| INTERNAL UPPER FLOOR ROOMS: | 172 m2 |
| GARAGE: | 45 m2 |
| POOL HOUSE & GARDEN STORE : | 24 m2 |
| OUTDOOR LIVING: | 42 m2 |
| TOTAL AREA: | 582 m2 |

PRELIMINARY - NOT FOR CONSTRUCTION
CHECK ALL DIMENSIONS ON SITE. DO NOT SCALE OFF DRAWINGS

| | | |
|------|----------|----------------------------------|
| REV: | DATE: | NOTE: |
| B | 30/09/21 | REVISED FOR DEVELOPMENT APPROVAL |
| A | 24/09/21 | ISSUED FOR DEVELOPMENT APPROVAL |

DOCUMENTATION BY:

son & son
son & son architects
142 Northwood Street, West Leederville, WA 6007
0423 103 414
office@sonandson.com.au

PROJECT: **PLUNKETT-THOM**
PROPOSED NEW HOUSE
96 WEBSTER STREET, NEDLANDS

TITLE: PROPOSED SITE AND FLOOR PLANS

| | | |
|--------------|--------------|------|
| PROJECT No.: | DRAWING No.: | REV: |
| 2009 | SK01 | B |
| SCALE: | 1:100 @A1 | |

son & son architects

02 November 2021

Planning Department
City of Nedlands
P.O. Box 9
NEDLANDS WA 6909

Dear Sir /Madam,

**RE: APPLICATION TO MODIFY STREET TREE AT 96 WEBSTER STREET,
NEDLANDS.**

We wish to apply for approval to remove several existing trees located on the verge and replace them with 2 new trees in line with the City's Street Tree Policy. This is to allow for the positioning of a new double car driveway and crossover which have been proposed as part of a new single residence.

There are currently 5 trees on, or very near to, the verge. They vary greatly in size and are positioned haphazardly. Many have been planted very close together.

There is a small box tree (Tree No.1 as noted on Verge Plan, Photo 1) that appears to be a street tree that has been planted by the City. It is in line with the other street trees in the street and is of a commonly planted species. It appears to be in poor health as the majority of the branches are dead.

The other 4 trees are all located very close to the property boundary (out of alignment with the street trees). There is a very large mature Eucalypt (Tree No.5, Photo 2) located 200mm within the property boundary towards the northern end of the verge. Because of its size and the fact that it leans out towards the street, it is prominent within the streetscape. It has a large canopy cover and attractive shape. We feel that it is the most significant of the 5 trees and have proposed to retain it.

The other 3 trees (Trees No.2-4) are located to the south of the large tree and are between 750mm and 1430mm from the property boundary. (See photo 3) These have been planted very close together (less than 2m). They appear to have been planted by previous owners as part of their native garden.

The owners have a requirement for a double width driveway. They are a professional couple and currently have 2 cars. They have 2 teenage children, who will also have cars of their own in the future. As 96 Webster Street is close to Nedlands Golf Course, street parking is often limited. For these reasons a double driveway is desirable as it would allow for 4 cars to be parked on the property.

If the large Eucalypt (Tree 5) is to be retained, there is no room to position a double driveway and cross-over to the north of it. We also do not wish to locate a garage to the northern side of the house for passive solar and other architectural reasons. To locate it to the immediate south of Tree 5 would require the garage to be located in the middle of the house which would be highly undesirable (both from a streetscape perspective and in terms of the owner's amenity). It would also require the removal of Tree 4.

For these reasons we believe that the current proposal, locating the garage and crossover to the southern side of the lot, is the preferable solution. We have considered the Planning Department's suggestion to locate a narrower crossover hard on the southern lot boundary, so as to be able to keep all of the trees that are on the verge. The suggested plan shows a crossover located even closer to Tree 1 than is existing. As Tree 1 is currently only 410mm from the edge of the crossover (photo 4), this would not be possible. Also, if we were to taper the driveway to the north as shown, the owners would not be able to park the additional 2 cars in the drive. As it currently stands navigating the space between an existing 1.8m high limestone wall (Photo 4) at the property boundary and trees 1 & 2 is relatively difficult. The high wall blocks sightlines when reversing and results in the driveway being non-compliant with clause 5.2.5 of the R-codes. Having to navigate this while reversing uphill and turning significantly is far from ideal and something the owners very much want to rectify with their new driveway. This suggested configuration would also have the driveway located much closer to the trees than the City's minimum 2m clearance.

We feel that removing trees 1 to 4 and providing replacements that better fit with the existing streetscape and the City's Street Tree Policy will be the best outcome here. Page 2 of the Policy states, in regard to spacing that;

"This will be achieved through planting trees at appropriate intervals for the selected species, generally considered as being two per standard nature strip frontage or at approximately 10m intervals"

Trees 1-4 clearly fall outside of this objective being located between 1.85m and 2.35m apart. They appear crowded and look to have been planted without regard to their habit or size at maturity. Trees 1, 2 and 4 are thin and are crowded out by the larger ones.

On the next page of the Policy it states that; *"Council considers uniform avenues of street trees as desirable"*. A key characteristic of street trees is that they are planted in line and at reasonably regular intervals. As trees 2-4 are so close to the property boundary and clearly out of alignment with the rest of the trees in the street they appear more as the owner's garden spilling out onto the verge than as street trees in their own right. It is worth noting that this is most likely how the current situation came to be. It appears unlikely that the City would have planted these trees.


2 new trees planted to the north of the proposed crossover (and possibly even a third to the south, if required) would provide a much more appealing contribution to the streetscape than the current situation. The retention of tree 5 furthers the Policy's core aim of maximising canopy cover to a much greater extent than the impact of removing trees 1-4. The owners are more than happy to replace the removed trees with suitable specimens placed in the proper alignment, and to cover the cost of using more mature trees than is typical. In the medium to longer term, this will produce a significantly improved street aesthetic and greater area of canopy cover than if the existing trees were retained.

It is also worth noting that a significant tree in front of the neighbouring residence to the north (no.94) has very recently been removed to allow the construction of a double width crossover and driveway. This was a medium sized deciduous tree, aligned with the others in the street and clearly a street tree (rather than a tree planted in a random position on the verge). Such a recent precedent would support our case to remove and replace the existing trees on the verge.

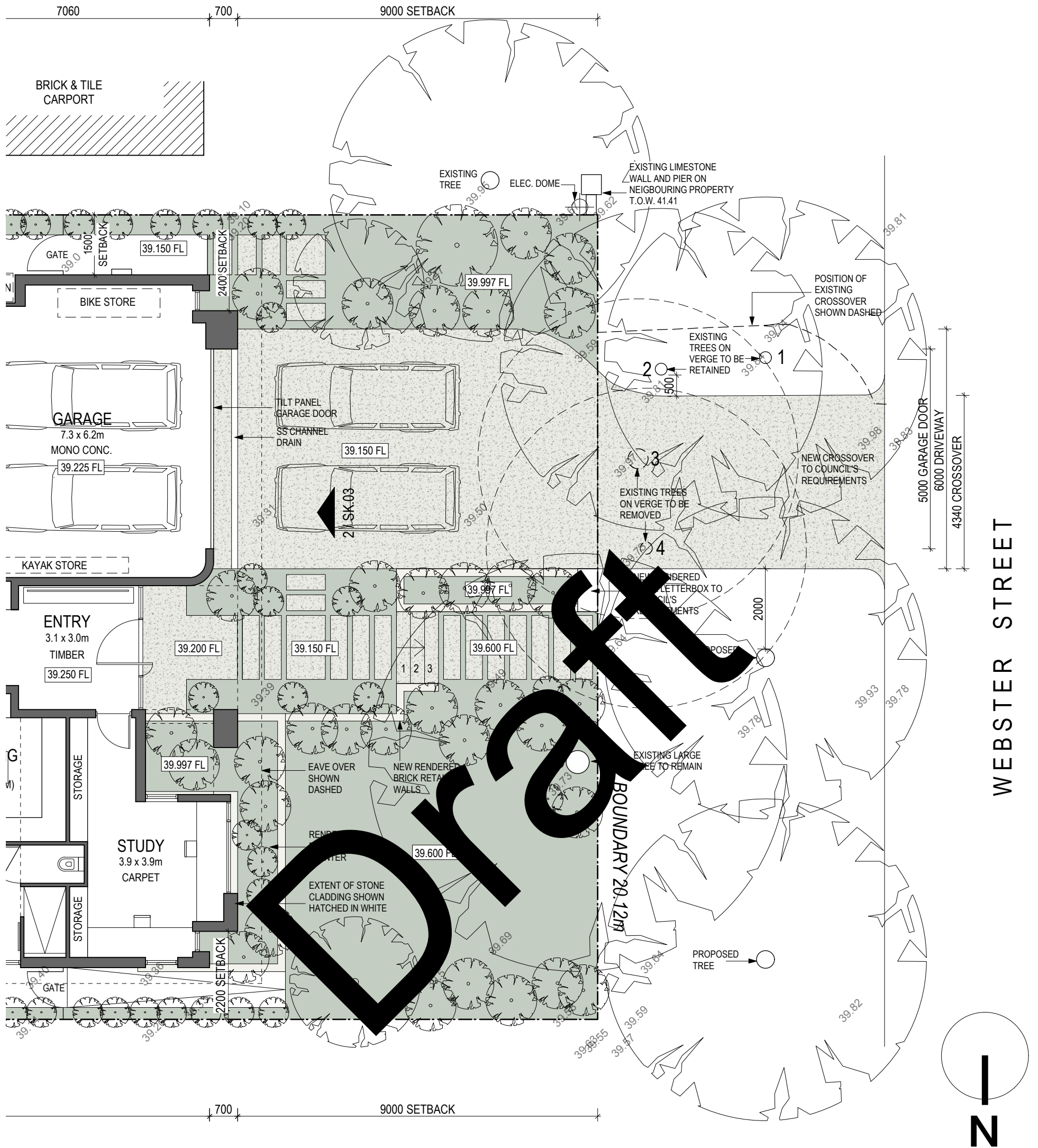
If, However, our proposal to remove 4 trees is deemed to be unacceptable to the City, we wish to have an alternative proposal considered. This proposal (Option B) involves reducing the width of the crossover to permit the retention of trees 1 and 2. This option would make manoeuvring out of the driveway less straightforward and would cause a smaller immediate change to the streetscape. We have not made this option our primary proposal as we feel that the retention of these two trees is will not greatly enhance the streetscape when viewed in conjunction with large existing tree that is being retained (Tree 5) and the new replacement trees that are proposed.

Should you require any further information or clarification, please don't hesitate to contact me.

Kind regards,



David Robinson
Architect ABWA reg. 2515



**PROPOSED VERGE PLAN
OPTION B**

SCALE 1:100

| | | |
|--|--|---------------------------------|
| PRELIMINARY - NOT FOR CONSTRUCTION | | |
| CHECK ALL DIMENSIONS ON SITE. DO NOT SCALE OFF DRAWINGS | | |
| A | 02/11/21 | ISSUED FOR DEVELOPMENT APPROVAL |
| REV: | DATE: | NOTE: |
| DOCUMENTATION BY: | | |
| son & son | | |
| son & son architects 142 Northwood Street, West Leederville, WA 6007 0423 103 414 office@sonandson.com.au | | |
| PROJECT: | PLUNKETT-THOM PROPOSED NEW HOUSE 96 WEBSTER STREET, NEDLANDS | |
| TITLE: | PROPOSED VERGE PLAN | |
| PROJECT No: | 2009 | DRAWING No.: |
| SCALE: | 1:100 @A3 | ST-02 |
| | | REV: A |



PHOTO 1 - TREE 1 (CENTRE): SMALL BOX TREE



PHOTO 2 - TREE 5: LARGE MATURE EUCALYPT WITH SIGNIFICANT STREET PRESENCE

Draft

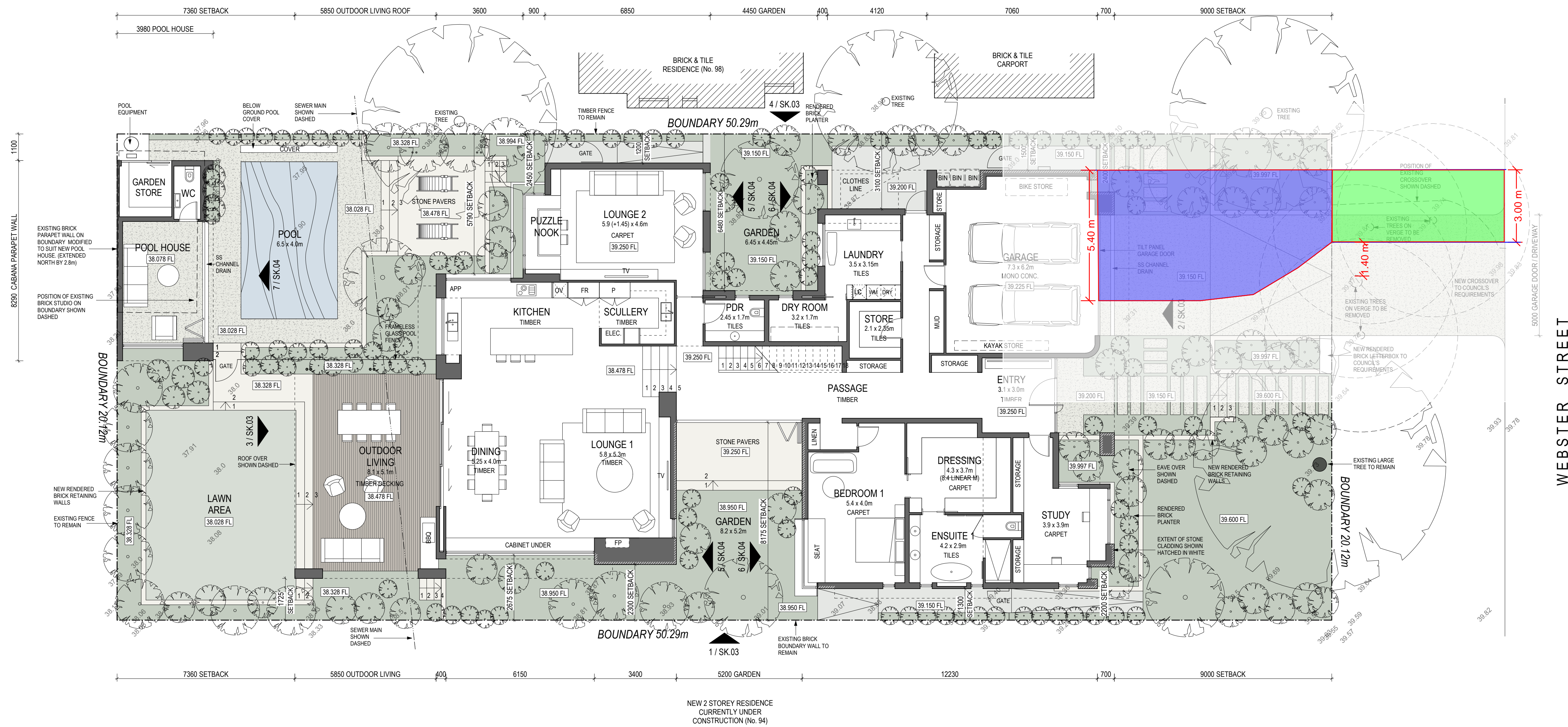


PHOTO 3 - VIEW FROM THE VERGE IN FRONT OF 96 WEBSTER STREET LOOKING SOUTH. TREE 1 (ACTUAL STREET TREE) TO THE RIGHT. TREES 2-4 TO THE LEFT, CLOSE TO THE PROPERTY BOUNDARY.

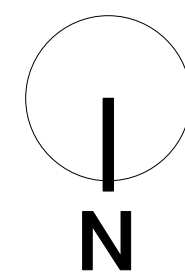


PHOTO 4 - EXISTING 1.8M HIGH LIMESTONE WALL ON ADJACENT PROPERTY AT STREET BOUNDARY

CROSSOVER LOCATION



PROPOSED GROUND FLOOR & SITE PLAN
SCALE 1:100



FLOOR AREA CALCULATIONS:

| | |
|------------------------------|---------------|
| INTERNAL GROUND FLOOR ROOMS: | 299 m2 |
| INTERNAL UPPER FLOOR ROOMS: | 172 m2 |
| GARAGE: | 45 m2 |
| POOL HOUSE & GARDEN STORE: | 24 m2 |
| OUTDOOR LIVING: | 42 m2 |
| TOTAL AREA: | 582 m2 |

PRELIMINARY - NOT FOR CONSTRUCTION
CHECK ALL DIMENSIONS ON SITE. DO NOT SCALE OFF DRAWINGS

| | | |
|------|----------|----------------------------------|
| B | 30/09/21 | REVISED FOR DEVELOPMENT APPROVAL |
| A | 24/09/21 | ISSUED FOR DEVELOPMENT APPROVAL |
| REV: | DATE: | NOTE: |

DOCUMENTATION BY:

son & son
son & son architects
142 Northwood Street, West Leederville, WA 6007
0423 103 414
office@sonandson.com.au

PROJECT: **PLUNKETT-THOM**
PROPOSED NEW HOUSE
96 WEBSTER STREET, NEDLANDS

TITLE: PROPOSED SITE AND FLOOR PLANS

| | | |
|------------------|-------------------|--------|
| PROJECT No: 2009 | DRAWING No.: SK01 | REV: B |
| SCALE: 1:100 @A1 | | |

| | |
|----------------|---|
| PD44.21 | Consideration of Development Application (Digital Roof Sign) at 178 Stirling Highway, Nedlands |
|----------------|---|

| | |
|---|--|
| Committee | 7 December 2021 |
| Council | 14 December 2021 |
| Applicant | Kang Leading Group |
| Landowner | Western Australian Planning Commission (WAPC) |
| Director | Tony Free – Director Planning & Development |
| Employee Disclosure under section 5.70 Local Government Act 1995 | <p>The author, reviewers and authoriser of this report declare they have no financial or impartiality interest with this matter.</p> <p>There is no financial or personal relationship between City staff and the proponents or their consultants.</p> <p>Whilst parties may be known to each other professionally, this relationship is consistent with the limitations placed on such relationships by the Codes of Conduct of the City and the Planning Institute of Australia.</p> |
| Report Type Quasi-Judicial | When Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications and other decisions that may be appealable to the State Administrative Tribunal. |
| Reference | DA21/61628 |
| Previous Item | Nil |
| Delegation | In accordance with the City's Instrument of Delegation, Council is required to determine the application due to objections being received and the recommendation for refusal. |
| Attachments | <ol style="list-style-type: none"> 1. Aerial Image and Zoning Map 2. Development Plans |
| Confidential Attachments | <ol style="list-style-type: none"> 1. Submissions |

Executive Summary

The purpose of this report is for Council to consider a development application for an electronic billboard which includes third party advertising at 178 Stirling Highway, Nedlands.

The sign is located entirely within the Metropolitan Region Scheme 'Primary Regional Road Reserve' of Stirling Highway and was referred to Main Roads for comment. Main Roads supports the sign subject to conditions relating primarily to luminance levels and display content for driver safety purposes.

The application was advertised to adjoining neighbours in accordance with Council's Local Planning Policy (LPP) – Consultation of Planning Proposals. At the close of the advertising period, seven submissions were received. One submission was a

statement of non-objection while the other six raised objections to the proposal. Objections revolved around potential for driver distraction and third-party advertising.

The land is not zoned under the City of Nedlands Local Planning Scheme No. 3 so the City's Scheme and policies are used in this report only as a guide in assessing the application.

The sign is located entirely within a Primary Regional Road Reserve, which means that the determining authority is the Western Australian Planning Commission (WAPC). The WAPC has delegated their decision-making ability to local government only where a development is located within a Primary Regional Road Reserve and the local government's decision is consistent with Main Roads advice. Main Roads has provided conditional approval for the sign. Therefore, Council has two options for this application:

1. Conditionally approve the electronic billboard, and include all conditions recommended by Main Roads along with any other conditions Council decide are necessary; or
2. Refer the application to the WAPC with a recommendation for refusal (Council does not have ability to refuse the application and may only recommend that the WAPC do so).

It is recommended that the application be referred to the WAPC with a recommendation for refusal as the sign will have an adverse impact on the amenity and character of the area.

Recommendation to Committee

1. **In accordance with Clause 13 of the Metropolitan Region Scheme, Council recommends that the Western Australian Planning Commission refuse the development application received on 19 March 2021 for a digital roof sign at 178 Stirling Highway, Nedlands, for the following reasons:**
 - a. **The sign is inconsistent with the objectives of the City's Local Planning Policy – Signs in that it contributes to the proliferation of advertising signs, and is detrimental to the amenity and character of the nearby residential neighbourhood; and**
 - b. **The land use of third party advertising and the placement of the digital sign introduces a commercial intrusion into the nearby residential area. The sign is incompatible with its setting and the desired future character of the area, in accordance with clause 67(1)(m) of the *Deemed provisions*.**
2. **In the event that the Western Australian Planning Commission approves the digital roof sign, Council recommends the following conditions, without prejudice:**
 - a. **Prior to the lodgement of a Building Permit, an Operation and Content Management Plan for the sign shall be submitted to and approved by the City of Nedlands. The plan shall be adhered to for the life of the development and include the following:**

- i. **The sign is not to contain discriminatory or offensive content;**
- ii. **The sign shall be turned off between the hours of 10pm and 6am;**
- iii. **The sign shall be in accordance with Main Roads conditions and the Main Roads Guide to Roadside advertising, including a lighting assessment, and annual lighting audit (at the applicant’s cost); and**
- iv. **Specifying the terms of not-for-profit messages, including a minimum 20% of advertising time be donated to not-for-profit and/or community benefit organisations.**

Voting Requirement

Simple Majority.

Background

Land Details

| | |
|--|--|
| Metropolitan Region Scheme Zone | Primary Regional Road Reserve |
| Local Planning Scheme Zone | Not zoned |
| R-Code | n/a |
| Land Use | Existing – Use not listed Proposed – Use not listed |
| Use Class | n/a |

Locality Plan

The subject lot is located at 178 Stirling Highway, Nedlands and currently contains a single storey commercial building. The site is located on Stirling Highway directly south of Loch Street near the boundary of the Town of Claremont.

There are currently two back-to-back billboards on the roof of the building, both with dimensions of 6 metres by 3 metres. Each billboard displays third party advertising and are controlled by different operators. The west-facing billboard does not form part of this application and will remain in situ.

Application Details

The plans are lacking in detail but show that the eastern billboard is to be removed and replaced with a digital billboard. The location and dimensions of the new billboard match those of the existing billboard on site (6m x 3m).

The application included no lighting impact assessment or visibility assessments to consider how it may impact nearby residences. The applicant has stated that they will allocate more than 20% of the advertising time to the local community to allow community organizations to advertise for free.

