City of Nedlands

MINUTES

Ordinary Council Meeting

Wednesday 17 September 2025

These Minutes are Subject to Confirmation

Prior to acting on any resolution of the Council contained in these minutes, a check should be made of the Ordinary Meeting of Council following this meeting to ensure that there has not been a correction made to any resolution.

Information

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

Public Question Time

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

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

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

Addresses by Members of the Public

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

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

Disclaimer

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

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1. DECLARATION OF OPENING

I am now pleased to declare this Ordinary Meeting of the Council of the City of Nedlands open at 4.32pm. Good evening to everyone in the gallery tonight and those online — welcome to the seventh Council Meeting following the appointment of Commissioners ahead of the special election for the City of Nedlands in March, 2026.

As the Commissioners sit as the Council, we are also available to receive feedback from the community — we acknowledge those who have taken the time to do so to date and encourage engagement from all members of the community by attending Council meetings or contacting us via our Commissioners email at *commissioners@nedlands.wa.gov.au*

I wish to remind those seeking to ask questions to focus on issues and not individuals and be respectful in approach. I also remind those in attendance that we may not be able to respond to questions that relate to matters considered confidential under section 5.23 of the Local Government Act nor questions that we determine as not being in good faith.

Finally, I wish to advise observers that Commissioners may refer to technical devices, such as phones and laptops, throughout the meeting to assist them in considering the information before them.

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

This meeting is being live streamed and recorded and I refer you to the disclaimer on page 2 of the agenda.

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

Commissioners

Mr D Caddy	(Presiding Member)
Ms B Sandri	(Deputy) (online)
Ms C Hart	

Staff

Ms K Shannon	Chief Executive Officer
Mr S Amasi	Director Technical Services

Mr B Thompson	Director Planning and Development
Mr S Famiano	Manager Urban Planning and Developemnt
Mr A Van Rooyen	Chief Information Officer
Mr J Allen	Coordinator Governance, Legal and Risk
Ms T Douglas	Executive Officer to CEO (minutes)
Ms A Walsh	Principal Consultant (DLGIRS)

Apologies

Mr J Vojkovich	Acting Director Corporate Services

Leave of Absence
Nil

Public
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Media
0

3. PUBLIC QUESTION TIME

Nil

4. ADDRESSES BY MEMBERS OF THE PUBLIC

- **Reza Maneshkarimi speaking FOR item 15.2**
- **Carlo Famiano speaking FOR item 15.2**

5. REQUESTS FOR LEAVE OF ABSENCE

Nil

6. PETITIONS

Nil

7. DISCLOSURES OF FINANCIAL INTEREST

Nil

8. DISCLOSURES OF INTERESTS AFFECTING IMPARTIALITY

Nil

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

UNANIMOUS

10. CONFIRMATION OF MINUTES

Officer Recommendation

The Minutes of the Ordinary Council Meeting held Wednesday, 03 September are to be CONFIRMED.

Moved: Commissioner Hart **Seconded: Commissioner Sandri**

CARRIED: UNANIMOUSLY 3-0

For: Commissioner Caddy, Commissioner Sandri, Commissioner Hart Against: Nil

11. ANNOUNCEMENTS BY THE PRESIDING MEMBER WITHOUT DISCUSSION

Commissioner Caddy proposed a Procedural Motion.

Procedural Motion

That sections; 9.5, 10.1a of the Standing Orders Local Law 2016 be SUSPENDED for the duration of the meeting.

Reason:

To allow Alternative Motions from the floor and to allow Commissioners to speak twice.

Moved: Commissioner Caddy **Seconded: Commissioner Hart**

CARRIED: UNANIMOUSLY 3-0

For: Commissioner Caddy, Commissioner Sandri, Commissioner Hart Against: Nil

12. MEMBERS ANNOUNCEMENTS WITHOUT DISCUSSION

Nil

13. MATTERS FOR WHICH THE MEETING MAY BE CLOSED

Nil

14. MINUTES OF COUNCIL COMMITTEES AND ADMINISTRATIVE LIAISON WORKING GROUPS

Officer Recommendation

The Minutes of the Audit, Risk and Improvement Committee Meeting held Wednesday, 06 August are to be RECEIVED.

Moved: Commissioner Hart **Seconded: Commissioner Sandri**

CARRIED: UNANIMOUSLY 3-0
For: Commissioner Caddy, Commissioner Sandri, Commissioner Hart
Against: Nil

15. DIVISIONAL REPORTS - PLANNING & DEVELOPMENT

15.1 Mt Claremont Master Plan Endorsement

Report Number	**PD34.09.25**
Applicant	City of Nedlands
Disclosure of Interest	Nil
Voting Requirements	Simple Majority
Authority/Discretion	Advocacy
Contributing Officer	David Johnston – Strategic Planner
Responsible Officer	Sergio Famiano – Manager Urban Planning & Development
Director	Bruce Thompson - Director Planning and Development
Attachments	Attachment 1 – Draft Master Plan Post Advertising Attachment 2 – Advertised Draft Master Plan Attachment 3 – Schedule of Submissions Attachment 4 – Submission from Friends of Underwood Avenue Bushland

Purpose

The purpose of this report is for Council to consider the endorsement of a Master Plan for the wider Mt Claremont area (Attachment 1). The Master Plan includes eastern areas of Mt Claremont and smaller sections of Shenton Park, Karrakatta and Floreat. The Master Plan was advertised for public comment between 17 January and 24 February 2025. Submissions were considered and where appropriate the Master Plan was amended accordingly to ensure consistency with the vision of the local community and key stakeholders.

The Mt Claremont Master Plan (MCMP) is a non-statutory document which outlines the City's vision for the area and provides a platform for advocacy associated with elements of the Plan.

Officer Recommendation

That Council:

1. **ENDORSES the Draft Mt Claremont Master Plan (Attachment 1).**
2. **REQUIRES that the City to consider options for the next level of planning for the project area as part of the City's Local Planning Strategy review.**
3. **REQUIRES the City to review the Master Plan every five years with changes to the Master Plan to be advertised and presented back to Council at each review.**
4. **REQUIRES the Chief Executive Officer to undertake advocacy work as recommended by the Master Plan and consider implementation of recommendations if/when development in the area requires it.**
5. **AUTHORISE the Chief Executive Officer to procure typesetting and formatting for maps and layout of the document.**

Moved: Commissioner Hart **Seconded: Commissioner Caddy**

CARRIED: UNANIMOUSLY 3-0
For: Commissioner Caddy, Commissioner Sandri, Commissioner Hart
Against: Nil

Background

At the December 2020 Ordinary Council Meeting, Council considered quotations received from consultants for the drafting of a Mt Claremont Master Plan. At that time the City was also undertaking several other projects involving Waratah Village and Broadway precinct plans. Due to limited resourcing Council resolved to cease current work on the project pending completion of other priorities.

Work on a Master Plan was halted until subsequent developments renewed the importance for some form of vision document for the area. In early 2021 the State Government received a Market-led Proposal (MLP) for the redevelopment of a portion of the Graylands Hospital site for infill housing and to implement an odour management and solar power solution at the Subiaco Wastewater Treatment Plant (WWTP). This MLP has reached stage 2 of the process with the applicant being invited to lodge a detailed business case to support its application.

The City has not been privy to the details of the MLP although City Officers understand that, at this point in time, the MLP may only affect the southern portion of the Graylands Hospital site. However, the possibility of further development in other locations within the wider Mt Claremont area reinforces the importance for Council to consider endorsing a Master Plan for the area.

The City's officers prepared the MCMP using 'in house' resources and presented it to Council at the November 2024 Ordinary Council Meeting. The MCMP was advertised from 17 January to 24 February 2025. At the conclusion of advertising submissions were considered from the community and key stakeholders. The City received an array of comments many of which were positive for the concept of the MCMP but disagreed on some of the proposed direction within the Master Plan. Although some comments were lengthy, they were often constructive and provided beneficial suggestions in considering changes to the Master Plan post advertising.

The updated Draft MCMP presented to Commissioners in Attachment 1 includes some of these changes with a focus on refined greenways, refined land use plans and an improved vehicle access network. The changes have largely focused on increasing the remnant bushland protected by the Master Plan and ensuring that greenways are protected by public open space designations as much as possible. Officers have also refined the land use maps to improve transparency surrounding land uses and how they may impact existing natural or built structures.

Discussion

Mt Claremont is in close proximity to the Fremantle/Airport Passenger Rail Line as well as public and private schools and regional playing fields. The Mt Claremont area is unique in its combination of land uses, and includes a Wastewater Treatment Plant, University/CSIRO research facilities, charitable organisations, Council depots, schools, State health facilities, an electrical grid transformer station and a military barracks. The rationale for placing some of these land uses in Mt Claremont no longer applies, and from a pragmatic land use perspective, the area should be re-imagined with a long-term vision for making better use of the land and protecting and enhancing greenery.

The Master Plan has been prepared as a high-level strategic planning tool, not a specific statutory instrument. Detailed plans for roads, road width and the specific location of public open space would fall into the domain of structure plans and are also dealt with at the rezoning and subdivision stages of development. The intention of a Master Plan is to provide a strategic perspective of how existing and proposed land uses can guide future rezoning and structure plan applications. It also helps to identify potential land use conflicts, constraints, and opportunities while setting out Council's vision for the future of the area.

Opportunities
The Master Plan area poses unique benefits at a local and State level given the location, size, facilities, infrastructure and local amenities available such as schools, parks, recreational facilities and public transport. Specifically, the plan identifies where urban development opportunities exist and what connections can be made to enhance pedestrian, cycling and vehicle access. The land use and greenway planning of the MCMP particularly post advertising focuses on protecting the patterns of existing remnant vegetation and enhancing the connections. Use of public open space reserves is recommended for areas along the Greenways to ensure their protection. Significant Bushland is recommended to be designated as Bush Forever to provide greater certainty over the bushland. Opportunity for urban development has been carefully located to avoid disrupting Greenways and to make use of existing community facilities and proximity to public transport connections.

Constraints
The Subiaco WWTP odour buffer zone is the largest constraint to future development as it covers 55% of the Master Plan area and prevents development of sensitive land uses. The Master Plan assumes that an odour elimination solution for the WWTP would be implemented as proposed in the MLP submitted by Hesperia to the State Government. This means that the Master Plan has been able to consider allocating sensitive land uses within the existing buffer area. Noting that even with odour eliminated, the WWTP still would likely have a very industrial appearance and location of sensitive land uses within the immediate vicinity could be stigmatised.

The MCMP has placed education, community and service commercial uses abutting the WWTP with urban development only in the northeast corner separated by an intersection. The subject urban area would focus development towards the north to capture northern sub and focus outlooks onto the Underwood Bushland rather than the

WWTP. The existing Irwin Barracks also buffers the WWTP. These uses would provide a visual buffer, once odour is controlled. It is unknown how much the MLP would be able to reduce the odour buffer area and so the land use plan is flexible in terms of boundaries between uses.

Additionally, it is not expected nor recommended that the UWA Sports Park, secondary schools and the Christ Church Grammar School playing fields relocate. These facilities are important to retain as they provide valuable open space, recreation, education and fitness opportunities. Facilities like the UWA Sports Park (particularly with the Western Australian Institute of Sport) provide specialised services that can justify high density development and attract visitors to the area.

The Railway Line is another example of a constraint that has a large benefit. The regional connection that the railway offers is an opportunity but also a constraint at the local level due to its separation of the two sides of Karrakatta and Shenton Park suburbs. Improvements to the Active Transport and Vehicle Access networks can help address some of these issues along with upgrades to the stations along the railway line which will need to consider provision of additional overpasses/underpasses outside of the ticketed (paid) concourses.

Greenways
The main purpose of greenways is to provide ecological support for endemic species of flora and fauna that rely on being able to move seasonally between the coast and the river. The protection of greenways and provision of associated infrastructure such as green bridges can facilitate safe movement of fauna through the suburban area, protected from vehicles and people.

The greenways plan features broad linkages showing the pattern of existing tree canopy along where tree canopy and remnant bushland remain their strongest. These overlay the regional greenway identified in the 2020-2025 WESROC Greening Plan. The broad linkages are important as they are the corridors that offer the strongest most tangible corridor across the Master Plan Area. They allow movement of fauna between different habitats promoting genetic diversity. The Master Planning process identified broad linkages between Shenton Bushland and the Underwood Avenue Bushland, and between Lake Claremont and Brockway Road following existing canopy patterns. Additional linkages were identified later in drafting and two small ones, post advertising which provide connections through the centre of the Master Plan site. Additional tree planting opportunities are identified along some road corridors.

Road Links
A key issue to be addressed prior to any future urban development in the Master Plan Area is dealing with the resulting increased traffic flows. Currently there is considerable traffic congestion on Brockway Road resulting from school drop-offs and pick-ups at John XXIII College and to the east on Selby Street where student drop-offs and pickups occur at Shenton College despite its proximity to Shenton Park Station.

The Master Plan proposes the creation of additional east-west road links as well as improved walking and cycling connections throughout the area. Connections to

residential areas on the south and the Sports Park in the north need to be improved to prevent the funnelling of traffic on Brockway Road. If the Australian Defence Force ever contemplated reducing the size of the Irwin Barracks or introducing high density defence housing, there may be opportunity for an east-west road across the site.

Detailed traffic studies will be required prior to detailed structure planning of the area. These studies will need to holistically consider the surrounding road networks to fully comprehend flow on effects and what upgrades may be necessary for increased residential development within the area. The advertising of the Master Plan identified some proposals, such as allowing through traffic on Lantana Road, may have a negative impact on amenity and more creative solutions through a detailed review are required.

Advocacy
The Master Plan will act as a guiding document in the City's negotiations with stakeholders regarding land use, movement networks and green space. It also outlines the context associated with any future rezoning and re-development proposals that may affect the existing and future community. As development opportunities are contingent on third-party action, and any future large-scale development has the potential to be carried out by State agencies (such as Development WA) with little input from the City, the Master Plan needs to represent the wishes of the City and the community. It is for this reason that the post advertising review has included significant changes to the layout of urban and public open space designations in the northern part of the Master Plan. The City acknowledges the community shares a concern for the greenways across the Underwood Avenue Bushland and wants to see greenways as uninterrupted by developable land uses except where absolutely necessary. The City's advocacy must take up this ideal along with those already identified.

The following advocacy outcomes are sought:

1) The reservation of a greater portion (ideally the entirety site as mapped out in the MCMP) Underwood Avenue Bush Forever site as "Environmental Conservation" under the Metropolitan Region Scheme.
2) Assurance from the Minister for Transport that Shenton Park, Karrakatta and Loch Street Stations will receive upgrades for improved pedestrian access and cycling compatibility and that none of these stations will be removed.
3) Funding as development becomes viable for the upgrade of roads and intersections across the Master Plan area.
4) Landowners and custodians utilising land for their highest and best use and using best practice sustainability in undertaking development.

Consultation

The Draft Mt Claremont Master Plan was advertised publicly from 17 January to 24 February 2025. The advertising involved sending postcards to all residents and landowners within the Master Plan Area, the entire suburb of Mt Claremont and to all other residents and landowners within a 200m radius of the Master Plan Area. The

advertising radius covered properties within the City of Subiaco and Town of Cambridge.

To maximise engagement, the City held two information sessions at the Mt Claremont Community Centre. Sessions were held on 21 January and 6 February 2025.

Letters were sent to various Government Departments and Agencies with interests in the area or those with input on planning and development activity. Letters were sent to neighbouring and nearby Local Governments and to the State Member for Nedlands and State Member for Cottesloe.

Results
The Draft Master Plan received significant interest from the public with attendance at Information Sessions being attended by at least 21 people. 70 Public submissions and 14 Agency submissions were received.

Agency submissions included 5 submissions of support and 9 submissions that were neutral or commenting only.

Public submissions included 10 submissions of support, 26 submissions that were neutral or commenting only and 34 submissions objecting.

The number of objections was concerning for officers and given the need for the City to have a Master Plan for the area, Officers were intent on carefully considering the matters raised to bring the Master Plan in line with communal expectations. Comments among the public generally expressed similar themes of wanting to see greater protection of bushland. In addition to this, many comments were submitted surrounding the ramifications surrounding increases in traffic as well as inconsistent urban character between proposed medium/high density and existing localised lower density. A full list of submissions and officer responses to each is in Attachment 3. For a summary of the themes raised see the following table:

Public Consultation
Issue Raised
Concern that increased traffic from new development would affect intersections outside of the MCMP Area
Concern that the Master Planning process took away resources from other pressing issues within the City of Nedlands – Planning in other locations, City Finances, Park and Road maintenance and that the exercise would contribute to rate rises
Concern about traffic increases in relation to schools in particular.
Support for Greenways but concern that they were not far reaching enough and that the Land Use Plan did not show public open space or conservation uses in some locations where Greenways traversed the Master Plan Area
Concern about potential removal of vegetation on UWA owned land in the northern areas of the Master Plan
Concern that the Master Plan Area could be a car dominated area and not reflect the garden suburb style of the St Johns Wood estate south of the Master Plan Area

Concern about intensified development near the Wastewater Treatment Plant. This includes concern for the smell produced by the fly research that occurred in the area in 2024.
Disappointment that the Master Plan does not seek to remove all utility and government uses
Some of the community did not understand that the Master Plan is a long-term vision and a large part of it is contingent of the Market Led Proposal from Hesperia that is currently under assessment by the State Government. Assumptions in the Master Plan are necessary to have input on the current planning activities undertaken in the Area, but this could have been better communicated in the Master Plan Text.
Supporting submissions generally supported the active transport improvements, mid-tier transit corridor and housing close to transport, education, health and sport facilities
Negative submissions expressed concern that additional school sites may be required.
Negative Submissions expressed that the Underwood Avenue Bushland, Greenways and Shenton Bushland are all important feeding and nesting sites for the three types of Carnaby Cockatoos. Concern about bushland retention, types of species planted in Greenways and conflicts with Roads needed to be carefully considered and avoided.

The submissions received were valuable in considering how the Master Plan could be improved to bring objectors and neutral commenters on board while not taking away from the supported elements of the Master Plan. Several significant changes have been made and these are listed below:

Vehicle Access Adding the following intersection upgrades: • Montgomery Ave/Stephensons Ave • Rochdale Road/Stephenson Ave • Selby Street/Nash Street • Selby Street/Railway Ave • Quintilian Road/Railway Ave Added Roads: • Reconfigure Road Plans in the UWA Sports Park and Perth HPC to reflect the Venues West Master Plan for the site • Relocate north south road between Underwood Avenue and Lemnos Street to the west to avoid bushland. • Remove the proposed Lantana Ave through run to avoid traffic increases in the existing residential area south of the Master Plan Area. • Added greater emphasis in the Master Plan that further traffic studies, modelling and detailed traffic planning is required prior to Structure Planning
Active Transport • Identify areas where grade separated Add pedestrian/cycling bridges across Brockway, Selby, Railway Ave

• Remove Active Transport Route from Underwood Avenue Bushland and align with roads.
Land Use • Identify the CSIRO site as a Biomedical precinct but also retaining potential as a Mixed-Use/Urban site • Remove blobby land use designations to provide more certainty on location of uses • Reconfigure urban uses around the Underwood Bushland to avoid the Underwood Avenue Bushland and provide greater public open space for bushland retention in proposed Greenways • Split urban areas in the WACHS Site to retain bushland. • Discuss the need for additional school facilities within the Master Plan Area.
Greenways • Modify Greenways to follow retained bushland better around the Perth HPC Site • Additional Greenways mapped along roosting sites next to the UWA Sports Park, west of Montario Quarter and along the public open space corridor within Montario Quarter
Sustainability • Add section exploring futuristic urban development styles. • Make mention of car free/low car use neighbourhoods such as Masdar City and Barcelona Superblocks. • Mention the 3.30.300 rule for creating healthier and greener cities.
Bush Forever • Add Map showing the existing negotiated planning solution on the Underwood Avenue Bushland.
Incorporate changes per Council Resolution at the November 2024 OCM • Update Master Plan Map to include late changes made prior to the meeting (addition of Shopping Centre Use, other Figure 4 changes) • Add Bold Park portion of the City of Nedlands to the Master Plan Maps and recalculate figures • Update name of HBF Stadium to Perth HPC • Amend Heritage Map to include Swanbourne Hospital.
Constraints • Include additional Map in text showing location of contaminated sites and add information about this.

Strategic Implications

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

Vision	**Sustainable and responsible for a bright future**
Pillar	**Planet**
Outcome	4. Healthy and sustainable ecosystems.
Pillar	**Place**
Outcome	6. Sustainable population growth with responsible urban planning.
Pillar	**Prosperity**
Outcome	9. A vibrant local economy.

Budget/Financial Implications

The adoption of a Master Plan carries no financial implications for the City. Financial implications may need to be considered at each stage of advocacy and implementing recommendations as those will likely have costs borne by the City.

Legislative and Policy Implications

The proposed Master Plan has no statutory standing. Its value stems from the understanding it brings to the issues confronting residential development in the wider Mt Claremont area, and its use as a guiding document for any City negotiations around significant redevelopment with landowners or the State government. It also provides an appreciation of the short and long-term opportunities for this area to accommodate either residential or mixed-use development. Pragmatically, the Master Plan does not exclude the continuation of some land uses for which relocation is not either contemplated, viable or desirable such as Irwin Barracks.

The MCMP provides useful information to landowners in the locality and any potential developer who would need to gain an appreciation of the opportunity and constraints that affect both their land and the locality. Following the advertising period, the Master Plan is presented back to Council to consider the submissions received and the modifications made. Council may:

a) Endorse the Master Plan,
b) Endorse the Master Plan with Modification, or
c) Not endorse the Master Plan.

Decision Implications

Should Council resolve to endorse the Master Plan, the document shall be utilised by the City for advocacy and setting out future planning activities in the Area. This can

also include further consideration in terms of future planning when the City develops a new Local Planning Strategy.

Should Council resolve to modify the Master Plan, the document will be modified and then utilised by the City for advocacy and setting out future planning activities in the Area.

Should Council resolve not to proceed with the Master Plan, Officers will not proceed, leaving the City with no high-level planning document to provide guidance for future development within the wider Mt Claremont area.

Conclusion

The draft Master Plan fulfills an important planning function by providing background information and a broad vision (which also includes indicative land use, movement networks and green space) for the wider Mt Claremont Area in the event the current constraints are removed or ameliorated. The MCMP does not commit Council to future land uses or burden landowners.

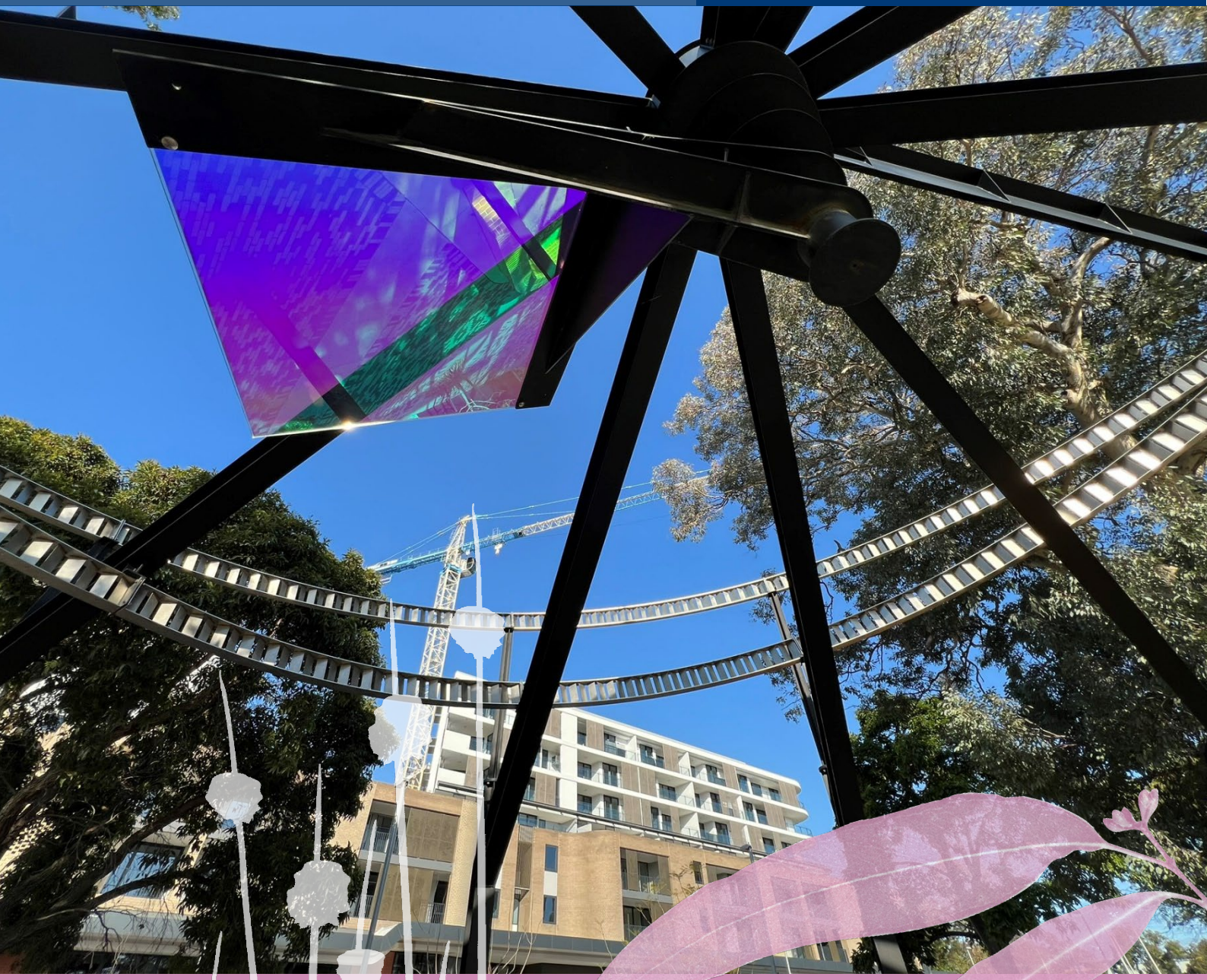
Endorsement of the Master Plan provides the City with a guiding document to inform decisions on development in the medium to long term within the Master Plan Area. Importantly, after the significant post advertising modifications, the Draft Master Plan is now more consistent with community expectations and will be a valid tool for advocating their wishes particularly on the topic of bushland preservation and strengthening greenways. The Master Plan should be considered a functioning and adaptive document that may be updated as circumstances change. It is on this basis that the recommendation includes a provision that it be reviewed at least every five years or as circumstances dictate.

Further Information

Nil

Mt Claremont Master Plan

City of Nedlands





ACKNOWLEDGEMENT OF COUNTRY

The City of Nedlands acknowledges the traditional custodians, the Whadjuk people of the Noongar Nation, and pays respect to the Elders both past and present.

City of Nedlands

Executive Summary

The Mount Claremont Master Plan Area is a 480-hectare site located six kilometres from the Perth CBD. The area is close to passenger rail, hospitals, schools, and an abundance of open space and recreation opportunities including Bold Park, Swanbourne Beach, the UWA Sports Park, and Wembley Sports Park.

This Master Plan has been created to inform landowners, government, the wider community, and developers of the City's desired vision for the future development of the Mount Claremont Master Plan Area. The City wishes to see the Master Plan Area become a great place to live which takes full advantage of the existing community facilities, nature, and transport options. The Master Plan is not statutory in nature and will be used by the City to advocate for the desired outcomes.