Consultation

Community

The development application was advertised in accordance with the City's Local Planning Policy - Consultation of Planning Proposals to adjoining landowners within 100 metres of the site. The application was advertised for a period of 14 days from 10 May to 24 May 2021. At the close of the advertising period six objections and one statement of non-objection were received. The objections are summarised as follows:

- Digital signage is distracting and not appropriate for residential suburbs outside the CBD.
- The light from the screen and the changing ads will impact nearby residential units, particularly those on upper floors of nearby buildings which will look out onto the sign.
- Digital signs are unattractive and contrary to the streetscape.
- Digital signs are a distraction to drivers, and this area of Stirling Highway is already oversaturated with signage.

MRWA has assessed the proposal in relation to driver distraction and safety along Stirling Highway and provided their conditional approval.

Main Roads WA (MRWA)

MRWA has provided the following comment:

Main Roads has no objections subject to the following conditions being imposed:

1. In the event the site where the sign has been erected is needed for future roadworks, the applicant shall upon receipt of a notice from Main Roads, relocate or remove the sign at their own expense.
2. The minimum dwell time for any advertisement on the device shall be at 120 seconds.
3. The maximum luminance level during dawn/dusk and night-time to be 150 cd/m².
4. The display content shall not be predominantly red, green or amber at all times.
5. The display content shall exclude colours and shapes that may be mistaken for a traffic signal, traffic signs or instruction signs during all hours.
6. The display content shall not flash, pulsate or chase during all hours.

Assessment of Statutory Provisions

The proposal has been assessed in accordance with the Scheme, the City's LPP – Signs, and the Matters to be considered of clause 67(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations). Because the sign is located entirely within the Primary Regional Road reservation, the City's regulatory framework does not hold much authority but has nonetheless been used as a guide.

Local Planning Scheme No.3

City Officers consider that third party advertising signs (ie: signs advertising a business or service that does not directly relate to the lot on which the sign is located) constitute a distinct land use within the City's scheme. As the land use is not listed in the zoning table, it is classified as a 'Use not listed' and has been treated the same as an 'A' use. This means that the City must give notice to adjoining residents and assess the proposal against the objectives of the zone within the Scheme before making a decision.

The sign is attached to a building which is located partly within a Mixed use zone and partly within the road reservation. Were it not for the road reservation, the lot would be located within a Mixed use zone of the Scheme. The objectives of the Mixed use zone have been used as an assessment guide. The relevant objective of the Mixed use zone is:

To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.

The sign is not considered to meet the above objective for the following reasons:

- The digital sign will be clearly visible to some of the residential lots along the east side of Rockton Road, and most pedestrians and vehicles travelling north along Rockton Road.
- A digital roof sign facing east, particularly at evening, will stand out and be a nuisance within the nearby residential area.
- Residents in a purely residential area should be somewhat shielded from the nearby commercial areas. The digital sign represents a commercial intrusion into a residential area and is detrimental to the amenity of the area.

LPP – Signs

The application has been assessed as a roof sign as defined by the policy, which states that roof signs:

- (i) Shall have regard to the amenity of any nearby residential zoned properties;
- (ii) Shall comply with the building heights which are applicable for the property; and
- (iii) Roof signs, should not exceed a maximum area of 5m² and a maximum height of 2m above roof level.

The roof sign exceeds the maximum size as well as the maximum height above roof level. Further, the sign is detrimental to the amenity of the residential zone for the reasons stated in section 5.1 above.

Variations to the above development requirements are to be assessed against the objectives of the policy, which are, *inter alia*:

- 3.1 To ensure that signs do not adversely impact on the amenity of the surrounding area.
- 3.2 To avoid the proliferation of signs nor signage which are not relevant to the business.

- 3.3 To ensure that commercial signs are generally located in non-residential areas.
- 3.4 To ensure that signs do not detract from the level of safety for drivers, cyclists and pedestrians.

The digital sign does not meet the objectives of the policy for the following reasons:

- The sign adversely impacts the amenity of the nearby residential area as discussed above.
- The digital sign proposes a proliferation of signage (ie: third-party advertising) which is not relevant to the existing businesses on-site.
- Approval of the subject east-facing sign is likely to result in the adjoining west-facing sign applying to become digital as well, resulting further proliferation of signage.
- The cumulative effect of the roof signs will result in visual clutter that will be detrimental to the character of the area.

Conclusion

Recommendation

Because the sign is located entirely within a Primary Regional Road Reserve, the determining authority is the Western Australian Planning Commission (WAPC). The WAPC has delegated decisions to local government only where a development is located within a Primary Regional Road Reserve and the local government's decision is consistent with Main Roads advice. Main Roads has provided conditional approval for the sign. Council may therefore do one of the following with this application:

1. Approve the electronic billboard including all conditions recommended by Main Roads along with any other conditions Council decide are necessary; or
2. Refer the application to the WAPC with a recommendation for refusal (Council does not have ability to refuse the application and may only recommend that the WAPC do so).

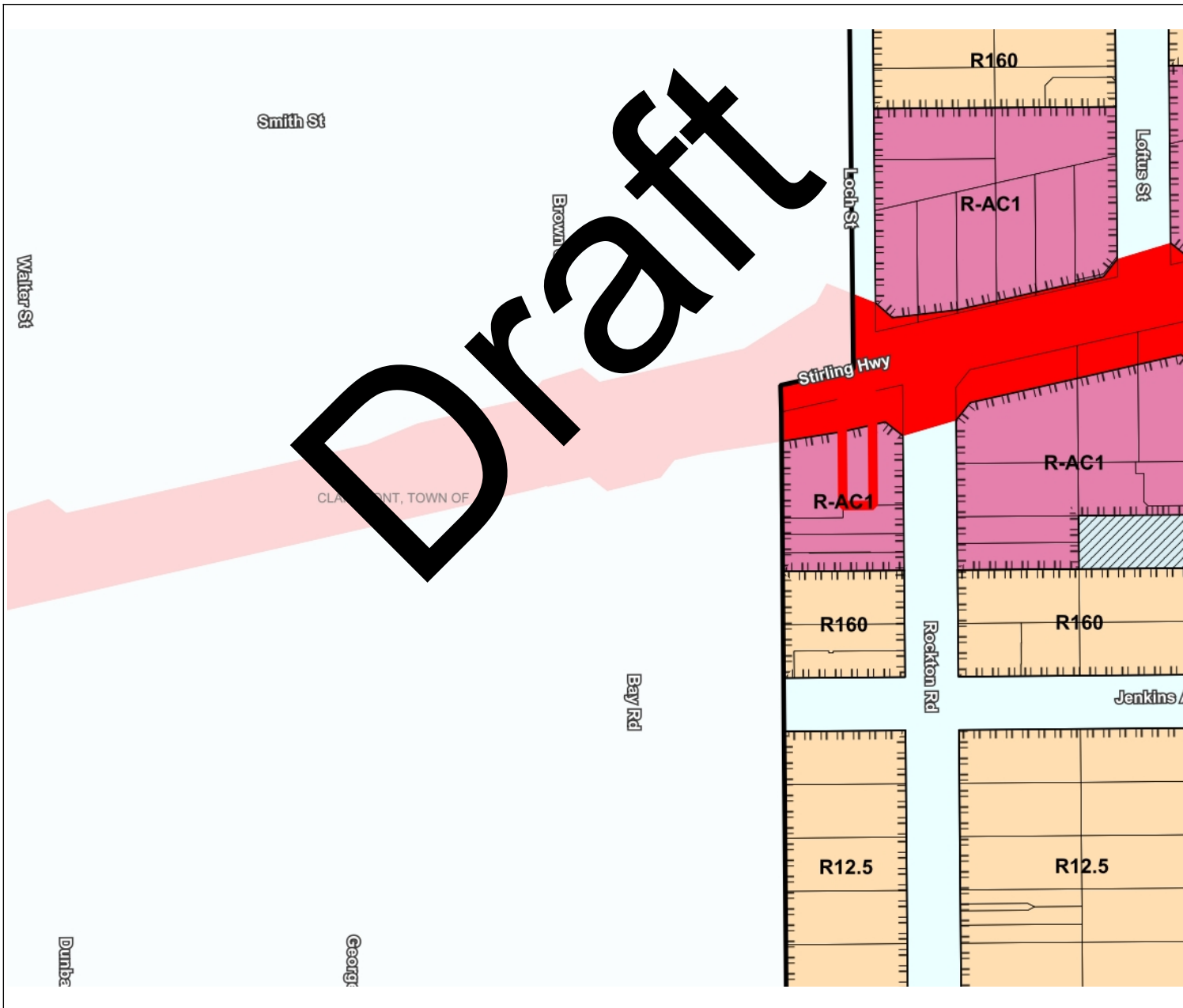
The application for a digital roof sign has been presented for Council consideration due to the objections received and the Administration's recommendation for refusal. The proposal is contrary to the City's Scheme and policies and is likely to have an adverse impact on the character and amenity of the area.

Accordingly, it is recommended that Council refer the application to the WAPC with a recommendation for refusal.

Without Prejudice Conditions

Should Council recommend the application be refused, the WAPC will be the determining body for the application. The WAPC may opt to approve the sign despite Council's recommendation and without any further involvement from the City in the decision-making process. It is therefore recommended that the following condition (along with Main Roads conditions) be provided 'without prejudice' so that the City may have some input in the design and operation of the sign should it be approved. This condition is loosely based on the conditions imposed on the electronic billboards erected within the road reserve in Claremont Quarter further to the west.

1. Prior to the issue of a building permit, an Operation and Content Management Plan for the sign is to be submitted to and approved by the City of Nedlands. The plan shall be adhered to for the life of the development and include the following:
 - a. Confirmation that the sign is not to contain discriminatory or offensive content.
 - b. The sign shall be turned off between the hours of 10pm and 6am.
 - c. Confirmation that the signage will be in accordance with Main Roads conditions and the Main Roads Guide to Roadside advertising, including a lighting assessment, and annual lighting audit (at the applicant's cost).
 - d. Specifying the terms of not-for-profit messages, including a minimum 20% of advertising time be donated to not-for-profit and/or community benefit organisations.



City of Nedlands

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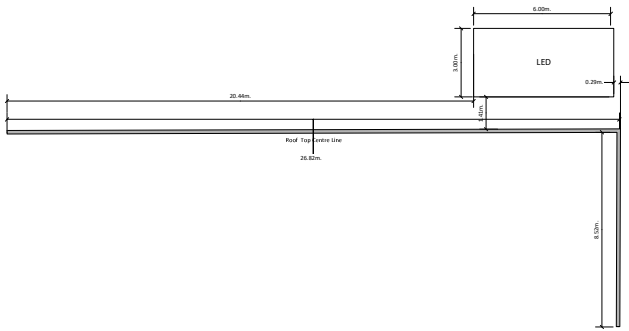
City of Nedlands

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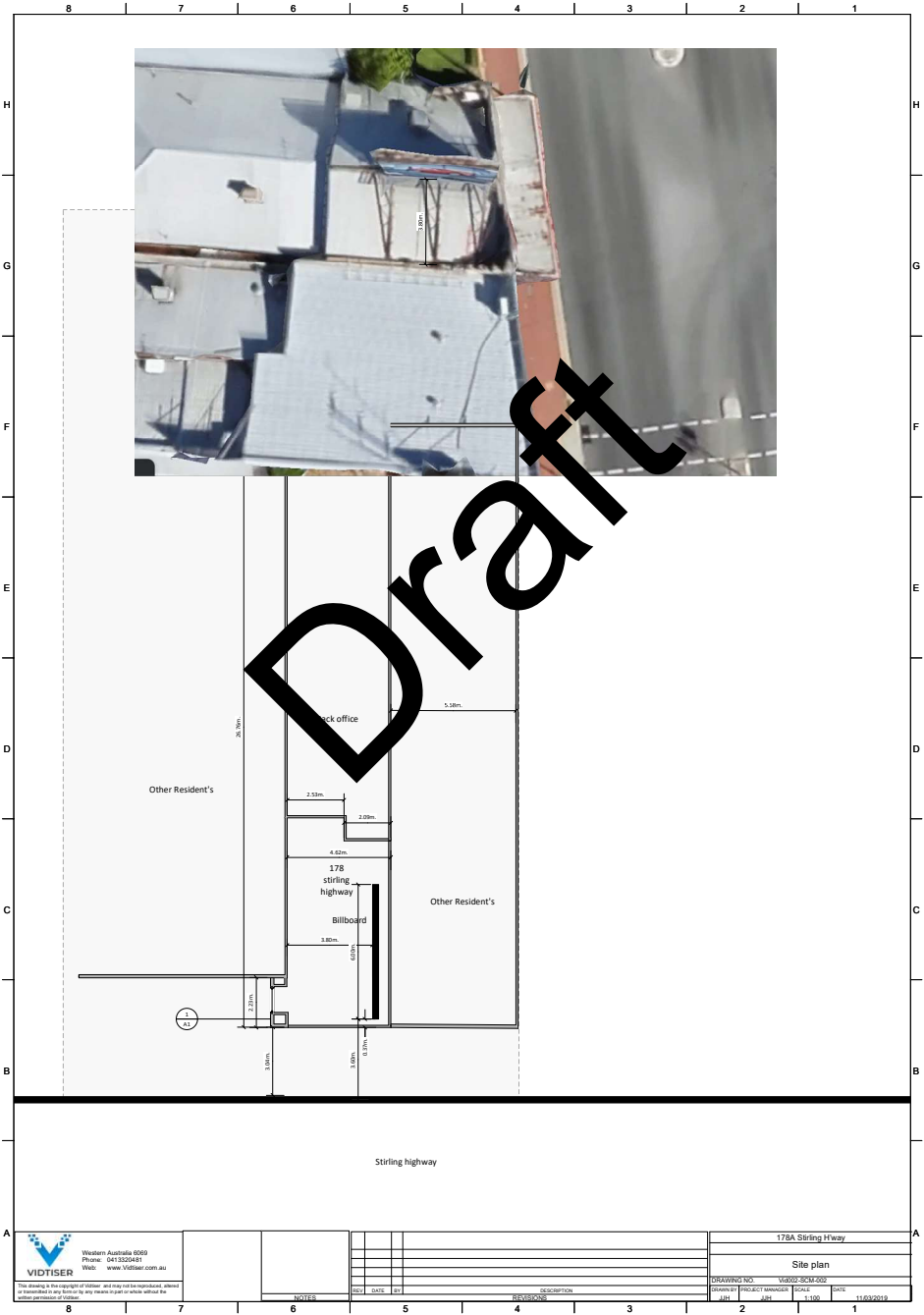
Elevation A1


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|-------------------|---------------|------------|------------|
| 176A Stirling Hwy | | | |
| Elevations | | | |
| DRAWING NO | YAK02-SCM-001 | DATE | 11/09/2019 |
| DRAWN BY | JHI | CHECKED BY | JHI |
| SCALE | 1:100 | | |

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|-------------------|---------------|
| 178A Stirling Hwy | |
| Site plan | |
| DRAWING NO | VAD2-2020-002 |
| DATE | 11/02/2019 |
| SCALE | 1:100 |

| | |
|----------------|--|
| PD45.21 | Consideration of Development Application – Additions to Single House at 86 Watkins Road, Dalkeith |
|----------------|--|

| | |
|---|--|
| Committee | 7 December 2021 |
| Council | 14 December 2021 |
| Applicant | Ashley Richards & Associates |
| Landowner | C & S Fatouros |
| Director | Tony Free – Director Planning & Development |
| Employee Disclosure under section 5.70 Local Government Act 1995 | <p>The author, reviewers and authoriser of this report declare they have no financial or impartiality interest with this matter.</p> <p>There is no financial or personal relationship between City staff and the proponents or their consultants.</p> <p>Whilst parties may be known to each other professionally, this relationship is consistent with the limitations placed on such relationships by the Codes of Conduct of the City and the Planning Institute of Australia.</p> |
| Report Type Quasi-Judicial | <p>When Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications and other decisions that may be appealable to the State Administrative Tribunal.</p> |
| Reference | DA21/66858 |
| Previous Item | Nil |
| Delegation | In accordance with the City's Instrument of Delegation, Council is required to determine the application due to objections being received. |
| Attachments | <ol style="list-style-type: none"> 1. Aerial Image and Zoning Map 2. Development Plans |
| Confidential Attachments | <ol style="list-style-type: none"> 1. Submission |

Executive Summary

The purpose of this report is for Council to determine a development application for additions to a single house at 86 Watkins Road, Dalkeith.

The application was advertised to adjoining neighbours in accordance with Council's Local Planning Policy (LPP) – Consultation of Planning Proposals. At the close of the advertising period, one submission was received objecting to the rear setbacks, building height and visual privacy. As an objection has been received, this application is presented to Council for determination.

If a proposal does not satisfy the deemed to-comply provisions of the R-Codes, Council is required to exercise a judgement of merit to determine the proposal against the design principles of the R-Codes. The R-Codes require the assessment to consider the relevant design principle only and to not apply the corresponding deemed-to-comply provisions. It is recommended that the application be approved

by Council as it is considered to satisfy the design principles of the Residential Design Codes (R-Codes). Further, it is considered unlikely that the development will have a significant adverse impact on the local amenity and character of the locality.

Recommendation to Committee

In accordance with Clause 68(2)(b) of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, Council approves the development application received on 29 July 2021 in accordance with the plans date stamped 5 November 2021 for additions to a single house at 86 Watkins Road, Dalkeith and subject to the following conditions:

- 1. The development shall at all times comply with the application and the approved plans, subject to any modifications required as a consequence of any condition(s) of this approval.**
- 2. All building works to be carried out under this development approval are required to be contained within the boundaries of the subject lot.**
- 3. All stormwater from the development, which includes permeable and non-permeable areas shall be contained onsite.**
- 4. Prior to occupation of the development the finish of the parapet walls is to be completed externally to the same standard as the rest of the development or in:**
 - a. Face brick;**
 - b. Painted render;**
 - c. Painted brickwork; or**
 - d. Other clean material as specified on the approved plans;**

and maintained thereafter to the satisfaction of the City of Nedlands.

- 5. Prior to occupation of the development, all visual privacy screens and obscure glass panels to major openings and unenclosed active habitable areas, as annotated on the approved plans, shall be screened in accordance with the Residential Design Codes by either:**
 - a. Fixed obscure or translucent glass to a height of 1.6 metres above finished floor level;**
 - b. Timber screens, external blinds, window hoods and shutters to a height of 1.6m above finished floor level that are at least 75% obscure;**
 - c. A minimum sill height of 1.6 metres as determined from the internal floor level; or**
 - d. An alternative method of screening approved by the City.**

The required screening shall be thereafter maintained to the satisfaction of the City of Nedlands.

- 6. 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.**

Voting Requirement

Simple Majority

Background

Land Details

| | |
|--|---|
| Metropolitan Region Scheme Zone | Urban |
| Local Planning Scheme Zone | Residential |
| R-Code | R12.5 |
| Land area | 991m ² |
| Land Use | Residential – Additions to Single House |
| Use Class | 'P' Permitted Use |

Locality Plan

The subject lot is located at 86 Watkins Road, Dalkeith and is 100m east of the Swan River foreshore reserve.

The site is orientated north – south and obtains vehicle access from Watkins Road to the north. The site is currently occupied by a three-storey single house. The area is surrounded by single houses ranging between one to three-storeys. The properties in this area are coded R10 and R12.5 (Attachment 1).

Application Details

The application seeks development approval for additions and alterations to the existing house. There are internal changes proposed to the design of the house and the addition of a mezzanine level for storage. The proposed additions to the ground floor and upper floor to the south and west of the dwelling result in an overall decrease in height from 9.9m to 9.7m. The development plans are contained in Attachment 2.

Consultation

The applicant is seeking assessment under the design principles of the R-Codes for the following:

- Lot boundary setbacks
- Building height
- Visual privacy

The development application was advertised in accordance with the City's Local Planning Policy – Consultation of Planning Proposals to seven adjoining and nearby properties. The application was advertised for a period of 14 days from 28 September

2021 to 12 October 2021. At the close of the advertising period, one objection was received.

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

1. *Insufficient setbacks proposed to the rear lot boundary (south).*

Administration has completed an assessment of the proposal against the design principles in relation to lot boundary setbacks. Please see section 5.2.1 of this report.

2. *The building height has an adverse impact on the amenity of the adjoining property through building bulk and overshadowing of the outdoor living area.*

Administration has completed an assessment of the proposal against the design principles in relation to building height. Please see section 5.2.1 of this report.

3. *Ground floor windows from the bedrooms will affect the visual privacy of the adjoining property.*

Amended plans were received on 5 November 2021 which propose highlight windows to the bedrooms on the southern elevation. The development now satisfies the deemed-to-comply provisions in relation to visual privacy.

4. *Insufficient setbacks and building height will overshadow the outdoor living areas of the southern adjoining property.*

The development satisfies all deemed-to-comply provisions of the R-Codes in relation to overshadowing.

Assessment of Statutory Provisions

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. Where relevant, these matters are discussed in the following sections. Overall, the development is considered to meet these objectives, particularly in regard to height, scale, bulk and appearance, and the potential impact it will have on the local amenity.

State Planning Policy

State Planning Policy 7.3 - Residential Design Codes – Volume 1

State Planning Policy 7.3 Residential Design Codes Volume 1 (R-Codes) apply to all single and grouped dwelling developments. An approval under the R-Codes can be obtained in one of two ways. This is by either meeting the deemed-to-comply provisions or via a design principle assessment pathway.

The proposed development is seeking a design principle assessment pathway for a part of this proposal. An assessment is sought under the design principles for the R-Codes for lot boundary setbacks and building height. As required by the R-Codes, Council in assessing the proposal against the design principles, should not apply the

corresponding deemed-to-comply provisions. All other areas meet the deemed-to-comply provisions.

Clause 5.1.3 – Lot Boundary Setback

The ground floor proposes a 3.4m setback to the southern lot boundary. The upper floor proposes a 4.0m setback to the southern lot boundary. The existing ground floor and upper floor are setback 5.9m from the southern lot boundary.

It is noted that within the street block of Watkins Road and Adams Road, there is a prevailing context of greater setbacks to the west (facing the Swan River) and 9m primary street setbacks. It can be considered that the prevailing character of the area displays large setbacks to the west and to the primary street, with the majority of the development situated within the rear setback area and to the eastern portion of the site. This can be seen in the aerial image contained as Attachment 1.

The design principles provide for buildings to be setback to reduce impacts of building bulk, provide direct sunlight and ventilation and minimise the extent of overlooking. The setbacks to the south are considered to meet the design principles for the following reasons:

- The use of multiple setback articulations on the ground floor and upper floor reduces the impact of building bulk addressing the southern adjoining landowner by breaking up the length of the proposed walls and providing visual interest within the development when viewed from external lots.
- The proposed setbacks do not prejudice the southern property's solar access or ventilation. The development proposes an additional shadow of 5% of the neighbouring property. With the additional shadow onto the southern adjoining lot, the development still satisfies the deemed-to-comply provisions in relation to solar access.
- There are no visual privacy issues or overlooking caused by the setbacks proposed.

Clause 5.1.6 – Building Height

The design principles provide for building height that does not create an adverse impact on the amenity of adjoining properties or the streetscape. The subject site has a fall of 2m from east to west. Considering the fall of the site, the proposed building height is considered to meet the design principles for the following reasons:

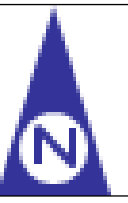
- The proposed additions to the ground floor and upper floor to the south and west of the dwelling result in an overall decrease in height from 9.9m to 9.7m. The reduction in height ensures that the adjoining eastern property maintains access to the view of the Swan River.
- The wall height creates no adverse impact on the amenity of the adjoining properties or the streetscape as the adjoining properties are still afforded with adequate direct sun to the building, its major openings and the open spaces.
- The development still satisfies the deemed-to-comply provisions in relation to solar access.

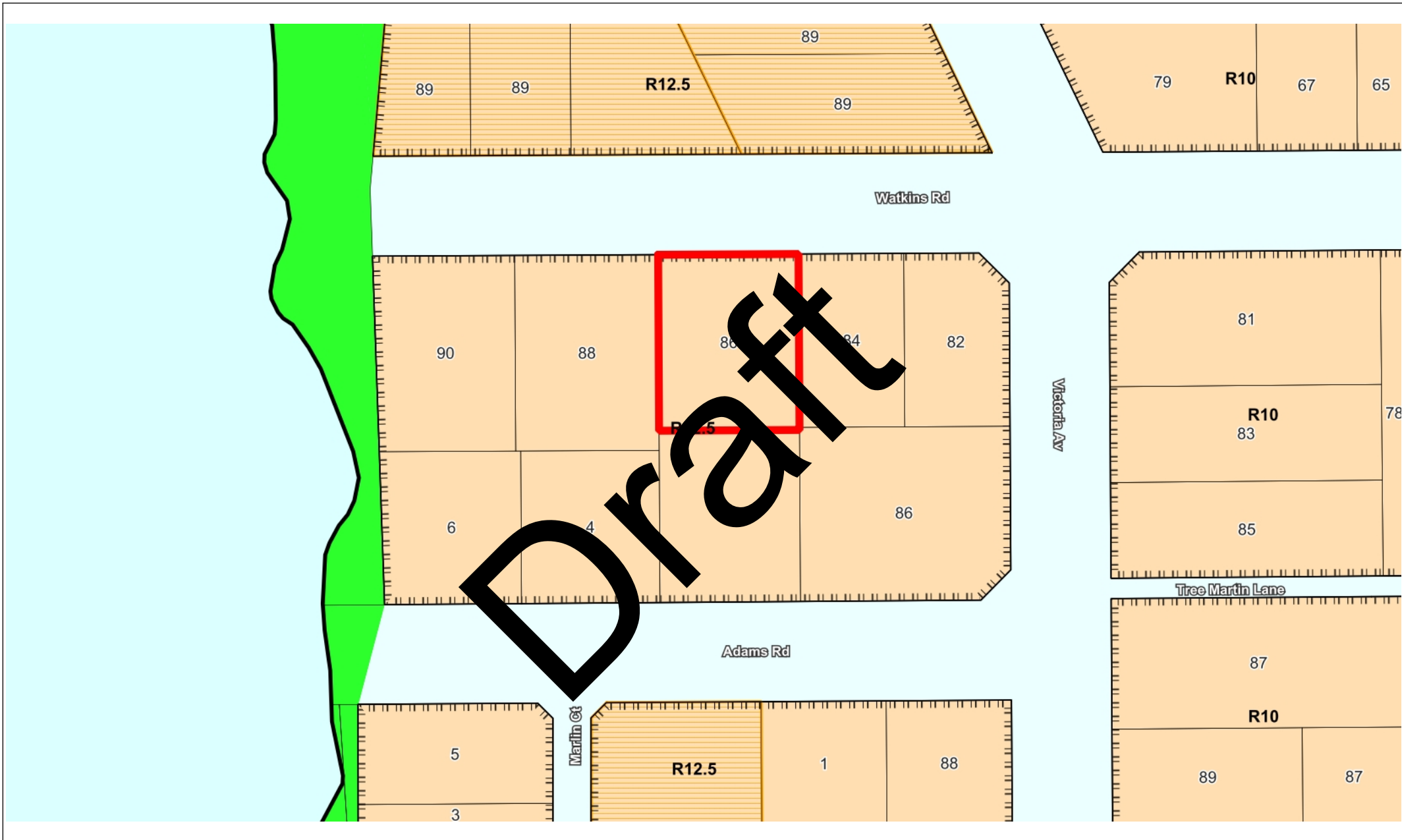
Conclusion

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)).

The application for the additions to the single house has been presented for Council consideration due to an objection having been received. The proposal is considered to meet the key amenity related elements of R-Codes Volume 1 and as such is unlikely to have a significant adverse impact on the local amenity of the area. The proposal has been assessed and satisfies the design principles of the Residential Design Codes.

Accordingly, it is recommended that the application be approved by Council, subject to conditions.





City of Nedlands

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3/11/2021

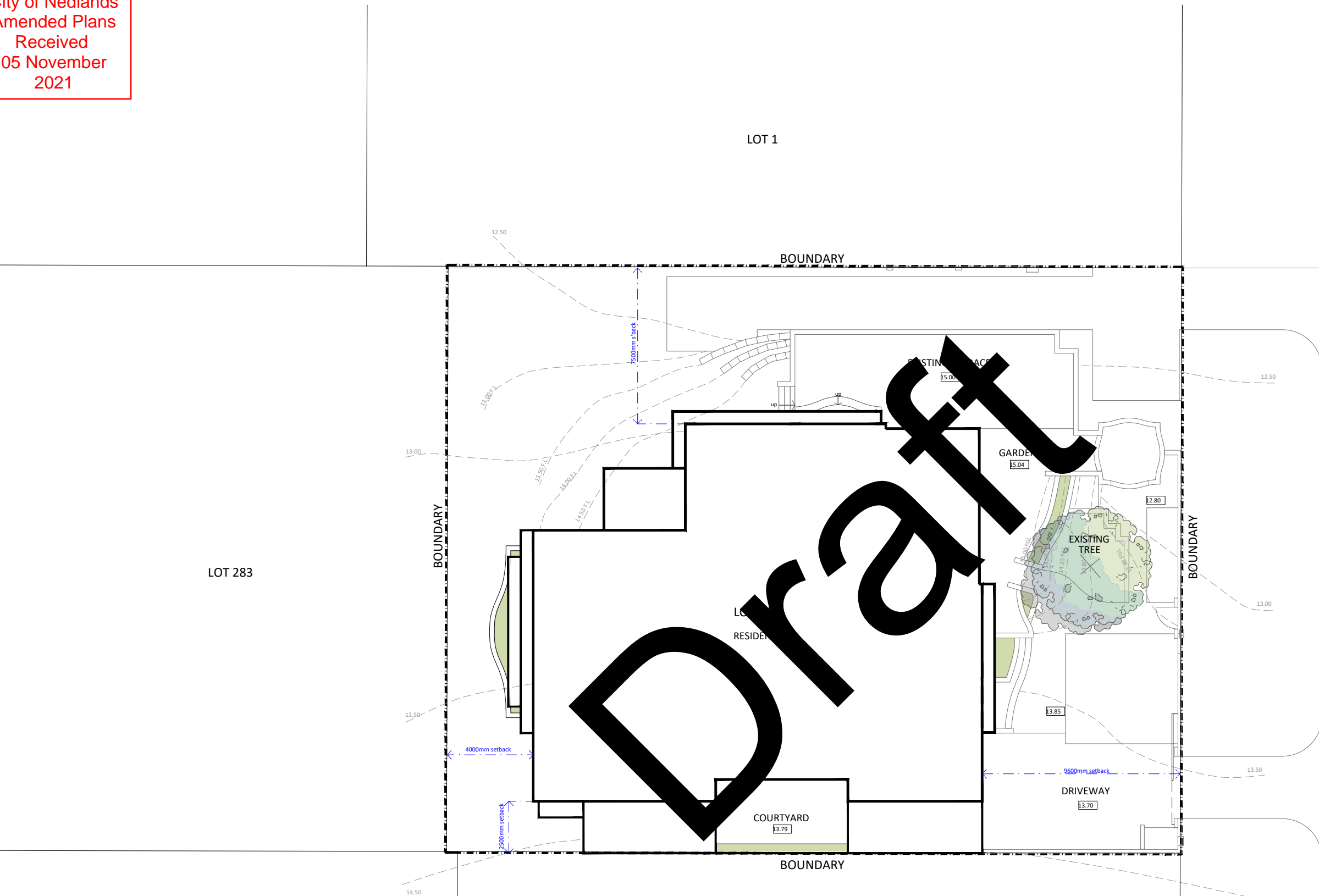
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City of Nedlands
Amended Plans
Received
05 November
2021

LEGEND

 Subject Site



SITE COVERAGE

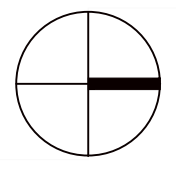
| | |
|--------------------|---------------------|
| Zoned | 12.5 |
| %Allowed | 45% |
| Site Area | 991m ² |
| Site Cov. Area | 413.2m ² |
| SITE COV. = | 41.7% |

BUILDING AREA

| | |
|-------------------------|---------------------------|
| Ground Floor | 246.8m ² |
| Porch | 5.2m ² |
| Garage | 38.1m ² |
| Alfresco/Pool | 80.1m ² |
| Mezzanine | 71m ² |
| Upper Floor | 308.3 |
| Balcony | 12.8m ² |
| Outdoor Terrace | 36.6m ² |
| TOTAL BUILD AREA | 798.9m² |



A201

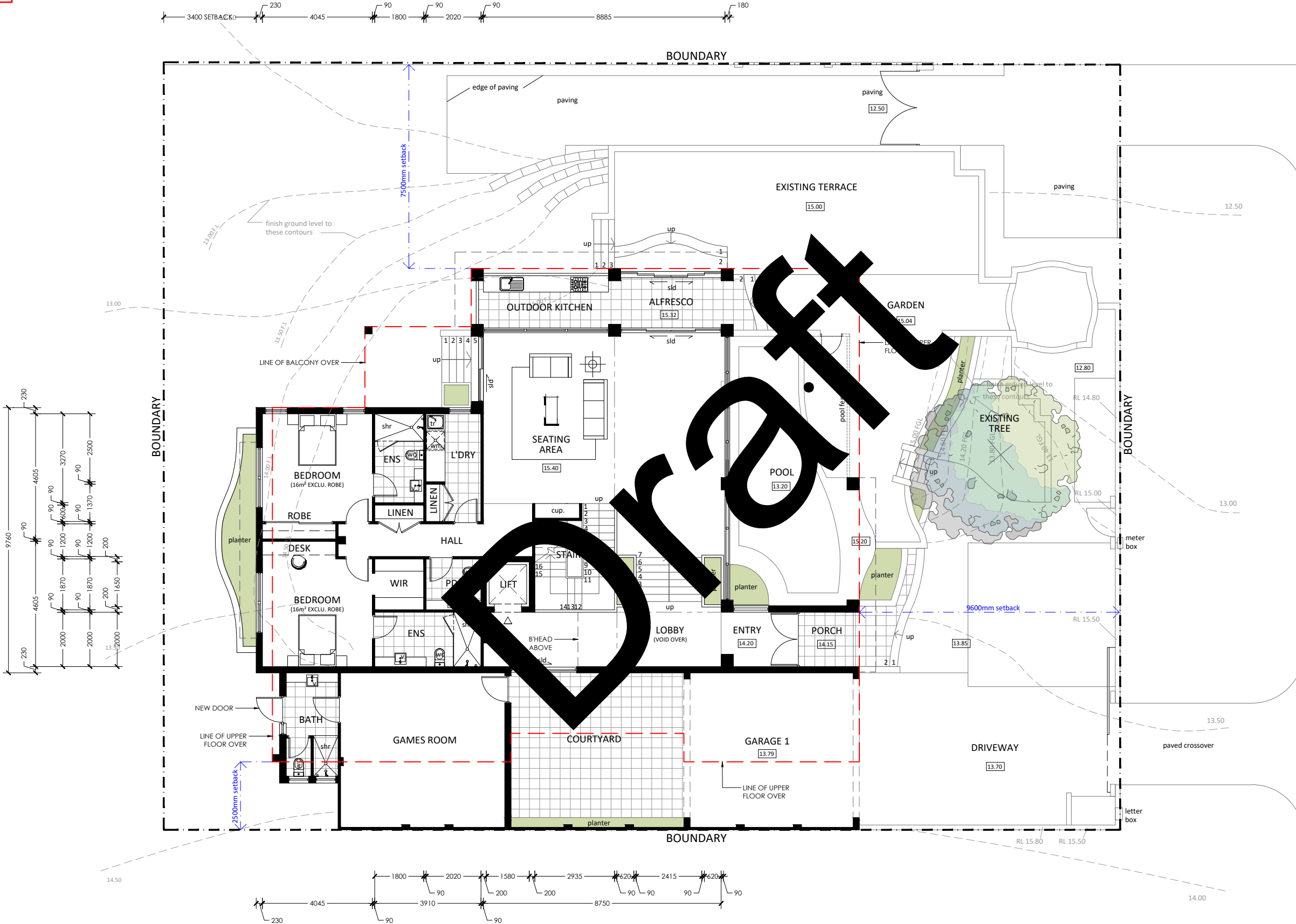


PROJECT PHASE DA
DATE 16.07.2021
SCALE 1:200 (A3)
REVISION D

PROPOSED EXTENSIONS
 LOT 279(#86) WATKINS RD, DALKEITH
SITE PLAN

City of Nedlands
Amended Plans
Received
05 November
2021

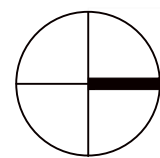
LEGEND



ROAD
WATKINS



A202

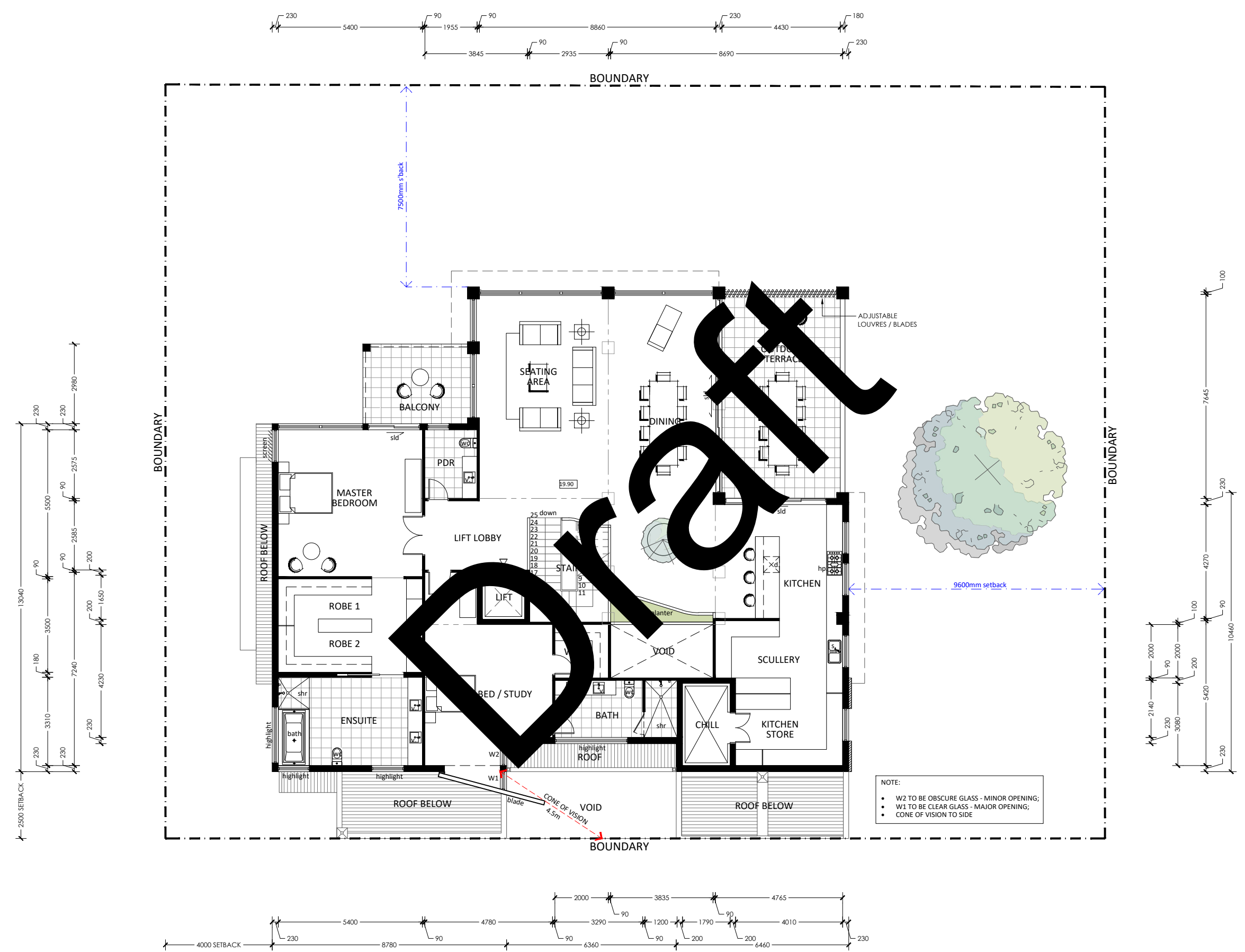


PROJECT PHASE DA
DATE 16.07.2021
SCALE 1:150 (A3)
REVISION D

PROPOSED EXTENSIONS
LOT 279(#86) WATKINS RD, DALKEITH
GROUND FLOOR PLAN

City of Nedlands
Amended Plans
Received
05 November
2021

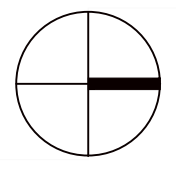
LEGEND
[Dashed Box] Subject Site



ROAD
WATKINS

NOTE:
• W2 TO BE OBSCURE GLASS - MINOR OPENING;
• W1 TO BE CLEAR GLASS - MAJOR OPENING;
• CONE OF VISION TO SIDE

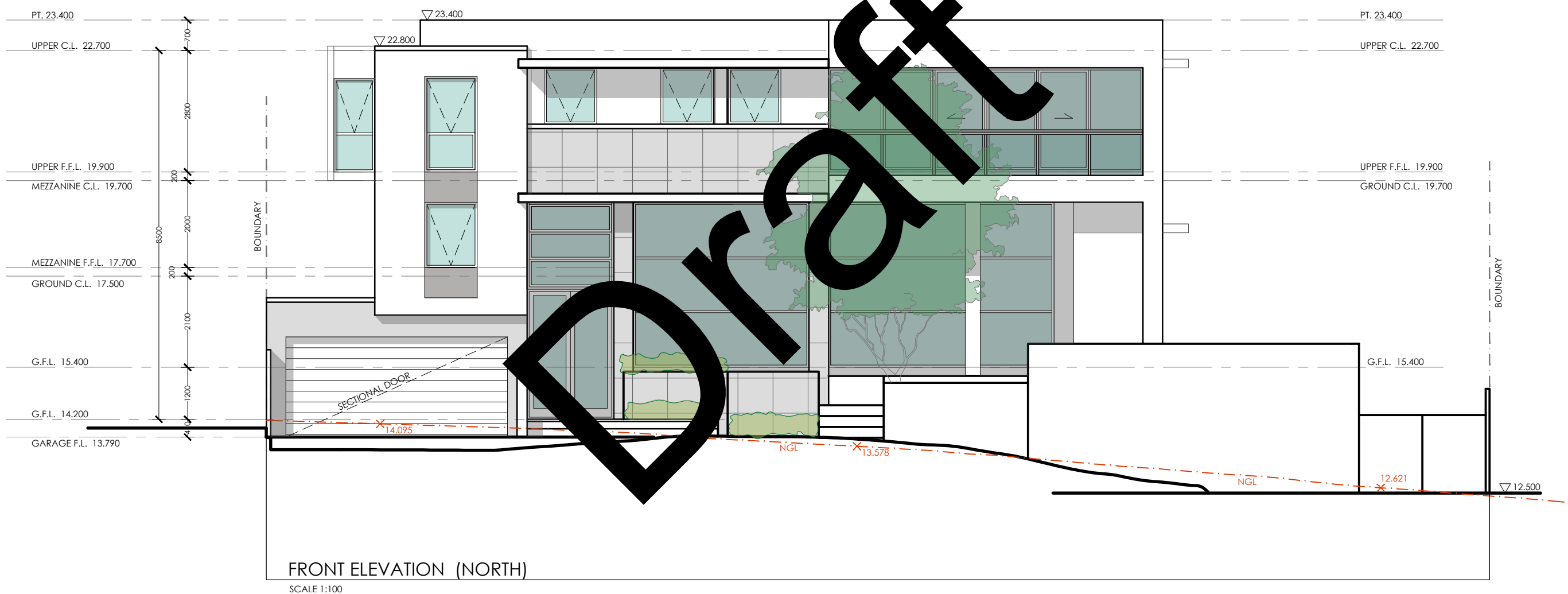
A204



PROJECT PHASE DA
DATE 04.11.2021
SCALE 1:150 (A3)
REVISION D

PROPOSED EXTENSIONS
LOT 279(#86) WATKINS RD, DALKEITH
UPPER FLOOR PLAN

City of Nedlands
Amended Plans
Received
05 November
2021



A301

| | |
|---------------|------------|
| PROJECT PHASE | DA |
| DATE | 22.07.2021 |
| SCALE | 1:100 (A3) |
| REVISION | D |

PROPOSED EXTENSIONS
LOT 279(#86) WATKINS RD, DALKEITH
NORTH ELEVATION PLAN

City of Nedlands
Amended Plans
Received
05 November
2021



A302

| | |
|---------------|------------|
| PROJECT PHASE | DA |
| DATE | 04.11.2021 |
| SCALE | 1:100 (A3) |
| REVISION | D |

PROPOSED EXTENSIONS
LOT 279(#86) WATKINS RD, DALKEITH
SOUTH ELEVATION PLAN

City of Nedlands
Amended Plans
Received
05 November
2021



SIDE ELEVATION (EAST)