The document has been named the Mount Claremont Master Plan as Mount Claremont is the predominate suburb. Smaller parts of Shenton Park, Karrakatta and Floreat also form the Master Plan Area. None of the three suburbs are fully contained in the Master Plan Area. The boundaries of the Master Plan Area are illustrated and explained on Pages 10-12.

This Master Plan has been prepared to identify the opportunities that the area has to offer in terms of urban redevelopment, enhancing active transport connections, protecting and strengthening greenways for the movement of fauna and improving vehicle permeability. Opportunities in the area are likely to increase should the existing Wastewater Treatment Buffer be reduced or removed. The Master Planning process has been undertaken in the context of the Market Led Proposal being assessed by the State Government to reduce the odour buffer and implement an encapsulation solution. It is timely that a Master Plan be prepared to identify the resulting opportunities.

The Master Plan also identifies the constraints to development, including how the existing Wastewater Treatment Plant (WWTP) buffer restricts development and what land uses will likely remain in place due to other constraints such as existing investment, and need for existing uses.

There are some sites in the area that are unlikely to be redeveloped as there may not be motivation to do so for reasons relating to their continued operation, the location preferences of the landowners or managers, or preservation of existing infrastructure. However, it is expected that as some sites develop, the redevelopment benefits to those remaining landowners could become more appealing. Because of this, the Master Plan considers that redevelopment could occur in a staged manner.

City of Nedlands

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Abbreviations

ADF	Australian Defence Force
BTR	Build-to-Rent
CCGS	Christ Church Grammar School
CoN	City of Nedlands
CSIRO	Commonwealth Scientific and Industrial Research Organisation
DoH	Department of Health
EPA	Environmental Protection Authority
GRAFT	Graylands Reconfiguration and Forensic Taskforce
ITS	City of Nedlands Integrated Transport Strategy
LGA	Local Government Area
LPS3	Local Planning Scheme No. 3
LTN	Low Traffic Neighbourhoods
MLP	Market Led Proposal

NPS	Negotiated Planning Solution
POS	Public Open Space
PTA	Public Transport Authority
SPP	State Planning Policy
UWA	The University of Western Australia
WAIS	Western Australian Institute of Sport
WAPC	Western Australian Planning Commission
WESROC	Western Suburbs Organisation of Councils
WWTP	Wastewater Treatment Plant



City of Nedlands

Introduction

The Mount Claremont Master Plan Area incorporating part of the suburbs of Mount Claremont, Shenton Park, Karrakatta and Floreat, is on Whadjuk Noongar Boodja (land). Noongar Boodja forms a rough triangle covering the southwest corner of Western Australia from near Geraldton in the north to Esperance in the southeast. Noongar Boodja is broken down into fourteen dialectal groups. Whadjuk Noongar Boodja covers a majority of the Perth Metropolitan Area commencing north of Two Rocks, extending south to Cockburn Sound and east to Toodyay. Prior to 1829 this was further broken down into four tribal areas, each with their own leader. These areas converged at the Derbal Yerrigan (Swan River) (Garry Gillard, 2024). The Master Plan Area sits on the land of the Mooro tribe which was led by Yellagonga.

After colonisation by the British and subsequent federation, the area faced little development of intensity. The development that did occur included Mental Asylums, the Subiaco Wastewater Treatment Plant, and the Irwin Barracks. This area was once considered to be the urban fringe of Perth, and this is reflected in the land uses and large lots that still exist today. The development of the area was dominated by uses that society considered were better hidden away from residential areas. Modernisation of these uses has occurred and public perception of uses such as Mental Health Hospitals has improved but not been fully overcome.

The Master Plan Area is located six kilometres from the Perth CBD. It has the potential to provide high residential amenity due to its proximity to established residential areas, existing shops, schools, public open space (POS), and the UWA Sports Park. A public high school and a private Pre-Kindy to Year 12 school are located within the Master Plan Area. There are several primary schools surrounding the Master Plan Area. Local attractions such as Perry Lakes, Swanbourne Beach and Bold Park add natural beauty. Two train stations along the Master Plan Area's eastern border provide strong public transport links to Perth, Fremantle, Midland, and the Airport.

The City of Nedlands Local Planning Scheme 3 (LPS3) currently zones the land to reflect existing land-uses except for some land in the northern parts of the Master Plan Area zoned as 'Urban Development'. There is no prior planning document that holistically addresses the development potential of the area in detail.

In 2017 the City's Local Planning Strategy identified that planning should take place for areas that are now included in the Master Plan. The recommendations for the areas were as follows:

"For Mount Claremont East:

- *Retain and enhance the character and streetscape of the existing residential areas.*
- *Comprehensively plan for the remaining non-residential areas.*
    - *Land uses and development within this area shall not conflict with the urban character being predominantly of sporting, research and educational facilities.*
- *Prevent the encroachment of sensitive land uses and residential development within the Subiaco WWTP odour buffer area.*
- *Consider opportunities to consolidate and improve access throughout the precinct.*

For Shenton Park:

- *Prevent the encroachment of sensitive land uses and residential development within the Subiaco WWTP odour buffer area.*
- *As a priority, comprehensively plan for the precinct to resolve land use within and surrounding the Subiaco WWTP odour buffer.*
    - *With urgency, comprehensively plan for land in proximity to the Shenton Park Hospital Redevelopment site, Lot 4 Underwood Avenue, and Bedbrook Place to resolve land use, desired built form, and reservations."* (City of Nedlands, 2017)

There are inconsistencies between the City's Local Planning Strategy, Local Planning Scheme, and the Master Plan's vision for the area. The next review of the City's Local Planning Strategy will consider the Master Plan and create a consistent vision for the future of the area.

In June 2018, Council resolved for the CEO to investigate the creation of a Local Structure Plan for the western side of the current Mount Claremont Master Plan Area. A Local Structure Plan was found to not be the appropriate instrument and as a result Council resolved to commence work on a Master Plan. A Master Plan is beneficial as it allows comprehensive planning of the site but has no statutory standing. It conveys the intended vision of a completed redevelopment before more rigid statutory instruments are implemented which would allow the redevelopment to begin. Work on a Master Plan has been intermittent since 2019 but recent development and planning activities on several sites in the Master Plan Area have made the need for a consistent vision in the area more urgent. Having a Master Plan prepared will significantly increase the value of the City's input in the planning process, should the State Government put in place an improvement or redevelopment scheme.

The largest planning activity in the area which has spurred work on the Master Plan is the submission of a Market Led Proposal (MLP) to the State Government. The MLP proposes redevelopment of a portion of the Graylands Hospital site and other unnamed lots nearby. If successful, the MLP would give the developer exclusive negotiation rights to develop land in and around the Graylands Hospital Site. As of July 2025, the status of the MLP was that a business case was being prepared (Department of Planning Lands and Heritage, 2023).

The redevelopment of the Graylands Hospital site would be contingent on the resolution of two key planning issues that affect Mount Claremont. The first being a substantial reduction of the Subiaco Wastewater Treatment Plant Buffer Area. The second being the decision flowing from the 2021-2023 review into services at Graylands Hospital by the Graylands Reconfiguration and Forensic Taskforce (GRAFT). The State Government established the Taskforce to inform the planning and investment decisions of the Graylands site and the Selby Older Adult Mental Health Service site. A Master Plan of the Graylands site assessed by Infrastructure WA in March 2023 showed a reconfiguration on the northern portion of Graylands and no hospital development on the Southern portion (Infrastructure WA, 2023).

Regardless of the development proposal by the MLP proponent, it is judged as timely for the City to review the Mount Claremont area and create a Master Plan to identify the opportunities and constraints of the area. A Master Plan would also provide important background

City of Nedlands

information to guide both decision makers and landowners in future decisions on development within the Master Plan Area.

This Master Plan should be considered a living document subject to change and modification over time. On this basis, it is recommended that this Master Plan be reviewed every five years to remain up to date.



The Master Plan Area

The borders of the Master Plan Area (Figure 1 overleaf) were created based on the character of the area and defining properties such as streets, land use and lot size. The border runs along the streets of Underwood Avenue, Selby Street and Stephenson Avenue. The Fremantle Line/Airport Line and existing residential zoned land in Mount Claremont also forms the border. Suburb boundaries did not form part of the creation of the Master Plan as the character of the Master Plan area as large lots with mostly government, community and education uses traverse several suburb boundaries. The Master Plan includes parts of the suburbs of Mount Claremont, Shenton Park, Karrakatta, and Floreat.

The area includes those land parcels that have development potential and associated sites that would be affected in the redevelopment process. It excludes established residential areas except for Montario Quarter which is still in the development phase and still presents opportunities to expand and better integrate with future development north of Orton Road and to the west. Montario Quarter sits on the site of the former Royal Perth Rehabilitation Hospital and is the only part of the Master Plan Area currently undergoing redevelopment.

The Master Plan Area consists of large parcels of State and Commonwealth land and several substantial community landholdings. The dominant landholdings in Mount Claremont include the Australian Defence Force (ADF) Irwin Barracks, Graylands Hospital, two high schools (John XXIII College and Shenton College), the Christ Church Grammar School (CCGS) Playing fields, UWA playing fields and Sports Park, the Subiaco WWTP, and the CSIRO and UWA Research stations. The area also contains smaller landholding pockets along Lemnos Street and John XXIII Avenue. Some of the smaller landholdings include depots for the Public Transport Authority (PTA), a Western Power substation and depots for the City of Nedlands and other local governments. There is a range of smaller commercial, and charity uses along Lemnos Street and Bedbrook Place including the Dog's Refuge, Cat Haven, and Cancer Council.

The existing residential areas of Mt Claremont and Swanbourne to the west would not suit an increased density. The existing residential areas of Mount Claremont are located further from any significant public transport, and redevelopment in the area would have a significant impact on the existing population with increased density more likely to cause overshadowing, privacy, and traffic impacts. Additionally, there are limited opportunities to the west with the Swanbourne Barracks even more unlikely to close or relocate than the Irwin Barracks, and the Cottesloe Golf Course being a facility valued by the community.

Figure 1 Master Plan Boundary

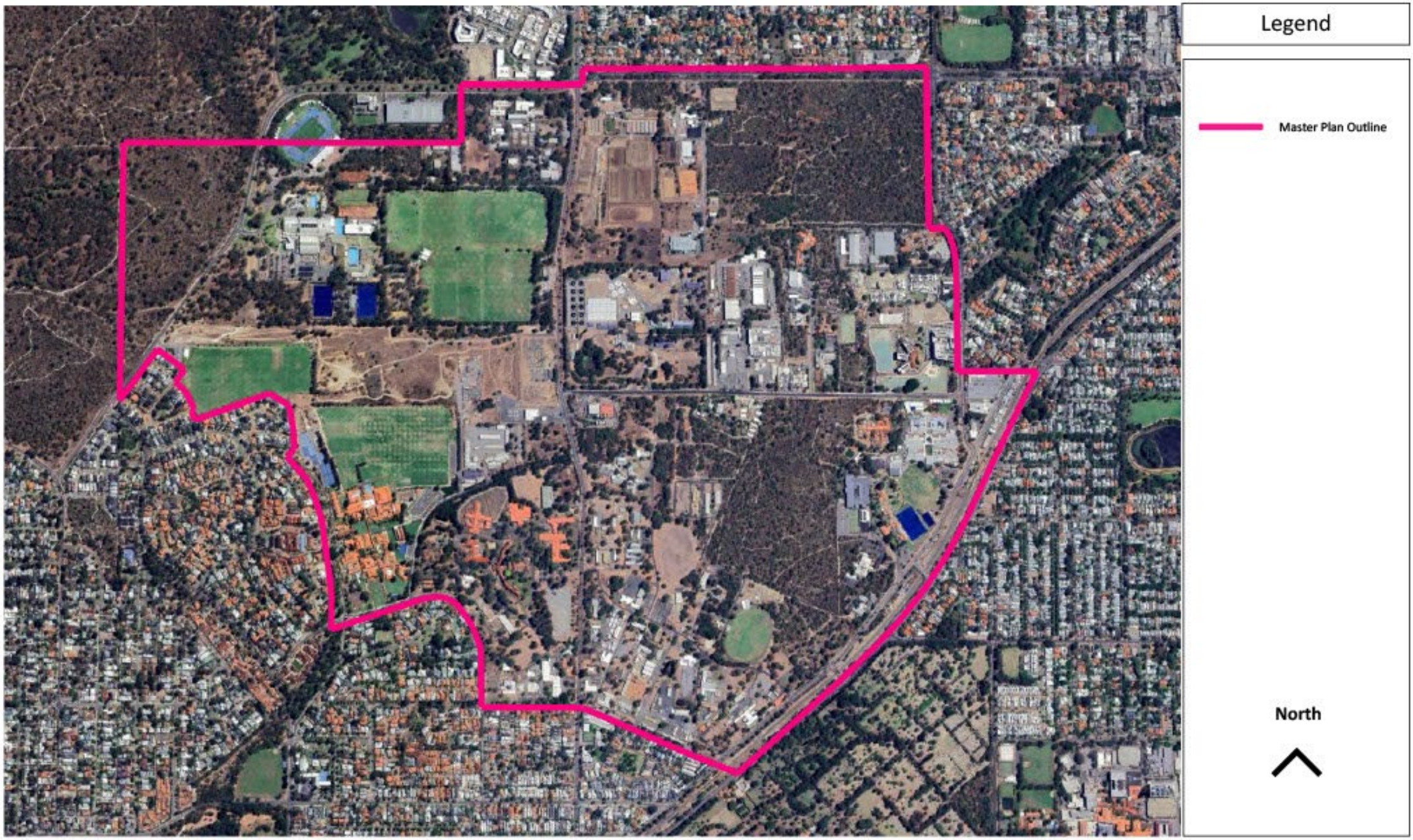
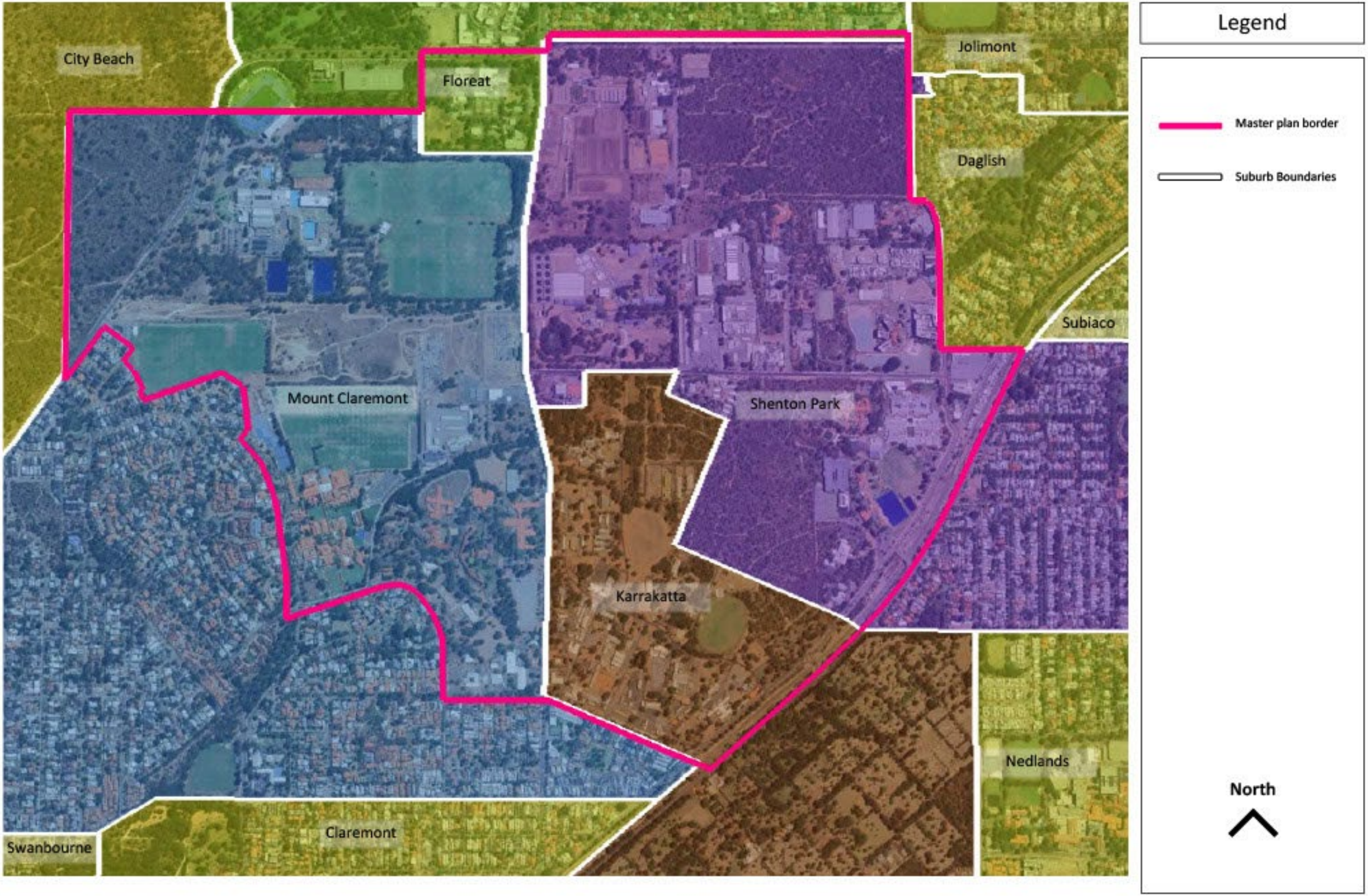


Figure 2 Suburb Boundaries



Regional Context

The Master Plan Area sits in the middle of the Western Suburbs and is well-placed to connect with nearby employment, retail, recreation, and education areas. The Master Plan Area itself is home to education and recreation facilities that are important to the Western Suburbs of Perth. The UWA Sports Park is of state significance as it hosts the Western Australian Institute of Sport, the WA Athletics Stadium and is the headquarters of the Perth Wildcats and the Western Force. The UWA Sports Park also hosts the Perth HPC (High Performance Centre) which is a significant indoor venue for the state hosting sporting uses and a popular concert venue.

Outside of the Master Plan Area, areas of strategic importance that are currently seeing significant infill development or planning for infill include the Claremont town centre, Subiaco Oval and at Floreat Forum. These areas are subject to Precinct Structure Plans or Redevelopment Areas. The QEII-UWA Strategic Centre and Nedlands Village developments are also close to the Master Plan Area and development there will likely have flow on effects to the Master Plan Area. The importance of Aberdare Road in connecting these precincts will become increasingly apparent. These infill areas in surrounding suburbs could be interpreted as complimentary or even competing areas depending on what issues are being considered. It should be noted that the Master Plan Area is advantageous in its large lot sizes, lack of existing sensitive residential development and location in proximity to a railway line and recreation facilities. The DPLH is currently preparing an Improvement Scheme for the QEII-UWA Strategic Centre. Nedlands Village is subject to a Precinct Structure Plan.

Within the City of Nedlands LGA, the Nedlands Stirling Highway Activity Corridor and Hampden/ Hollywood Precinct will see an increase in density and retail offerings nearby. The Master Plan Area currently relies on the surrounding suburbs for retail offerings, but a local supermarket will operate in Montario Quarter upon completion of the Shenton Quarter development (Iris Residential, n.d.). The proposed mixed-use land uses in the Master Plan should see a wider selection of retail and commercial uses, ensuring that future residents have convenient access to daily needs. In addition, a shopping centre site has been identified on the southern portion of the Graylands site. This will service the southern Master Plan Area and provide a new retail option for the existing residential areas of Mt Claremont and the St Johns Wood estate.

The Master Plan Area is host to two schools: John XXIII College and Shenton College. There are many other schools surrounding the Master Plan Area. These include Bob Hawke College, Perth Modern, Jolimont Primary, Floreat Park Primary, Mount Claremont Primary, Quintilian School, Moerlina School, Swanbourne Primary, St Thomas' Primary, Hollywood Primary, Rosalie Primary, Nedlands Primary, Freshwater Bay Primary, Christ Church Grammar, Scotch College, Newman College, Churchlands Primary, City Beach Primary and the Japanese School in Perth. These schools may be able to cater to increased populations in the western suburbs but ultimately, given the infill occurring across the Western Suburbs, more schools may be needed, and land may need to be found for schools within the Master Plan Area. Urban, and Community areas may suite future schools.

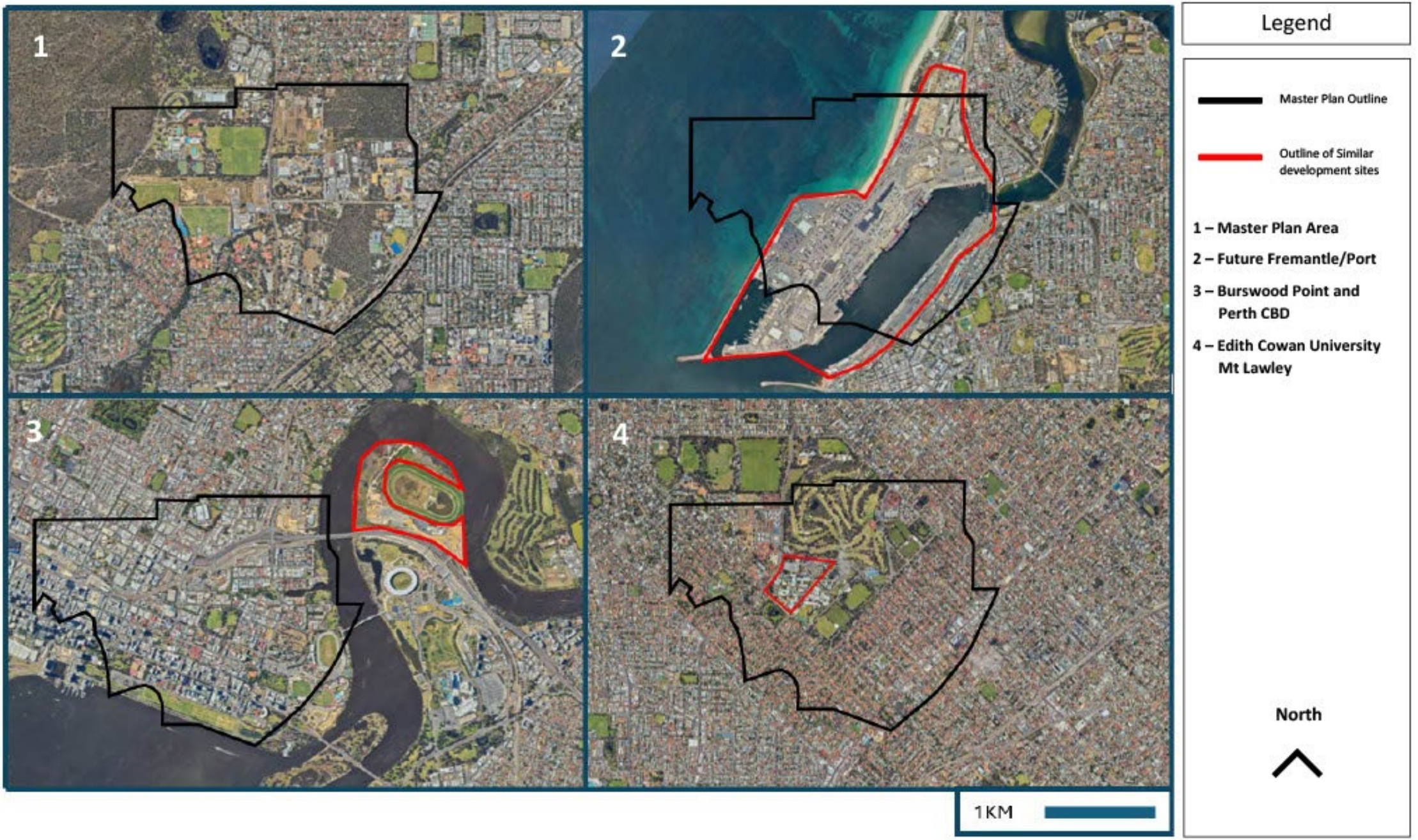
There are several existing road connections to the north, east and south. There are limited connections to the west due to Bold Park forming a barrier on the western side, however, Bold Park is a feature of the area with nature walks, equine tracks, and lookouts. Perry Lakes, Karrakatta Cemetery and Kings Park are also nearby and provide quality open space. There are several smaller parks in the surrounding suburbs of Shenton Park, Daglish, Jolimont, Mount Claremont, and Floreat. City Beach and Swanbourne Beach are both close by the Master Plan Area on the western side of Bold Park.

Apart from Parks, sporting recreation opportunities are in abundance with the Gold Netball Centre close by and several tennis, bowls, and croquet clubs in existing suburbs. Aquatic Facilities exist at Bold Park, Subiaco, and Claremont. Golf courses are in abundance with Claremont, Swanbourne, Cottesloe, Nedlands, Dalkeith, and Wembley Downs all hosting multiple courses. The Wembley Golf Course is the largest of these and serves as a major attractor due to its inclusion of minigolf, a restaurant and driving range.

Looking at the Perth region, it should be acknowledged that the Master Plan Area is about the same size as the Perth CBD and is currently underdeveloped. Comparable development opportunities within the Inner suburbs of Perth don't often occur at this scale. The opportunities being explored or developed are mapped on the following page. They currently include ECU Mount Lawley (16ha bottom right), Fremantle Port – North Quay (323ha top right) and Burswood Point (41ha bottom left). The Master Plan Area is 480ha.



Figure 3 Master Plan Site Area Comparison



The Master Plan

Figure 4 (overleaf) is the complete Master Plan. It indicates proposed land uses, roads, an active transport network and the Fremantle Line/Airport Line. It provides the most complete overview of the City's vision for the area, with specific elements being broken down in subsequent figures.

The proximity of the Master Plan Area to a rail line with a high frequency service and a significant amount of space within walkable catchments means that medium and high-density transit-oriented development would be an ideal land use for the eastern portion of the area. While the State Government encourages transit-oriented development, there are limited areas where this is currently possible. The largest site with the most potential for transit-oriented development is the ADF Irwin Barracks. This site has been identified as a constraint as the ADF has no current plans to relocate but would be suitable for redevelopment in an ideal scenario. Smaller sites that would be appropriate for transit-oriented development include the Selby Older Adult Mental Health Service site, the WA Country Health Service and Pathways site and the site bordered by Selby Street, Stubbs Terrace, and Lonnie Street. In addition, rezoning of lots on Bedbrook Place and north of Orton Road could allow those lots to be developed for transit-oriented development and integrate better into the Montario Quarter site.

The Master Plan has identified that some uses may remain in the long term. Both of the area's schools, the UWA Sports Park and both bushland sites provide valuable open space, community facilities and a sense of place, benefiting the community and endemic species. These uses are vital public assets which should be retained in any future redevelopment.

There are further remaining uses such as Western Power's Mount Claremont Substation and the Subiaco WWTP which would remain because the financial investment to relocate/close those facilities would be uneconomical.

Redevelopment in the area is proposed to be supported by enhanced vehicle and active transport networks. The plan has identified locations where roads, pedestrian paths and cycle paths could be located to provide access to development areas and enhance connectivity across the area and towards train stations. The plan proposes several east-west roads and paths and proposes enhancements around Montario Quarter and formalisation of a road network within the UWA Sports Park. The School Sports Circuit is an existing proposal which has been found to enhance the north-south connectivity of the area. It has been included separately on the plan as planning is more progressed than newer active transport routes proposed by the Master Plan.