SCALE 1:100

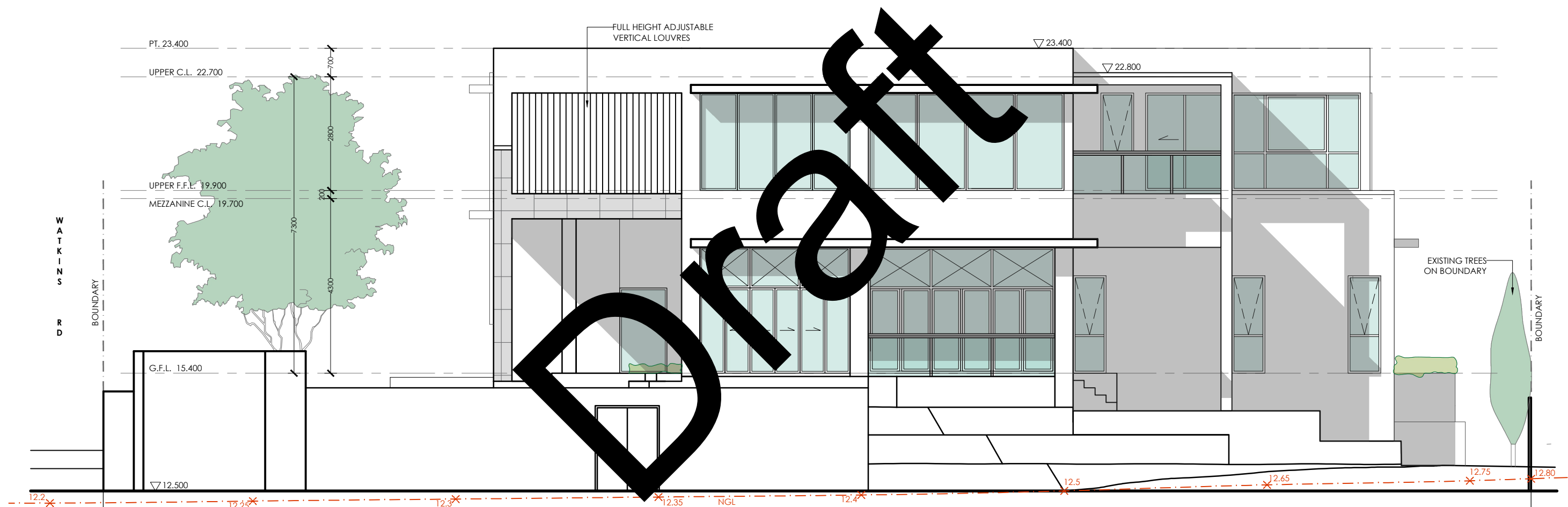


A303

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|---------------|------------|
| PROJECT PHASE | DA |
| DATE | 22.07.2021 |
| SCALE | 1:100 (A3) |
| REVISION | D |

PROPOSED EXTENSIONS
LOT 279(#86) WATKINS RD, DALKEITH
EAST ELEVATION PLAN

City of Nedlands
Amended Plans
Received
05 November
2021



SIDE ELEVATION (WEST)

SCALE 1:100



A304

| | |
|---------------|------------|
| PROJECT PHASE | DA |
| DATE | 22.07.2021 |
| SCALE | 1:100 (A3) |
| REVISION | D |

PROPOSED EXTENSIONS
LOT 279(#86) WATKINS RD, DALKEITH
WEST ELEVATION PLAN

LEGEND



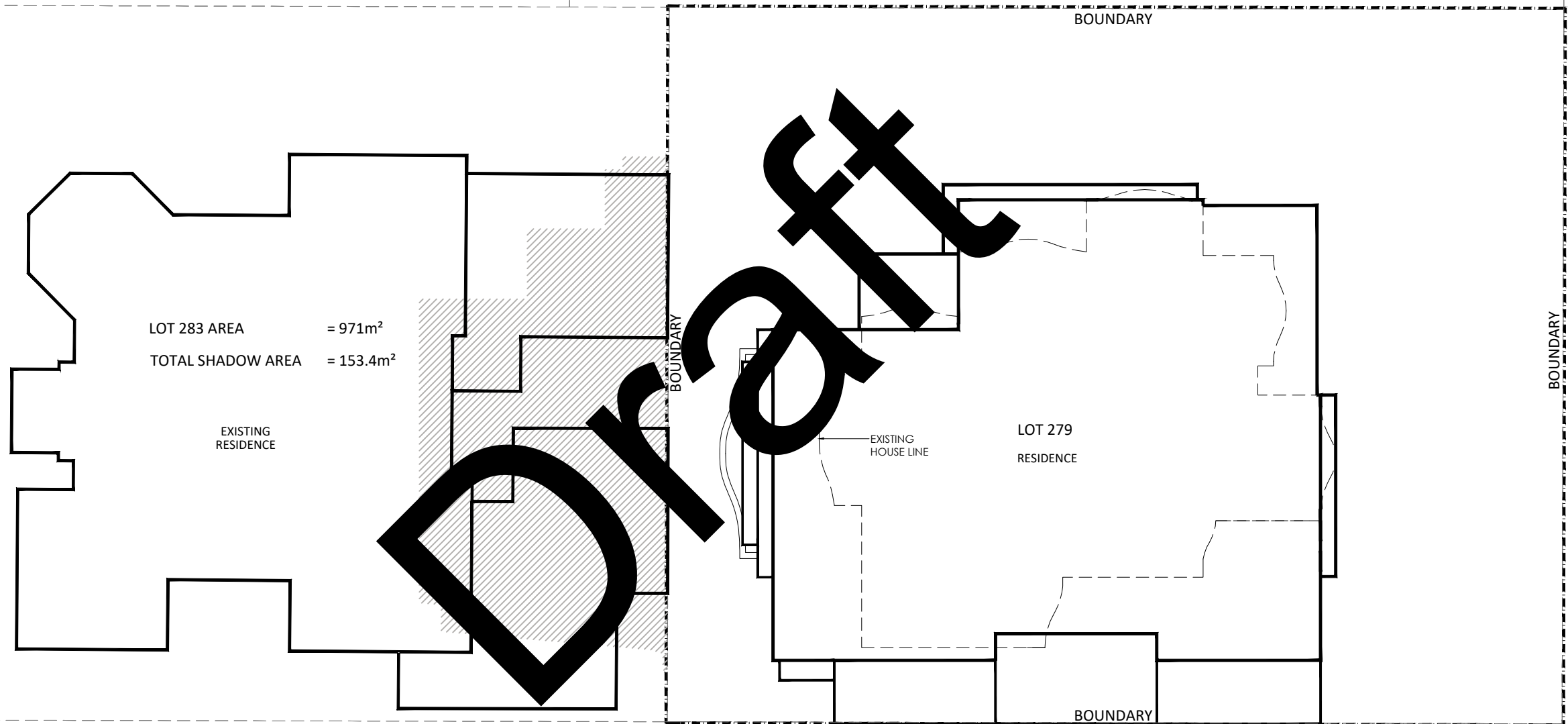
City of Nedlands
Amended Plans
Received
05 November
2021

LOT 12

LOT 1

ROAD

ADAMS



BOUNDARY

ROAD

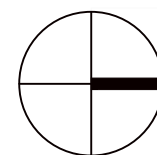
WATKINS

LOT 5

LOT 3



A401



| | |
|---------------|------------|
| PROJECT PHASE | DA |
| DATE | 17.07.2021 |
| SCALE | 1:200 (A3) |
| REVISION | D |

PROPOSED EXTENSIONS
LOT 279(#86) WATKINS RD, DALKEITH
OVER SHADOW DIAGRAM
(PROPOSED ADDITONS)

LEGEND
[Symbol] Subject Site

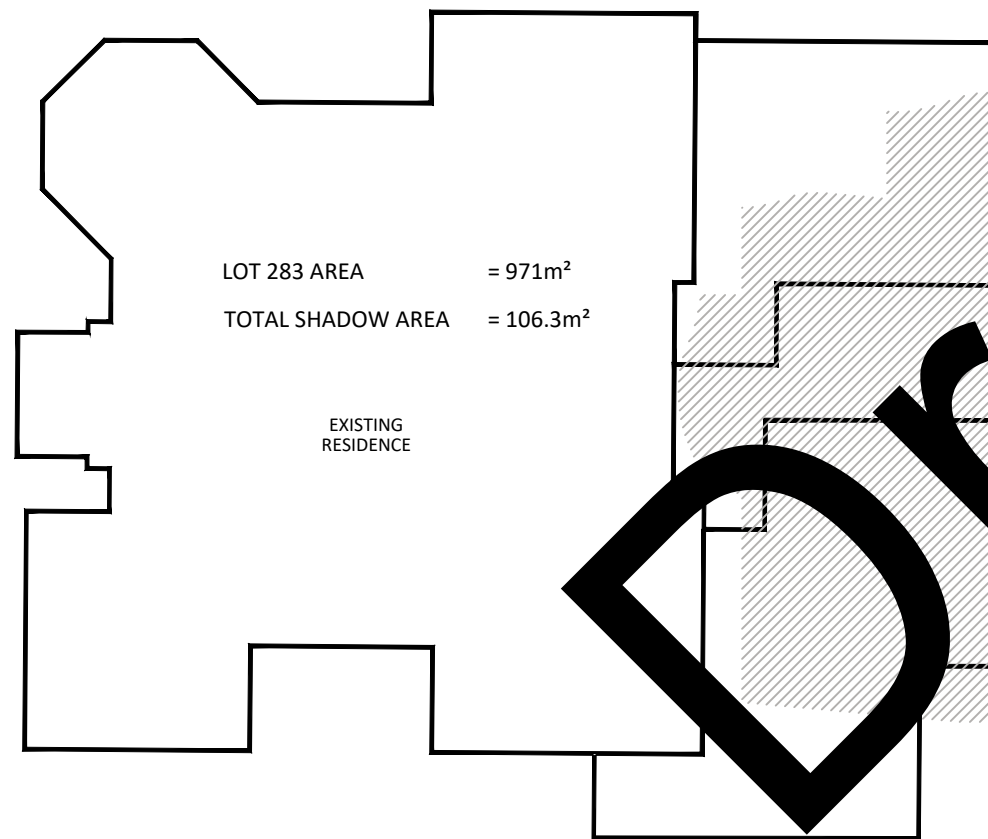
City of Nedlands
Amended Plans
Received
05 November
2021

LOT 12

LOT 1

ROAD

ADAMS



BOUNDARY

BOUNDARY

BOUNDARY

ROAD

WATKINS

LOT 279
EXISTING RESIDENCE

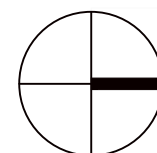
BOUNDARY

LOT 5

LOT 3



A402



| | |
|---------------|------------|
| PROJECT PHASE | DA |
| DATE | 17.07.2021 |
| SCALE | 1:200 (A3) |
| REVISION | D |

PROPOSED EXTENSIONS
LOT 279(#86) WATKINS RD, DALKEITH
OVER SHADOW DIAGRAM
(EXISTING RESIDENCE)

| | |
|----------------|---|
| PD46.21 | Consideration of Development Application – Additions and Alterations to an Existing Single House at 6 Walpole Street, Swanbourne |
|----------------|---|

| | |
|---|--|
| Committee | 7 December 2021 |
| Council | 14 December 2021 |
| Applicant | D4 Designs |
| Landowner | C Kapinkoff |
| Director | Tony Free – Director Planning & Development |
| Employee Disclosure under section 5.70 Local Government Act 1995 | <p>The author, reviewers and authoriser of this report declare they have no financial or impartiality interest with this matter.</p> <p>There is no financial or personal relationship between City staff and the proponents or their consultants.</p> <p>Whilst parties may be known to each other professionally, this relationship is consistent with the limitations placed on such relationships by the Codes of Conduct of the City and the Planning Institute of Australia.</p> |
| Report Type Quasi-Judicial | When Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications and other decisions that may be appealable to the State Administrative Tribunal. |
| Reference | DA21-66822 |
| Previous Item | Nil |
| Delegation | In accordance with the City's Instrument of Delegation, Council is required to determine the application due to an objection being received. |
| Attachments | <ol style="list-style-type: none"> 1. Aerial image and zoning map 2. Site photos 3. Development plans |
| Confidential Attachments | <ol style="list-style-type: none"> 1. Submission |

Executive Summary

The purpose of this report is for Council to determine a development application for ground and upper floor additions to an existing single house at 6 Walpole Street, Swanbourne.

The application was advertised to adjoining neighbours in accordance with Council's Local Planning Policy (LPP) – Consultation of Planning Proposals due to the need to consider primary street setbacks, lot boundary setbacks and visual privacy. At the close of the advertising period, one submission was received objecting to the garage boundary wall as it would create a sense of bulk and confinement to the outdoor living area of the adjoining lot. As an objection has been received, this application is presented to Council for determination.

If a proposal does not satisfy the deemed to-comply provisions of the R-Codes, Council is required to exercise a judgement of merit to determine the proposal against the design principles of the R-Codes. The R-Codes require the assessment to consider the relevant design principle only and to not apply the corresponding deemed-to-comply provisions.

It is recommended that the application be approved by Council as it is considered to satisfy the design principles of the Residential Design Codes (R-Codes). Further, it is considered unlikely that the development will have a significant adverse impact on the local amenity and character of the locality.

Recommendation to Committee

In accordance with Clause 68(2)(b) of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, Council approves the development application in accordance with the plans date stamped 4 November 2021 for additions and alterations to an existing single house at 6 Walpole Street, Swanbourne, subject to the following conditions:

- 1. The development shall at all times comply with the application and the approved plans, subject to any modifications required as a consequence of any condition(s) of this approval.**
- 2. All building works to be carried out under this development approval are required to be contained within the boundaries of the subject lot.**
- 3. Prior to occupation of the development, the walls on or near the boundary are to be finished externally to the same standard as the rest of the development in:**
 - a. Face brick;**
 - b. Painted render;**
 - c. Painted brickwork; or**
 - d. Other clean finish as specified on the approved plans.**

and maintained thereafter to the satisfaction of the City of Nedlands.

- 4. Prior to occupation of the development, fences within the primary street setback area shall be visually permeable above 1.2m in height from natural ground level, in accordance with the Residential Design Codes and to the satisfaction of the City of Nedlands.**
- 5. Prior to occupation or use of the development, the existing vehicular crossover is to be upgraded to the City's specifications. Any redundant portions of the existing vehicular crossover(s) are to be removed and the kerbing, verge, and footpath (where relevant) reinstated to the specification and satisfaction of the City of Nedlands.**

Voting Requirement

Simple Majority.

Background

Land Details

| | |
|--|----------------------------|
| Metropolitan Region Scheme Zone | Urban |
| Local Planning Scheme Zone | Residential |
| R-Code | R10 |
| Land area | 1,012 m ² |
| Land Use | Residential – Single House |
| Use Class | 'P' Permitted Use |

Locality Plan

The subject lot is located at 6 Walpole Street, Swanbourne, one lot south of Wood Street.

The site has a lot area of 1012m², with an east-west orientation and contains an existing two storey single house. The natural ground level is relatively flat, rising approximately 1m from front to rear.

The area is surrounded by predominantly two-storey single houses. The properties within this block are coded R10, while across the street the coding is R15 (Attachment 1).

Application Details

The application seeks development approval for additions and alterations to an existing two storey house including demolition of the front façade and upper floor. The development proposes a new upper floor, internal alterations, a rear extension, and boundary walls to the outbuildings associated with the pool to the east, as well as a new garage on the northern boundary.

Consultation

The applicant is seeking assessment under the design principles of the R-Codes for the following:

- Primary street setback;
- Lot boundary setbacks; and
- Visual privacy.

The development application was advertised in accordance with the City's Local Planning Policy - Consultation of Planning Proposals to 16 adjoining and nearby properties. The application was advertised for a period of 14 days from 5 October to 19 October 2021. At the close of the advertising period, one objection was received. The objection is summarised below, followed by comment from City Officers:

1. Objection to the garage boundary wall as it results in unacceptable building bulk against the outdoor living areas to the north and presents a sense of confinement.

Amended plans have been submitted reducing the width and height of the wall. The wall will also be located behind an existing thick screen of vegetation which will hide its bulk. See further discussion in the report below.

2. Objection to the removal of the dividing fence.
The existing fence is a fibre cement fence with a heavy lean and which is less than 1.6m high when measured from the subject site. Dividing fences are a civil matter between landowners and any replacement fence should be discussed between both sides.

In response to the above, the applicant has provided amended plans reducing the garage boundary wall length from 9m to 7.8m and reducing the overall wall height of the garage from a range of 3.5m – 3.7m to a range of 3.4m – 3.3m (due to the sloping topography). The applicant has also shown a portion of the neighbouring lot on the site plan to demonstrate that the bulk of the garage will be located behind a large tree and dense vegetation on the adjoining lot.

Assessment of Statutory Provisions

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. Where relevant, these matters are discussed in the following sections. Overall, the development is considered to meet these objectives, particularly in regard to height, scale, bulk and appearance, and the potential impact it will have on the local amenity.

State Planning Policy

State Planning Policy 7.3 - Residential Design Codes – Volume 1

State Planning Policy 7.3 Residential Design Codes Volume 1 (R-Codes) apply to all single and grouped dwelling developments. An assessment under the R-Codes can be undertaken in one of two ways. This is by either meeting the deemed-to-comply provisions or via a design principle assessment pathway. The proposed development is seeking a design principle assessment pathway for a part of this proposal.

An assessment is sought under the design principles of the R-Codes for boundary walls and visual privacy. The R-Codes require the assessment to consider the relevant design principle only and to not apply the corresponding deemed-to-comply provisions. All other areas meet the deemed-to-comply provisions.

Clause 5.1.2 – Street setback

The development proposes a street setback of 8.7m for both the ground and upper floor levels, which is considered to meet the Local Planning Policy – Residential Development and the design principles of the R-Codes for the following reasons:

- The existing house is set back 8.7m from the street at both the ground and upper floor. The proposal retains the bulk of the ground floor and maintains the

existing street setback at 8.7m. It is effectively replacing 'like for like' in terms of setback and is consistent with the existing development on the lot.

- The proposal provides adequate privacy for adjoining lots and meets the deemed-to-comply provision for open space.
- The new ground and upper floor designs introduce a degree of articulation that does not exist in the current house onsite, thereby reducing the bulk and scale to the streetscape.

Clause 5.1.3 – Lot boundary setback

The development proposes a northern boundary wall for the garage, and an eastern boundary wall for the pool house and outbuildings. The setbacks are considered to meet the design principles for the following reasons:

- The garage maintains the existing vehicle access with only slight modifications and the proposal itself retains most of the existing ground floor of the house. This limits the location where garages or carports can be set.
- The garage will be located behind an area of the adjoining lot that contains a large tree and dense vegetation (see Figure 1 below). This vegetation separates and screens the boundary wall from the adjoining outdoor living area to reduce the appearance of building bulk.
- The existing dividing fence is less than 1.8m high and allows views into the adjoining backyard. The new boundary wall will provide more visual privacy to the adjoining lot.



Figure 1: View from street along the existing dividing fence showing the vegetation on the adjoining lot. Proposed garage will be forward of the shed shown on the right.

- Several lots within the immediate locality have outbuildings or patios and pools of a similar size located within the rear setback area. The subject proposal for the pool house and outbuildings to the east is therefore in keeping with the expected layout, location and amenity impact of nearby houses.
- The patio, pool pump and outbuilding to the east are a maximum of 3m in height and predominantly located adjoining a large outbuilding on the adjacent eastern lot, resulting in minimal impact to building bulk to adjoining residences.
- Both boundary walls satisfy the deemed-to-comply provisions of the R-Codes.
- Building the garage and the outbuildings to the boundaries makes more effective use of space for the lot.

Clause 5.4.1 – Visual privacy

The development proposes a 2m setback from the window seat of the upper floor library to the southern lot. The setback meets the design principles for the following reasons:

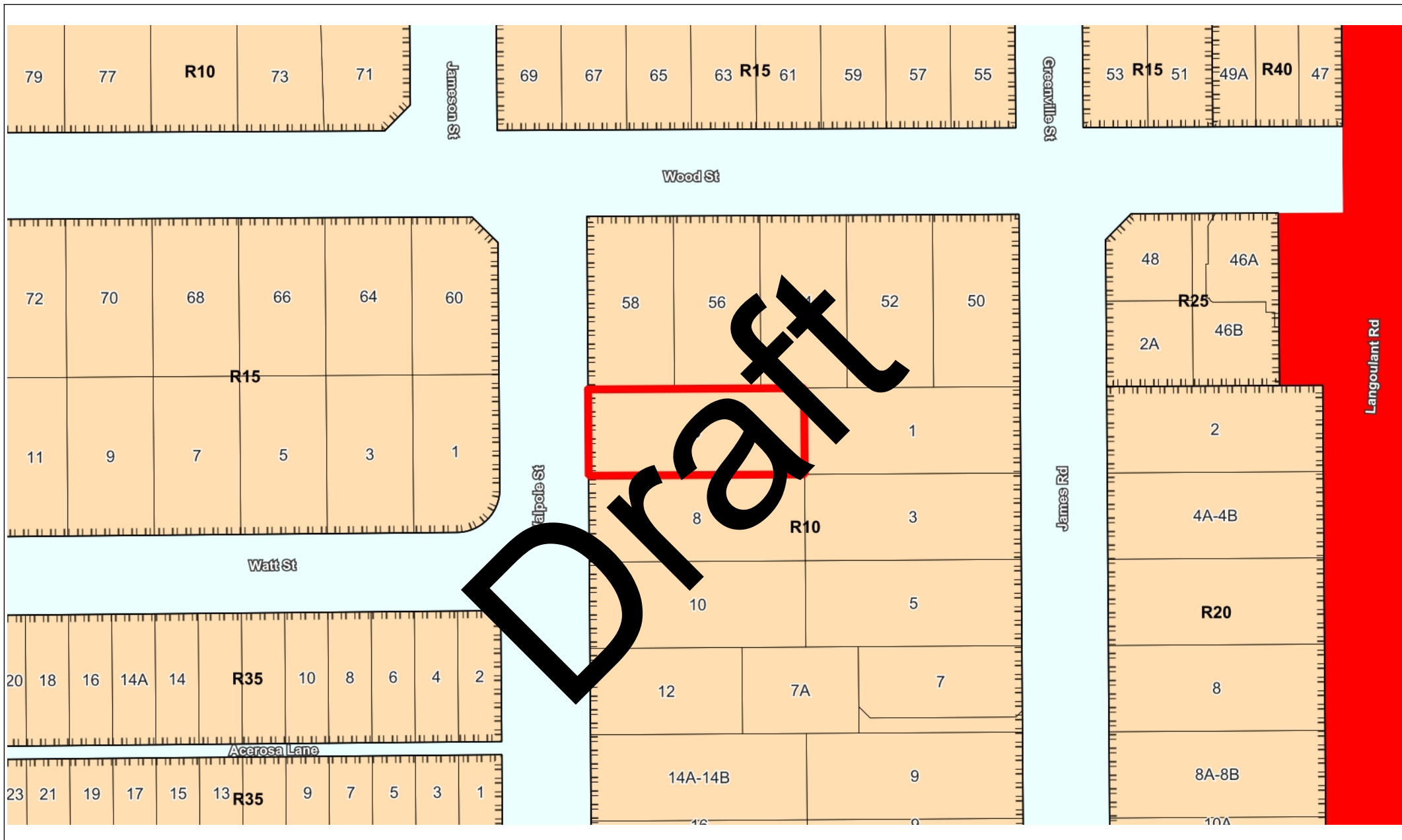
- The proposed window predominantly presents views to the driveway and front setback area of the adjoining house. No outdoor living areas or habitable rooms are impacted.
- The window is at an angle to the boundary, such that any views towards the adjoining house itself are oblique rather than direct.
- The window replaces an existing window and balcony that currently have full direct overlooking of the adjoining lot. The privacy is improved by the removal of this balcony.

Conclusion

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)).

The application for additions and alterations to an existing two storey single house has been presented for Council consideration due to objections being received. The proposal is considered to meet the key amenity related elements of R-Codes Volume 1 and as such is unlikely to have a significant adverse impact on the local amenity of the area. The proposal has been assessed and satisfies the design principles of the Residential Design Codes.

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



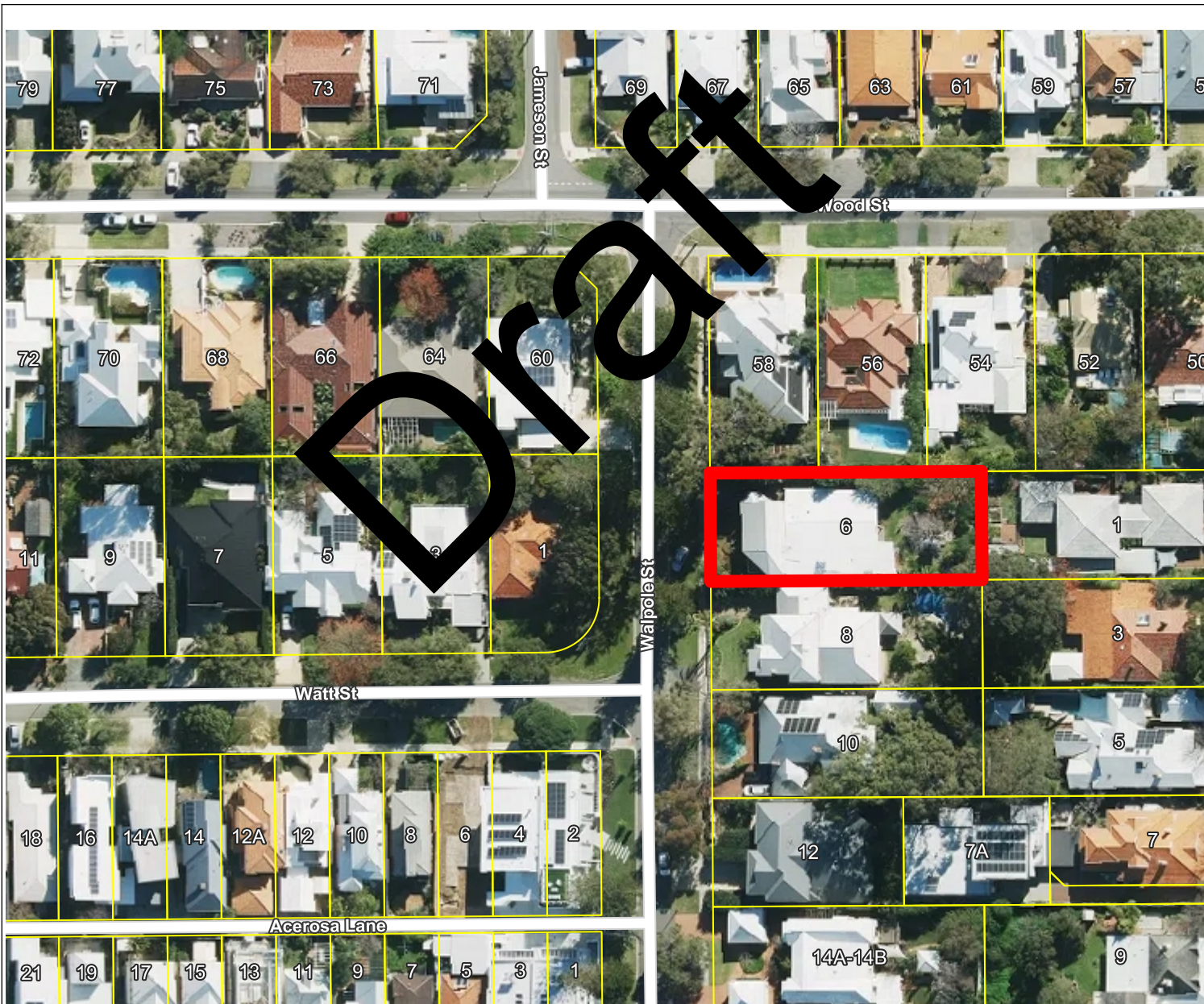
City of Nedlands

The City of Nedlands accepts no responsibility for the accuracy of this image or the results of any actions taken when using this image

5/11/2021

1:1163





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



Photo 1: Streetscape elevation of existing house.



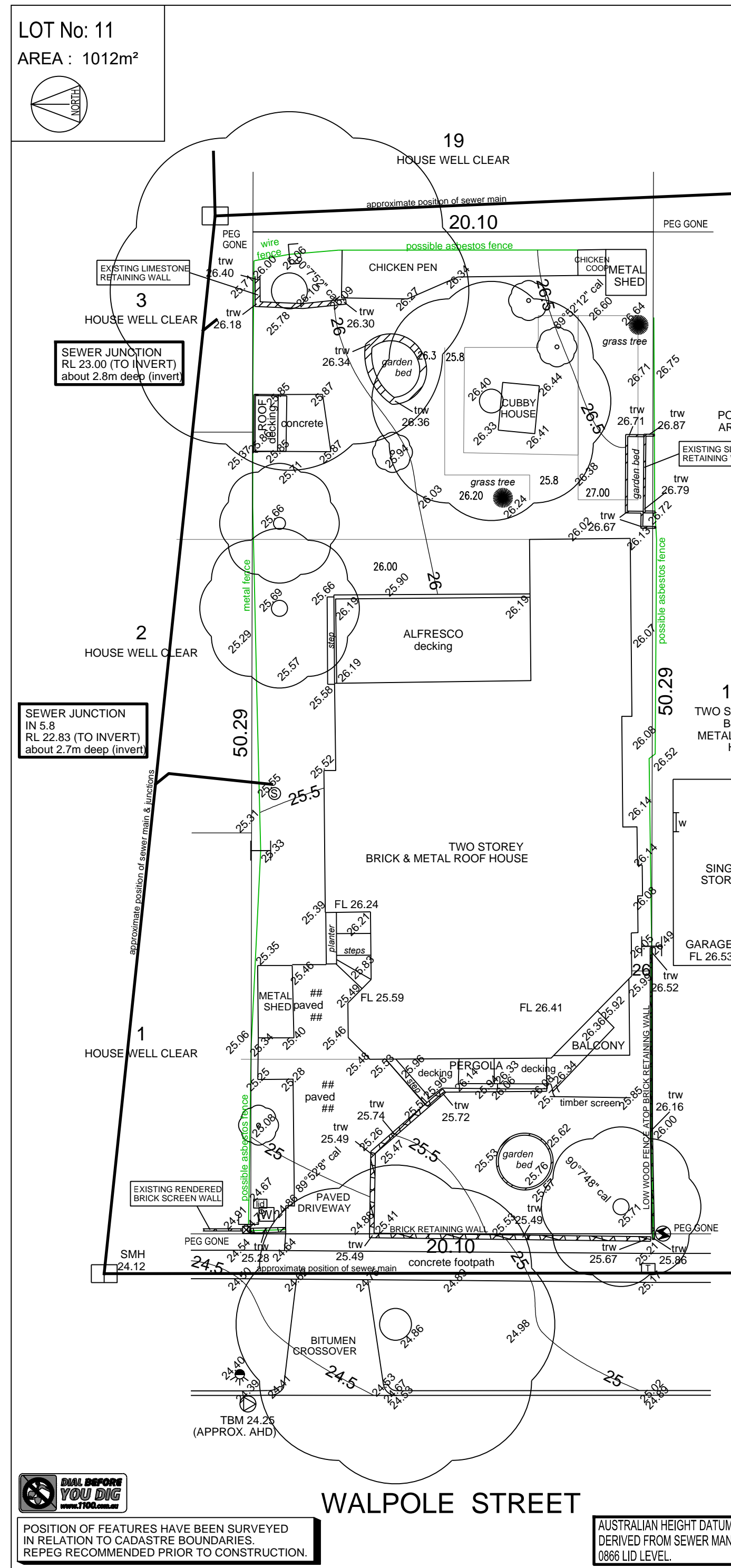
Photo 2: View from adjoining southern lot showing the area of overlooking from the future library window seat (replacing the existing balcony structure).



Photo 3: View from rear of subject site showing the building structure on the adjoining lot.



Photo 4: View east along the dividing fence on the north elevation. The existing shed to the right is where the garage boundary wall will be located. The thick vegetation along the boundary is within the adjoining northern property.



EXISTING SITE SURVEY
SCALE 1:200

BUILDER:
d4 DESIGNS

CLIENT/s:

SITE ADDRESS:
LOT 11 (#6) WALPOLE STREET,
SWANBOURNE

LOCAL AUTHORITY: CITY OF NEDLANDS

JOB No: 71109

SHEET No: 1 of

VARIATIONS - all sheets

| OWNER'S | DETAILS | DWN | DATE | CHK |
|----------|---------|-----|------|-----|
| WITNESS: | | | | |
| BUILDER: | | | | |
| WITNESS: | | | | |
| DATE: | | | | |

SURVEYOR SITE INSPECTION REPORT

ELECTRICITY: UNDERGROUND GAS: YES
TELECOM: YES WATER: YES (LHS)
SEWERAGE: YES (SEE THIS PLAN FOR DEPTHS TO JUNCTIONS)
ROAD: BITUMEN
KERB: SEMI MOUNTABLE (cracked)
FOOTPATH: CONCRETE (good condition)
VEGETATION: ESTABLISHED GARDENS & TREES
SOIL: SAND & POSSIBLE LIMESTONE AT DEPTH
VIEWS: NIL
REPEP: REQUIRED REPEP TYPE: OLD SURVEY AREA

ONLY OBVIOUS VISIBLE SERVICES HAVE BEEN LOCATED. PRIOR TO ANY EXCAVATION, CONSTRUCTION OR DEMOLITION THE RELEVANT SERVICE AUTHORITIES MUST BE CONTACTED TO CONFIRM THE LOCATION OF ALL UNDERGROUND SERVICES.

TITLE DETAILS

LOT NOS: 11 C/T VOL: 1066
PLAN: 203 FOL: 957

LEGEND

| | | |
|-----------------------|--------------|-------------------------|
| NBN | TREE | GAS |
| TELECOM PIT | PALM TREE | HYDRO |
| COMMUNICATION PIT | TREE STUMP | WATER PIPE |
| POWER DOME | IRRIGATION | WATER METER |
| POWER POLE | STREET LIGHT | SEWERAGE MANHOLE |
| FENCE END | GRASS | SEWERAGE MANHOLE |
| PILLAR | PERGOLA | SEWERAGE INSPECTION LID |
| TOP OF RETAINING WALL | | |

BLOCK LOCATED ABOUT 1070 METRES FROM OCEAN

ALL SEWER DETAILS PLOTTED FROM INFORMATION SUPPLIED BY WATER CORPORATION SPATIAL INFORMATION UNIT. REFER TO THE DISCLAIMER NOTE ON WATER CORPORATION PLUMBING CONTRACTORS TO CONFIRM SEWER DEPTHS AT TIME OF PIPE LAYING.

LOCATION OF BOUNDARY PEGS & IMPROVEMENTS NOT GUARANTEED UNLESS REPEP CARRIED OUT AT TIME OF SURVEY. CHECK TITLE FOR EASEMENTS, CAVEATS & COVENANTS.

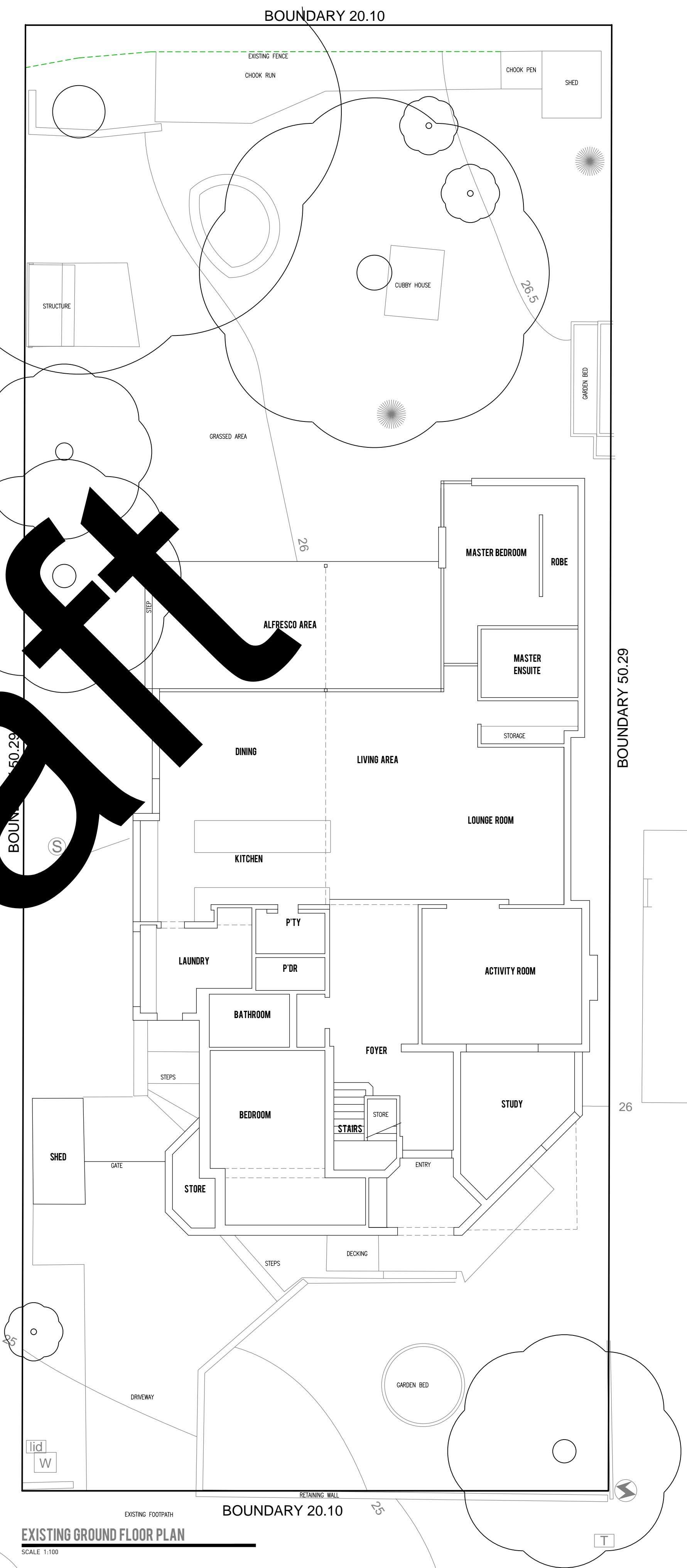
R. G. LESTER & ASSOCIATES
LICENSED LAND & ENGINEERING SURVEYORS
NORTH BEACH PLAZA
SHOP 7 / 1 NORTH BEACH ROAD
NORTH BEACH WA 6020
PH: 9448 5009 FX: 9203 8722
admin@lestersurveys.com.au

REF NO: 71109 FILE NO: 3412 DATE: 18.05.21 DRAWN: AC

SITE PLAN 1:200 at A3

0 5 10 15

Y:171109WALPOLE.SKf



EXISTING GROUND FLOOR PLAN
SCALE 1:100

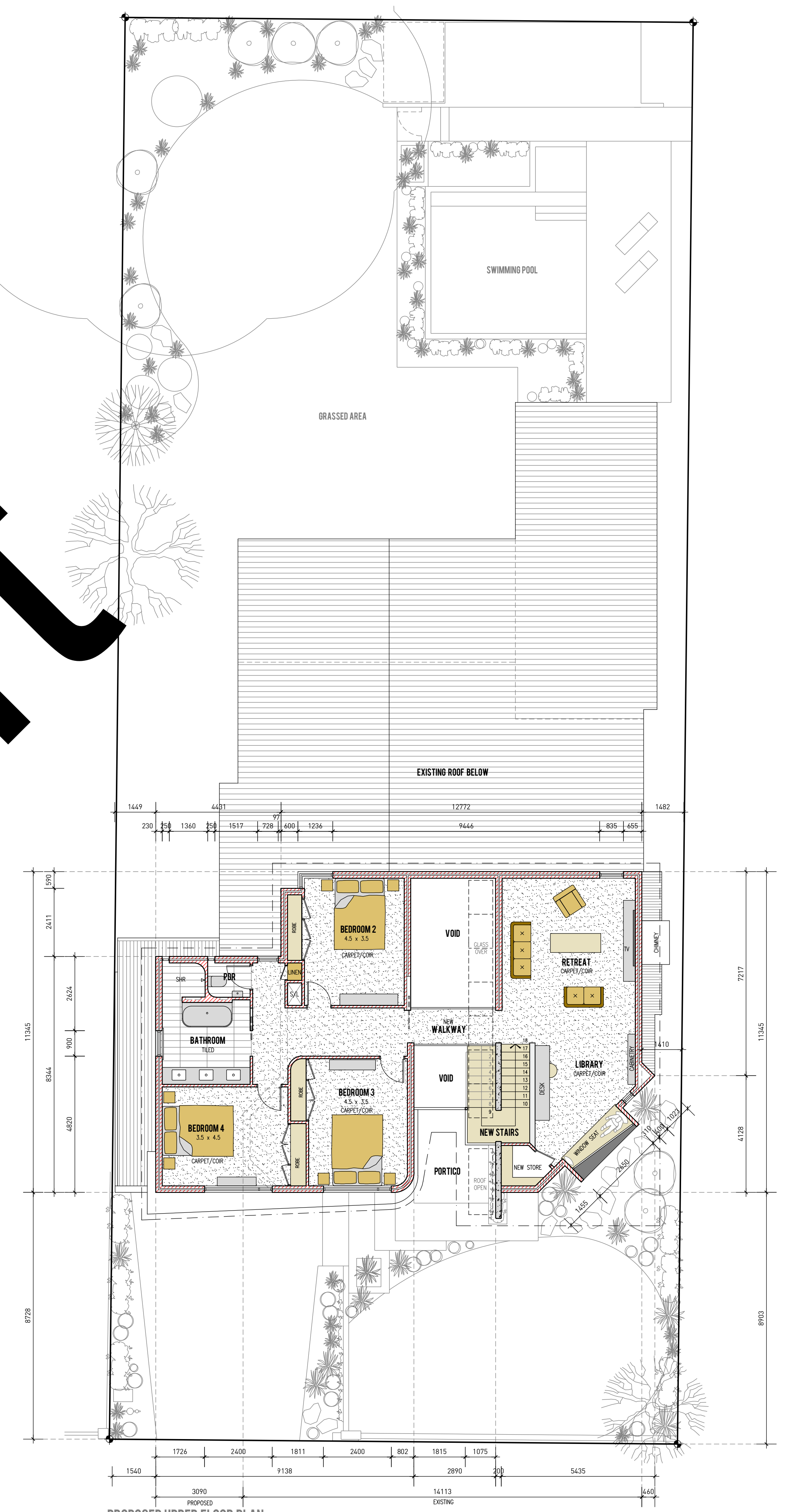
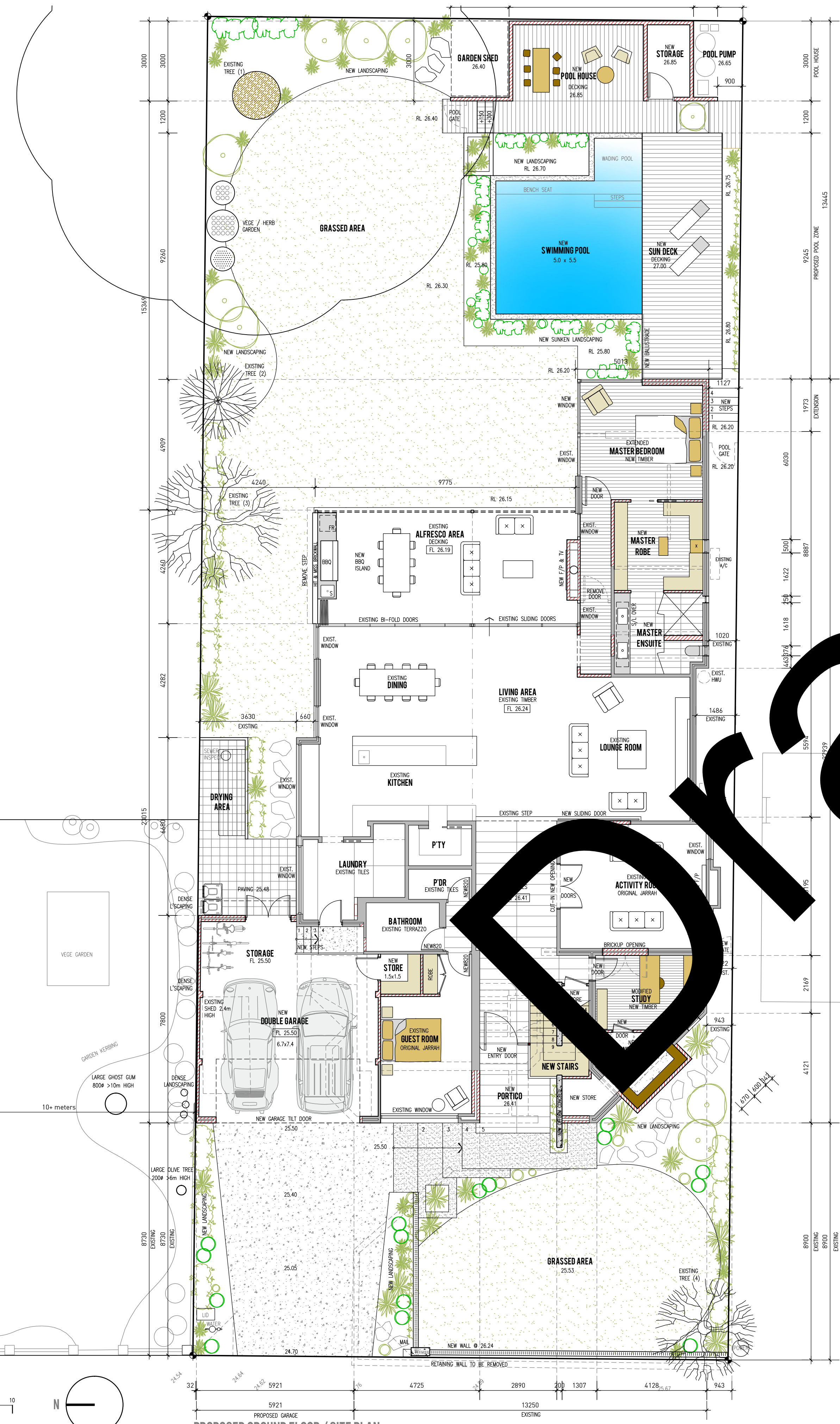
PROPOSED ALTERATIONS & ADDITIONS
CLAIRE & ADAM KAPINKOFF
6 WALPOLE STREET,
SWANBOURNE, WA