Figure 4 Master Plan



Land Use

Preliminary investigations of the existing land uses in the Master Plan Area have indicated there are significant large land uses that will continue in the long term, or until there is a significant incentive to relocate incompatible facilities. Some of the uses that are unlikely to move include the schools, the ADF Irwin Barracks and the Subiaco WWTP. The land use plan (Figure 5) also shows the sites within the Master Plan Area that are relatively unconstrained and would be able to be redeveloped, with their future uses shown on the Plan.

Appendix 2 of the Master Plan reveals the relative spread of land ownership as a percentage of the Master Plan Area. There is no single landowner or use covering a majority of the area. The University of Western Australia (UWA) owns the largest portion of the area and there are multiple land uses under their ownership. Any redevelopment of the area would likely result from incremental changes to land use and ownership with larger owners such as UWA and the Department of Health having a more substantial role in any change. Some landowners are heavily invested in the current uses of their sites, having made recent upgrades, while others are seeking redevelopment opportunities that would be a departure from current uses.

The differing needs of the landowners means that it is unlikely that urban development would interest all stakeholders. The financial benefit or burden of relocating infrastructure, disruption to operation, and the availability and suitability of alternate sites are the factors that landowners and land managers would consider.

The Master Plan considers these issues and has identified urban development opportunities where landowners may benefit from the change in use and where land use conflicts are kept to a minimum. Existing uses that are unlikely to move are proposed for retention and urban development areas are intended to be buffered from the WWTP by service commercial uses, the UWA Shenton Park Field Station and Open Space.

It is important to note that the land uses referred to in the Master Plan do not directly align with those of LPS3. The objective of the Land Use Plan is to illustrate the future use without specifying the zoning. The Plan broadly shows the type of development that the City desires for the area. For example, areas marked as service commercial in the Master Plan may include the service commercial zone but also reserves for public purposes. For Urban areas identified in the Land Use Plan, the zonings could include Residential, Mixed Use, Local Centre, and the like. Further detailed planning of particular areas may introduce open space reserves or more specific zones such as Private Community Purpose.

The broad land uses shown in the Master Plan have been chosen to show preference for an increased population with residential and mixed-use developments located close to public transport, existing sporting facilities and schools. Schools in particular need to be considered in the Structure Planning stage when determining land uses. The increased population that would be enabled by development sites will likely cause the need for new primary and secondary schools. Sites that may be able to accommodate schools include many of the identified urban areas and a portion of the Christ Church Grammar Playing Fields.

It is estimated that of the 480 hectares that constitutes Master Plan area there would be approximately 73.7 hectares or 15.4% of the gross Master Plan Area suitable for urban redevelopment upon removal or reduction of the WWTP buffer. This includes the existing urban development occurring in Montario Quarter which is consistent with the intent of the Master Plan and serves as inspiration for much of the identified urban opportunities.

Refer to Appendix 1 for an analysis of existing land uses and the opportunities that each site presents. Refer to Appendix 2 for measurements of the Master Plan Area, including the existing landholdings and details of their current ownership and management.



Figure 5 Land Use Plan



Active Transport

Development in the Master Plan area should be mindful of the increase in vehicle traffic that would occur from new residents and workers. The area currently has high levels of traffic in the morning and afternoon school rush occurring around John XXIII College and Shenton College. One way of ameliorating any increase in traffic over time would be the promotion and introduction of more cycling and walking connections.

Integrated within such a network of cycling and pedestrian paths, the City's existing plans for a School Sports Circuit, yet to be implemented, would not only alleviate traffic but also provide safe movements of students within the school zones and adjoining playing fields.

The City's Integrated Transport Strategy (ITS) proposes improved walking and cycling connections to public transport. The Master Plan aligns with this objective by showing routes that could increase connectivity to Fremantle/Airport Line stations. The ITS also recommends connections be included in the City's Active Transport Forward Works Program between Montario Quarter, Shenton College, the UWA Sports Park, along Brockway Road, Selby Street and Lemnos Street, connections to all schools and Karrakatta Cemetery. The Active Transport routes shown in the Master Plan align with this recommendation but do not have an impact on delivery. The Master Plan's role with active transport is to identify potential routes and advocate for them as part of the wider vision for the area. Delivery of cycling and pedestrian infrastructure shall be undertaken through the City's various works programs, including the Active Transport Forward Works Program.

Where possible, separating pedestrian, cycle and road traffic can have safety benefits, especially in higher traffic or higher speed environments. In low speed and low traffic areas, there may be the ability to create shared spaces where pedestrians, cyclists and vehicles move through areas at the same speed and in a calm manner as dictated by the road design and a low-speed limit. Safe Active Streets are one type of shared space.



Figure 6 A safe active street being used in Nedlands (Bicycle Network, 2022)

The provision of shared paths and cycle lanes increases the safety and appeal of active transport. Furthermore, the ITS recommends that the City review policy and frameworks to incorporate quality lighting and design of urban spaces and for transport projects to consider the differences in urban experiences between night and day. This recommendation is particularly important in encouraging walking, as good lighting and spaces that have good visibility, and passive security will help increase safety for pedestrians at night. For daytime travellers, shading of paths is a key consideration for the Master Plan. Tree planting along active transport routes will help address this consideration.

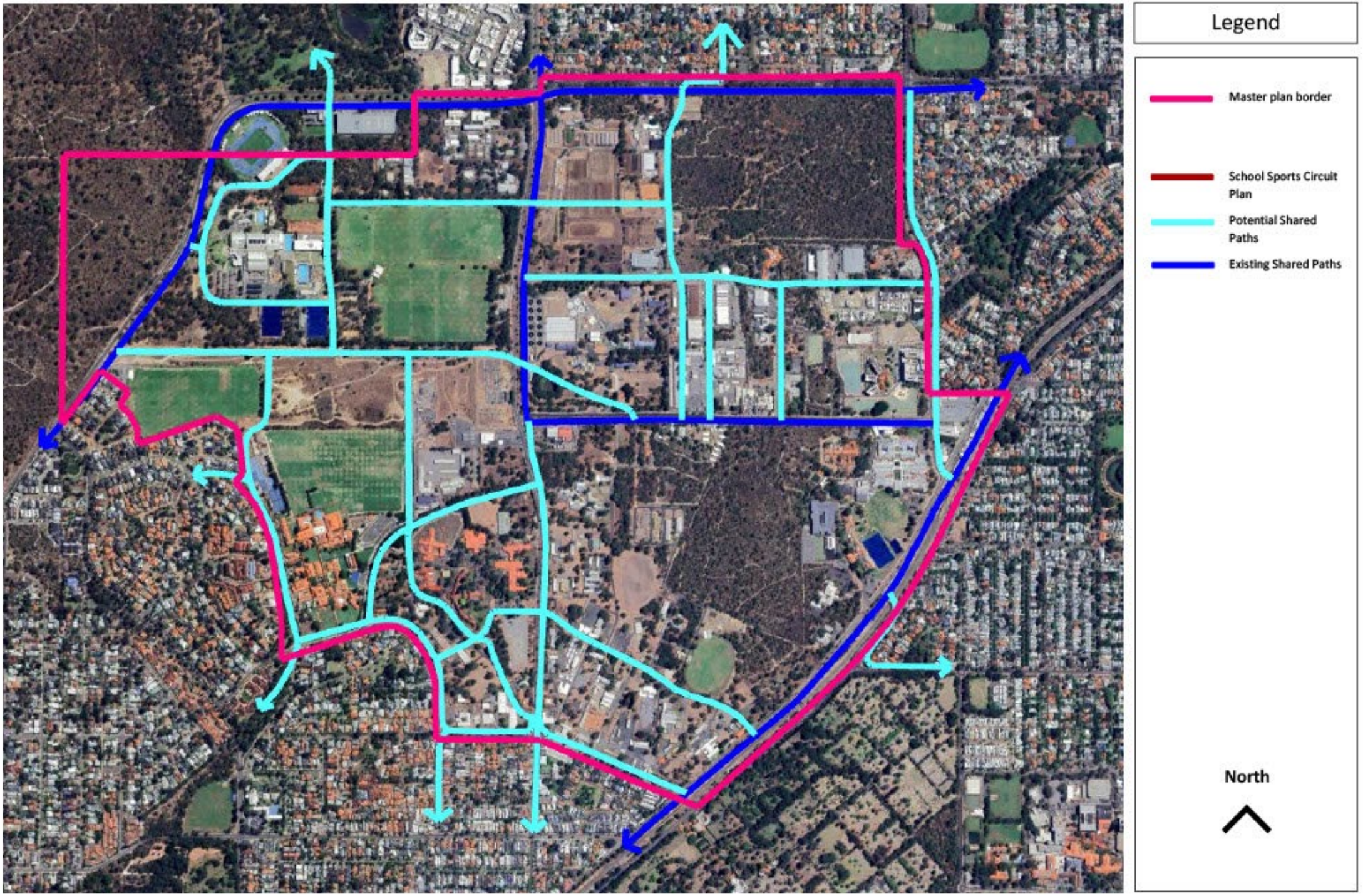
Paths proposed in the Master Plan Area will provide greater connectivity across the area but also will connect to areas outside the Master Plan Area. The Town of Cambridge, City of Subiaco and Town of Claremont are all located near the Master Plan's borders. Active transport routes are proposed to connect to paths already planned in these adjoining Local Government Areas (LGAs).

The Town of Cambridge's Bike Plan (Cardno, 2018) looks to bridge gaps in the existing shared path network. Their proposed paths provide good north-south connections from the Master Plan Area through Perry Lakes to Floreat and Wembley.

The City of Subiaco (City of Subiaco, 2021) proposes upgrades to the intersection of Underwood Avenue/Hay Street and Selby Street along with widening of the existing shared path along Selby Street to enhance safety. A branch off Selby Street to Lake Jualbup via Stokes Lane is proposed. East-west connections along Aberdare Road and Evans Street are also proposed. These upgrades will provide improved east-west connections from the City and Subiaco to the Master Plan Area. These routes provide access to Kings Park, the QEII Medical Centre and West Perth.

To the south, the Department of Transport's Long Term Cycle Plan (Department of Transport, 2023) provides information about cycle plans through the Town of Claremont. Local routes are proposed to link the school sports circuit and Brockway Road with Scotch College, Claremont Quarter, Claremont Showgrounds and primary routes along the Fremantle Line/Airport Line and West Coast Highway.

Figure 7 Active Transport Network Plan



Vehicle Access

The existing road network provides a good amount of north-south connection which currently funnels traffic through the Master Plan Area. However, there is a lack of connectivity in the northern sections of the Master Plan Area and a distinct lack of east-west connectivity across the whole area. Vehicle access into proposed urban areas is necessary and new links are proposed to allow this. A new east-west link proposed as part of the new CCGS Playing Fields has been included in the plan which will increase the permeability of the site. An east-west and north-south link through the Graylands site and new links into the UWA Shenton Park Field Station site from Brockway Road, Underwood Avenue, and an extension of the access road in Water Corporation's commercial area have also been proposed. The north-south road from Underwood Avenue to Lemnos Street has been refined post community consultation to maximise the retention of the Underwood Avenue Bushland. A north-south link between John XXIII Avenue and the CCGS Playing Fields access road is proposed for urban development in this area and formalisation of the road network within the Sports Park and conversion to a more grid-like layout would improve access to the Sports Park, John XXIII College and provide better east-west connectivity.

The Vehicle Access Plan (Figure 10) displays new proposed links in orange and existing roads in white. Of the orange roads, McGillivray Road, and some sections of carpark access within the UWA Sports Park are included, as it is the City's opinion that roads in those locations could serve the area well as gazetted roads in the future. These routes are reflected in the lessee's (Venues West) Master Plan for the Sports Park (Venues West, 2022).

Sections of proposed vehicle access located within existing lots illustrate an ideal outcome for the flow of traffic but can only be implemented with the support of affected landowners. Creation of vehicle access through lots may require easements or acquisition.

The Master Plan has included investigation of how the area can better integrate with existing built-up areas to the south and east. Few opportunities were found due to the steep gradients and closed off nature of the existing residential area to the west and south, and the railway line on the east being difficult to cross due to the changeable gradients of both the railway line and the existing roads on either side. Densification on the eastern side of the Master Plan may help to justify additional connections in the long term, but it is unlikely that many opportunities on the south or west will open up, given the low-density nature of Mount Claremont's existing residential areas.

Smaller connections have been proposed to help spread traffic flows across the area. This includes vehicle access between Orton Road and Bedbrook Place, allowing vehicle access from Montario Quarter to the west and formalizing access to the WACHS site to enable the division of the site in a way that preserves existing bushland. Proposed vehicle access through the ADF Irwin Barracks is included on the plan should the ADF wish to develop part of the land for defence housing.

In considering vehicle access, the Master Plan identifies that some intersections will need to be upgraded or treated to ensure that they are safe, prioritise pedestrian and cyclist movement and allow efficient movement of traffic. The intersections of Camelia Avenue and Quintilian Road with Brockway Road, John XXIII Avenue with Brockway Road and Lemnos Street with Brockway Road are three such intersections where significant upgrades would become necessary. These roads often have significant traffic levels as a result of the schools within the vicinity. Roundabouts or traffic lights may suit these locations. Additionally, the intersections along Underwood Avenue and Selby Street would increase in importance as infill requires the area to become more accessible. Underwood Avenue features two traffic lighted intersections which allow vehicles to turn right without a dedicated green arrow. This can be dangerous in peak traffic times and upgrades would necessitate dedicated turning lanes and green arrows to avoid vehicle collisions.

The new and upgraded intersections with Brockway Road will be treated to ensure that movements are safe and do not create significant traffic backlog. Some of these intersections could be left in/left out only or alternatively may require traffic lights or roundabouts. No preferred designs have been selected at this stage. Further investigation will be needed on the preferred treatments and that would occur as part of the recommended detailed traffic modelling and planning. In this area, parking and vehicle access in and out of events is of particular concern given the presence of the Perth HPC and UWA Playing Fields. The use of this space for athletics events throughout the year, winter sport competitions and for concerts at Perth HPC mean that the Master Plan Area needs to cater to large event traffic movements. The roads need to be designed for moving traffic safely and efficiently in and out of the north-east corner of the area. Public transport in this area is proposed to be enhanced with the identification of a mid-tier route which will be able to carry large amounts of people on dedicated right of ways.

At the southern end of Brockway Road, school pick-ups and drop-offs will be the main consideration for safety and traffic flow. The proposed north-south Road between the CCGS Access Road and John XXIII Ave provides alternate access to John XXIII College which is the main cause of current morning traffic backlog on Brockway Road.

Flow on affects from the Master Plan Area's proposed population increase would necessitate improvements at major intersections outside the Master Plan Area. Concentrating upgrades on the consideration of east-west traffic from coast to City will ensure that the wider area continues to effectively provide for regular commuter traffic from the suburbs of Mt Claremont, City Beach, and Swanbourne to and from the Perth CBD. Underwood Avenue and Stephensons Avenue provide this critical function, and upgrades would be necessary at subsequent intersections of Montgomery Ave and Rochdale Road with Stephensons Ave.

The vehicle access ways proposed in the plan should be located in wider road reserves, where possible, to be capable of hosting separate shared paths and large verge planting in strategic locations to strengthen greenways through street tree planting and Miyawaki forest planting. The proposed local links will serve infill development areas and are intended to provide much-needed vehicle access and permeability but should not encourage a high volume of vehicle

use. Development within the Master Plan Area should encourage public transport usage and active transport in the first instances, given the proximity to bus routes, rail and potential mid-tier infrastructure.

Local roads within the new urban areas have not been shown on the Master Plan, as the location of those roads is dependent on a greater level of detailed planning which would include the lot sizes, type of development and gradient of the sites. Given the Master Plan is a vision, that level of detail is not warranted yet. The Master Plan can, however, illustrate the character of those roads.

Local roads within the new urban areas should provide efficient and legible vehicle access to the developments. Cul de sacs should be reduced so that the developments remain accessible and traffic should be calmed through the use of lower speed limits, shared spaces and use of traffic calming through landscaping, use of cobble stones, reduced road widths, chicanes, and public art. The City's ITS supports the use of improved road treatments to ease traffic flows. In particular, it mentions that improved road treatments could be utilised around schools to reduce delays in peak school pick-up/drop-off times.



Figure 8 Painted Road Surface - Beazley Ave, Curtin University

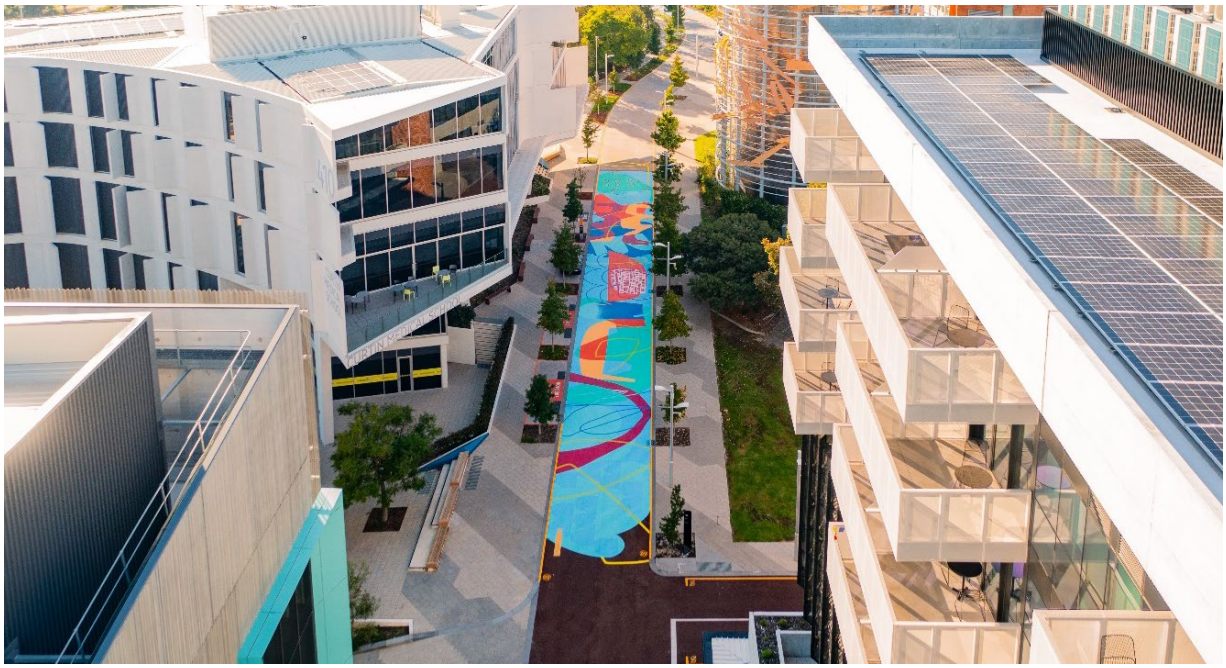
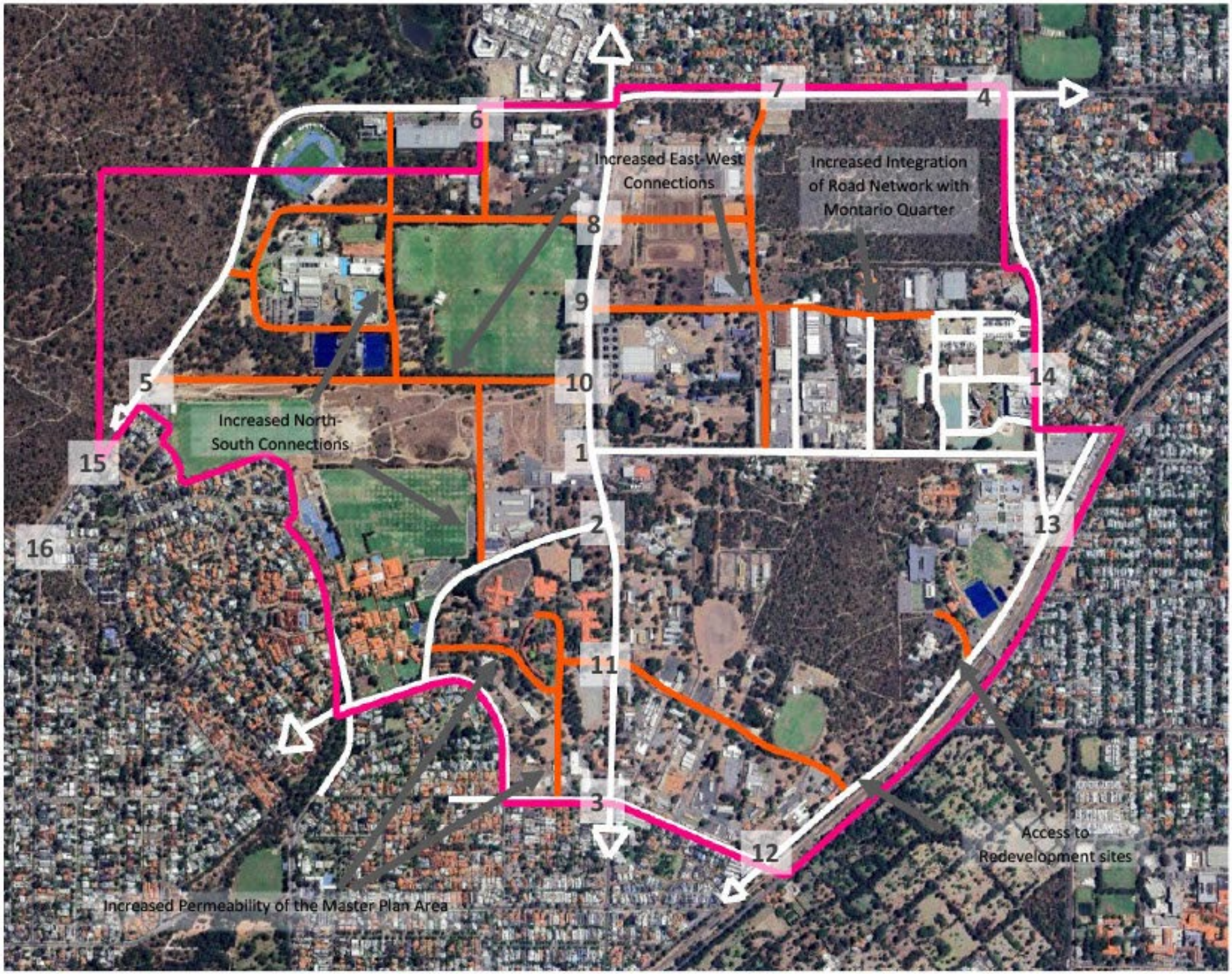


Figure 9 Painted Road Surface - Koorliny Way, Curtin University

The above photos showcase examples of murals by artist, Sioux Tempestt painted on road surfaces at Curtin University. These murals have been used to indicate slow speed areas and shared spaces. Using murals on local streets can generate interest, create a sense of place, and provide an opportunity for use of cash-in-lieu contributions received through the City's Percent for Art Local Planning Policy. Figure 8: (Sioux Tempestt, 2023) Figure 9: (Sioux Tempestt, 2022).

Figure 10 Vehicle Access Plan



Legend

- Master plan border
- Potential Road links
- Existing Roads and access

New or Improved Intersections

1. Lemnos St/Brockway Rd
2. John XXII Ave/Brockway Rd
3. Camelia Ave/Quintilian Rd/Brockway Rd
4. Hay St/Underwood Ave/Selby St
5. Stephensons Ave/CCGS Rd
6. CSIRO Rd/Underwood Ave
7. Eastern N/S Rd/Underwood Ave
8. McGilvray Rd/Brockway Rd
9. WWTP Rd/Brockway Rd
10. CCGS Rd/Brockway Rd
11. Graylands-Barracks Rd/Brockway Rd
12. Quintilian Rd/Railway Ave
13. Selby St/Railway Ave
14. Selby St/Nash St
15. Montgomery Ave/Stephensons Ave
16. Rochdale Rd/Stephensons Ave

North

Environment

Greenways and Whadjuk Walking Trails

The Western Suburbs Regional Organisation of Councils (WESROC) has adopted the Western Suburbs Greening Plan 2020-2025 (WESROC, 2020). This plan supports the implementation of greenways originally identified in the Tingay Greening Plan 1998 (Alan Tingay and Associates, 1998). The WESROC Plan has informed the preparation of this Master Plan.

The Master Plan area sits between Kings Park and Bold Park. Council's Greenways Policy (City of Nedlands, 2019) seeks to preserve and enhance vegetation links between these two areas of ecological significance. A Strategic Plan for Perth's Greenways Final Report (Alan Tingay and Associates, 1998) identified this link as Greenway 19. The Western Suburbs Greening Plan further detailed Greenway 19 by identifying parts of the greenway that are existing regional greenways, areas where greenways should be secured and developing greenways where local governments can establish greenways through the appropriate planting of open space, streets, and active transport corridors.

The greenways plan (Figure 11) within this Master Plan incorporates, to some degree, existing regional greenways with broad linkages of existing patterns of tree canopy and natural, remnant bushland. These broad linkages are important as they allow the movement of fauna between different habitats promoting genetic diversity. In the master planning process, two broad linkages were identified; between Shenton Bushland and the Underwood Avenue Bushland, and between Lake Claremont and Brockway Road following existing canopy patterns. Two other broad linkages relating to the Western Suburbs Greening Plan have been proposed. The first following Underwood Avenue and Selby Street, and the second following McGillivray Road and Lemnos Street. Following roads and POS allows local government to design the greenways appropriately and conduct planting that would otherwise fall under the control of landowners. Although McGillivray Road is on land owned by UWA, they have expressed their support and advocacy for greenways.

The main purpose of greenways is to provide ecological support for endemic species of flora and fauna that rely on being able to move seasonally between the coast and the river. The protection of greenways and provision of associated infrastructure such as green bridges can facilitate safe movement of fauna through the suburban area, protected from vehicles and people. Green bridges may be suitable in some locations especially where doing so will provide a benefit for vehicle and pedestrian safety, connecting major greenway corridors and avoiding creating additional traffic. A green bridge/underpass located at the intersection of Lemnos Street and Brockway Road may provide for active transport and mid-tier transit as well as a vegetated corridor to travel over or under Brockway Road. Other green bridges could be located over Stubbs Terrace and the railway line and over Stephensons Ave to Bold Park on the west. The cost and benefit of providing green bridges may increase where such infrastructure serves multiple purposes. Design must be done carefully to avoid fauna strikes especially as this is a key aim of separating vegetated corridors from roads.

On the basis of Tingay's 1998 study, and the WESROC Western Suburbs Greening Plan 2020-2025, it is recommended when open space is planned within redeveloped areas of Mount Claremont that distribution of POS be consistent with the palette of endemic vegetation and be located in the identified broad linkages.

Recreation and active transport are secondary purposes of greenways. These links can be incorporated where designed appropriately to not detract from the main purpose. The Western Suburbs Green Plan 2020-2025 makes additional suggestions including the `greening' of local streets through planting of street trees and landscaping of verges and median strips. The Master Plan supports planting of gaps in the identified Greenways. Miyawaki Forests (Carbon Positive Australia, n.d.) are small patches of land planted according to a method with dense and biodiverse tree and bush growth at intervals. These could be a model for enhancing the Greenway corridors. It is important to protect greenways in the local planning framework so that potential development in the area does not inhibit the movement of fauna.

Across the Western Suburbs of Perth, including within the Master Plan area, Whadjuk Walking Trails have been established. This is a network of walking trails that exists across Perth's Western Suburbs which links together Aboriginal heritage sites, parks, and lookouts. The Whadjuk Walking Trails provide an opportunity for knowledge sharing via interpretive artworks and information panels along the trail routes. There is a correlation between these trails and greenways. The Bush to Beach Trail traverses the Master Plan area following the broad linkage from the Shenton Bushland then heading west along Lemnos Street and through the UWA Sports Park. The Yange Kep Bidi (Wetland Trail) follows the broad linkage from Lake Claremont to Mooro Drive before heading north through the Master Plan Area to the UWA Sports Park and then to Perry Lakes. A third Whadjuk Walking Trail called the Waarlitj Bidi is planned to traverse the Master Plan Area (Artify, Development WA, 2022). Draft plans for the trail follow the greenway from the Shenton Bushland to the Underwood Avenue Bushland before continuing to the suburbs of Jolimont and Shenton Park.

There is opportunity to expand on these ideas for other planned active transport routes. The School Sports Circuit which has been integrated into the Master Plan's proposed active transport network, traverses the Master Plan from north to south. It provides the City with an opportunity for another themed walking trail focusing on natural beauty of the area and connecting sporting and education facilities.

It will largely be through redevelopment and subdivision that the opportunity will arise to reserve land for greenways and POS. The construction of additional roads will also provide opportunities for increased planting of endemic species to reinforce the greenways, though this could also occur along existing roads in the area. There could also be opportunity for new Whadjuk Trails should the Master Plan Area have increased permeability.

Figure 11 Greenways Plan



Bush Forever

The University of Western Australia has advised no decision has been made on the future use(s) of its land holdings within the Master Plan Area. The current zoning of the Underwood Bushland is Urban Development with a portion of the site currently designated as Bush Forever under State Planning Policy 2.8 – Bushland Policy for the Perth Metropolitan Region (SPP 2.8). This policy seeks to ensure bushland protection and management issues in the Perth Metropolitan Region are addressed and properly acknowledged within land use planning with the objective of the long-term protection of biodiversity and any associated environmental values. SPP 2.8 does not prevent development where it is consistent with the policy and other planning and environmental considerations. The Department of Planning, Lands and Heritage Bush Forever Audit 2021 states the Underwood Bushland has been identified as requiring a "Negotiated Planning Solution (NPS)" which has not been progressed. An NPS aims to maximise bushland retention as part of negotiating a development footprint and design. As of July 2024, there has been no update. Other information provided in the Audit states that 13.9ha is proposed as conservation and 2ha as POS. The NPS requires federal approval under the Environmental Protection and Biodiversity Conservation Act 1999.

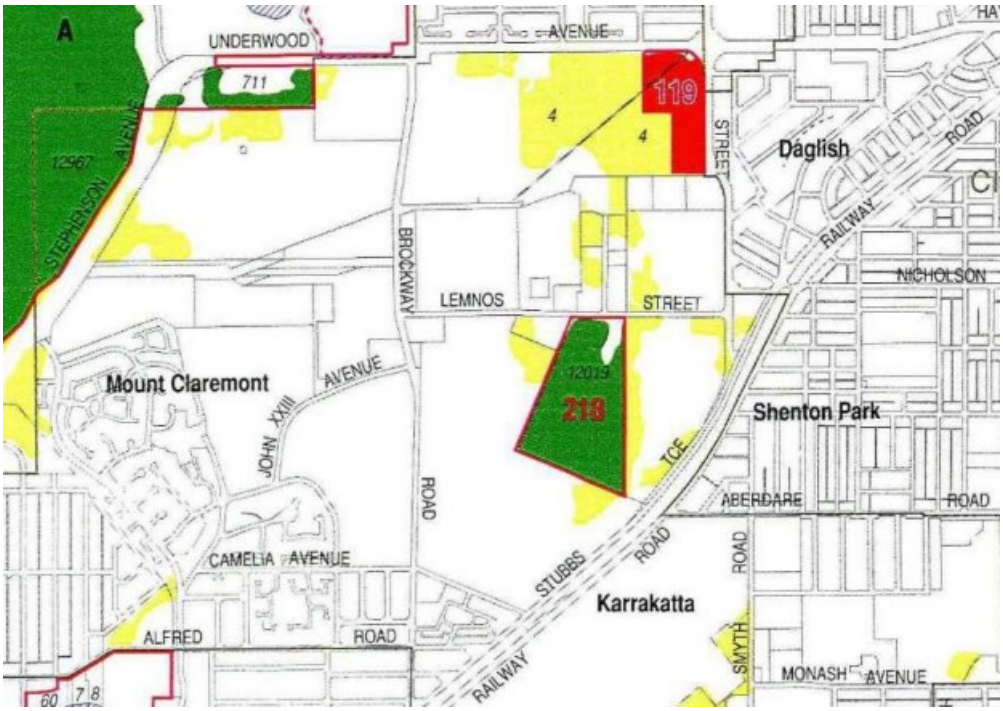


Figure 12 Negotiated Planning Solution in red on the above map.

The three key objectives of SPP 2.8 are to:

1. Establish a conservation system at the regional level (through Bush Forever areas and to operate with the clearing controls under the Environmental Protection Act 1986) that is, as far as is achievable, comprehensive, adequate and representative of the ecological communities of the Swan Coastal Plain portion of the Perth Metropolitan Region.

2. Seek to protect and manage significant bushland recommended for protection and management for conservation purposes through a range of implementation mechanisms and as a collective and shared responsibility and general duty of care on the part of government, landowners, and the community.
3. Provide a policy and implementation framework for significant bushland areas recommended for protection and management to assist conservation planning, planning assessment and decision-making processes.

It is not the place of this Master Plan to nominate areas for inclusion. However, it is important that this issue, the preservation of the native habitat advocated for by the Friends of Underwood Avenue Bushland Community Group, is understood by the City and State Government. The City should enable the preservation of a greater amount of Bushland through Master Planning by looking at existing remnant bushland as an opportunity for public open space to be considered. In allowing infill development, new homes will need to have access to green space nearby. The allowance of residential development and any significant R-Coding designation should come hand in hand with increased bushland preservation and increased justification for Bush Forever Status over bushland sites. While the Bush Forever Initiatives are led by both the Environmental Protection Authority (EPA) and the Western Australian Planning Commission (WAPC), the City can assume an advocacy position in addition to recommended Land Use designations. Advocacy on this subject may fall outside the Planning scope but is still a noble cause for the City and its residents.

Sustainability

The sparse nature of the Master Plan Area is rare within the Perth Metropolitan Area. It presents opportunities for sustainability to be considered in more aspects than just building design. Utilities such as water and electricity and the layout of the Master Plan Area can consider environmental sustainability before buildings are designed. Development WA has been experimenting with a range of technologies on smaller infill sites at White Gum Valley, Hamilton Hill, and Knutsford in Fremantle. The same could be done on a larger scale in the Master Plan Area as, ordinarily, utilities would need to be constructed to each lot prior to release of lots.

The collection and use of rainwater for toilets and washing machines and greywater-ready plumbing are two of the water saving initiatives underway at Hamilton Hill. The demolition process at Hamilton Hill has involved recovery of materials with the exception of hazardous waste. Recovered materials have been used in furniture making, and metals have been recycled. Use of timber framing has been encouraged in houses built at Hamilton Hill through the use of design guidelines and agreements with home builders (Development WA, 2023).

East Village at Knutsford has included a strata-owned bore from which groundwater has been able to be used on the area's green spaces. Strata properties within the Master Plan area may be able to achieve a similar outcome on some sites. Landscaping within the Master Plan Area should be carefully considered to make use of bore water and make contributions towards biodiversity and habitat creation. Species selected should be drought resistant and less prone

to current environmental challenges such as the polyphagous shot hole borer. Landscaping is important for creating a sense of place.

With development occurring near UWA's Crawley Campus and around the UWA Shenton Park Field Station, there is an opportunity for research and education as part of the development process, especially considering the ownership of some lots by UWA. University research partnerships have occurred at other developments such as Development WA's developments at East Village where Curtin University has set up a laboratory and is studying the outcomes of the development's sustainability initiatives (Development WA, 2024 a).

The Master Plan Area's existing utility-centric development provides an opportunity for Sustainability to consider how new development interacts with the existing services. The Western Power facilities in Mt Claremont and Shenton Park provide opportunities for innovative power solutions and the Subiaco WWTP similarly allows for innovative consideration of sewerage processing and recycled water use. Synergy has been operating Virtual Power Plant Pilot Projects at schools across WA (Synergy, 2022). The City suggests that should the Pilot Projects be successful, schools and playing fields in the Master Plan Area could be considered for any expansion of Synergy's Project.

East Village runs on 100% renewable energy. Considering the MLP proposal involves a solar power solution, there is opportunity for the Master Plan Area to also be powered by 100% renewable energy. Community batteries may need to be considered for operational resilience.

The City of Nedlands requires that certain developments consider sustainable design. Local Planning Policy 1.3: Sustainable Design provides a range of measures that can be incorporated and requires implantation of a number of elements dependent on the type of proposal and estimated cost of development. The effect of the policy is at the Development Application stage when individual proposals are assessed against the policy. Proposals need to comply with the policy by demonstrating implementation of sustainability into the design, operation and fit out of buildings. Assorted options are listed in the policy that contribute towards a favourable assessment. Examples include NatHERS certification, Car Share schemes, natural ventilation, energy and water use, bike storage, Electric Vehicle charging and toxicity testing.

In the Structure Planning Stage, the 3+30+300 Rule should be considered and followed where possible. The 3+30+300 Rule is a rule of thumb for urban greening and development coined in 2021 by the Nature Based Solutions Institute. It calls for three mature trees for each home, a thirty percent canopy cover in every neighbourhood and a maximum distance of 300m from each home to a public park or other green space (Nature Based Solutions Institute, 2025).

Building Form of new developments should respond to the local environmental issues. While the Master Plan remains at a higher level of planning, general aims for built form need to be identified. Higher density and building heights will be concentrated near key facilities and transport nodes, while height will taper down toward the southern boundary to respect the adjacent residential character. Lot design must provide adequate deep soil zones to support tree growth and ensure environmental health. Development will incorporate appropriate buffers and bushfire mitigation measures where adjoining bushland, along with building

separations to facilitate wind flow, maintain bird corridors, and preserve privacy. Building finishes near greenways must use solid or textured colours to reduce the risk of bird strikes (Lizzie Crook, 2022), supporting the ecological function of the area.

The Master Plan Area presents an opportunity for structure planning and traffic planning to consider adoption of low traffic neighbourhood (LTN) principles as seen in Barcelona's Superblocks and Masdar City in the UAE. These internationally recognised models demonstrate how urban design can transform residential areas into more walkable, sustainable, and community-focused environments by prioritising people over vehicles. In Barcelona, the Superblock model restructures traffic flow by diverting through-traffic to perimeter roads, allowing internal streets to become shared spaces for pedestrians and cyclists. Similarly, Masdar City restricts car access to the edge of the development with personal autonomous electric vehicles and public transport being the only vehicles to traverse the area. It is unlikely that the Master Plan Area could go completely car free but nevertheless the same principles could be adopted to reduce car trips. Following in the path of these cases could reduce vehicle congestion and noise pollution.



Figure 13 Barcelona Superblocks (Sam Jarman, 2022)

Opportunities

The Opportunities Map (Figure 14) highlights those areas within the Master Plan area which could accommodate new development. This mapping exercise assumes that the WWTP buffer would be either removed or reduced to allow development. This map demonstrates the land that would be suitable for development if the buffer is reduced or removed.

Consolidating the Graylands Hospital onto the northern part of the site assumes that opportunities would be available on the south side of Graylands and on other land in the area managed by the Department of Health. In the proposed reconfiguration of Graylands, the Graylands Hospital Master Plan has only proposed works on the northern half of the hospital site (Infrastructure WA, 2023). Whilst this is the current proposal, in previous years there have been moves to close Graylands. Therefore, the Master Plan considers that an ideal scenario would involve the relocation of Graylands and redevelopment of the site.

Discussions with UWA have revealed a Master Planning process is underway for UWA's main landholdings. Plans for the Crawley Campus have been released, and some community engagement has taken place for UWA's Park Avenue Site. UWA has made some progress on a plan for the Nedlands Campus and is exploring options for its landholdings within the Mount Claremont Master Plan Area. Discussions with UWA have revealed the following may form part of their Master Plan:

1. A long-term commitment to maintaining and enhancing the UWA Sports Park. This includes considering improved access through the site from Underwood Avenue and improved permeability and legibility for users.
2. UWA owns the UWA Shenton Park Field Station to the east of Brockway Road. The CSIRO owns the site to the west of Brockway Road. The State Government has announced its intent for a Biomedical Research Hub to be established at the site since discussions occurred (Government of Western Australia, 2024a). The site remains suitable for urban development, and it is possible that a Biomedical Precinct can be co-located on the site with other uses if land is used effectively and with greater density.
3. There is an urban development opportunity if UWA consolidates the Shenton Park Field Station to the southern portion of the site. The land to the north and east would become available for urban development.
4. The existing Underwood Bushland, located to the north-west of the UWA Shenton Park Field Station site, is a well-known roosting site for the endangered Carnaby's Cockatoo. It is also significant for the endangered Forrest Red Tail Cockatoo, endangered 'Banksia Woodlands of the Swan Coastal Plain ecological community' and the critically endangered 'Tuart Woodlands and Forests of the Swan Coastal Plain ecological community.' UWA has consulted with the local community group, Friends of Underwood Avenue Bushland, and UWA's Master Plan will consider their options for this land. The City advocates for retention of as much of the Underwood Avenue Bushland as possible and strengthening of Greenways connected to the site.

At Montario Quarter, it is observed that uses along the northern and western sides of the redevelopment area were ancillary to the former Shenton Park Rehabilitation Hospital. These land uses, such as medical institutes, charities and medical accommodation, have remained in the area due to their leases, ownership and capital investment in buildings and facilities. In the longer-term, relocation or a change in use may be considered attractive.

In the railway reserve north of Shenton Park Station and east of the Shenton Park Fire Station is a strip of land leased to private operators of commercial premises by the PTA that contains several light industrial and service commercial land uses. These include panel beaters, spray painters, tyre fitters, auto electricians and mechanical workshops. These land uses have occupied the rail reserve through lease agreements for several decades; however, the zoning of this area remains Railway Reserve. The land area currently under lease is approximately 6,600m^2 and given its isolation from low-density residential development and proximity to Shenton Park Station, it presents an opportunity for high-density residential development. Stubbs Terrace has a road reserve that varies from 18 to 27 metres in width. There is relatively little through traffic on this road as there is only a one-way exit at the northern end. There may be scope to rationalise the relatively wide road reserve to increase the land availability for street parking, amenity treatments, greenways, or developable land. This area is close to the border with the City of Subiaco and any enhancement in this area should consider the interface with Subiaco's side and enhance connection between the two sides. It is recommended that the City collaborate with the City of Subiaco on a detailed plan for this area.

The above plan also highlights opportunities to improve walking and cycling connections and identifies where opportunities for high density development situated next to high frequency public transport services.

Housing Opportunities

The Master Plan presents a significant opportunity in contributing to alleviate Perth's housing crisis by introducing a diverse mix of accommodation types tailored to local needs. With increasing demand for affordable, accessible, and flexible living arrangements, the area is well-positioned to support innovative housing solutions that can serve both short-term and long-term populations.

A key opportunity lies in the introduction of Build-to-Rent (BTR) developments, which offer professionally managed, high-quality rental housing with long-term security of tenure. These can cater to a growing segment of the population seeking rental flexibility without compromising on amenity or location. The proximity of UWA and the QEII Medical Centre makes the Master Plan Area an ideal site for purpose-built student accommodation, accommodation for medical professionals and short-term accommodation for long term outpatients of QEII. These accommodation types would ease pressure on rental stock in surrounding suburbs and provide opportunities to live closer to employment, study, and other necessities.

Given the area includes the Perth HPC and WAIS, dedicated athlete accommodation could also be considered—offering short- and long-term options for athletes training and competing locally. Targeted housing towards these demographics will ease transport pressures and contribute to improved workforce retention and accessibility for essential services.

Importantly, the Master Plan also identifies opportunities for existing landowners to benefit from targeted upcoding, particularly those who already support social and community services, such as the Cancer Council and disability accommodation providers. Through increased density allowances or tailored zoning, these organisations could expand their offerings—providing more fit-for-purpose accommodation for patients, carers, and individuals living with disability. These initiatives not only respond to pressing social needs but also support the long-term sustainability of community service providers in the area.

Collectively, these housing initiatives embedded within the Mt Claremont Master Plan aim to deliver inclusive, diverse, and sustainable living options that reflect the evolving needs of the population, while taking a proactive role in easing Western Australia's housing pressures.

In identifying opportunities across the Master Plan Area, the City has calculated the amount of land with urban development potential. The result is as follows:

- The existing urban development opportunities with the WWTP buffer remaining in place are limited to 29.25 hectares. This includes the Graylands South site, WA Country Health Service and Pathways site, The Selby Older Adult Mental Health Service site, the Alinea Orton Road Site, the eastern side of Bedbrook Place, the site between Selby Street and Stubbs Tce and the existing Montario Quarter development.
- With the WWTP buffer removed, there is an additional 27.66 hectares available, totalling 56.91 hectares with the above-mentioned opportunities. The additional opportunity sites that result from removing the buffer area include the CSIRO site, the UWA Shenton Park Field Station North site, the western side of Bedbrook Place and opportunities within the UWA Sports Park.
- Over time, the Defence Force may consider establishing Defence Housing on the southern portion of their site, the land available for development would increase to 73.71 hectares.

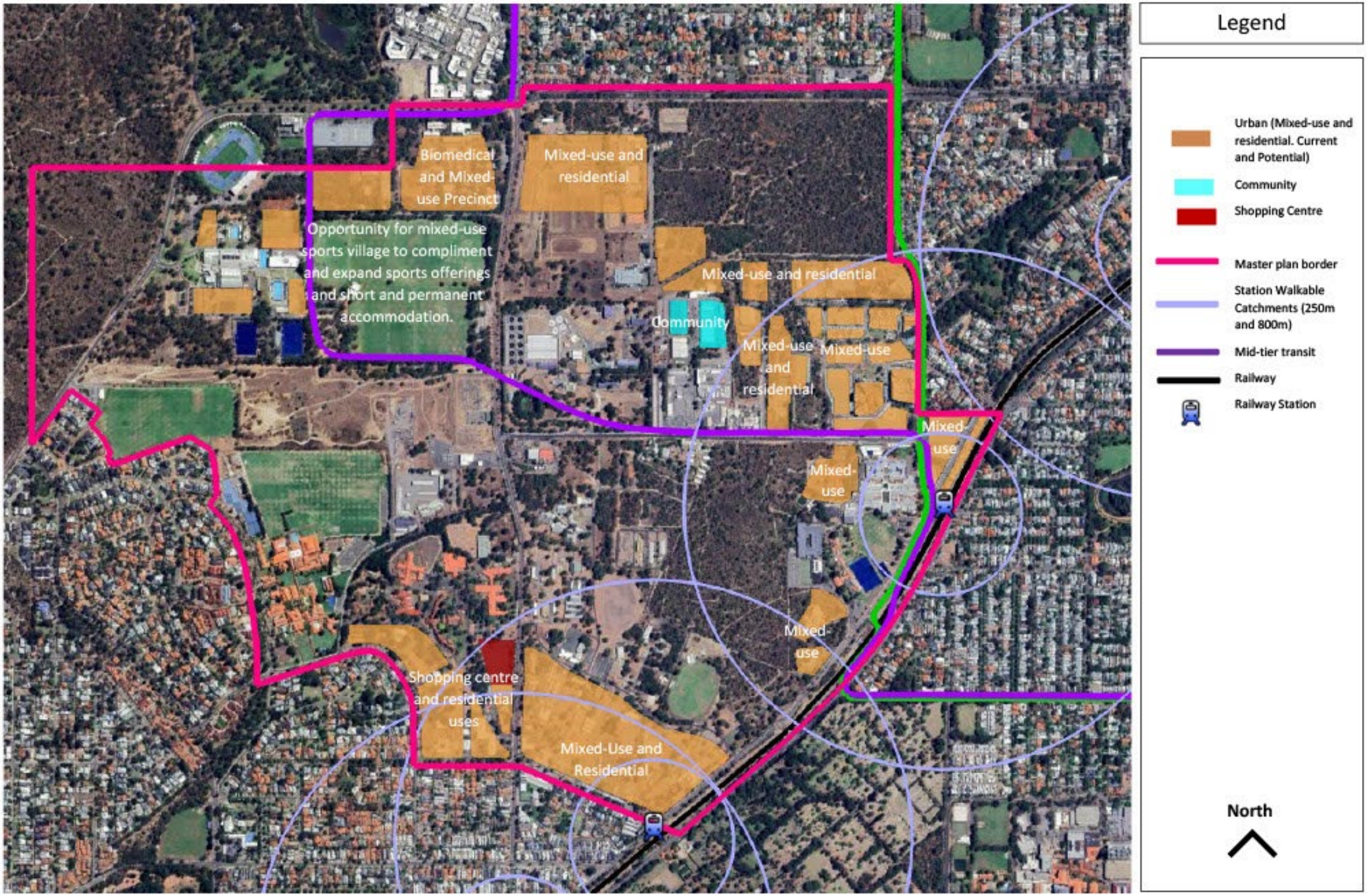
To estimate a yield for the opportunities identified, two methodologies have been proposed which consider a medium density outcome and a high-density outcome. For medium density, the methodology uses the average site area per dwelling for the R40 density code. For high density, the methodology uses the average site area per dwelling for the R80 density code. Both average site areas are for single and grouped dwellings, as multiple dwellings R40 and above have much lower site area requirements, and multiple dwellings R80 and above do not have maximum dwellings per hectare. Use of those requirements could skew results. However, it should be noted that the Master Plan Area is likely to have densities higher and lower in parts than both of the methodologies chosen. The southern portion of Graylands is likely to see lower densities, especially at the interface with Mooro Drive and Camelia Avenue. Sites on the north and east are likely to have higher densities, which could include R-AC1 near railway stations or mid-tier transit.

The yield methodology differs from the previously released Draft Master Plan as the current land use plans exclude road and open space from the sites. It should be noted that the City does not expect that Graylands Hospital to be relocated, and the ADF is unlikely to give significant weight to the Master Plan unless development opportunity significantly outweighs the strategic and operation benefits of remaining at the Irwin Barracks site. The estimated yield is as follows in the table:

Scenarios:	Amount of land available:	Medium Density Outcome Dwelling Yield:	High Density Outcome Dwelling Yield:
Scenario 1 Montario Quarter, Eastern Side of Bedbrook Place, Alinea Orton Road, SOAMHS, WACHS/Pathways, Graylands South, Selby and Stubbs Tce site.	29.25 hectares	1329 dwellings	2437 dwellings
Scenario 2 Scenario 1 plus Western Side of Bedbrook Place, UWA Shenton Park Field Station North, CSIRO, Sports Park North and Sports Park South.	56.91 hectares	2586 dwellings	4742 dwellings
Scenario 3 Scenario 2 plus Southern portion of Irwin Barracks	73.71 hectares	3350 dwellings	6142 dwellings

Table 1 Master Plan Dwelling Yield Estimates

Figure 14 Opportunities Map



Constraints

The most significant constraint to the redevelopment of the area is the Subiaco WWTP buffer zone. This buffer zone affects over 55% of the Master Plan area and, in land use planning terms, sterilises that area from any form of residential development. Given the proximity of three railway stations on the Fremantle/Airport Line, this limits a legitimate planning opportunity to provide alternative transport options, reduce car dependency and reduce urban sprawl. The WWTP facility itself causes constraints as it occupies a sizeable portion of land in the middle of the Master Plan Area. Its location means that opportunities for urban development tend to be located towards the edges and are fragmented across the Master Plan Area. The outcome of this is that the Master Plan vision shows smaller development sites surrounding train stations, and the Sports Park rather than a singular precinct.

An existing constraint being currently contended with by landowners is the former landfill site between Stephenson Avenue and Brockway Road. The landfill contains contaminated soil which could have a negative impact on human health. The landfill sits under what is the proposed CCGS Playing Fields. The development application for that proposal considered the environmental implications and the determination included conditions for remediation of the site prior to commencing development. Should any more sensitive proposal be put forward for the site, it is likely that the environmental impacts would need to be reassessed in context with that use. The Map below indicates known contaminated sites in the Master Plan Area. Red sites require remediation. Green sites have been remediated for restricted use.

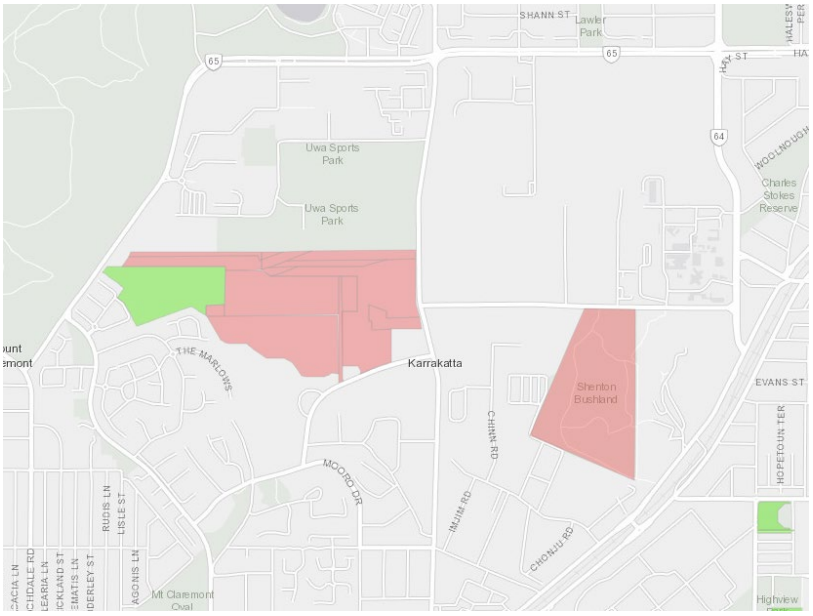


Figure 15 Contaminated Sites

Another environmental constraint in the Master Plan area that needs to be kept in mind is noise generated by the Dogs' Refuge on Lemnos Street. This facility has existed in the area since 1935 and could easily go unnoticed as it has always fallen within the shadow of the Subiaco WWTP. The Dogs' Refuge houses on average 90-100 dogs at any one time in open kennels

(Dogs' Refuge Home, 2024). Nearby development would have to provide a design response to address the well-known noise potential of dog kennels for as long as the Dogs' Refuge remains in the area.

Although Irwin Barracks occupies land that is ideally located within the walkable catchment of two train stations, the City understands it is unlikely to be relocated by the ADF. In 2021, the Federal Government announced that a redevelopment of the Irwin Barracks would take place to allow consolidation of some activities from the Leeuwin Barracks in East Fremantle which is in the process of being divested (Department of Defence, 2021). Works were expected to begin in mid-2023 although it is understood works have not commenced. Due to geo-political factors, the ADF have halted further sales on its Leeuwin site until broader strategic studies are completed. There have been no further updates as of September 2024.

It has also been identified that constraints can come from sites that have positive attributes. The two schools, playing fields, existing Perth HPC, Athletics Stadium and Shenton Bushland (Bush Forever) are sites that provide significant benefit. But when considering constraints, there is a significant amount of land that is not usable for development.

The railway line is another constraint on the area. The railway, although providing strategically important access to the wider region, prevents movement at a local level between the Master Plan Area and both Nedlands and the eastern portion of Shenton Park. The railway sits in an area of challenging terrain. On the eastern side of railway line, the rail line is either above the road or level with the road. On the western side, the railway line either sits above or below the road but is rarely level with the road. Because of this changeable terrain, capping the rail or creating more crossings outside of existing crossings is difficult. It is recommended that existing crossings be taken advantage of by ensuring that active transport routes make use of those crossings by widening or upgrading them. Karrakatta, Loch Street and Shenton Park stations all have pedestrian crossings. A crossing is also located on the Shenton Park Bus Bridge. Loch Street Station's crossing is a level crossing. The City recommends this be replaced with a bridge or underpass to minimize risk of harm. Karrakatta and Shenton Park have underpasses which are narrow and in need of improved accessibility. These should all be considered as part of any future station upgrades.