REVE
DEVELOPMENT APPLICATION

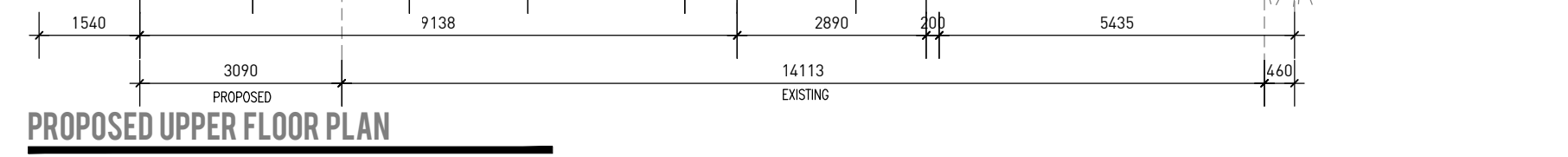
SURVEY & EXISTING
SCALE 1:100 / 200
04.11.2021
DA01

WALL LEGEND

- EXISTING EXTERNAL WALL TO REMAIN
- EXISTING INTERNAL WALL TO REMAIN
- EXISTING EXTERNAL WALL TO BE REMOVED
- EXISTING EXTERNAL WALL TO BE REMOVED
- NEW EXTERNAL WALL
- NEW INTERNAL WALL
- NEW CONCRETE FEATURE WALL



Draft

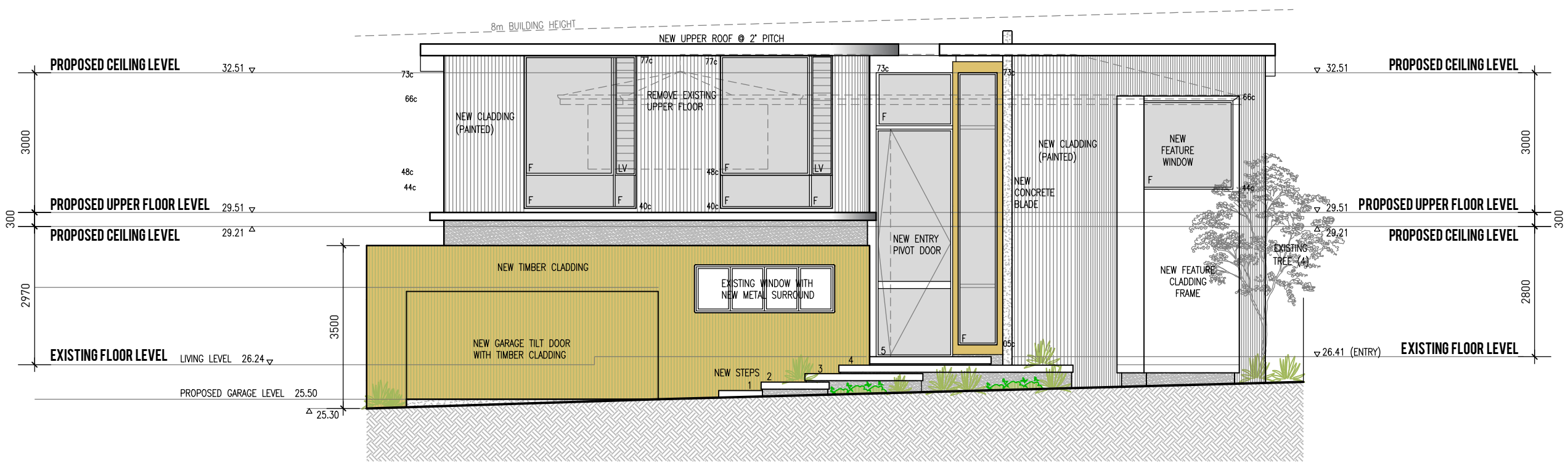


PROPOSED ALTERATIONS & ADDITIONS

CLAIRE & ADAM KAPINKOFF
6 WALPOLE STREET,
SWANBOURNE, WA

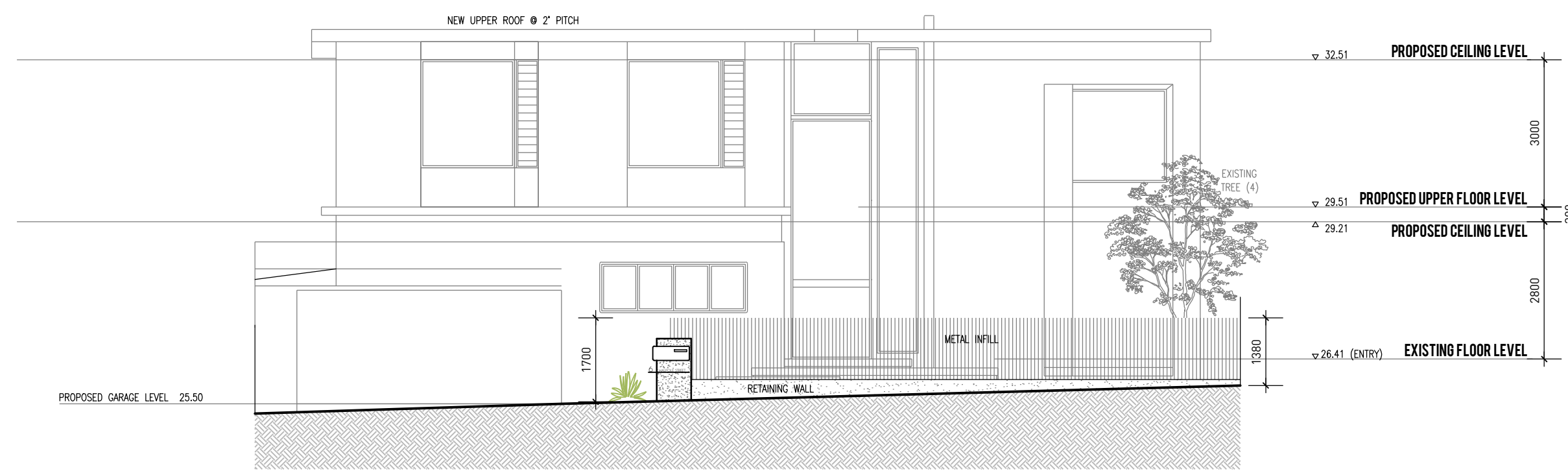
REVE
DEVELOPMENT APPLICATION

FLOOR PLANS
SCALE 1:100
04.11.2021 **DA02**



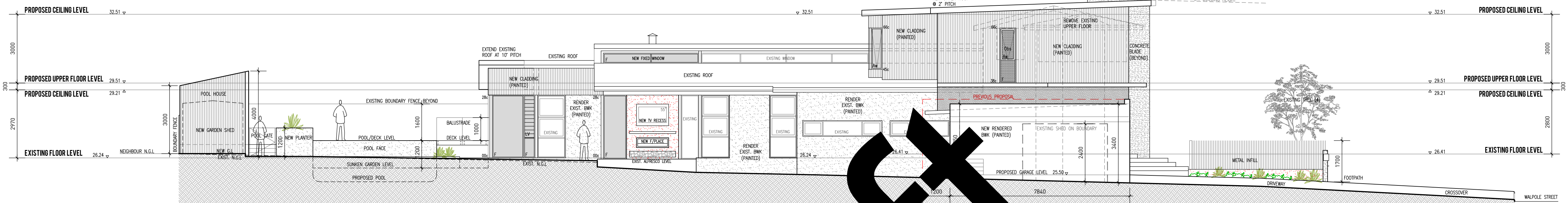
PROPOSED FRONT ELEVATION - WEST

SCALE 1:100



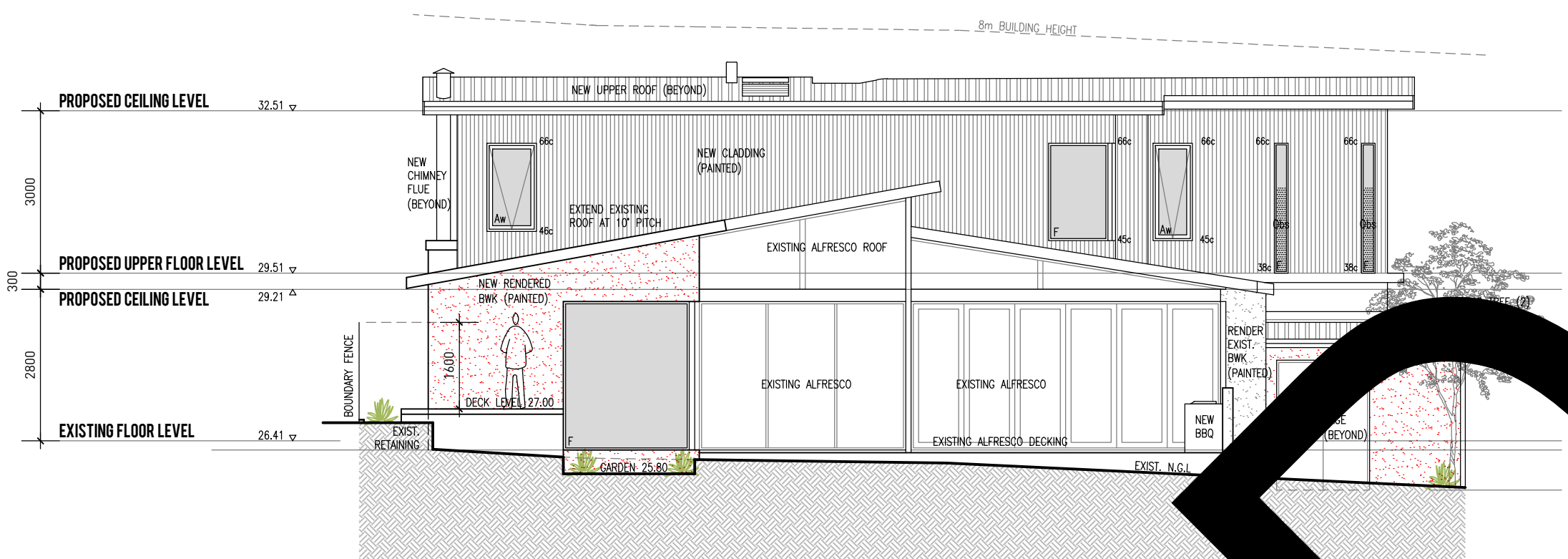
PROPOSED STREET ELEVATION - WEST

SCALE 1:100



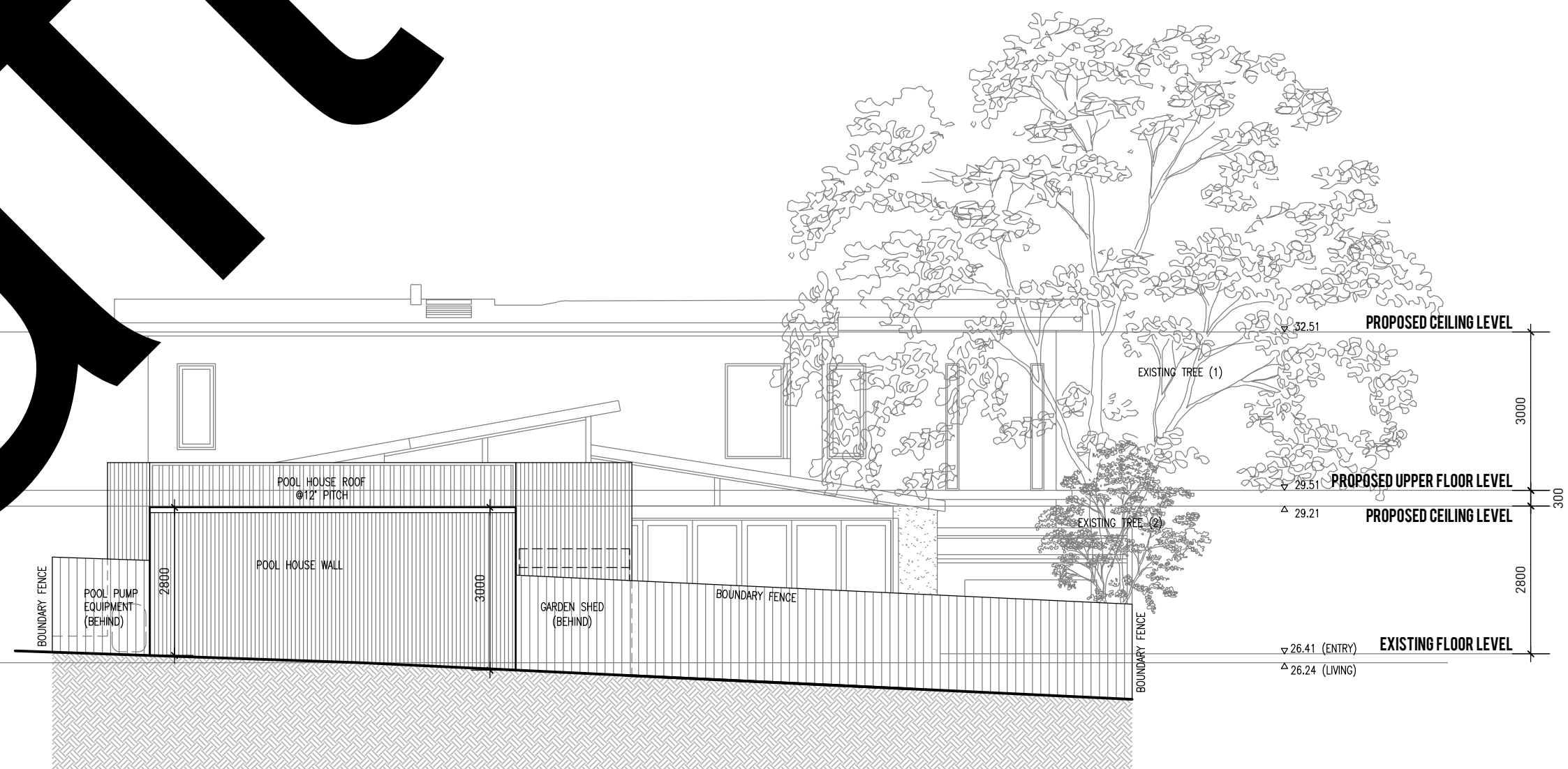
PROPOSED SIDE ELEVATION - NORTH

SCALE 1:100



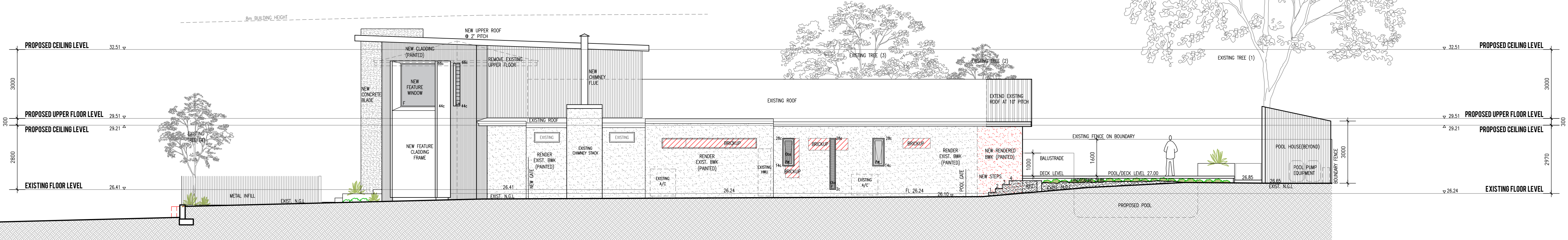
PROPOSED REAR ELEVATION - EAST

SCALE 1:100



PROPOSED REAR ELEVATION - WEST

SCALE 1:100



PROPOSED SIDE ELEVATION - SOUTH

SCALE 1:100

Draft

PROPOSED ALTERATIONS & ADDITIONS

CLAIRE & ADAM KAPINIKOFF
4 WALPOLE STREET,
SWANBOURNE, WA

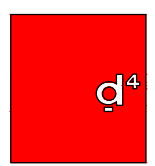
REVE
DEVELOPMENT APPLICATION

ELEVATIONS

SCALE 1:100

04.11.2021

DA03



| | |
|----------------|--|
| PD47.21 | Consideration of Development Application - Single House at 15 Greenville Street, Swanbourne |
|----------------|--|

| | |
|---|--|
| Committee | 7 December 2021 |
| Council | 14 December 2021 |
| Applicant | Zazen Building & Design |
| Landowner | T Falkner |
| Director | Tony Free – Director Planning & Development |
| Employee Disclosure under section 5.70 Local Government Act 1995 | <p>The author, reviewers and authoriser of this report declare they have no financial or impartiality interest with this matter.</p> <p>There is no financial or personal relationship between City staff and the proponents or their consultants.</p> <p>Whilst parties may be known to each other professionally, this relationship is consistent with the limitations placed on such relationships by the Codes of Conduct of the City and the Planning Institute of Australia.</p> |
| Report Type Quasi-Judicial | When Council determines an application/matter that directly affects a person's right and interests. The judicial character arises from the obligation to abide by the principles of natural justice. Examples of Quasi-Judicial authority include town planning applications and other decisions that may be appealable to the State Administrative Tribunal. |
| Reference | DA21-66989 |
| Previous Item | Nil |
| Delegation | In accordance with the City's Instrument of Delegation, Council is required to determine the application due to an objection being received. |
| Attachments | <ol style="list-style-type: none"> 1. Aerial Image and Zoning Map 2. Development Plans |
| Confidential Attachments | <ol style="list-style-type: none"> 1. Submission |

Executive Summary

The purpose of this report is for Council to determine a development application for a two-storey single house at 15 Greenville Street, Swanbourne.

The application was advertised to adjoining neighbours in accordance with Council's Local Planning Policy (LPP) – Consultation of Planning Proposals due to the need to consider street setback, lot boundary setbacks, garage setback and solar access against the design principles. At the close of the advertising period, one submission was received objecting to the development proposal. The objection raised concerns relating to lot boundary setback and street setback. As an objection has been received, this application is presented to Council for determination.

If a proposal does not meet the deemed to-comply provisions of the Residential Design Codes Volume 1 (R-Codes), Council is required to exercise a judgement of merit to determine the proposal against the design principles of the R-Codes. The R-Codes require the assessment to consider the relevant design principle only and to

not apply the corresponding deemed-to-comply provisions. It is recommended that the application be approved by Council as it is considered to satisfy the design principles of the R-Codes. Further, the development will not have a significant adverse impact on the local amenity and character of the locality.

Recommendation to Committee

In accordance with Clause 68(2)(b) of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, Council approves the development application received on 2 August 2021 in accordance with amended plans date stamped 4 November 2021 for a single house at 15 Greenville Street, Swanbourne, subject to the following conditions:

- 1. The development shall at all times comply with the application and the approved plans, subject to any modifications required as a consequence of any condition(s) of this approval.**
- 2. Prior to occupation of the development, landscaping is to be planted and maintained in accordance with the approved plans, or any modifications approved thereto, for the lifetime of the development thereafter, to the satisfaction of the City of Nedlands**
- 3. All building works to be carried out under this development approval are to be contained within the boundaries of the subject lot.**
- 4. Prior to occupation of the development the external finish of the parapet walls is to be the same standard as the rest of the development or in:**
 - a. Face brick;**
 - b. Painted render;**
 - c. Painted brickwork; or**
 - d. Other clean material as specified on the approved plans**

and maintained thereafter to the satisfaction of the City of Nedlands.

- 5. All stormwater from the development, which includes permeable and non-permeable areas shall be contained onsite.**
- 6. Prior to occupation of the development, all privacy screens and obscured windows as shown on the approved plans shall be provided to prevent overlooking in accordance with the Residential Design Codes by either:**
 - a. Fixed obscured or translucent glass to a height of 1.60 metres above finished floor level; or**
 - b. Timber screens, external blinds, window hoods and shutters to a height of 1.6m above finished floor level that are at least 75% obscure;**
 - c. A minimum sill height of 1.60 metres as determined from the internal floor level; or**
 - d. An alternative method of screening approved by the City of Nedlands.**

The required screening shall be thereafter maintained to the satisfaction of the City of Nedlands.

Voting Requirement

Simple Majority.

Background

Land Details

| | |
|--|--|
| Metropolitan Region Scheme Zone | Urban |
| Local Planning Scheme Zone | Residential |
| R-Code | R15 |
| Land area | 474m ² |
| Land Use | Existing – Single House Proposed – Single House |
| Use Class | 'P' Permitted Use |

Locality Plan

The subject site is located west of Greenville Street, Swanbourne and is 100m west of West Coast Highway. All surrounding properties have a density coding of R15. The site has an existing single storey house has a slope of 1.6m from the street to the rear of the property (west).

History

Greenville Street has a density code of R15. The overall average of these lots within the street is 474m². In accordance with the R-Codes, the minimum lot size for an R15 lot is 580m². The lot sizes along Greenville Street are typical of a higher residential coding, such as an R20 density code, which has an average lot size of 450m². If the development standards of the R20 code were to be applied to the proposal, street setback, building on boundary, and the rear setbacks would meet the deemed-to-comply provisions of the R-Codes.

Application Details

The application seeks development approval for the construction of a two-storey single house at 15 Greenville Street, Swanbourne.

Consultation

The applicant is seeking assessment in accordance with the design principles of the R-Codes for the following:

- Street Setback;
- Lot Boundary Setback;
- Setback of Garages; and
- Landscaping

The development application was advertised in accordance with the City's Local Planning Policy - Consultation of Planning Proposals to 17 adjoining and nearby properties. The application was advertised for a period of 14 days from 24 September to 8 October 2021. At the close of the advertising period one objection was received.

On 4 November 2021, amended plans were submitted reducing the length of the boundary wall, increasing the garage setback, obscuring the rear guest suite windows and reducing the length of the southern upper floor wall.

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

- Insufficient setbacks proposed to lot boundaries

An assessment of the proposal has been undertaken against the design principles where a judgement of merit has been sought in relation to lot boundary setback. Please see section 5.2.1 of this report.

- Insufficient setback of the garage to the street

The submission requested the garage align with the street's setback average of 6m. The setback of the garage is now 6m to Greenville Street.

- Excessive overshadowing of neighbouring property

Overshadowing meets the deemed-to-comply provision.

Assessment of Statutory Provisions

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. Where relevant, these matters are discussed in the following sections. Overall, the development is considered to meet these objectives, particularly in regard to height, scale, bulk, appearance and the potential impact it will have on the local amenity.

State Planning Policy

State Planning Policy 7.3 Residential Design Codes – Volume 1

State Planning Policy 7.3 Residential Design Codes Volume 1 (R-Codes) apply to all single and grouped dwelling developments. An approval under the R-Codes can be obtained in one of two ways. This is by either meeting the deemed-to-comply provisions or via a design principle assessment pathway.

The proposed development is seeking a design principle assessment pathway for a part of this proposal. An assessment is sought through the design principles for street setback, lot boundary setback, setback of garages, landscaping and solar access for adjoining sites. The R-Codes require the assessment to consider the relevant design principle only and to not apply the corresponding deemed-to-comply provisions. All other areas meet the deemed-to-comply provisions.

Clause 5.1.2 – Street Setback & Clause 5.2.1 – Setback of Garages

The house proposes a minimum street setback of 6m to the garage.