The Shenton Park Bus Bridge is ideally located to allow connections to Aberdare Road and QEII Medical Centre. A path is on the bridge but, in future, an upgrade of the bridge should be considered to add a cycle path and allow for a potential mid-tier transit route to traverse the railway line here.

Figure 16 Constraints Map



Land Ownership

The Master Plan area is formed mostly of larger lots and more consolidated land holdings compared to surrounding areas. This is primarily due to the area's use for government, community, and commercial uses. The area lacks smaller lots typical of residential uses other than a few small areas in the new Montario Quarter Development. The use of the land for government and community uses is mainly due to the existence of the Subiaco WWTP, which precludes residential development. The WWTP produces odours and, as such, there is a buffer area that covers 55% of the Master Plan area. The largest lots are owned by the following:

- The University of Western Australia
- CSIRO
- Water Corporation
- Australian Defence Force
- Department of Health WA
- The Roman Catholic Archbishop of Perth
- Christ Church Grammar School

As part of the MLP process, affected State Government departments are consulted on the proposal and its impact to their operations. The success of an MLP process means that the State Government is prepared to accommodate the proposal and that there is a reasonable prospect of the proposal succeeding.

If the MLP for this site succeeds, it is assumed that the Water Corporation and the Department of Health would both have been consulted on the impact of the MLP and that these agencies would need to make some concessions to allow the proposal to be implemented.

The City expects that success of the MLP could lead to residential development on the southern half of the Graylands site and the capping of the Subiaco WWTP. Should this result in the WWTP odour buffer being reduced, it would provide the opportunity for the diversification of land use at the UWA Shenton Park Field Station, UWA Sports Park and the west side of Bedbrook Place.

Consultation of the Master Plan will need to focus heavily on the affected landowners to gauge their future needs and interests in development options. Outside of the Master Plan Area it is particularly important to engage with landowners north and south of the Master Plan that abut the proposed land use changes. This includes engaging with constituents of the City of Subiaco and City of Cambridge. The location of their constituents close to the Master Plan border means they may be affected by future development.

Public Transport

The Master Plan has excellent public transport connections on the eastern border. The area is bordered by the Fremantle/Airport railway line on the south-east and the high frequency 998 and 999 bus service (also known as the Circle Route) on the entire eastern side.

The service provided by the railway line means that Perth, the Airport, Fremantle, Midland, and all places in between are accessible via a short train journey.

The circle route bus service provides a continuous loop through Perth's suburbs running in a circle around the CBD in both clockwise and anticlockwise directions. This service provides good north-south connections to and from the Master Plan Area. It provides frequent services to Stirling, Morley, Wembley, QEII Medical Centre, Fremantle and more.

In terms of the development opportunities that high frequency public transport brings, both transport modes are considerations for increased density and for concessions to the planning requirements. However, there is preference given to rail connections, due to speed and their regionally focused routes. Currently, the R-Codes allow for reduced parking requirements where a dwelling is located within 250m walkable catchment of a high frequency transit stop or within 800m walkable catchment of a train station on a high frequency rail route (Government of Western Australian, 2024).

The presence of both services along the eastern side of the Master Plan area presents opportunities for transit-oriented development. The current construction activity in Montario Quarter is an example of what could apply to other opportunity areas on the eastern side of the Master Plan including the two Department of Health sites and potential redevelopment opportunities in Bedbrook Place and north of Orton Road. Additionally, half of the Graylands South site falls within the 800m catchment for Karrakatta Station which may make this suitable for medium or high-density development.

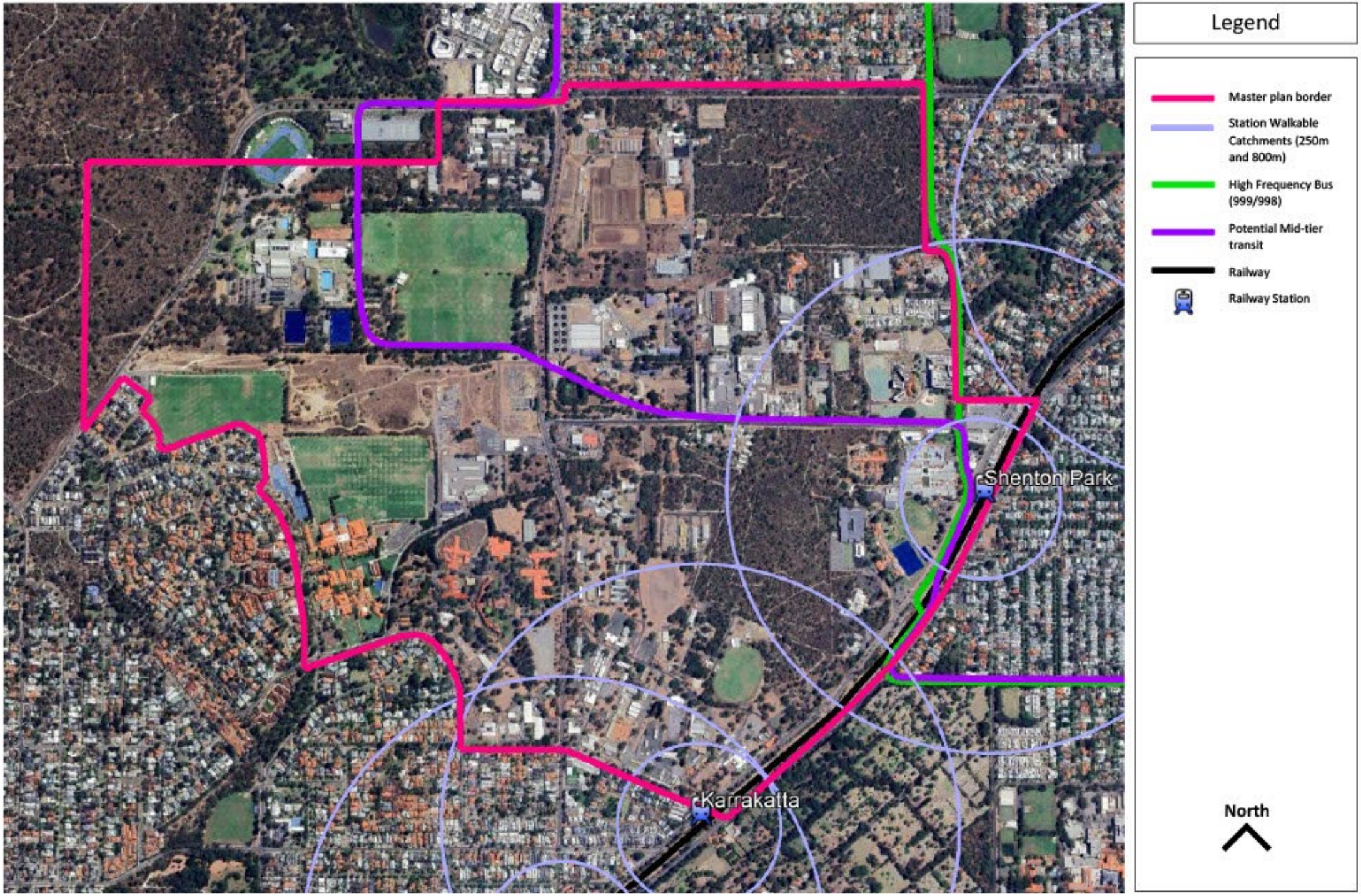
The Master Plan is not only reliant on public transport; it goes a long way to enhancing it. By increasing the number of people living nearby to public transport routes, the increased demand helps to sustain the service and create demand for upgraded facilities and increased service frequency. This enhancement not only benefits the Master Plan Area but also the suburbs east of the railway line. Upgrades could make public transport more attractive for those communities, too. This topic is particularly important in the context of Karrakatta and Loch Street Stations which face some of the lowest passenger numbers of railway stations on the Transperth network (Nicolas Perpitch, 2018) (Stacy Towne, 2017), which places them at risk of potential closure.

Intensified development in the area could allow for a mid-tier transit route in the area to become viable. At the adoption of the City's Integrated Transport Strategy 2024 at the April 2024 Ordinary Council Meeting, Council resolved to "seek support and feedback for an east-west mid-tier transport route." The proposed route would connect major destinations in and around the City including UWA, Kings Park, QEII Medical Centre, Aberdare Road, Karrakatta Cemetery, Shenton Park Railway Station, Shenton College, Lemnos Road, Brockway Road, the CCGS

Playing Fields, UWA Sports Park and Bold Park. The Master Plan Area's ability to host high-density development would be enriched by implementation of this solution, especially on the western side which currently lacks quality public transport connections. Mid-tier transport would be especially important to support the ongoing use of Perth HPC as a concert venue and for the other large events hosted in the UWA Sports Park. The mid-tier route shown on the plan is indicative only and not a formalised route.



Figure 17 Public Transport Map



Heritage

The Master Plan Area has a rich history in both First Nations and European culture. The Underwood Avenue Bushland and part of the Montario Quarter Development have been found to have historical sites. These sites are not lodged or registered places but are still recorded by the Department of Planning, Lands and Heritage for their significance.

Within the Underwood Avenue Bushland there are four heritage features. These include a scarred tree, two camps and Jarrah Trees. Further south in the Montario Quarter Hillside Park, another camp has been recorded.

The area's historic and ongoing use associated with public and community purposes has resulted in some sites having heritage listings imposed or being noted on the City's Local Heritage Survey because of their significance to the community and architectural contributions. Three heritage places have historic uses as hospitals and there is an additional heritage listed former hospital nearby, creating a strong theme for the area.

The Shenton Park Rehabilitation Hospital is on the City's Heritage List and the State Heritage List. The place includes two buildings which were retained during demolition of the Shenton Park Rehabilitation Hospital. One of the remaining buildings, Victoria House, has been restored and forms part of a Mixed-Use Development. The other remaining building, G Block, sits vacant on a development site. Design Guidelines stipulate that at least part of the building and associated garden area and trees must be retained as part of any development (Development WA, 2024 b).

The Lemnos Hospital is a former Mental Asylum. It is a collection of buildings that has a strong association with the provision of Mental Health services for soldiers returning from both world wars. Lemnos Hospital is on the City's Heritage List and the State Heritage List. The buildings currently form part of Shenton College.

Graylands Hospital is the only one of the three hospitals that still operates under its original purpose. The heritage place includes several buildings. There are three larger hospital buildings and a rotunda and gardens included in the curtilage. The curtilage surrounds these key features. Graylands Hospital is listed on the City's Heritage List and the State Heritage List.

The ADF Irwin Barracks has been listed on the City's Heritage List and State Heritage List. It has strong significance for its rarity and its association with development of the ADF from the 1890s and through both world wars. There are a variety of buildings on site, with several from the earlier years of the Barracks being significant.

Although outside the Master Plan Area, the Swanbourne Hospital is heritage listed and should be recognised because of its view corridors over the Master Plan Area. The significant building has recently been restored and has views over John XXIII College. The site interfaces with a Broad Linkage identified in the Greenways plan between Lake Claremont and the UWA Sports Park. Planting in the vicinity of the Hospital will need to be lower to protect sightlines. There

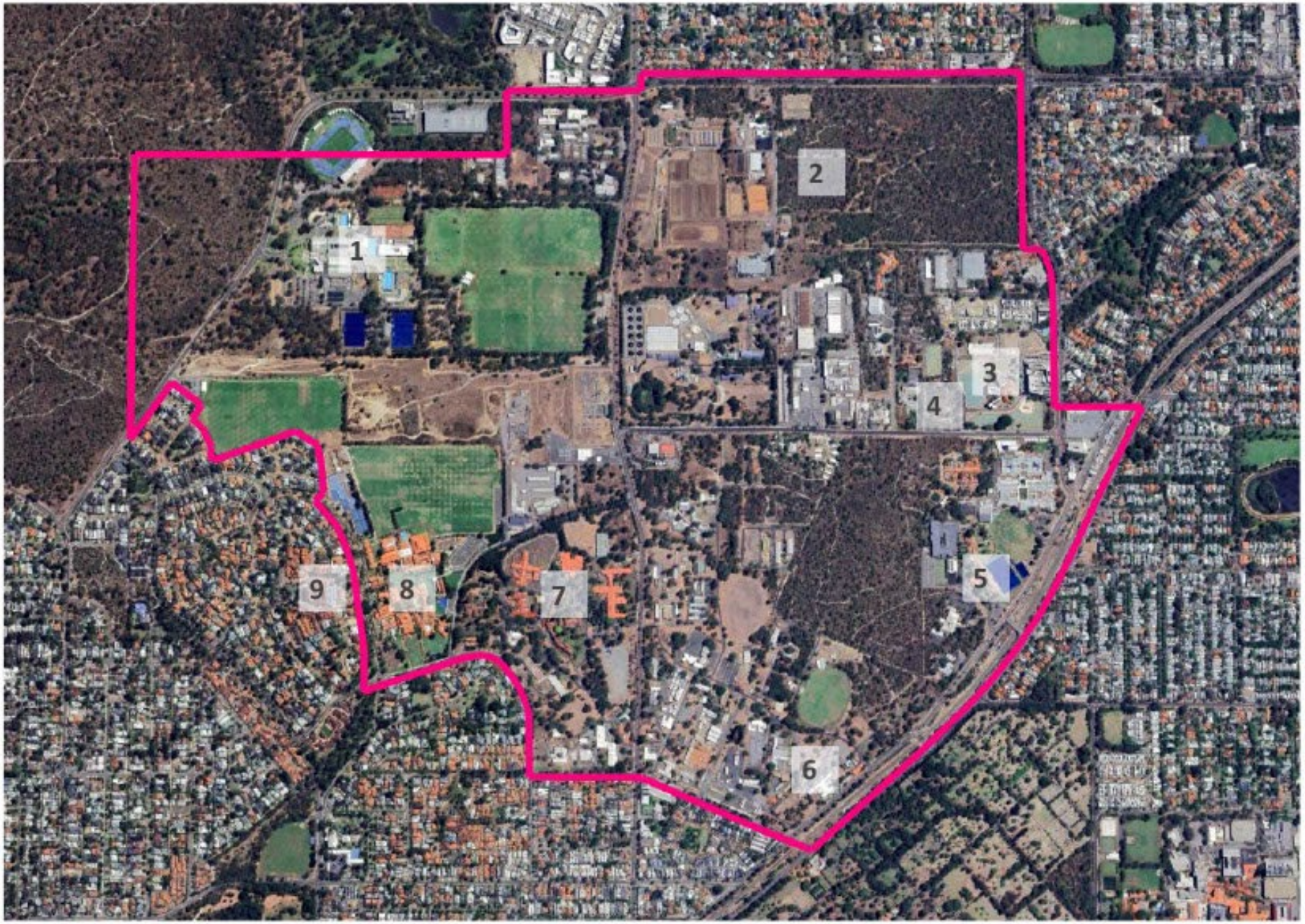
have been no development opportunities identified in the area around the Swanbourne Hospital.

In addition to heritage listing, the City periodically conducts a Local Heritage Survey to find and record potentially significant places. John XXIII College is identified on the Local Heritage Survey for its social cultural heritage value despite the age of the campus. Additionally, the Shenton Park Bushland and Perth HPC (previously known as Challenge Stadium) are listed on the inHerit website but do not currently appear on any Heritage List or Survey.

Heritage places should be seen as assets of the area and provide an opportunity for creativity. Many of the places listed above could be considered for adaptive reuse if their zonings change. The Montario Quarter Development is one such example of what is achievable in the remainder of the Master Plan Area. This development has included the conservation and adaptive reuse of Victoria House. The building now houses a popular café and commercial developments.



Figure 18 Heritage Places



Legend

Master plan border

1 Challenge Stadium

2 Aboriginal Heritage Sites in the Underwood Avenue Bushland
- Two camps
- Scarred Tree
- Jarrah Trees

3 Shenton Park Rehabilitation Hospital
- Victoria House
- G-Block

4 Aboriginal Heritage Camp

5 Lemnos Hospital

6 Irwin Barracks
- Colonial period buildings
- Hobbs Artillery Park
- WWII Buildings
- Post WWII Buildings

7 Graylands Hospital
- Fortescue House
- Rotunda and gardens
- Former ward blocks
- Gascoyne House
- Anderson Hall

8 John XXIII College

9 Swanbourne Hospital

North

Recommendations

Implementation

The Mount Claremont Master Plan covers a wide range of land uses, different ownerships and includes large development opportunities. The implementation of the Master Plan is predicted to be slow, given the generous amount of developable land and the constraints that would need to be resolved. The implementation requires actions to be taken by the City so that its vision can be realised.

The actions that the City needs to take to turn vision into reality include the following:

1. Engage with the landowners, government agencies and the surrounding community on the vision and address concerns through amendments to the Master Plan and its recommendations.
2. Conduct more detailed research and planning of the Master Plan Area. This should include a review of Heritage places, an ethnographic survey, an infrastructure review, review of the City's landholdings, traffic studies, modelling and plans and plans for future utility services.
3. Amend the long-term cycle network plan to include the routes proposed in the Master Plan's Active Transport Plan. Adoption of routes in the long-term cycle plan allows the City to apply for grants for the plan's implementation.
4. Use the Master Plan and subsequent studies to inform the next review of the City's Local Planning Strategy.
5. Engage with landowners to prepare Memorandums of Understanding for collaborative progress on implementation of the Master Plan through structure planning. Structure planning shall respond to the identified opportunities, land use plan and sustainability solutions identified such as the 3+30+300 rule for healthier and greener cities.
6. Include elements of the Master Plan within the next Local Planning Strategy (subject to progress of the Market Led Proposal to encapsulate the Subiaco WWTP and subsequent reduction of the odour buffer).
7. Determine the capital works necessary and future service requirements and budget for them.
8. Deliver capital works once the Planning Framework is in place and as required by development progress.
9. Consider the Master Plan Area as a new suburb and undertake consultation with traditional owners and the community for establishing new suburb boundaries and name.
10. Review the Master Plan every five years or more often if required to ensure that the vision considers any development and planning progress in the area As development and more detailed planning occurs, the increased certainty should allow future versions of the Master Plan to contain more detail and explore topics such as place planning,

height and density and street design. The document may also shift from a vision plan to a detailed guide for implementation.

The process above is a broad overview of the actions that the City would need to take to realise the vision over the medium to long term. Not all of the above are appropriate to undertake at this point with so much uncertainty and the WWTP buffer zone in place. The actions relate to the City's role as a strategic planning body and provider of roads and services.

It is too soon to recommend specific capital works as it is unknown how development will progress in the area. This is because the success of the Master Plan is reliant on external factors beyond the City's control such as reduction of the WWTP odour buffer and whether individual landowners will decide to pursue development opportunities that the City can facilitate through its Local Planning Framework.

The actions listed above are not certain by any means and the City should expect that, should the State Government see benefit in the proposal and should the MLP over the WWTP and Graylands Hospital be successful, there is a chance that the State Government may seek to create an Improvement or Redevelopment Scheme over the Area, transferring planning powers to the State's land development agency, Development WA.

Advocacy

The implementation actions that the City can take are a small part of what is needed to realise the vision. A range of state government departments will be involved including more than those that have landholdings in the area. The City will need to use the Master Plan to advocate for actions to be taken by external agencies. The following recommendations are made to Council:

1. Advocate for the designation of the Underwood Bushland as Bush Forever.
2. Engage with existing landowners to encourage vehicle access and development on private property to consider and reflect the aims of the Master Plan.
3. Encourage developers to consider best practice sustainability and innovative ways of conducting development, considering the opportunity provided by the Master Plan Area being large sites in close proximity to the Perth CBD, QEII-UWA and significant utility services.
4. Seek to collaborate with the City of Subiaco on a plan for the area surrounding Shenton Park Station and the Nash Street Subway.
5. Advocate to the Minister for Transport against closure of train stations and for an upgrade/rebuild of Shenton Park, Karrakatta, and Loch Street stations. The stations should incorporate grade separated and fully accessible pedestrian crossings, have cycling facilities and allow integration into any adjacent transit-oriented development. Pedestrians should be able to cross the railway line at stations without entering the paid concourse area. Additionally, Shenton Park Station should be futureproofed to allow integration with potential Mid-tier transit.
6. Advocate to the Minister for Transport for grant funding in relation to intersection upgrades at those sites identified as priority upgrades in the Master Plan's Vehicle Access Plan.

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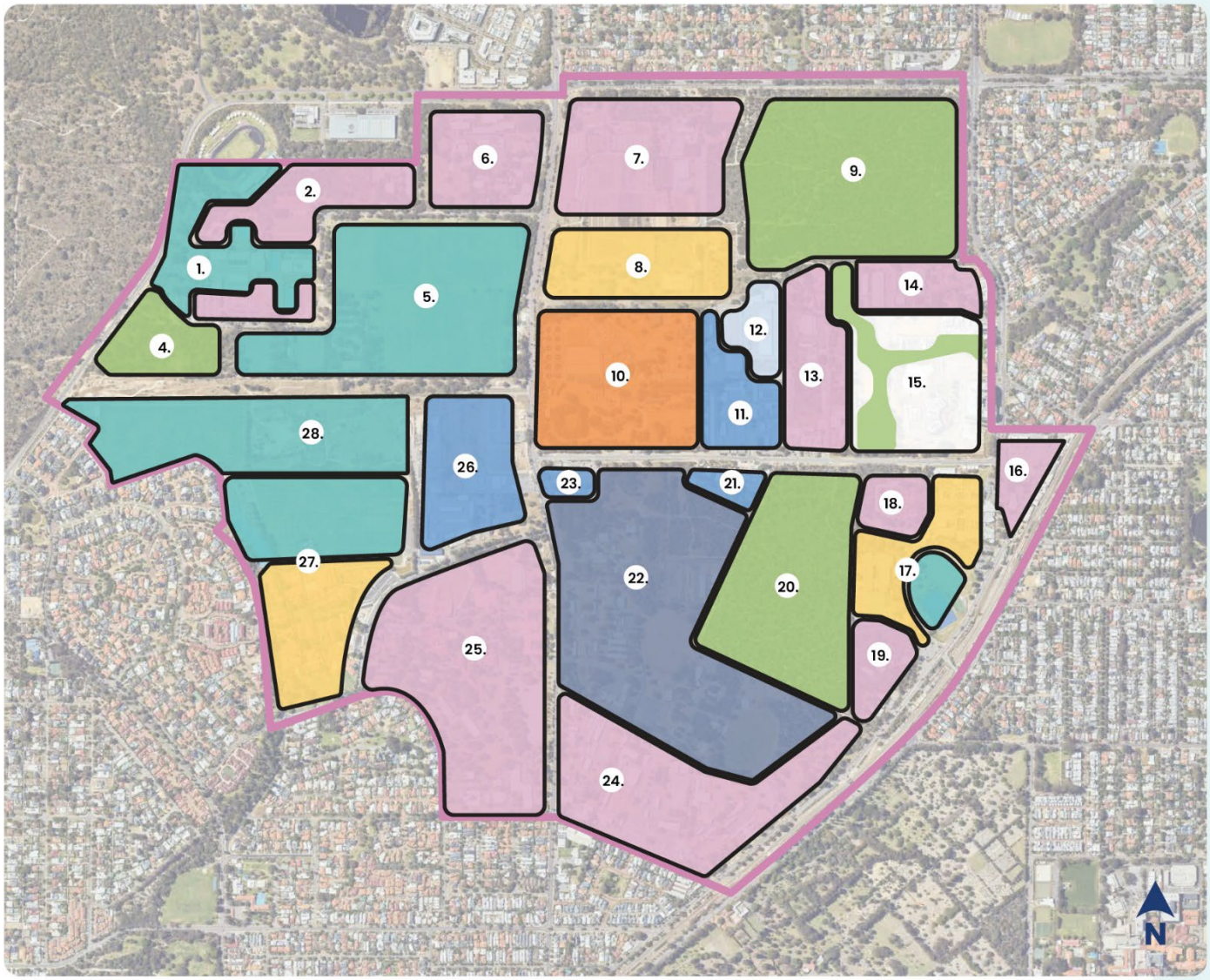
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APPENDIX 1 – Site Specific Analysis

Figure 19 Appendix 1 Map



1 – Existing Athletics Stadium and Perth HPC

There are no changes proposed by the Master Plan to these facilities but an opportunity surrounding these facilities has been identified for urban and mixed-use development.

2 – UWA Sports Park North

Underutilised land on this site can accommodate further sports uses, associated sports retail, consulting and can accommodate office and residential uses above. Sporting associations have their offices on this site, and they may be accommodated in new mixed-use buildings with short- and long-term accommodation above the office uses. Uses in this area will need to be carefully considered to ensure the overall sporting purpose is not compromised. Possible new

uses include sports retail, gyms, studios, cafes, club rooms and sports-related consultancies and medical centres.

3 – UWA Sports Park South

Like the UWA Sports Park North site, this site can also accommodate further sports uses, associated sports retail, consulting and can accommodate office and residential uses above. Sporting associations have their offices on this site too and could again be accommodated in mixed-use development.

4 – UWA Sports Park Retainable Bushland

A significant amount of Bushland sits within the southwest corner of the UWA Sports Park. The City recommends this bushland be retained as it contributes towards the Broad Linkages identified in the Greenways Plan.

5 – UWA Hockey, Playing Fields and Athletics

These facilities are recommended for retention. The Playing Fields, Hockey facilities and associated buildings provide an important drawcard to the area and provide recreation opportunities.

6 – CSIRO Site

The CSIRO Site is earmarked for a biomedical precinct but remains suitable for mixed-use and residential development. Both purposes may be able to coexist on the site. Built form should be consistent with existing development at the former Perry Lakes Stadium site to the north.

7 – UWA Shenton Park Field Station North

This site would be suitable for mixed-use and residential development. The site is south of an existing residential area and has no residential development to the south so may suit taller buildings as there will be insignificant impact from overshadowing. Consolidation of the Field Station south of this site will provide a visual buffer to the Subiaco WWTP. The north of the site will accommodate a reserve for an uninterrupted east-west greenway. A portion of the site may be ideal for establishing a new school. The proximity to infill development and the UWA Sports Park make this one of several appropriate sites.

8 – UWA Shenton Park Field Station South

If UWA consolidates its research facilities on the south side of the current Field Station site, it would abut the Subiaco WWTP. This consolidation would provide a visual buffer from residential uses, noting that even if odour issues are resolved, the WWTP is still likely to have an industrial appearance.

9 – Underwood Avenue Bushland

The site is currently the subject of a Negotiated Planning Solution under State Planning Policy 2.8 – Bushland Policy for the Perth Metropolitan Region (SPP 2.8). This bushland is highly valued by the local community, who have strongly advocated for its preservation. The City supports retaining the bushland.

10 – Subiaco WWTP

The WWTP is a significant piece of infrastructure servicing the Western Suburbs of Perth and is unlikely to close or relocate. The WWTP is the subject of an MLP process which proposes to encapsulate the facility for odour management and install solar collectors. Encapsulation of the facility may provide the opportunity to consolidate some parts of the site so that the southern edge of the site can be ceded for a reserve to allow an east-west greenway to be uninterrupted and for establishing a green underpass or bridge crossing Brockway Road.

11 – Water Corporation Service Commercial Area

The City has the view that in increasing the residential population of the area, residential amenities need to be improved and there should be a reduction in industrial, and utility uses in the area. However, in proximity to the WWTP, there is little opportunity for amenity improvements and thus, consolidation of industrial and utility uses close to the WWTP should be encouraged. The City recommends that this site retain utility uses and consolidate other utility and industrial uses to allow renewal of land further from the WWTP. The site currently accommodates Water Corporation workshops, storage facilities, a bus depot, the Cat Haven, and a data centre.

12 – Community Site

Consolidation of utility and industrial use in the Water Corporation Service Commercial Area will allow for repurposing or development for community use. The Community site sits centrally between Montario Quarter and the urban development opportunities north of the UWA Research Facility. An existing indoor sports and gym facility sits on this site and is recommended for retention. An office, workshop and vacant site make up the remainder of the Community site. The indoor sports facility is important for the community and adds character to the area by way of its industrial appearance, being a former workshop. This site would suit civic uses, libraries, places of worship and the like, providing a good transition between the industrial uses on the west and residential and mixed-uses on the east and north.

13 – Bedbrook Place

Lots facing Bedbrook Place are proposed to have increased mixed-use and residential components that would integrate better with Montario Quarter adjacent to these lots. The existing uses include respite centres, offices, a lodge, and disability accommodation. These facilities are compatible with residential uses, and a reduction in industrial and utility uses would greatly increase the amenity of these existing uses.

14 – Alinea Orton Road

Lots north of Orton Road provide an opportunity for mixed-use development that can integrate seamlessly with Montario Quarter. The owners have proposed an increase in residential uses and aged care accommodation, which is consistent with the aims of the Master Plan.

15 – Montario Quarter

No change to the ongoing development of Montario Quarter is proposed. Montario Quarter is an example of the type of development that the Master Plan encourages in areas marked as Urban on the Land Use Plan.

16 - Shenton Park North Site

For the site bordered by Selby Street, Stubbs Terrace, and the Local Government boundary with Subiaco, this site has a newly established substation, emergency services depot and offices for Autism WA. However, this site is within the 250m walkable catchment of Shenton Park Train Station and would be suited to high-density residential development at some point in the future. The feasibility of relocating a substation is unlikely to succeed in the short term, given examples of the difficulties of similar situations on land with more opportunity and value. Examples include the challenges faced with the relocation of a substation at the former East Perth Power Station and the unfavourable retention of the Cannington substation in the Canning City Centre. Despite the difficulties, it remains that a high-density residential development would be the highest and best use of the substation site. The two other uses may face less difficulty in relocating.

17 – Shenton College

No changes proposed. The school is an important asset to the community and may need to increase capacity or be accompanied by another school to cater to an increased population in the Master Plan Area and other parts of the Western Suburbs.

18 – SOAMH Site

The Master Plan supports Graylands being consolidated into the northern half of their existing site. The City would advocate for the SOAMH Facility being consolidated into Graylands, QEII or elsewhere to free up this site for transit-oriented development. This site is located close to Shenton Park Station and Montario Quarter.

19 – Pathways and WACHS Site

Like SOAMH, the City expects that the current uses on this site could be consolidated into Graylands or relocated to the QEII Medical Centre. This site would also be suitable for transit-oriented development. There is also the opportunity to retain bushland between the two existing developed sites here. Bushland in this location contributes towards an identified greenway.

20 – Shenton Bushland

No changes proposed. Shenton Bushland is designated as Bush Forever and shall be retained. The site contributes towards identified greenways.

21 – Dogs Refuge

This site is too close to the WWTP to be suitable for residential uses and is recommended to be designated as Service Commercial. This may allow retention of the current use. Future planning may need to carefully consider this site due to potential noise issues and the spiritual and cultural value of the place which contains a pet cemetery.

22 – ADF Irwin Barracks

This site is ideal for large scale residential and mixed-use development; however, it is unlikely that the facility would be relocated or closed. The Master Plan factors in the retention of the ADF Barracks and recommends defence housing on the south and eastern edges (Site 24).

23 – Recycling Facility

This site has been designated as service commercial. There is limited ability for an increase in residential amenity on this site due to its proximity to the WWTP.

24 – ADF South

It is unlikely that the ADF would relocate or close the Irwin Barracks. To make use of the location close to Karrakatta Station, the City recommends defence housing and mixed-use development be located along the south and eastern edges of the site. This should be considered by the ADF to enhance their use of the site and contribute positively towards the desired future character of the area.

25 – Graylands Hospital

Graylands Hospital is expected to consolidate its facilities on the northern half of the site, however, previously it had been slated for closure. The City supports medium and low density residential development on the southern portion of the site and has proposed a local shopping centre on the eastern edge of the site.

26 – Western Power Mount Claremont, PTA, City of Nedlands, and Police Site

For the Western Power, Bus Depot and future Therapeutic Riding Centre along Brockway Road, the City envisions this land continuing in its current uses and being designated as service commercial. The existing Western Power substation is unlikely to relocate given the significant infrastructure on the site. Additionally, this site is less attractive for redevelopment as it is adjacent to the WWTP and currently features industrial and utility uses. The position of some vacant land within the site may make a portion of the site ideal for a mid-tier transit depot.

27 – John XXIII College

No changes proposed. Like Shenton College, this school is an important asset to the community and may need to increase capacity or be accompanied by another school to cater to an increased population in the Master Plan Area and other parts of the Western Suburbs.

28 – Christ Church Grammar Playing Fields

The City supports the establishment of playing fields and the proposed east-west vehicle connection through the site. The future playing fields will be an important asset to the community and contribute towards the area's status as a hub for education and sporting. Alternative scenarios could include establishing a new school campus on a portion of the site to cater to the Master Plan Area's increased population.

APPENDIX 2 – Site Measurements and Percentage of the Master Plan Area

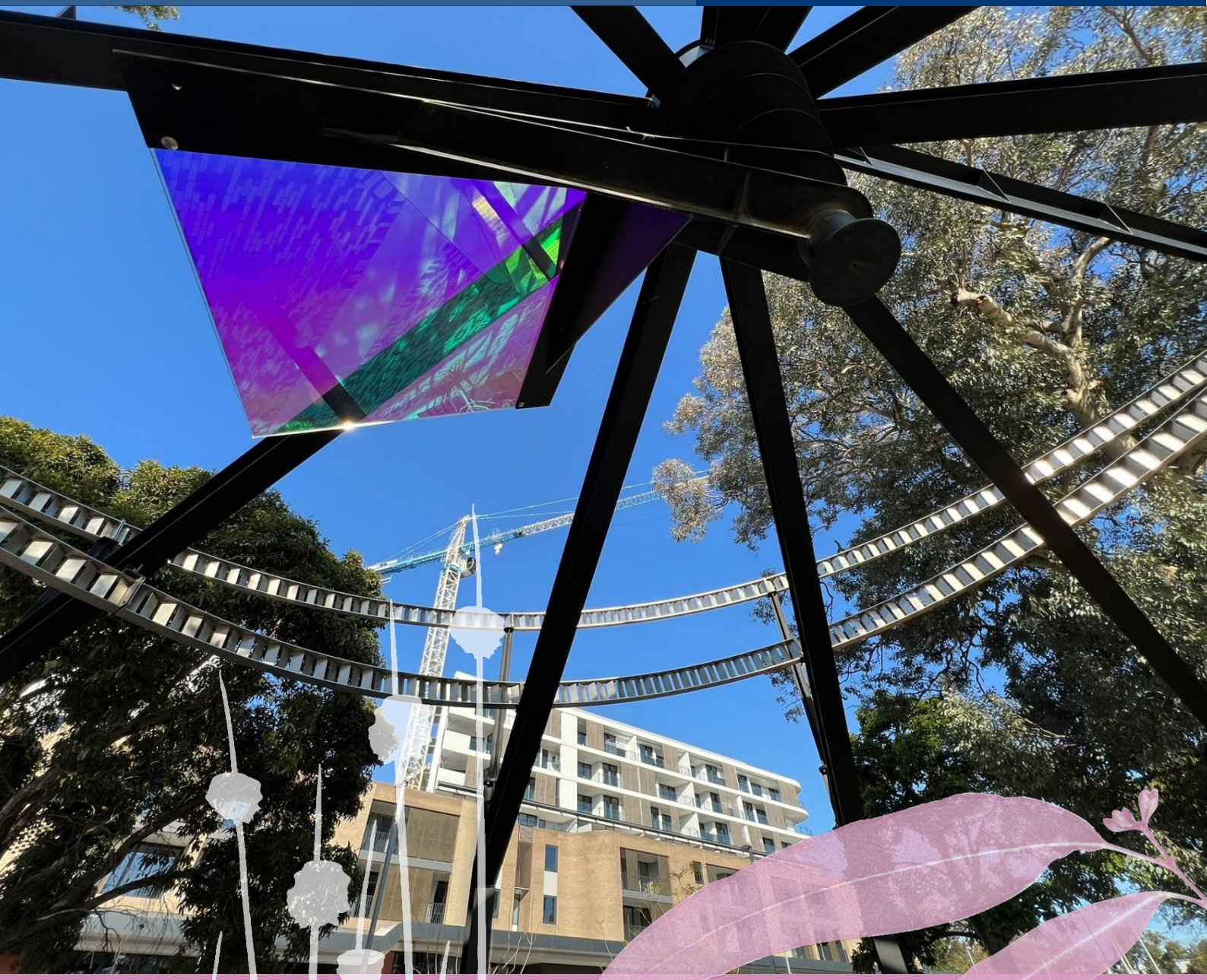
The following table shows the current ownership and management of sites within the Master Plan Area. The sites referred to in this table follow existing boundary lines.

Master Plan Land Parcels		
Owner - Site	**Approximate Size (ha)**	**Approximate percentage of Master Plan Area**
UWA - Sports Park	54	12%
Sports Centre Trust – Athletics Stadium	3.2	1%
ADF - Irwin Barracks	62.6	14%
DoH - Graylands Hospital	29.1	6%
John XXIII College	23.9	5%
CCGS - Playing Fields	24.6	5%
UWA – Shenton Park Field Station	26.7	6%
UWA - Underwood Ave Bushland	35.2	8%
Water Corp - Subiaco WWTP	19.5	4%
CoN - Shenton Bushland	21.4	5%
DoE - Shenton College	14.2	3%
Various - Montario Quarter Development Area	16.3	4%
CSIRO	11.1	2%
Western Power - Substation Mount Claremont	2.9	1%
DoH - Selby Older Adults Mental Health Service	3.4	1%
DoH - WACHS and Pathways	4.3	1%
Dogs Refuge	2.2	>0%
Water Corporation - Industrial, Commercial Area and depot	10.2	2%
City of Nedlands portion of Bold Park	21.4	5%
Other Land Parcels, Roads, and Reserves	62.1	14%
Total Area	480.4	100%

Table 2 Major Land Parcel Size and Percentages

Mt Claremont Master Plan

City of Nedlands





ACKNOWLEDGEMENT OF COUNTRY

The City of Nedlands acknowledges the traditional custodians, the Whadjuk people of the Noongar Nation, and pays respect to the Elders both past and present.

City of Nedlands

Executive Summary

The Mount Claremont Master Plan Area is a 427-hectare site located six kilometres from the Perth CBD. The area is close to passenger rail, hospitals, schools, and an abundance of open space and recreation opportunities including Bold Park, Swanbourne Beach, the UWA Sports Park, and Wembley Sports Park.

This Master Plan has been created to inform landowners, government, the wider community and developers of the City's desired vision for the future development of the Mount Claremont Master Plan Area. The City wishes to see the Master Plan Area become a great place to live which takes full advantage of the existing community facilities, nature and transport options. The Master Plan is not statutory in nature and will be used by the City to advocate for the desired outcomes.

The document has been named the Mount Claremont Master Plan as Mount Claremont is the dominating suburb. Smaller parts of Shenton Park, Karrakatta and Floreat also form the Master Plan area. None of the three suburbs are fully contained in the Master Plan Area. The boundaries of the Master Plan Area are illustrated and explained on Pages 10-12.

This Master Plan has been prepared to identify the opportunities that the area has to offer in terms of urban redevelopment, enhancing active transport connections, proposing greenways for the movement of fauna and improving road permeability. Opportunities in the area are likely to increase should the existing Wastewater Treatment Buffer be reduced or removed. Given there is a Market Led Proposal being assessed by the State Government to reduce the buffer, it is timely that a Master Plan be prepared to identify the new opportunities.

The Master Plan also identifies the constraints to development including how the existing Wastewater Treatment Plant (WWTP) buffer restricts development and what land uses will likely remain in place where the land could otherwise be redeveloped.

There are some sites where occupiers are not likely to relocate for reasons relating to their continued operation, the location preferences of the landowners or managers, or preservation of existing infrastructure. However, it is expected that as some sites develop, the redevelopment benefits to those remaining landowners could become more appealing. Because of this, the Master Plan considers that development could occur in a staged manner and presents both low and high ambition scenarios.

City of Nedlands

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Abbreviations

ADF	Australian Defence Force
CCGS	Christ Church Grammar School
CoN	City of Nedlands
CSIRO	Commonwealth Scientific and Industrial Research Organisation
DoH	Department of Health
EPA	Environmental Protection Authority
GRAFT	Graylands Reconfiguration and Forensic Taskforce
ITS	City of Nedlands Integrated Transport Strategy
LGA	Local Government Area
LPS3	Local Planning Scheme No. 3
MLP	Market Led Proposal
NPS	Negotiated Planning Solution
POS	Public Open Space
PTA	Public Transport Authority
SPP	State Planning Policy
UWA	The University of Western Australia

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WAPC	Western Australian Planning Commission
WESROC	Western Suburbs Organisation of Councils
WWTP	Wastewater Treatment Plant

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Introduction

The Mount Claremont Master Plan Area incorporating part of the suburbs of Mount Claremont, Shenton Park, Karrakatta and Floreat, is on Whadjuk Noongar Boodja (land). Noongar Boodja forms a rough triangle covering the southwest corner of Western Australia from near Geraldton in the north to beyond Esperance in the southeast. Noongar Boodja is broken down into 14 dialectal groups. Whadjuk Noongar Boodja covers a majority of the Perth Metropolitan Area commencing north of Two Rocks, extending south to Cockburn Sound and east to Toodyay. Prior to 1829 this was further broken down into four tribal areas, each with their own leader. These areas converged at the Derbal Yerrigan (Swan River) (Garry Gillard, 2024). The Master Plan Area sits on the land of the Mooro tribe which was led by Yellagonga.

After colonisation by the British and subsequent federation, the area faced little development of intensity. The development that did occur included Mental Asylums, the Subiaco Wastewater Treatment Plant and the Irwin Barracks. This area was once considered to be the urban fringe of Perth and this is reflected in the land uses and large lots that still exist today. The development of the area was dominated by uses that society considered were better hidden away from residential areas. Modernisation of these uses has occurred and public perception of uses such as Mental Health Hospitals has improved, but not been fully overcome.

The Master Plan Area is located six kilometres from the Perth CBD. It has the potential to provide high residential amenity due to its proximity to established residential areas, existing shops, schools, public open space (POS) and the UWA Sports Park. A public high school and a private Pre-Kindy to Year 12 school are located within the Master Plan Area. There are several primary schools surrounding the Master Plan Area. Local attractions such as Perry Lakes, Swanbourne Beach and Bold Park add natural beauty. Two train stations along the Master Plan Area's eastern border provide strong public transport links to Perth, Fremantle, Midland and the Airport.

The City of Nedlands Local Planning Scheme 3 (LPS3) currently zones the land to reflect existing land-uses except for some land in the northern parts of the Master Plan Area zoned as 'Urban Development'. There is no prior planning document that holistically addresses the development potential of the area in detail.

In 2017 the City's Local Planning Strategy identified that planning should take place for areas that are now included in the Master Plan. The recommendations for the areas were as follows:

"For Mount Claremont East:

- *Retain and enhance the character and streetscape of the existing residential areas.*
- *Comprehensively plan for the remaining non-residential areas.*
  - *Land uses and development within this area shall not conflict with the urban character being predominantly of sporting, research and educational facilities.*
- *Prevent the encroachment of sensitive land uses and residential development within the Subiaco WWTP odour buffer area.*
- *Consider opportunities to consolidate and improve access throughout the precinct.*

For Shenton Park:

- *Prevent the encroachment of sensitive land uses and residential development within the Subiaco WWTP odour buffer area.*
- *As a priority, comprehensively plan for the precinct to resolve land use within and surrounding the Subiaco WWTP odour buffer.*
    - *With urgency, comprehensively plan for land in proximity to the Shenton Park Hospital Redevelopment site, Lot 4 Underwood Avenue, and Bedbrook Place to resolve land use, desired built form, and reservations."* (City of Nedlands, 2017)

There are inconsistencies between the City's Local Planning Strategy, Local Planning Scheme and the Master Plan's vision for the area. The next review of the City's Local Planning Strategy will consider the Master Plan and create a consistent vision for the future of the area.

In June 2018, Council resolved for the CEO to investigate the creation of a Local Structure Plan for the western side of the current Mount Claremont Master Plan Area. A Local Structure Plan was found to not be the appropriate instrument and as a result Council resolved to commence work on a Master Plan. A Master Plan is beneficial as it allows comprehensive planning of the site but has no statutory standing. It conveys the intended vision of a completed redevelopment before more rigid statutory instruments are implemented which would allow the redevelopment to begin. Work on a Master Plan has been intermittent since 2019 but recent development and planning activities on several sites in the Master Plan Area have made the need for a consistent vision in the area more urgent. Having a Master Plan prepared will significantly increase the value of the City's input in the planning process, should the State Government put in place an improvement or redevelopment scheme.

The largest planning activity in the area which has spurred work on the Master Plan is the submission of a Market Led Proposal (MLP) to the State Government. The MLP proposes redevelopment of a portion of the Graylands Hospital site and other unnamed lots nearby. If successful, the MLP would give the developer exclusive negotiation rights to develop land in and around the Graylands Hospital Site. As of August 2024, the status of the MLP was that a business case was being prepared (Department of Planning Lands and Heritage, 2023).

The redevelopment of the Graylands Hospital site would be contingent on the resolution of two key planning issues that affect Mount Claremont. The first being a substantial reduction of the Subiaco Wastewater Treatment Plant Buffer Area. The second being the decision flowing from the 2021-2023 review into services at Graylands Hospital by the Graylands Reconfiguration and Forensic Taskforce (GRAFT). The Taskforce was established by the State Government to inform the planning and investment decisions of the Graylands site and the Selby Older Adult Mental Health Service site. A Master Plan of the Graylands site assessed by Infrastructure WA in March 2023 showed a reconfiguration on the northern portion of Graylands and no hospital development on the Southern portion (Infrastructure WA, 2023).

Regardless of the development proposal by the MLP proponent, it is judged as timely for the City to review the Mount Claremont area and create a Master Plan to identify the opportunities and constraints of the area. A Master Plan would also provide important background

information to guide both decision makers and landowners in future decisions on development within the Master Plan Area.

This Master Plan should be considered a living document subject to change and modification over time. On this basis, it is recommended that this Master Plan be reviewed every five years to remain up to date.



City of Nedlands

The Master Plan Area

The borders of the Master Plan Area (Figure 1 overleaf) were created based on the character of the area and defining properties such as streets, land use and lot size. The border runs along the streets of Underwood Avenue, Selby Street and Stephenson Avenue. The Fremantle Line/Airport Line and existing residential zoned land in Mount Claremont also forms the border. Suburb boundaries did not form part of the creation of the Master Plan as the character of the Master Plan area as large lots with mostly government, community and education uses traverse several suburb boundaries. The Master Plan includes parts of the suburbs of Mount Claremont, Shenton Park, Karrakatta and Floreat.

The Area includes those land parcels that have development potential and associated sites that would be affected in the redevelopment process. It excludes established residential areas except for Montario Quarter which is still in the development phase and still presents opportunities to expand and better integrate with future development north of Orton Road and to the west. Montario Quarter sits on the site of the former Royal Perth Rehabilitation Hospital and is the only part of the Master Plan Area currently undergoing redevelopment.

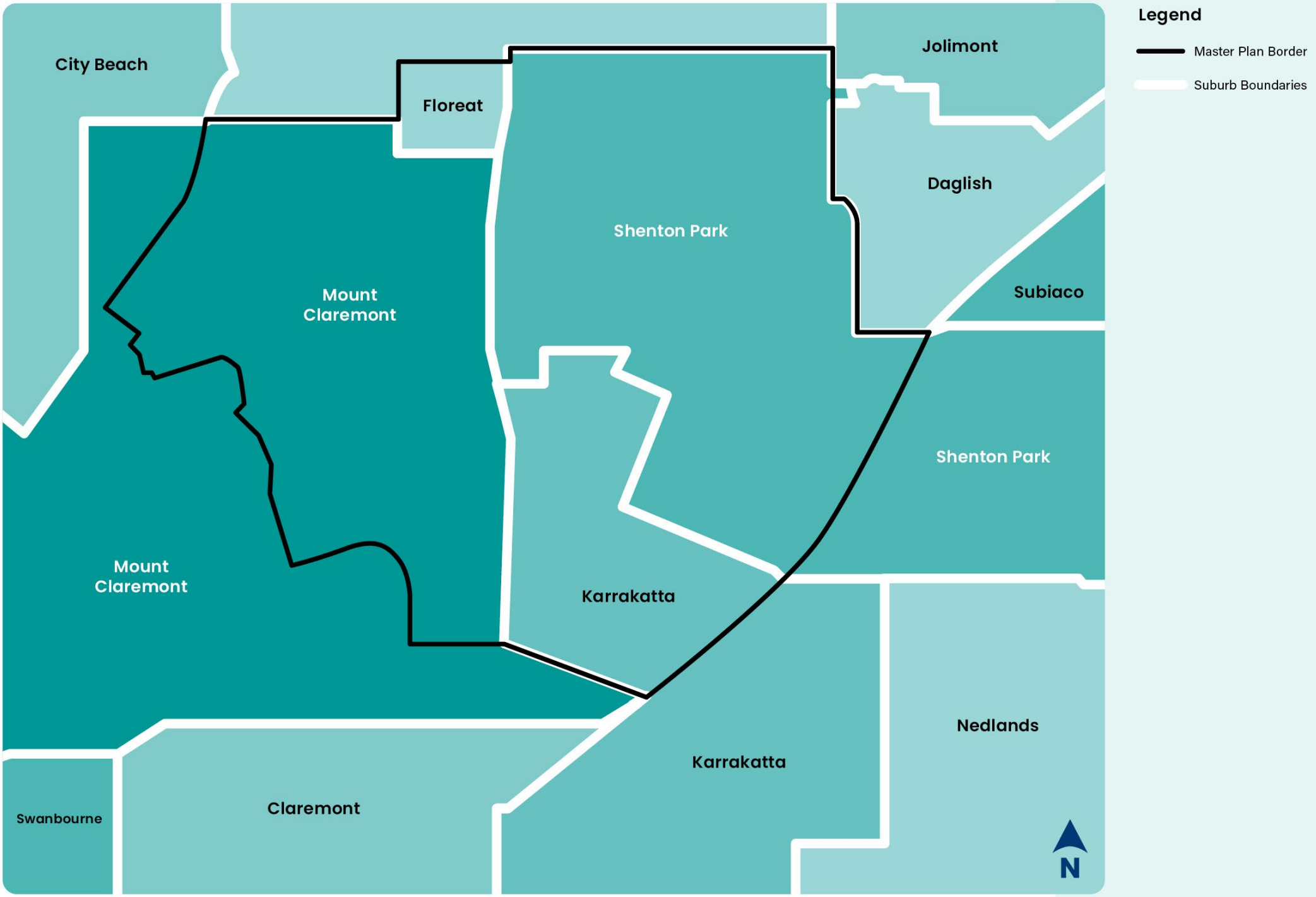
The Master Plan Area consists of large parcels of State and Commonwealth land and several substantial community landholdings. The dominant landholdings in Mount Claremont include the Australian Defence Force (ADF) Irwin Barracks, Graylands Hospital, two high schools (John XXIII College and Shenton College), the Christ Church Grammar School (CCGS) Playing fields, UWA playing fields and Sports Park, the Subiaco WWTP and the CSIRO and UWA Research stations. The area also contains smaller landholding pockets along Lemnos Street and John XXIII Avenue. Some of the smaller landholdings include depots for the Public Transport Authority (PTA), a Western Power substation and depots for the City of Nedlands and other local governments. There is a range of smaller commercial and charity uses along Lemnos Street and Bedbrook Place including the Dog's Refuge, Cat Haven and Cancer Council.

The existing residential areas of Mt Claremont and Swanbourne to the west would not suit an increased density. The existing residential areas of Mount Claremont are located further from any significant public transport, and redevelopment in the area would have a significant impact on the existing population with increased density more likely to cause overshadowing, privacy and traffic impacts. Additionally, there are limited opportunities to the west with the Swanbourne Barracks even more unlikely to close or relocate than the Irwin Barracks, and the Cottesloe Golf Course being a facility valued by the community.

Figure 1 Boundary



Figure 2 Suburb Boundaries



Regional Context

The Master Plan Area sits in the middle of the Western Suburbs and is well-placed to connect with nearby employment, retail, recreation and education areas. The Master Plan Area itself is home to education and recreation facilities that are important to the Western Suburbs of Perth. The UWA Sports Park is of state significance as it hosts the Western Australian Institute of Sport, the WA Athletics Stadium and is the headquarters of the Perth Wildcats and the Western Force. The UWA Sports Park also hosts HBF Stadium which is a significant indoor venue for the state hosting sporting uses and a popular concert venue.

Outside of the Master Plan Area, areas of strategic importance that are currently seeing significant infill development or planning for infill include the Claremont town centre, Subiaco Oval and at Floreat Forum. These areas are subject to Precinct Structure Plans or Redevelopment Areas. The QEII-UWA Strategic Centre and Nedlands Village developments are also very close to the Master Plan Area and development there will likely have flow on effects to the Master Plan Area. The importance of Aberdare Road in connecting these precincts will become increasingly apparent. These infill areas in surrounding suburbs could be interpreted as complimentary or even competing areas depending on what issues are being considered. It should be noted that the Master Plan Area is advantageous in its large lot sizes, lack of existing sensitive residential development and location in proximity to a railway line and recreation facilities. The DPLH is currently preparing an Improvement Scheme for the QEII-UWA Strategic Centre. Nedlands Village is subject to a Precinct Structure Plan.

Within the City of Nedlands LGA, the Nedlands Stirling Highway Activity Corridor and Hampden/ Hollywood Precinct will see an increase in density and retail offerings nearby. The Master Plan Area currently relies on the surrounding suburbs for retail offerings, but a local supermarket will operate in Montario Quarter upon completion of the Shenton Quarter development (Iris Residential, n.d.). The proposed mixed-use land uses in the Master Plan should see a wider selection of retail and commercial uses, ensuring that future residents have convenient access to daily needs. In addition, a shopping centre site has been identified on the southern portion of the Graylands site. This will service the southern Master Plan Area and provide a new retail option for the existing residential areas of Mt Claremont and the St Johns Wood estate.