The design principles require the development to be consistent with the established streetscape and not visually imposing from the street. The setback meets the design principles as:

- The established streetscape along Greenville Street has houses and garages setback from the street between 5.5m – 9m. The two properties adjacent at 17 and 13 Greenville have an existing or approved minimum setback of 5.4m from the primary street. In this context, the proposed setback of 6m from the garage and 7.5m from the verandah in this proposal are consistent with the established streetscape.
- The 6m setback from the street is an adequate distance that will not interfere with sight lines along the street and footpath, particularly as there is a 3.5m wide verge between the lot and the footpath. The garage will not be the dominant feature visually when approaching the house and the garage setback is consistent with the established streetscape.

Clause 5.1.3 – Lot Boundary Setbacks

The dwelling is seeking an assessment against the design principles for setbacks proposed to the northern, western and southern lot boundaries from the ground and upper floor, including a boundary wall.

Ground Floor – Southern elevation – boundary wall

The garage wall is 6.8m in length and 3m in height built up to the southern lot boundary. The nil setback has been considered against the design principles of efficient use of space and minimising adverse impact on adjoining neighbours. The proposal meets the design principles as follows:

- The site features an existing boundary wall in a similar location to the one proposed. The current boundary wall is 6.3m in length and 2.3m in height. The boundary wall proposed does not adversely impact the amenity of the adjoining property as it abuts a passageway and bin storage area. The boundary wall will also be screened by established landscaping on the southern lot at 17 Greenville Street.



Figure 1 - View of 15 Greenville St from 17 Greenville Street

- The majority of the houses along Greenville Street feature short, single storey walls built to one boundary that are visible from the street. The presence of a single boundary wall will not detract from the established streetscape.

Upper Floor - Southern elevation – Master Suite to Bathroom

The wall from the Master Suite to Bathroom of the upper floor is setback 1.5m to the southern lot boundary. The setback has been considered against the design principles related to minimising building bulk and maintaining visual privacy and is assessed as appropriate as follows:

- The wall's height of 5.8m is typical for a two-storey development. The wall's height and 1.5m setback collectively minimise the impact of building bulk to the adjoining southern neighbour. Further, the wall abuts an area of the adjoining lot which acts as a bin storage area and a passageway connecting the rear garden with the front garden.
- Ventilation is maintained by the minimum 1.5m setback. Overshadowing meets the deemed-to-comply provision.
- The subject wall length does not contain any major openings, maintaining privacy for the occupants and neighbours.

Ground Floor – Western elevation – Guest Suite to Alfresco

The wall from the guest suite to the alfresco of the ground floor is setback 3.2m to 5.7m from the western lot boundary. The proposal meets the design principles as follows:

- The impact of building bulk is minimised for the adjoining neighbour as half the subject wall length is setback 5.7m and is an alfresco area which is not comprised of solid building material. Further, the wall is single storey in height and the upper storey is setback 7.6m from the rear boundary, collectively reducing the perception of bulk. Finally, the lot's size is more typical of a site in the R20 density code. A large rear setback would not be expected for a lot of this size as there is less space available. Half the houses on the subject street block feature buildings that are setback a short distance from the rear boundary.

- The subject wall length does not contain any major openings, all windows to the guest suite are obscured.

Upper Floor – Northern elevation – Balcony to Bedroom 3

The wall from the balcony to bedroom 3 of the upper floor is setback 1.5m to the northern lot boundary. The setback has been considered against the design principles and is assessed as appropriate:

- The wall is 5.8m in height and 12.3m in length. 5.1m of the wall's length is a balcony, which features solid screening to a height of 1.6m. This maintains a sense of permeability when viewing this elevation. The wall's composition and 1.5m setback combine to minimise the impact of building bulk to the adjoining northern neighbour.
- Ventilation is maintained by the minimum 1.5m setback. Solar access is ensured for the adjoining neighbours as the wall addresses the northern lot boundary.
- The subject wall length does not contain any major openings, thereby maintaining privacy for the inhabitants and neighbours.

Clause 5.3.2 - Landscaping

The design principles provide for retention or planting of vegetation and a positive contribution to the streetscape. The proposed landscaping meets the design principles as:

- The site includes 100m² of outdoor living area to be landscaped with lawn and a covered alfresco area. This provides residents with space for landscape features to offset the hardscaped surface within the front setback area.
- The site currently features four trees in the front setback area. The proposal involves the retention of the three trees located in the northern half of the lot. The inclusion of the trees adds to the sense of greenery when viewing the house from the street and contributes to the streetscape.

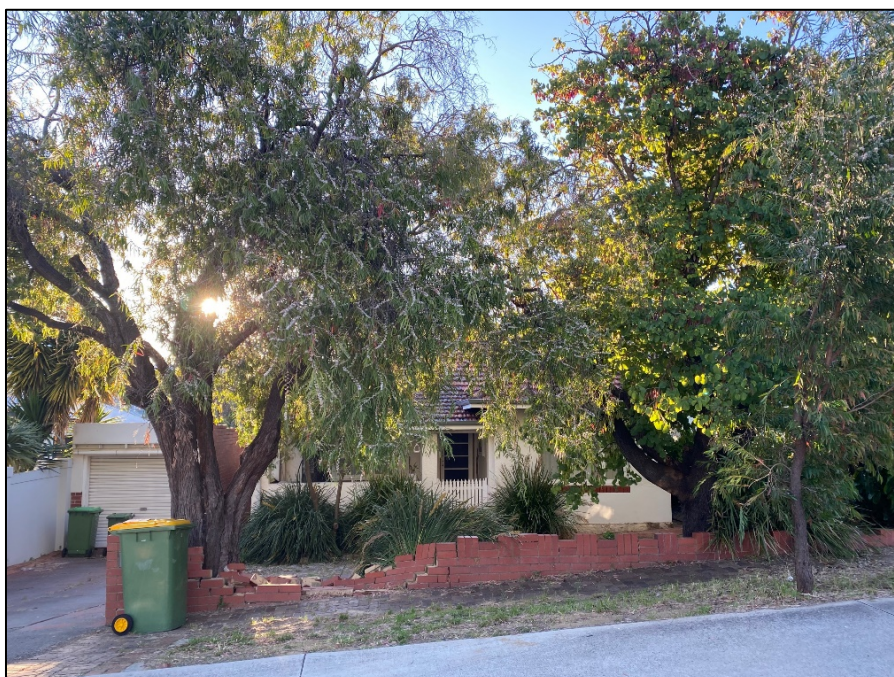


Figure 2 – View from Greenville Street

Clause 5.4.1 – Visual Privacy

The windows on the upper floor are obscured but openable. Condition 6 requires fixed screening is part of the recommendation for approval. This condition will ensure there is no overlooking of adjoining properties from the windows.

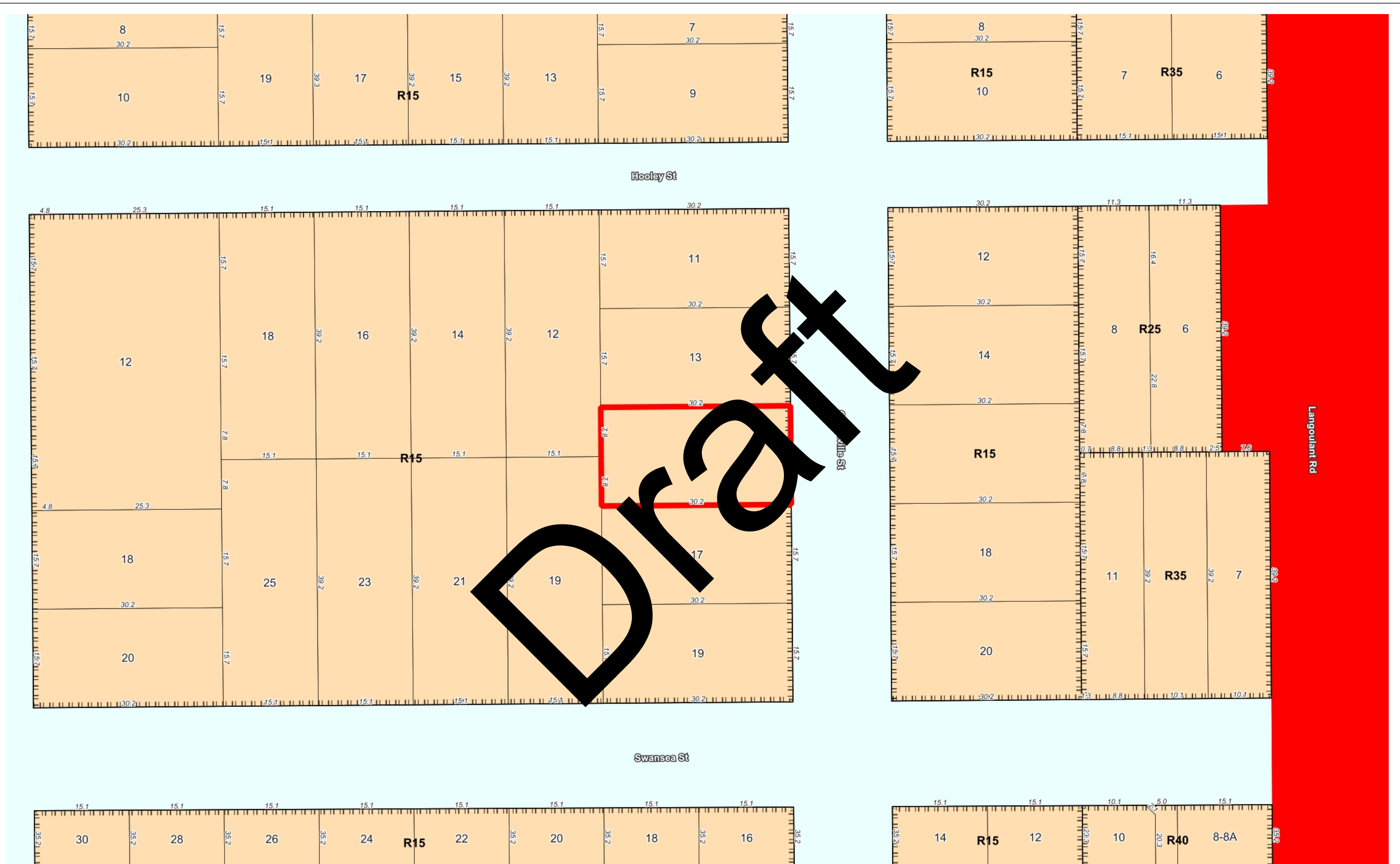
Conclusion

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)).

The application for a two-storey single house has been presented for Council consideration due to an objection being received. The proposal is considered to meet the key amenity related elements of the R-Codes and will not have an adverse impact on the local amenity of the area. The proposal has been assessed and satisfies the design principles of the R-Codes.

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



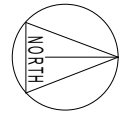




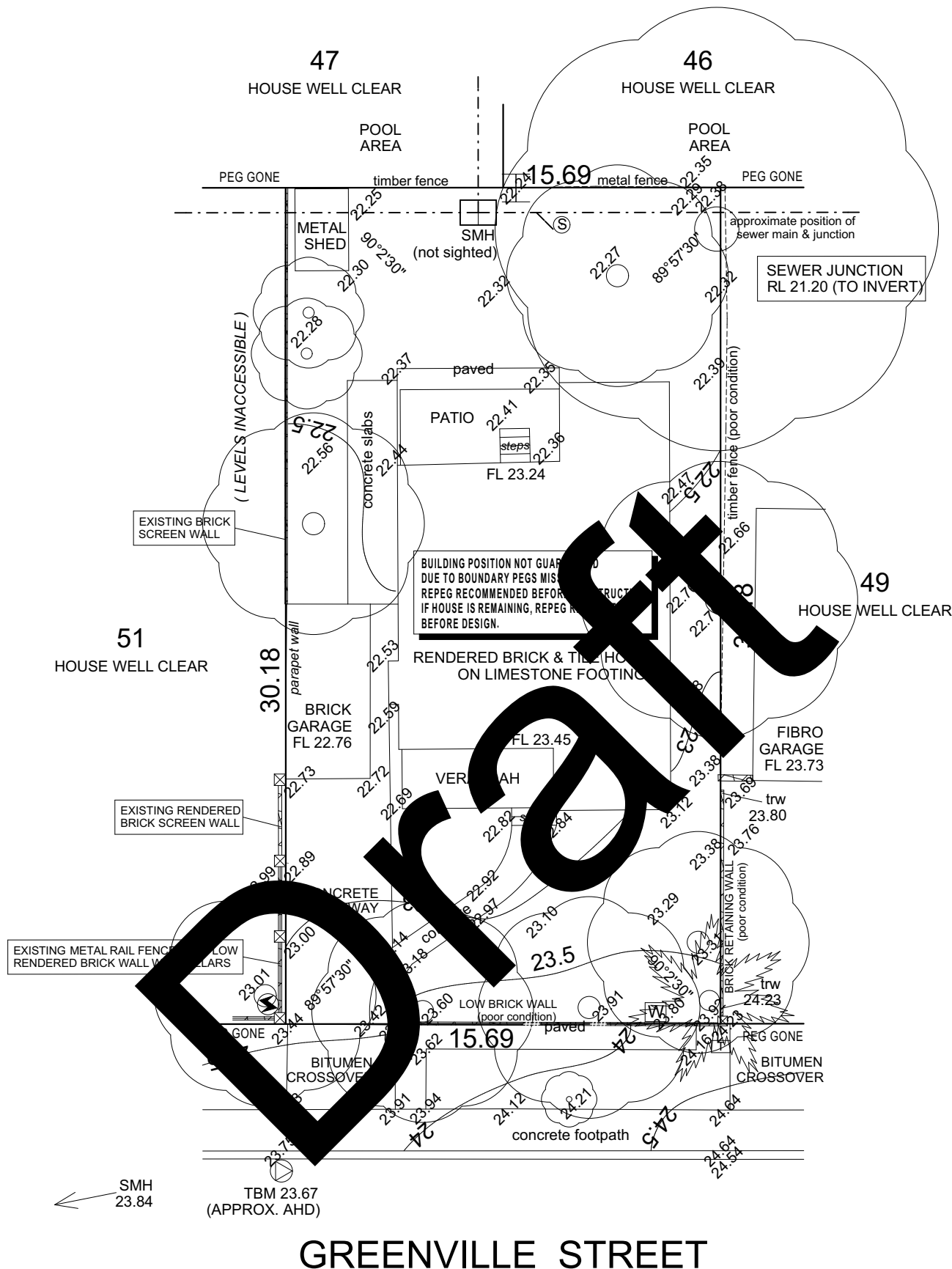
NOTE: IF HOUSE REMAINING, SURVEY OF BOUNDARIES FOR HOUSE POSITION REQUIRED.

LOT No: 50

AREA : 473m²



City of Nedlands
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Site Plan - EXISTING

1:200

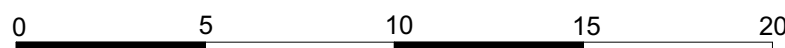
POSITION OF FENCES & WALLS IN RELATION TO BOUNDARIES NOT GUARANTEED UNLESS REPEG CARRIED OUT AT TIME OF SURVEY.

POSITION OF FEATURES IN RESPECT TO BOUNDARIES NOT GUARANTEED. PEGS MISSING AT TIME OF SURVEY.

ONLY OBVIOUS VISIBLE SERVICES HAVE BEEN LOCATED. PRIOR TO ANY EXCAVATION, CONSTRUCTION OR DEMOLITION THE RELEVANT SERVICE AUTHORITIES MUST BE CONTACTED TO CONFIRM THE LOCATION OF ALL UNDERGROUND SERVICES.



AUSTRALIAN HEIGHT DATUM (AHD) DERIVED FROM SEWER MANHOLE 1410A LID LEVEL.



SITE PLAN 1:200 at A3

| | |
|--|-----------------------------|
| IMPORTANT NOTE: Location of boundary pegs & improvements NOT guaranteed unless boundaries are repegged at time of survey. Check title for easements, caveats & covenants. Plumbing contractors to confirm sewer depths before pipe laying. All sewer details plotted from information supplied by Water Corporation Spatial Information Management. Refer to the disclaimer note on Water Corp E-PLAN. | |
| REF NO: 70894 FILE NO: 3412 DATE: 21.04.21 DRAWN: AC | |
| SURVEYOR SITE INSPECTION REPORT | |
| ELECTRICITY: UNDERGROUND | GAS: NOT SIGHTED |
| PHONE: YES | WATER: YES |
| SEWERAGE: YES, ABOUT 1.05m DEEP (TO INVERT) | |
| ROAD: BITUMEN | |
| KERB: MOUNTABLE (cracked) | |
| FOOTPATH: CONCRETE (good condition) | |
| VEGETATION: ESTABLISHED GARDENS & TREES | |
| SOIL: SAND & POSSIBLE LIMESTONE AT DEPTH | |
| VIEWS: NIL | |
| REPEG: REQUIRED | REPEG TYPE: OLD SURVEY AREA |

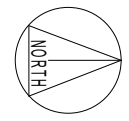
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|---|---|
| R. G. LESTER & ASSOCIATES LICENSED LAND & ENGINEERING SURVEYORS NORTH BEACH PLAZA SHOP 7 / 1 NORTH BEACH ROAD NORTH BEACH WA 6020 PH: 9448 5009 FX: 9203 6722 admin@lestersurveys.com.au | |
| TITLE DETAILS LOT NOS: 50 C/T VOL: 764 Plan: 408 FOL: 161 | |
| [N] NBN PIT [T] TELECOM PIT [C] COMMUNICATION PIT [P] POWER DOME [P] POWER POLE [L] FENCE END [X] PILLAR trw TOP OF RETAINING WALL | LEGEND [T] TREE [P] PALM TREE [S] TREE STUMP [L] STREET LAMP [G] GRATED DRAIN [S] SIDE ENTRY PIT [C] DRAINAGE MANHOLE |
| [G] GAS [H] HYDRANT [S] STOP VALVE [W] PRE-LAID WATER PIPE [W] WATER METER [I] IRRIGATION [M] SEWERAGE MANHOLE [S] SEWERAGE INSPECTION LID | |

| |
|---|
| NOTES Block located about 1100m from the ocean. |
| SIGNED CLIENT / S |
| WITNESS |
| SIGNED BUILDER |
| WITNESS |
| DATE |

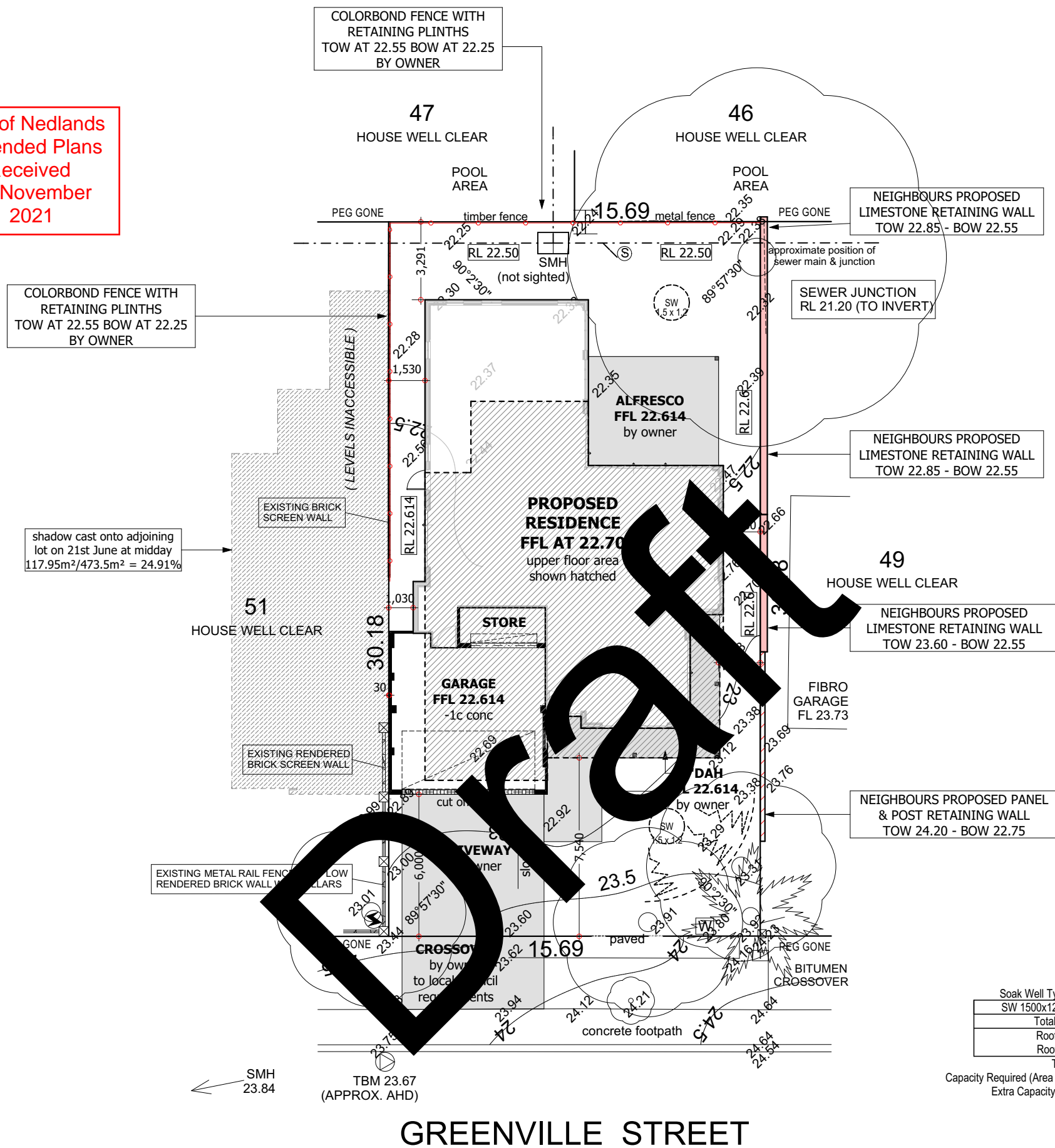
| |
|--|
| DESIGNER: CLEVE RICHES CLIENT / S: FALKNER SITE ADDRESS: LOT 50 (#15) GREENVILLE STREET, SWANBOURNE Local Authority: CITY OF NEDLANDS |
| VARIATIONS (all sheets) DWN. DATE CHK. SHEET No: 1 of 6 JOB No: 820 |

LOT No: 50

AREA : 473m²



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| Soak Well Type | No. | |
|-----------------------------------|-----|----------|
| SW 1500x1200 | 2 | 4.2 m3 |
| Total Capacity | | 4.2 m3 |
| Roof Area GF | | 77.2 m2 |
| Roof Area UF | | 184.8 m2 |
| Total Area | | 262.0 m2 |
| Capacity Required (Area x 0.0125) | | 3.3 m3 |
| Extra Capacity Provided | | 1.0 m3 |

Site Plan - PROPOSED
1:200

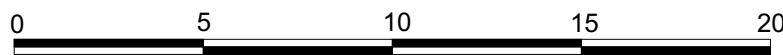
POSITION OF FENCES & WALLS IN RELATION TO BOUNDARIES NOT GUARANTEED UNLESS REPEG CARRIED OUT AT TIME OF SURVEY.