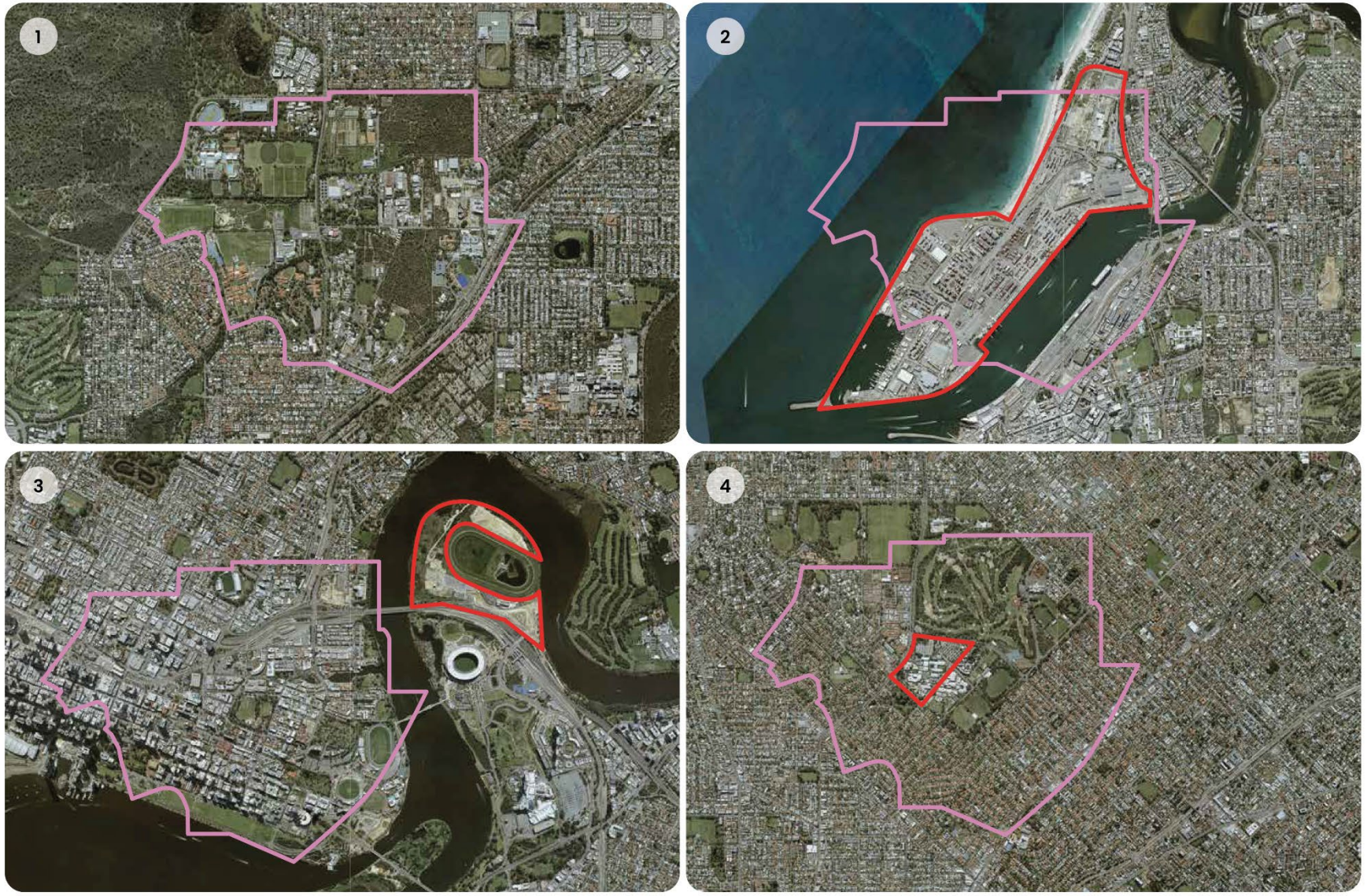
The Master Plan Area is host to two schools: John XXIII College and Shenton College. There are many other schools surrounding the Master Plan Area. These include Bob Hawke College, Perth Modern, Jolimont Primary, Floreat Park Primary, Mount Claremont Primary, Quintilian School, Moerlina School, Swanbourne Primary, St Thomas' Primary, Hollywood Primary, Rosalie Primary, Nedlands Primary, Freshwater Bay Primary, Christ Church Grammar, Scotch College, Newman College, Churchlands Primary, City Beach Primary and the Japanese School in Perth. These schools may be able to cater to increased populations in the western suburbs but ultimately, given the infill occurring across the Western Suburbs, more schools may be needed and land may need to be found for schools within the Master Plan Area. Urban, and Community areas may suite future schools.

There are several existing road connections to the north, east and south. There are limited connections to the west due to Bold Park forming a barrier on the western side, however, Bold Park is a feature of the area with nature walks, equine tracks and lookouts. Perry Lakes, Karrakatta Cemetery and Kings Park are also nearby and provide quality open space. There are several smaller parks in the surrounding suburbs of Shenton Park, Daglish, Jolimont, Mount Claremont and Floreat. City Beach and Swanbourne Beach are both close by the Master Plan Area on the western side of Bold Park.

Apart from Parks, sporting recreation opportunities are in abundance with the Gold Netball Centre close by and several tennis, bowls and croquet clubs in existing suburbs. Aquatic Facilities exist at Bold Park, Subiaco and Claremont. Golf courses are in abundance with Claremont, Swanbourne, Cottesloe, Nedlands, Dalkeith and Wembley Downs all hosting multiple courses. The Wembley Golf Course is the largest of these and serves as a major attractor due to its inclusion of minigolf, a restaurant and driving range.

Looking at the Perth region, it should be acknowledged that the Master Plan Area is about the same size as the Perth CBD and is currently underdeveloped. Comparable development opportunities within the Inner suburbs of Perth don't often occur at this scale. The opportunities being explored or developed are mapped on the following page. They currently include: ECU Mount Lawley (16ha bottom right), Fremantle Port – North Quay (217ha top right) and Burswood Point (41ha bottom left). The Master Plan Area is 427ha.

Figure 3 Regional Comparison Map



Legend

- Master Plan Border
- Outline of Similar development sites

1. Master Plan Area
2. Fremantle Port
3. Perth CBD and Burswood Point
4. ECU Mt Lawley

N

The Master Plan

Figure 3 (overleaf) is the complete Master Plan. It indicates proposed land uses, roads, an active transport network and the Fremantle Line/Airport Line. It provides the most complete overview of the City's vision for the area, with specific elements being broken down in subsequent figures.

The proximity of the Master Plan Area to a rail line with a high frequency service and a significant amount of space within walkable catchments means that medium and high-density transit-oriented development would be an ideal land use for the eastern portion of the area. While transit-oriented development is encouraged by the State Government, there are limited areas where this is currently possible. The largest site with the most potential for transit-oriented development is the ADF Irwin Barracks. This site has been identified as a constraint as the ADF has no current plans to relocate but would be suitable for redevelopment in an ideal scenario. Smaller sites that would be appropriate for transit-oriented development include the Selby Older Adult Mental Health Service site, the WA Country Health Service and Pathways site and the site bordered by Selby Street, Stubbs Terrace and Lonnie Street. In addition, rezoning of lots on Bedbrook Place and north of Orton Road could allow those lots to be developed for transit-oriented development and integrate better into the Montario Quarter site.

The Master Plan has identified that some uses may remain in the long term. Both of the Area's schools, the UWA Sports Park and both bushland sites provide valuable open space, community facilities and a sense of place, benefiting the community and endemic species. These uses are vital public assets which should be retained in any future redevelopment.

There are further remaining uses such as Western Power's Mount Claremont Substation and the Subiaco WWTP which would remain because the financial investment to relocate/close those facilities would be uneconomical.

Redevelopment in the area is proposed to be supported by enhanced vehicle and active transport networks. The Plan has identified locations where roads, pedestrian paths and cycle paths could be located to provide access to development areas and enhance connectivity across the Area and towards train stations. The Plan proposes several east-west roads and paths, and proposes enhancements around Montario Quarter and formalisation of a road network within the UWA Sports Park. The School Sports Circuit is an existing proposal which has been found to enhance the north-south connectivity of the area. It has been included separately on the plan as planning is more progressed than newer active transport routes proposed by the Master Plan.

Figure 4 Master Plan



Legend

- Open Space
- Service Commercial
- Education
- Government
- Recreation
- Urban (Residential and Mixed-Use Current and Potential)
- Wastewater Treatment Plant
- Community
- Master Plan Border
- School Sports Circuit Plan
- Potential & Existing Shared Paths
- Potential & Existing Roads & Access
- Railway
- Station Catchments
- Railway Station
- Potential Mid-tier transit route
- High Frequency Bus (999/998)

Land Use

Preliminary investigations of the existing land uses in the Master Plan Area have indicated there are significant large land uses that will continue in the long term, or until there is a significant incentive to relocate incompatible facilities. Some of the uses that are unlikely to move include the schools, the ADF Irwin Barracks and the Subiaco WWTP. The land use plan (Figure 4) also shows the sites within the Master Plan Area that are relatively unconstrained and would be able to be redeveloped, with their future uses shown on the Plan.

Appendix 2 of the Master Plan reveals the relative spread of land ownership as a percentage of the Master Plan Area. There is no single landowner or use covering a majority of the area. The University of Western Australia (UWA) owns the largest portion of the area and there are multiple land uses under their ownership. Any redevelopment of the area would likely result from incremental changes to land use and ownership with larger owners such as UWA and the Department of Health having a more substantial role in any change. Some landowners are heavily invested in the current uses of their sites, having made recent upgrades, while others are seeking redevelopment opportunities that would be a departure from current uses.

The differing needs of the landowners means that it is unlikely that urban development would interest all stakeholders. The financial benefit or burden of relocating infrastructure, disruption to operation, and the availability and suitability of alternate sites are the factors that landowners and land managers would consider.

The Master Plan considers these issues and has identified urban development opportunities where landowners may benefit from the change in use and where land use conflicts are kept to a minimum. Existing uses that are unlikely to move are proposed for retention and urban development areas are intended to be buffered from the WWTP by service commercial uses, the UWA Shenton Park Field Station and Open Space.

It is important to note that the land uses referred to in the Master Plan do not directly align with those of LPS3. The objective of the Land Use Plan is to illustrate the future use without specifying the zoning. The Plan broadly shows the type of development that the City desires for the area. For example, areas marked as service commercial in the Master Plan may include the service commercial zone but also reserves for public purposes. For Urban areas identified in the Land Use Plan, the zonings could include Residential, Mixed Use, Local Centre and the like. Further detailed planning of particular areas may introduce open space reserves or more specific zones such as Private Community Purpose.

The broad land uses shown in the Master Plan have been chosen to show preference for an increased population with residential and mixed-use developments located close to public transport, existing sporting facilities and schools.

It is estimated that of the 427 hectares that constitutes Master Plan area there would be approximately 73.1 hectares or 17.1% of the gross Master Plan Area suitable for redevelopment

upon removal or reduction of the WWTP buffer. The Opportunities section of the Master Plan considers different scenarios.

Refer to Appendix 1 for an analysis of existing land uses and the opportunities that each site presents. Refer to Appendix 2 for measurements of the Master Plan Area, including the existing landholdings and details of their current ownership and management.



Figure 5 Land Use



Legend

- Open Space
- Service Commercial
- Education
- Government
- Recreation/Playing Fields
- Urban (Residential and Mixed-Use Current and Potential)
- Wastewater Treatment Plant
- Community
- Master Plan Border

Active Transport

Development in the Master Plan area should be mindful of the increase in vehicle traffic that would occur from new residents and workers. The area currently has high levels of traffic in the morning and afternoon school rush occurring around John XXIII College and Shenton College. One way of ameliorating any increase in traffic over time would be the promotion and introduction of more cycling and walking connections.

Integrated within such a network of cycling and pedestrian paths, the City's existing plans for a School Sports Circuit, yet to be implemented, would not only alleviate traffic but also provide safe movements of students within the school zones and adjoining playing fields.

The City's Integrated Transport Strategy (ITS) proposes improved walking and cycling connections to public transport. The Master Plan aligns with this objective by showing routes that could increase connectivity to Fremantle/Airport Line stations. The ITS also recommends connections be included in the City's Active Transport Forward Works Program between Montario Quarter, Shenton College, the UWA Sports Park, along Brockway Road, Selby Street and Lemnos Street, connections to all schools and Karrakatta Cemetery. The Active Transport routes shown in the Master Plan align with this recommendation but do not have an impact on delivery. The Master Plan's role with active transport is to identify potential routes and advocate for them as part of the wider vision for the area. Delivery of cycling and pedestrian infrastructure shall be undertaken through the City's various works programs, including the Active Transport Forward Works Program.

Where possible, separating pedestrian, cycle and road traffic can have safety benefits, especially in higher traffic or higher speed environments. In low speed and low traffic areas, there may be the ability to create shared spaces where pedestrians, cyclists and vehicles move through areas at the same speed and in a calm manner as dictated by the road design and a low-speed limit. Safe Active Streets are one type of shared space.



Figure 6 A safe active street being used in Nedlands (Bicycle Network, 2022)

Provision of shared paths and cycle lanes increases the safety and appeal of active transport. Furthermore, the ITS recommends that the City review policy and frameworks to incorporate quality lighting and design of urban spaces and for transport projects to consider the differences in urban experiences between night and day. This recommendation is particularly important in encouraging walking, as good lighting and spaces that have good visibility and passive security will help increase safety for pedestrians at night. For daytime travellers, shading of paths is a key consideration for the Master Plan. Tree planting along active transport routes will go some way to addressing this.

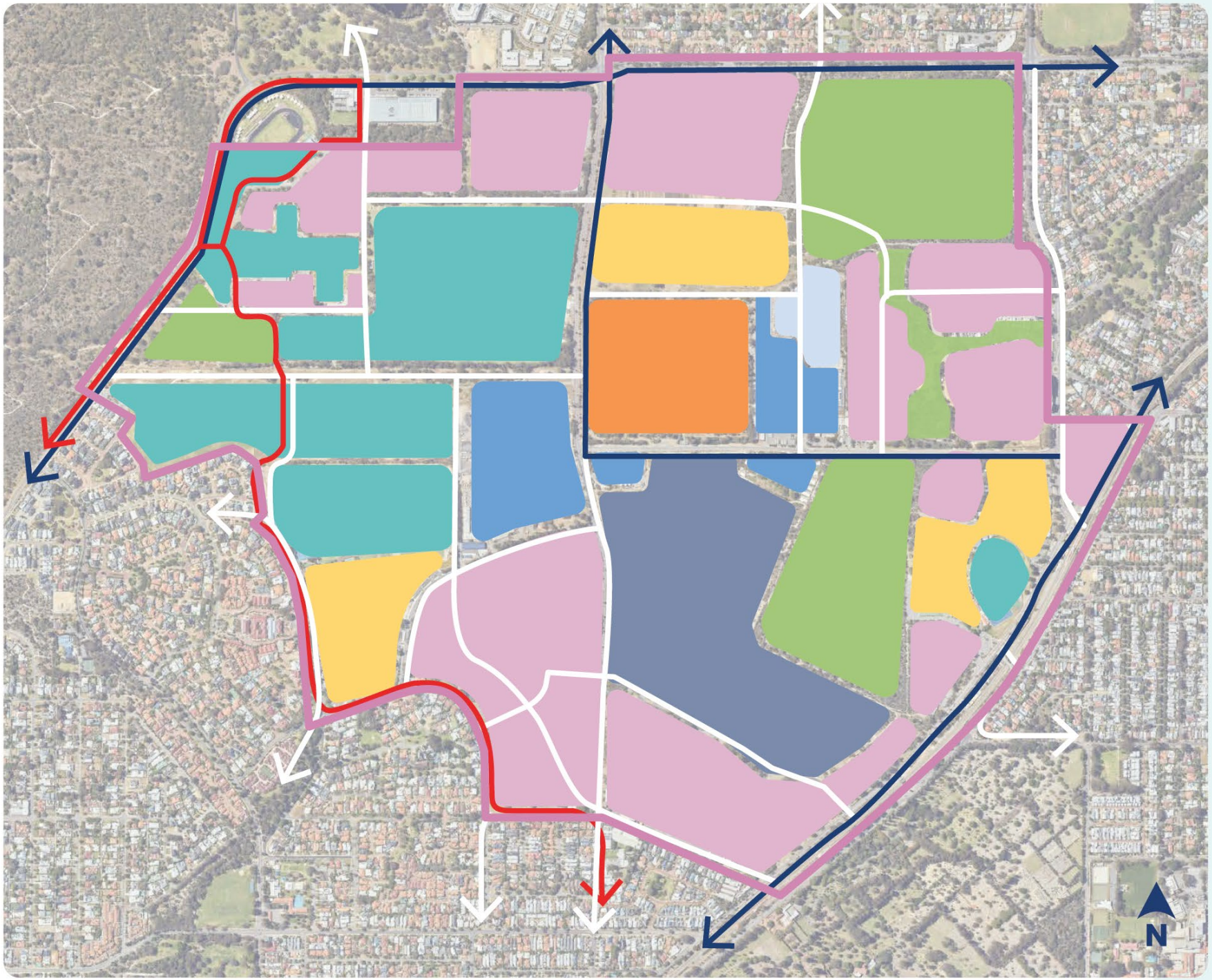
Paths proposed in the Master Plan Area will provide greater connectivity across the area but also will connect to areas outside the Master Plan Area. The Town of Cambridge, City of Subiaco and Town of Claremont are all located near the Master Plan's borders. Active transport routes are proposed to connect to paths already planned in these adjoining Local Government Areas (LGAs).

The Town of Cambridge's Bike Plan (Cardno, 2018) looks to bridge gaps in the existing shared path network. Their proposed paths provide good north-south connections from the Master Plan Area through Perry Lakes to Floreat and Wembley.

The City of Subiaco (City of Subiaco, 2021) proposes upgrades to the intersection of Underwood Avenue/Hay Street and Selby Street along with widening of the existing shared path along Selby Street to enhance safety. A branch off Selby Street to Lake Jualbup via Stokes Lane is proposed. East-west connections along Aberdare Road and Evans Street are also proposed. These upgrades will provide improved east-west connections from the City and Subiaco to the Master Plan Area. These routes provide access to Kings Park, the QEII Medical Centre and West Perth.

To the south, the Department of Transport's Long Term Cycle Plan (Department of Transport, 2023) provides information about cycle plans through the Town of Claremont. Local routes are proposed to link the school sports circuit and Brockway Road with Scotch College, Claremont Quarter, Claremont Showgrounds and primary routes along the Fremantle Line/Airport Line and West Coast Highway.

Figure 7 Active Transport



Vehicle Access

The existing road network provides a good amount of north-south connection which currently funnels traffic through the Master Plan Area. However, there is a lack of connectivity in the northern sections of the Master Plan Area and a distinct lack of east-west connectivity across the whole area. Vehicle access into proposed urban areas is necessary and new links are proposed to allow this. A new east-west link proposed as part of the new CCGS Playing Fields has been included in the plan which will increase the permeability of the site. An east-west and north-south link through the Graylands site and new links into the UWA Shenton Park Field Station site from Brockway Road, Underwood Avenue and an extension of the access road in Water Corporation's commercial area have been proposed. A north-south link between John XXIII Avenue and the CCGS Playing Fields access road is proposed for urban development in this area and formalisation of the road network within the Sports Park and conversion to a more grid like layout would improve access to the Sports Park, John XXIII College and provide better east-west connectivity.

The Vehicle Access Plan (Figure 9) displays new proposed links in orange and existing roads in white. Of the orange roads, McGillivray Road and some sections of carpark access within the UWA Sports Park are included, as it is the City's opinion that roads in those locations could serve the area well as gazetted roads in the future. These routes are reflected in the lessee's (Venues West) Master Plan for the Sports Park (Venues West, 2022).

Sections of proposed vehicle access located within existing lots illustrate an ideal outcome for the flow of traffic but can only be implemented with the support of affected landowners. Creation of vehicle access through lots may require easements or acquisition.

The Master Plan has included investigation of how the area can better integrate with existing built-up areas to the south and east. Few opportunities were found due to the steep gradients and closed off nature of the existing residential area to the west and south, and the railway line on the east being difficult to cross due to the changeable gradients of both the railway line and the existing roads on either side. Densification on the eastern side of the Master Plan may help to justify additional connections in the long term, but it is unlikely that many opportunities on the south or west will open up, given the low-density nature of Mount Claremont's existing residential areas.

Smaller connections have been proposed to help spread traffic flows across the area. This includes vehicle access between Orton Road and Bedbrook Place, allowing vehicle access from Montario Quarter to the west. Proposed vehicle access through the ADF Irwin Barracks and removal of the cul-de-sac at Lantana Avenue to allow vehicle access from Mooro Drive and Camelia Avenue would make the Area more permeable.

In considering vehicle access, the Master Plan identifies that particular intersections will need to receive upgrades or treatments to ensure that they are safe, prioritise pedestrian and cyclist movement and allow efficient movement of traffic. The intersections of Camelia Avenue and Quintilian Road with Brockway Road, John XXIII Avenue with Brockway Road and Lemnos

Street with Brockway Road are three such intersections where significant upgrades would become necessary. Both Roads often have significant traffic levels as a result of the schools near these intersections. Roundabouts or traffic lights may suit these locations. Additionally, the intersection of Hay Street/Underwood Avenue and Selby Street is a significant intersection that may require upgrades. The intersection which has traffic lights currently allows vehicles to turn right without a dedicated green arrow. This can be dangerous in busy times.

Regarding the new proposed intersections, many of these connect to Brockway Road and will be treated to ensure that these movements are safe and do not create significant traffic levels. Some of these intersections could be left in/left out only or alternatively may require traffic lights or roundabouts. No preferred design has occurred at this stage. Further investigation will be needed on the preferred treatment.

Vehicle access must be carefully considered for the higher order roads in the Master Plan Area and in and around the UWA Sports Park. The use of this space for athletics events throughout the year, winter sport competitions and for concerts at HBF Stadium mean that the Master Plan Area needs to cater to large event traffic movements. The roads need to be designed for moving traffic safely and efficiently in and out of the north-east corner of the Area. Public Transport in this area is proposed to be enhanced with the identification of a Mid-tier route which will be able to carry large amounts of people on dedicated right of ways.

The vehicle access ways proposed in the plan should be located in wider road reserves, where possible, to be capable of hosting separate shared paths and large verge planting to strengthen greenways. The proposed links will serve new development areas and are intended to provide much-needed vehicle access but should not encourage a high volume of vehicle use. Development within the Master Plan Area should encourage public transport usage, given the proximity to bus and train routes.

Local roads within the new urban areas have not been shown on the Master Plan, as the location of those roads is dependent on a greater level of detailed planning which would include the lot sizes, type of development and gradient of the sites. Given the Master Plan is a vision, that level of detail is not warranted yet. The Master Plan can, however, illustrate the character of those roads.

Local roads within the new urban areas should provide efficient and legible vehicle access to the developments. Cul de sacs should be reduced so that the developments remain permeable and traffic should be calmed through the use of lower speed limits, shared spaces and use of traffic calming through landscaping, use of cobble stones, reduced road widths, chicanes and public art. The City's ITS supports the use of improved road treatments to ease traffic flows. In particular, it mentions that improved road treatments could be utilised around schools to reduce delays in peak school pick-up/drop-off times.



Figure 8 Painted Road Surface - Beazley Ave, Curtin University

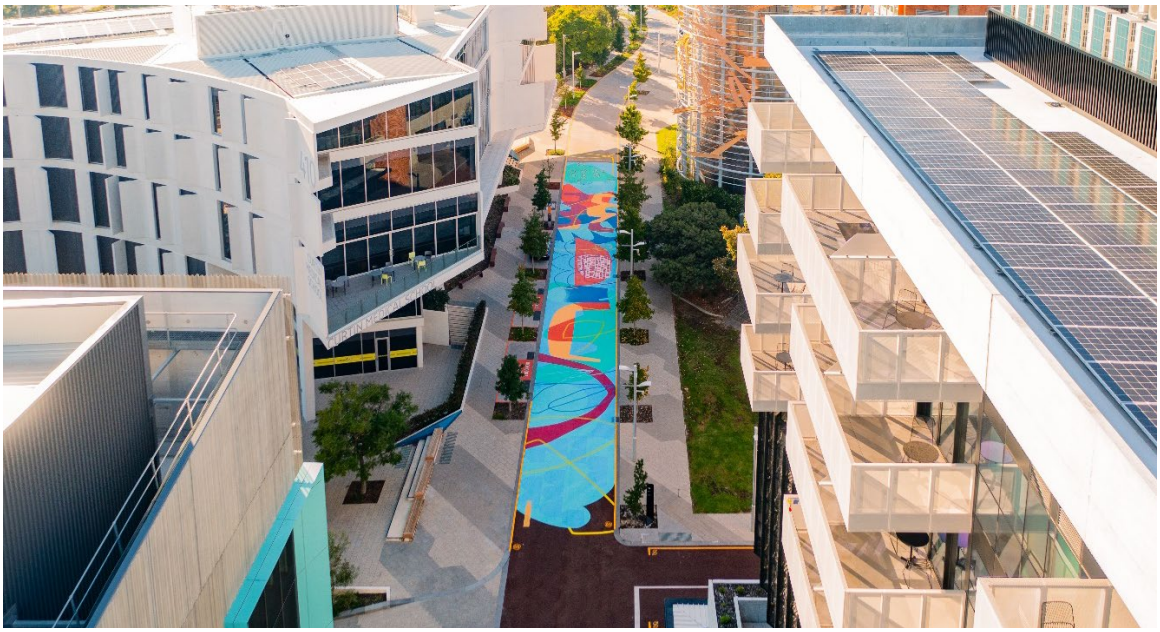
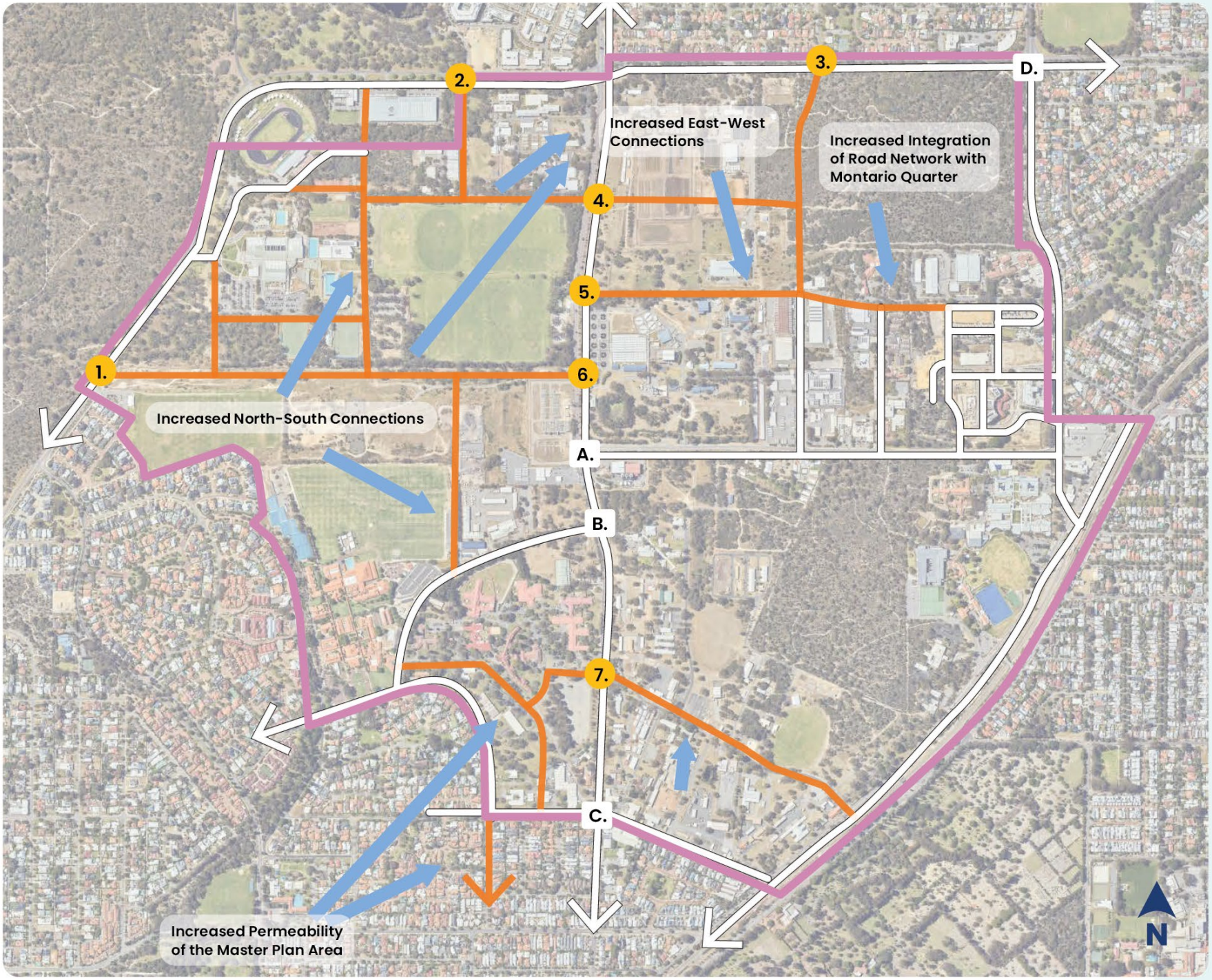


Figure 9 Painted Road Surface - Koorliny Way, Curtin University

The above photos showcase examples of murals by artist, Sioux Tempestt painted on road surfaces at Curtin University. These murals have been used to indicate slow speed areas and shared spaces. Figure 8: (Sioux Tempestt, 2023) Figure 9: (Sioux Tempestt, 2022).

Figure 10 Vehicle Access and Intersection Treatments



Legend

- Master plan border
- Potential Road Links
- Existing Roads and Access

Improved Intersections

- **A.** Lemnos St/Brockway Rd
- **B.** John XXII Ave/Brockway Rd
- **C.** Camelia Ave/Quintilian Rd Brockway Rd
- **D.** Hay St/Underwood Ave/ Selby St

New Intersections

1. Stephensons Ave/CCGS Rd
2. CSIRO Rd/Underwood Ave
3. Underwood Bush Rd Underwood Ave
4. McGilvray Rd/Brockway Rd
5. WWTP Rd/Brockway Rd
6. CCGS Rd/Brockway Rd
7. Graylands-Barracks Rd Brockway Rd

Environment

Greenways and Whadjuk Walking Trails

The Western Suburbs Regional Organisation of Councils (WESROC) has adopted the Western Suburbs Greening Plan 2020-2025 (WESROC, 2020). This Plan supports the implementation of greenways originally identified in the Tingay Greening Plan 1998 (Alan Tingay and Associates, 1998). The WESROC Plan has informed the preparation of this Master Plan.

The Master Plan area sits between Kings Park and Bold Park. Council's Greenways Policy (City of Nedlands, 2019) seeks to preserve and enhance vegetation links between these two areas of ecological significance. A Strategic Plan for Perth's Greenways Final Report (Alan Tingay and Associates, 1998) identified this link as Greenway 19. The Western Suburbs Greening Plan further detailed Greenway 19 by identifying parts of the greenway that are existing regional greenways, areas where greenways should be secured, and developing greenways where local governments can establish greenways through the appropriate planting of open space, streets and active transport corridors.

The greenways plan (Figure 10) within this Master Plan incorporates, to some degree, existing regional greenways with broad linkages of existing patterns of tree canopy and natural, remnant bushland. These broad linkages are important as they allow the movement of fauna between different habitats promoting genetic diversity. In the master planning process, two broad linkages were identified; between Shenton Bushland and the Underwood Avenue Bushland, and between Lake Claremont and Brockway Road following existing canopy patterns. Two other broad linkages relating to the Western Suburbs Greening Plan have been proposed. The first following Underwood Avenue and Selby Street, and the second following McGillivray Road and Lemnos Street. Following roads and POS allows local government to design the greenways appropriately and conduct planting that would otherwise fall under the control of landowners. Although McGillivray Road is on land owned by UWA, they have expressed their support and advocacy for greenways.

The main purpose of greenways is to provide ecological support for endemic species of flora and fauna that rely on being able to move seasonally between the coast and the river. The protection of greenways and provision of associated infrastructure such as green bridges can facilitate safe movement of fauna through the suburban area, protected from vehicles and people.

On the basis of Tingay's 1998 study, and the WESROC Western Suburbs Greening Plan 2020-2025, it is recommended when open space is planned within redeveloped areas of Mount Claremont that distribution of POS be consistent with the palette of endemic vegetation and be located in the identified broad linkages.

Recreation and active transport are secondary purposes of greenways. These links can be incorporated where designed appropriately to not detract from the main purpose. The Western Suburbs Green Plan 2020-2025 makes additional suggestions including the `greening' of local

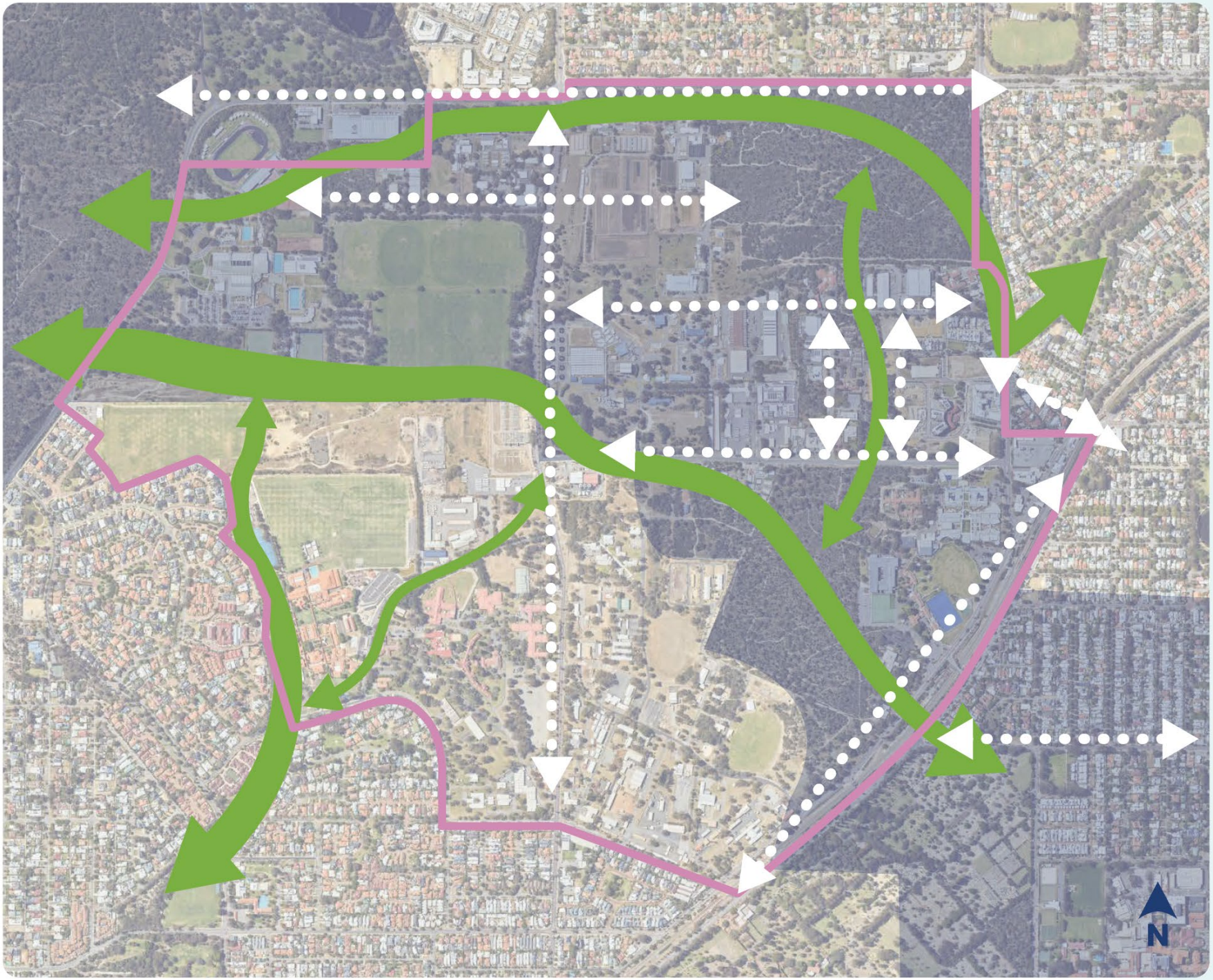
streets through planting of street trees and landscaping of verges and median strips. It is important to protect greenways in the local planning framework so that potential development in the area does not inhibit the movement of fauna.

Across the Western Suburbs of Perth, including within the Master Plan area, Whadjuk Walking Trails have been established. This is a network of walking trails that exists across Perth's Western Suburbs which links together aboriginal heritage sites, parks and lookouts. There is a correlation between these trails and greenways. The Bush to Beach Trail traverses the Master Plan area following the broad linkage from the Shenton Bushland then heading west along Lemnos Street and through the UWA Sports Park. The Yange Kep Bidi (Wetland Trail) follows the broad linkage from Lake Claremont to Mooro Drive before heading north through the Master Plan Area to the UWA Sports Park and then to Perry Lakes. A third Whadjuk Walking Trail called the Waarlitj Bidi is planned to traverse the Master Plan Area (Artify, Development WA, 2022). Draft plans for the trail follow the broad linkage from the Shenton Bushland to the Underwood Avenue Bushland before continuing to the suburbs of Jolimont and Shenton Park.

It will largely be through redevelopment and subdivision that the opportunity will arise to reserve land for greenways and POS. The construction of additional roads will also provide opportunities for increased planting of endemic species to reinforce the greenways, though this could also occur along existing roads in the area. There could also be opportunity for new Whadjuk Trails should the Master Plan Area have increased permeability.



Figure 11 Greenways Map



Bush Forever

The University of Western Australia has advised no decision has been made on the future use(s) of its land holdings within the Master Plan Area. The current zoning of the Underwood Bushland is Urban Development with a portion of the site currently designated as Bush Forever under State Planning Policy 2.8 – Bushland Policy for the Perth Metropolitan Region (SPP 2.8). This policy seeks to ensure bushland protection and management issues in the Perth Metropolitan Region are addressed and properly acknowledged within land use planning with the objective of the long-term protection of biodiversity and any associated environmental values. SPP 2.8 does not prevent development where it is consistent with the policy and other planning and environmental considerations. The Department of Planning, Lands and Heritage Bush Forever Audit 2021 states the Underwood Bushland has been identified as requiring a "Negotiated Planning Solution (NPS)" which has not been progressed. An NPS aims to maximise bushland retention as part of negotiating a development footprint and design. As of July 2024, there has been no update. Other information provided in the Audit states that 13.9ha is proposed as conservation and 2ha as POS. The NPS requires federal approval under the Environmental Protection and Biodiversity Conservation Act 1999.

The three key objectives of SPP 2.8 are to:

1. Establish a conservation system at the regional level (through Bush Forever areas and to operate with the clearing controls under the Environmental Protection Act 1986) that is, as far as is achievable, comprehensive, adequate and representative of the ecological communities of the Swan Coastal Plain portion of the Perth Metropolitan Region.
2. Seek to protect and manage significant bushland recommended for protection and management for conservation purposes through a range of implementation mechanisms and as a collective and shared responsibility and general duty of care on the part of government, landowners and the community.
3. Provide a policy and implementation framework for significant bushland areas recommended for protection and management to assist conservation planning, planning assessment and decision-making processes.

It is not the place of this Master Plan to nominate areas for inclusion. However, it is important that this issue, the preservation of the native habitat advocated for by the Friends of Underwood Avenue Bushland Community Group, is understood by the City and State Government. It should also be noted that there is considerable work involved by both the Environmental Protection Authority (EPA) and the Western Australian Planning Commission (WAPC) to implement Bush Forever status over any land. At this point in time, seeking protection of the Underwood Avenue Bushland site and other areas that could be retained for conservation is considered a separate exercise to this Master Plan.

Sustainability

The sparse nature of the Master Plan Area is rare within the Perth Metropolitan Area. It presents opportunities for sustainability to be considered in more aspects than just building design. Utilities such as water and electricity and the layout of the Master Plan Area can consider environmental sustainability before buildings are designed. Development WA has been experimenting with a range of technologies on smaller infill sites at White Gum Valley, Hamilton Hill and Knutsford in Fremantle. The same could be done on a larger scale in the Master Plan Area as, ordinarily, utilities would need to be constructed to each lot prior to release of lots.

The collection and use of rainwater for toilets and washing machines and greywater-ready plumbing are two of the water saving initiatives underway at Hamilton Hill. The demolition process at Hamilton Hill has involved recovery of materials with the exception of hazardous waste. Recovered materials have been used in furniture making, and metals have been recycled. Use of timber framing has been encouraged in houses built at Hamilton Hill through the use of design guidelines and agreements with home builders (Development WA, 2023).

East Village at Knutsford has included a strata-owned bore from which groundwater has been able to be used on the areas green spaces. Strata properties within the Master Plan area may be able to achieve a similar outcome on some sites. Landscaping within the Master Plan Area should be carefully considered to make use of bore water and make contributions towards biodiversity and habitat creation. Species selected should be drought resistant and less prone to current environmental challenges such as the polyphagous shot hole borer. Landscaping is important for creating a sense of place.

With development occurring near UWA's Crawley Campus and around the UWA Shenton Park Field Station, there is an opportunity for research and education as part of the development process, especially considering the ownership of some lots by UWA. University research partnerships have occurred at other developments such as Development WA's developments at East Village where Curtin University has set up a laboratory and is studying the outcomes of the development's sustainability initiatives (Development WA, 2024 a).

The Master Plan Area's existing utility-centric development provides an opportunity for Sustainability to consider how new development interacts with the existing services. The Western Power facilities in Mt Claremont and Shenton Park provide opportunities for innovative power solutions and the Subiaco WWTP similarly allows for innovative consideration of sewerage processing and recycled water use. Synergy has been operating Virtual Power Plant Pilot Projects at schools across WA (Synergy, 2022). The City suggests that should the Pilot Projects be successful, schools and playing fields in the Master Plan Area could be considered for any expansion of Synergy's Project.

East Village runs on 100% renewable Energy. Considering the MLP proposal involves a solar power solution, there is opportunity for the Master Plan Area to also be powered by 100% renewable Energy. Community batteries may need to be considered for operational resilience.

The City of Nedlands requires that certain developments consider sustainable design. Local Planning Policy 1.3: Sustainable Design provides a range of measures that can be incorporated and requires implantation of a number of elements dependent on the type of proposal and estimated cost of development. The effect of the policy is at the Development Application stage when individual proposals are assessed against the policy. Proposals need to comply with the policy by demonstrating implementation of sustainability into the design, operation and fit out of buildings. Various options are listed in the policy that contribute towards a favourable assessment. Examples include NatHERS certification, Car Share schemes, natural ventilation, energy and water use, bike storage, Electric Vehicle charging and toxicity testing.

Opportunities

The Opportunities Map (Figure 11) highlights those areas within the Master Plan area which could accommodate new development. This mapping exercise assumes that the WWTP buffer would be either removed or substantially reduced to allow development. This map demonstrates the land that would be suitable for development if the buffer is reduced or removed.

Consolidating the Graylands Hospital onto the northern part of the site assumes that opportunities would be available on the south side of Graylands and on other land in the area managed by the Department of Health. In the proposed reconfiguration of Graylands, the Graylands Hospital Master Plan has only proposed works on the northern half of the hospital site (Infrastructure WA, 2023). Whilst this is the current proposal, in previous years there have been moves to close Graylands. Therefore, the Master Plan considers that an ideal scenario would involve the relocation of Graylands and redevelopment of the site.

Discussions with UWA have revealed a Master Planning process is underway for UWA's main landholdings. Plans for the Crawley Campus have been released and some community engagement has taken place for UWA's Park Avenue Site. UWA has made some progress on a plan for the Nedlands Campus and is exploring options for its landholdings within the Mount Claremont Master Plan Area. Discussions with UWA have revealed the following may form part of their Master Plan:

1. A long-term commitment to maintaining and enhancing the UWA Sports Park. This includes considering improved access through the site from Underwood Avenue and improved permeability and legibility for users.
2. UWA owns the UWA Shenton Park Field Station to the east of Brockway Road. The CSIRO owns the site to the west of Brockway Road; however, should they ever vacate, the land reverts to UWA ownership.
3. There is a development opportunity if UWA consolidates the Field Station to the southern portion of the site. The land to the north and west would become available for mixed-use development.
4. The existing Underwood Bushland, located to the north-west of the UWA Shenton Park Field Station site, is a well-known roosting site for the endangered Carnaby's Cockatoo. It is also significant for the endangered Forrest Red Tail Cockatoo, endangered 'Banksia Woodlands of the Swan Coastal Plain ecological community' and the critically endangered 'Tuart Woodlands and Forests of the Swan Coastal Plain ecological community'. UWA has consulted with the local community group, Friends of Underwood Avenue Bushland, and UWA's Master Plan will consider options for this land.

At Montario Quarter, it is observed that uses along the northern and western sides of the redevelopment area were ancillary to the former Shenton Park Rehabilitation Hospital. These land uses, such as medical institutes, charities and medical accommodation, have remained in the area due to their leases, ownership and capital investment in buildings and facilities. In the longer-term, relocation or a change in use may be considered attractive.

In the railway reserve north of Shenton Park Station and east of the Shenton Park Fire Station is a strip of land leased to private operators of commercial premises by the PTA that contains several light industrial and service commercial land uses. These include panel beaters, spray painters, tyre fitters, auto electricians and mechanical workshops. These land uses have occupied the rail reserve through lease agreements for several decades, however, the zoning of this area remains Railway Reserve. The land area currently under lease is approximately 6,600m^2 and given its isolation from low-density residential development and proximity to Shenton Park Station, it presents an opportunity for high-density residential development. Stubbs Terrace has a road reserve that varies from 18 to 27 metres in width. There is relatively little through traffic on this road as there is only a one-way exit at the northern end. There may be scope to rationalise the relatively wide road reserve to increase the land availability for street parking, amenity treatments, greenways or developable land. This area is close to the border with the City of Subiaco and any enhancement in this area should consider the interface with Subiaco's side and enhance connection between the two sides. It is recommended that the City collaborate with the City of Subiaco on a detailed plan for this area.

The above plan also highlights opportunities to improve walking and cycling connections, and identifies where opportunities for high density development situated next to high frequency public transport services.

In identifying opportunities across the Master Plan Area, the City has calculated the amount of land with urban development potential. The result is as follows:

- The existing urban development opportunities with the WWTP buffer remaining in place are limited to 44.3 hectares. This includes the Graylands South site, WA Country Health Service and Pathways site, The Selby Older Adult Mental Health Service site, the Alinea Orton Road Site, the eastern side of Bedbrook Place and the existing Montario Quarter development.
- With the WWTP buffer removed, there is an additional 46.8 hectares available, totalling 91.1 hectares with the above-mentioned opportunities. The additional opportunity sites that result from removing the buffer area include the CSIRO site, the UWA Shenton Park Field Station North site, the western side of Bedbrook Place and opportunities within the UWA Sports Park.
- Over time, further long-term opportunities could arise at other sites within the Master Plan area. If the Graylands Hospital was to relocate and the Defence Force allow for Defence Housing on the southern portion of their site, the land available for development would increase to 130.1 ha.

To estimate a yield for the opportunities identified, two methodologies have been proposed which consider a medium density outcome and a high-density outcome. For medium density, the methodology uses the average site area per dwelling for the R40 density code. For high density, the methodology uses the average site area per dwelling for the R80 density code. Both average site areas are for single and grouped dwellings, as multiple dwellings R40 and above have much lower site area requirements, and multiple dwellings R80 and above do not have maximum dwellings per hectare. Use of those requirements could skew results. However, it should be noted that the Master Plan Area is likely to have densities higher and lower in parts

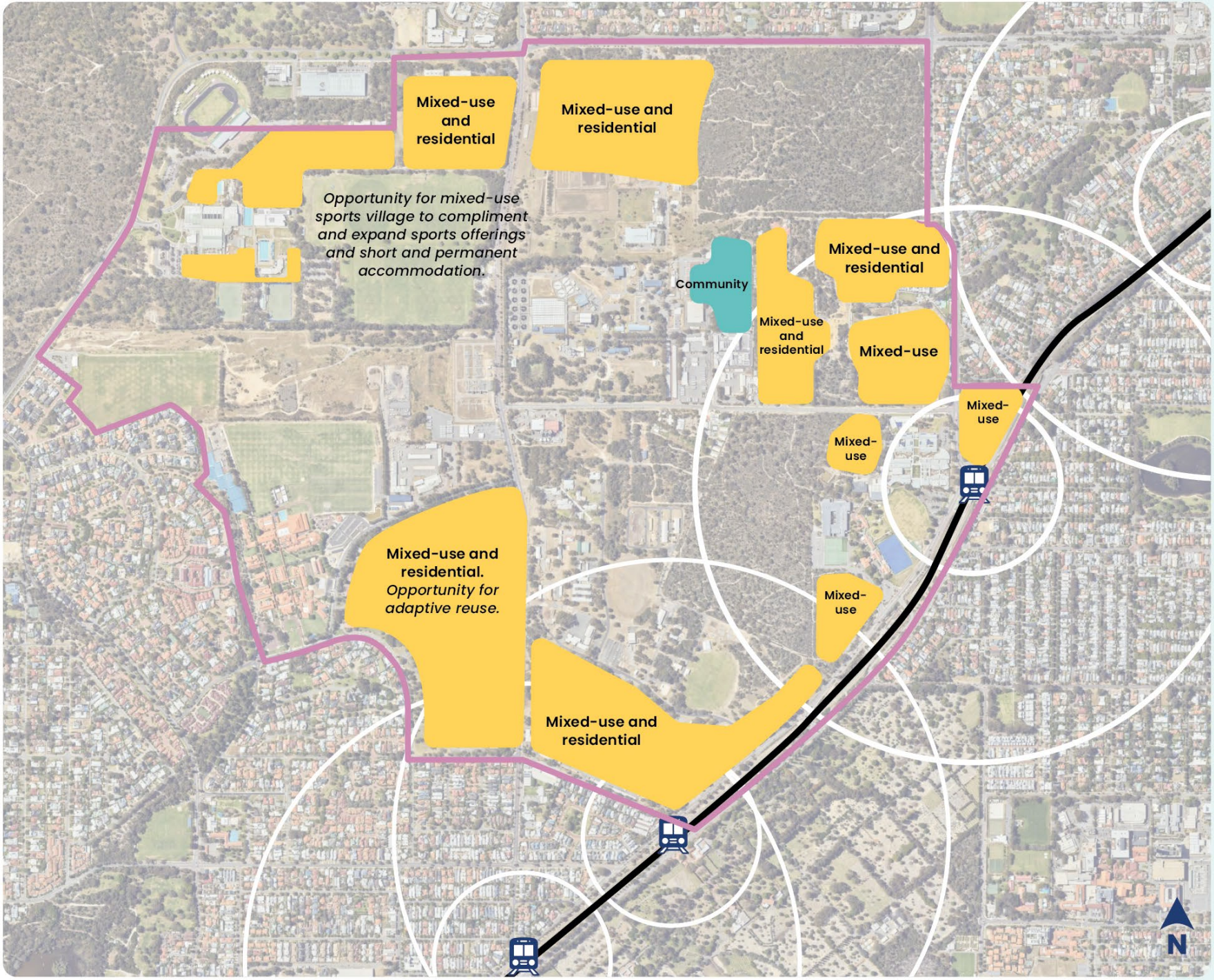
than both of the methodologies chosen. The southern portion of Graylands is likely to see lower densities, especially at the interface with Mooro Drive and Camelia Avenue. Sites on the north and east are likely to have higher densities, which could include R-AC1 near to train stations or mid-tier transit.

The yield is calculated by removing 20% of the amount of land available (estimate for Roads and POS) then dividing the figure by the average site area per dwelling (220m^2 for R40 and 120m^2 for R80). It should be noted that the City does not expect that Graylands Hospital to be relocated, and the ADF is unlikely to give weight to the Master Plan The estimated yield is as follows in the table:

Scenarios:	Amount of land available:	Medium Density Outcome Dwelling Yield:	High Density Outcome Dwelling Yield:
Scenario 1 Montario Quarter, Eastern Side of Bedbrook Place, Alinea Orton Road, SOAMHS, WACHS/Pathways, Graylands South.	44.3 hectares	1611 dwellings	2953 dwellings
Scenario 2 Scenario 1 plus Western Side of Bedbrook Place, UWA Shenton Park Field Station North, CSIRO, Sports Park North and Sports Park South.	91.1 hectares	3311 dwellings	6070 dwellings
Scenario 3 Scenario 2 plus Southern portion of Irwin Barracks, remainder of Graylands and Shenton Park North site.	130.1 hectares	4729 dwellings	8670 dwellings

Table 1 Master Plan Dwelling Yield Estimates

Figure 12 Opportunities



Legend

- Urban (Mixed-use and residential. Current and Potential)
- Community
- Master plan border
- Station Walkable Catchments (250m and 800m)
- Railway
- Railway Station

Constraints

The most significant constraint to the redevelopment of the area is the Subiaco WWTP buffer zone. This buffer zone affects over 55% of the Master Plan area and, in land use planning terms, sterilises that area from any form of residential development. Given the proximity of three railway stations on the Fremantle/Airport Line, this frustrates a legitimate planning opportunity to provide alternative transport options, reduce car dependency and reduce urban sprawl. The WWTP facility itself causes constraints as it occupies a significant portion of land in the middle of the Master Plan Area. Its location means that opportunities for urban development tend to be located towards the edges and are fragmented across the Master Plan Area. The outcome of this is that the Master Plan vision shows smaller development sites surrounding train stations, and the Sports Park rather than a singular precinct.

An existing constraint being currently contended with by landowners is the former landfill site between Stephenson Avenue and Brockway Road. The landfill contains contaminated soil which could have a negative impact on human health. The landfill sits under what is the proposed CCGS Playing Fields. The development application for that proposal considered the environmental implications and the determination included conditions for remediation of the site prior to commencing development. Should any more sensitive proposal be put forward for the site, it is likely that the environmental impacts would need to be reassessed in context with that use.

Another environmental constraint in the Master Plan area that needs to be kept in mind is noise generated by the Dogs' Refuge on Lemnos Street. This facility has existed in the area since 1935 and could easily go unnoticed as it has always fallen within the shadow of the Subiaco WWTP. The Dogs' Refuge houses on average 90-100 dogs at any one time in open kennels (Dogs' Refuge Home, 2024). Nearby development would have to provide a design response to address the well-known noise potential of dog kennels for as long as the Dogs' Refuge remains in the area.

Although Irwin Barracks occupies land that is ideally located within the walkable catchment of two train stations, the City understands it is unlikely to be relocated by the ADF. In 2021, the Federal Government announced that a redevelopment of the Irwin Barracks would take place to allow consolidation of some activities from the Leeuwin Barracks in East Fremantle which is in the process of being divested (Department of Defence, 2021). Works were expected to begin in mid-2023 although it is understood works have not commenced. Due to geo-political factors, the ADF have halted further sales on its Leeuwin site. There have been no further updates as of July 2024.