POSITION OF FEATURES IN RESPECT TO BOUNDARIES NOT GUARANTEED. PEGS MISSING AT TIME OF SURVEY.

ONLY OBVIOUS VISIBLE SERVICES HAVE BEEN LOCATED PRIOR TO ANY EXCAVATION, CONSTRUCTION OR DEMOLITION THE RELEVANT SERVICE AUTHORITIES MUST BE CONTACTED TO CONFIRM THE LOCATION OF ALL UNDERGROUND SERVICES.



AUSTRALIAN HEIGHT DATUM (AHD)
DERIVED FROM SEWER MANHOLE
1410A LID LEVEL.



SITE PLAN 1:200 at A3

CLIENT:

Trent Faulkner

ADDRESS:

**Lot 50 (#15) Greenville Street
Swanbourne**

AMENDMENTS:

| | | | | | |
|----------|----|-------------------------------|--|--|--|
| 30/04/21 | RS | DA | | | |
| 20/05/21 | RS | Designer Amendments | | | |
| 01/07/21 | RS | Window Amendments | | | |
| 03/11/21 | RS | Ceiling heights/overshadowing | | | |
| 04/11/21 | RS | Council Changes | | | |

Site Plan -
PROPOSED

SHEET: 2 of 6

SCALE: 1:1, 1:200

REF NO:

LOCAL AUTHORITY: City of Nedlands

ZONING: R15

SITE AREA: 473.7m²

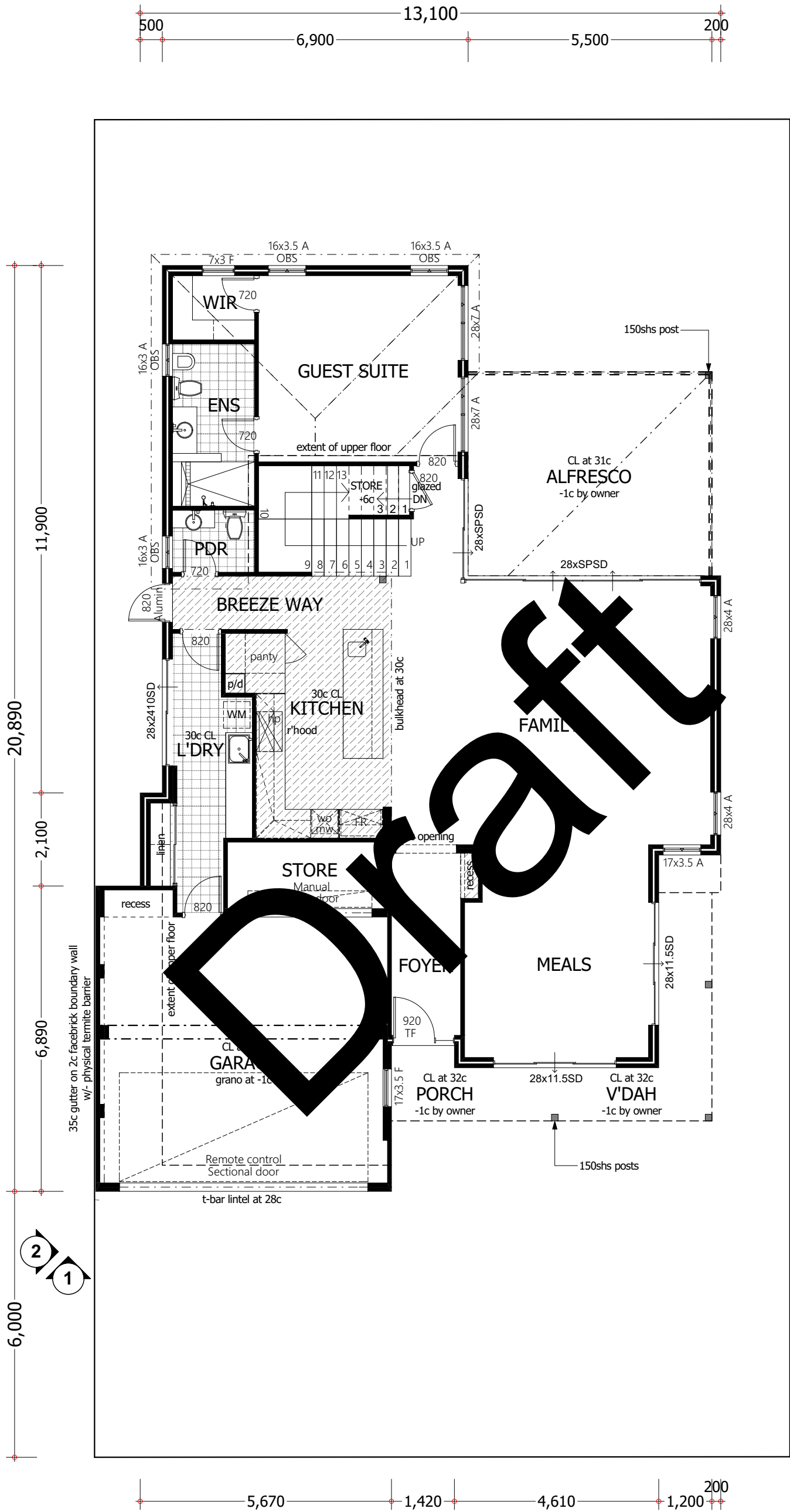


Zazen
Building & Design

| Area Calc | Perimeter |
|-----------------------|--------------|
| GROUND FLOOR | 158.11 65.78 |
| UPPER FLOOR | 157.85 58.22 |
| GARAGE | 42.18 |
| ALFRESCO | 25.30 |
| V'DAH | 15.81 |
| BALCONY | 15.02 |
| STORE | 6.25 |
| 420.52 m ² | |

GROUND FLOOR CEILINGS AT 33c
UNLESS NOTED OTHERWISE
UPPER FLOOR CEILINGS AT 31c

City of Nedlands
Amended Plans
Received
04 November
2021



Ground Floor
1:100



CLIENT: **Trent Faulkner**
ADDRESS: **Lot 50 (#15) Greenville Street
Swanbourne**
LOCAL AUTHORITY: City of Nedlands ZONING: R15 SITE AREA: 473.7m²

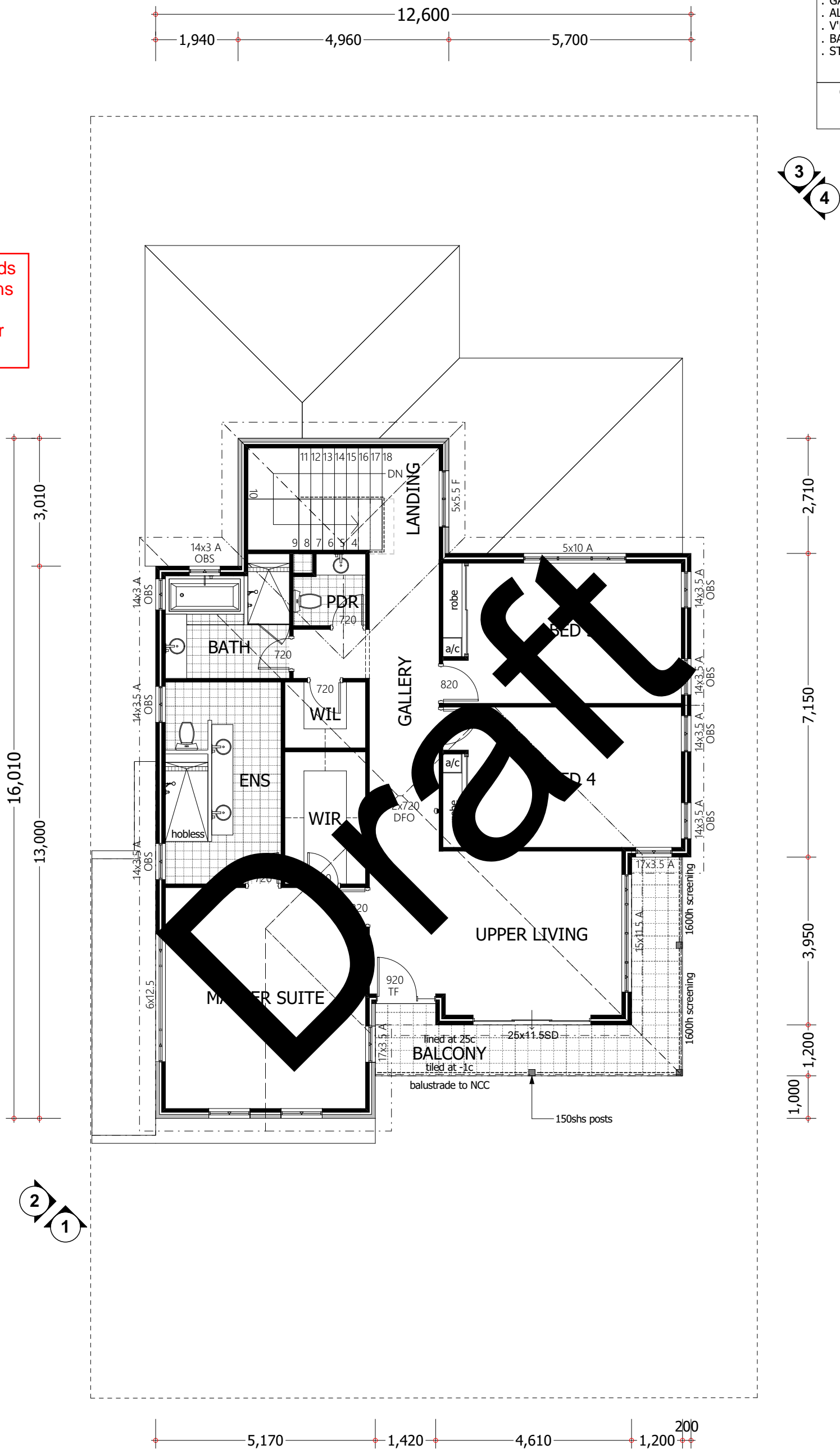
AMENDMENTS:

| Date | Initials | Description |
|----------|----------|-------------------------------|
| 30/04/21 | RS | DA |
| 20/05/21 | RS | Designer Amendments |
| 01/07/21 | RS | Window Amendments |
| 03/11/21 | RS | Ceiling heights/overshadowing |
| 04/11/21 | RS | Council Changes |

Ground Floor
SHEET: 3 of 6
SCALE: 1:100, 1:1
REF NO:

| Area Calc | Perimeter |
|---|--------------|
| GROUND FLOOR | 158.11 65.78 |
| UPPER FLOOR | 157.85 58.22 |
| GARAGE | 42.18 |
| ALFRESCO | 25.30 |
| V'DAH | 15.81 |
| BALCONY | 15.02 |
| STORE | 6.25 |
| 420.52 m ² | |
| GROUND FLOOR CEILINGS AT 33c UNLESS NOTED OTHERWISE UPPER FLOOR CEILINGS AT 31c | |

City of Nedlands
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Upper Floor
1:100



CLIENT: **Trent Faulkner**
ADDRESS: **Lot 50 (#15) Greenville Street
Swanbourne**
LOCAL AUTHORITY: City of Nedlands ZONING: R15 SITE AREA: 473.7m²

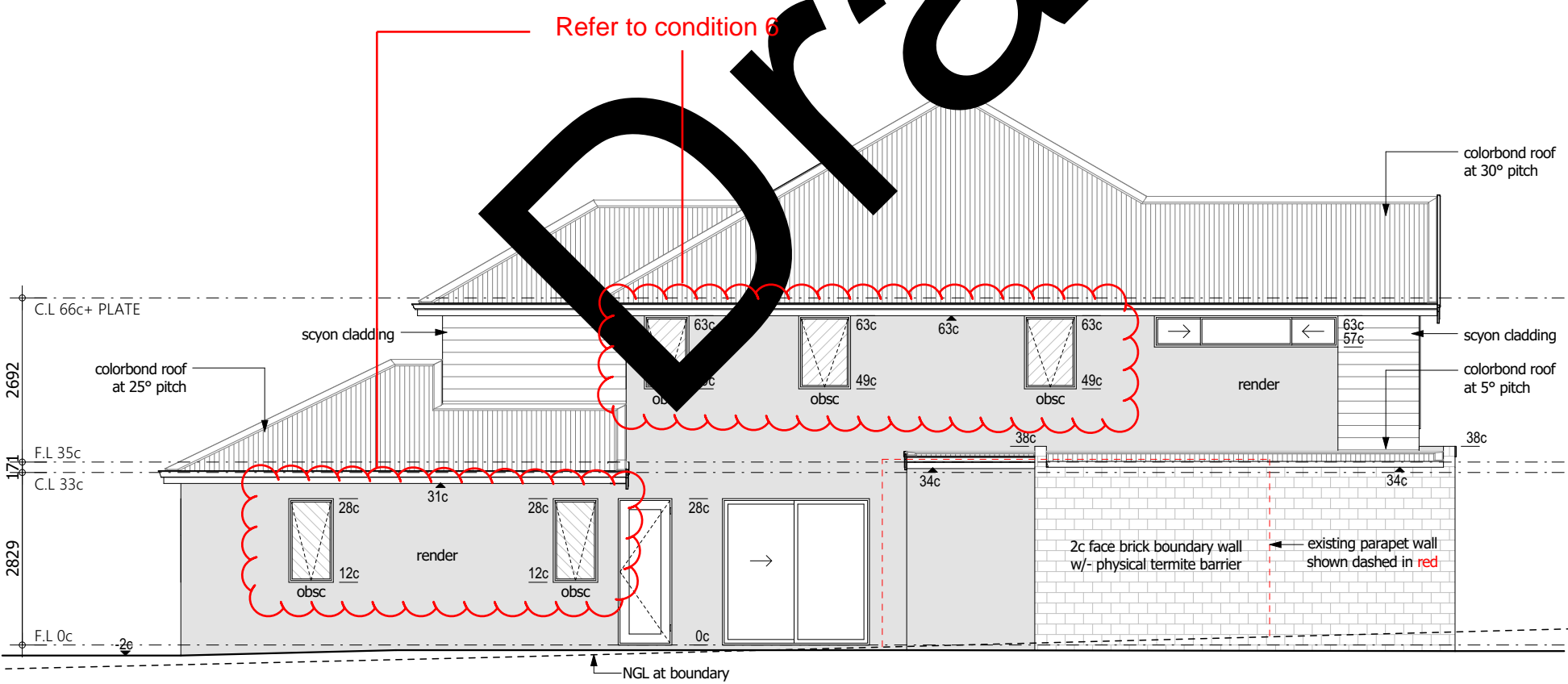
| AMENDMENTS: | | | | | |
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| 30/04/21 | RS | DA | | | |
| 20/05/21 | RS | Designer Amendments | | | |
| 01/07/21 | RS | Window Amendments | | | |
| 03/11/21 | RS | Ceiling heights/overshadowing | | | |
| 04/11/21 | RS | Council Changes | | | |
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Upper Floor
SHEET: 4 of 6
SCALE: 1:1, 1:100
REF NO:

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E1 Front Elevation
1:100



E2 Side Elevation
1:100

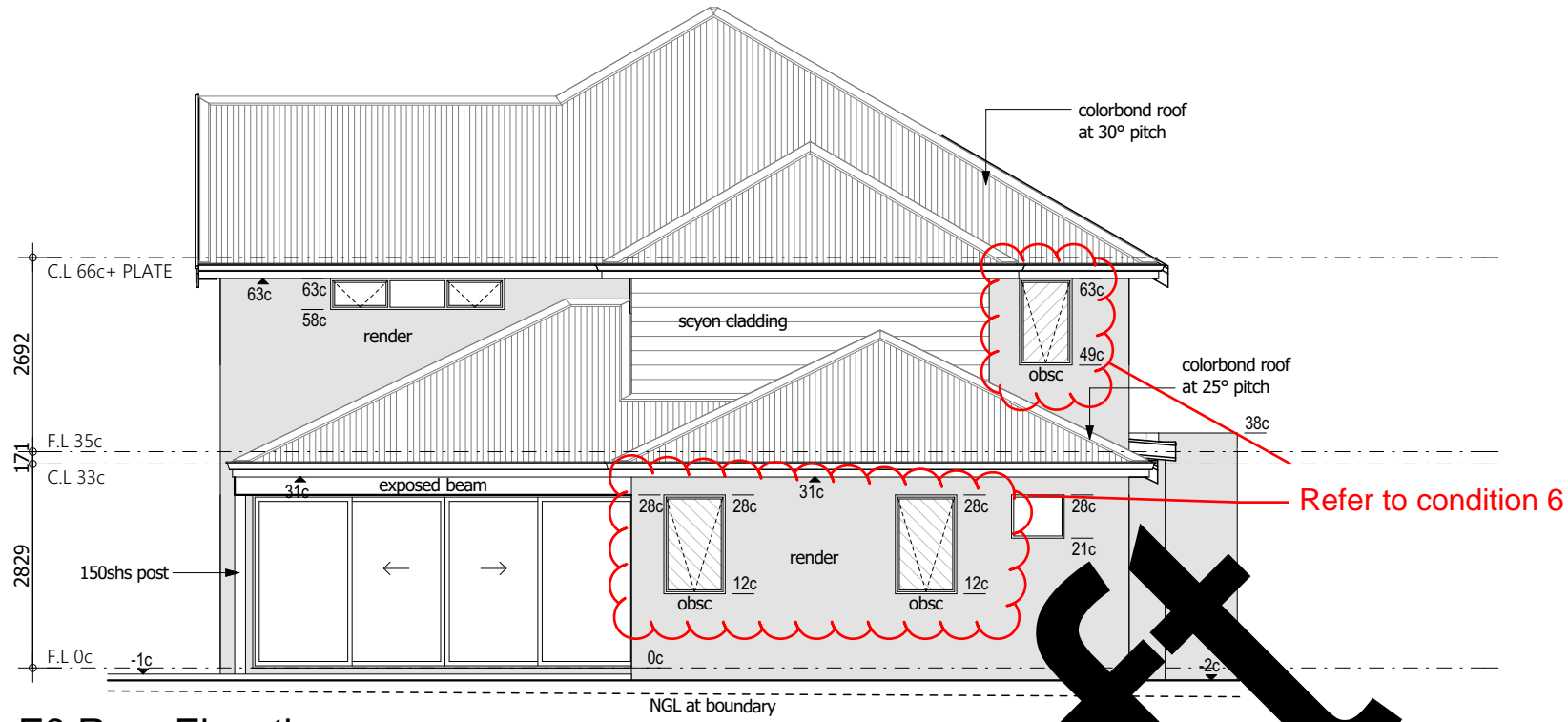


CLIENT: **Trent Faulkner**
ADDRESS: **Lot 50 (#15) Greenville Street Swanbourne**
LOCAL AUTHORITY: City of Nedlands ZONING: R15 SITE AREA: 473.7m²

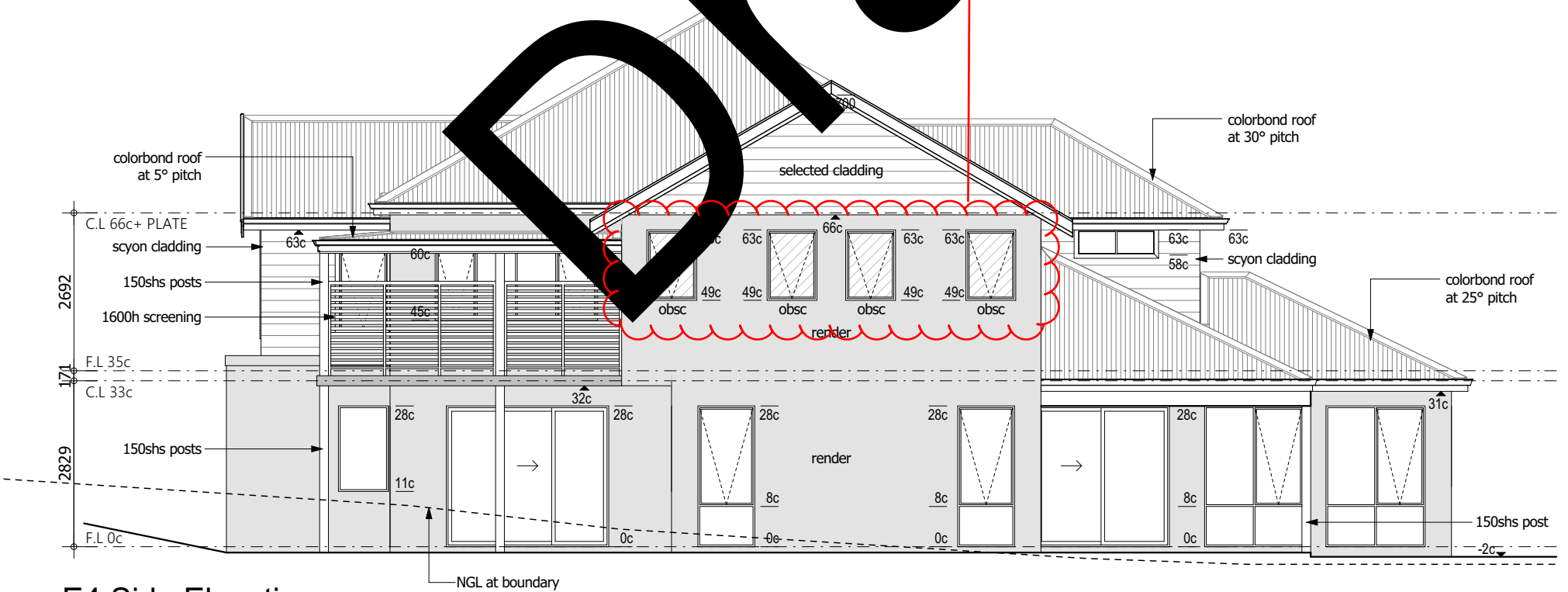
| AMENDMENTS: | | | | | |
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| 30/04/21 | RS | DA | | | |
| 20/05/21 | RS | Designer Amendments | | | |
| 01/07/21 | RS | Window Amendments | | | |
| 03/11/21 | RS | Ceiling heights/overshadowing | | | |
| 04/11/21 | RS | Council Changes | | | |
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Elevations
SHEET: 5 of 6
SCALE: 1:1, 1:100
REF NO:

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2021



E3 Rear Elevation
1:100



E4 Side Elevation
1:100

Draft



CLIENT: **Trent Faulkner**

ADDRESS: **Lot 50 (#15) Greenville Street
Swanbourne**

LOCAL AUTHORITY: City of Nedlands ZONING: R15 SITE AREA: 473.7m²

| AMENDMENTS: | | | | |
|-------------|----|-------------------------------|--|--|
| 30/04/21 | RS | DA | | |
| 20/05/21 | RS | Designer Amendments | | |
| 01/07/21 | RS | Window Amendments | | |
| 03/11/21 | RS | Ceiling heights/overshadowing | | |
| 04/11/21 | RS | Council Changes | | |
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Elevations

SHEET: 6 of 6

SCALE: 1:1, 1:100

REF NO: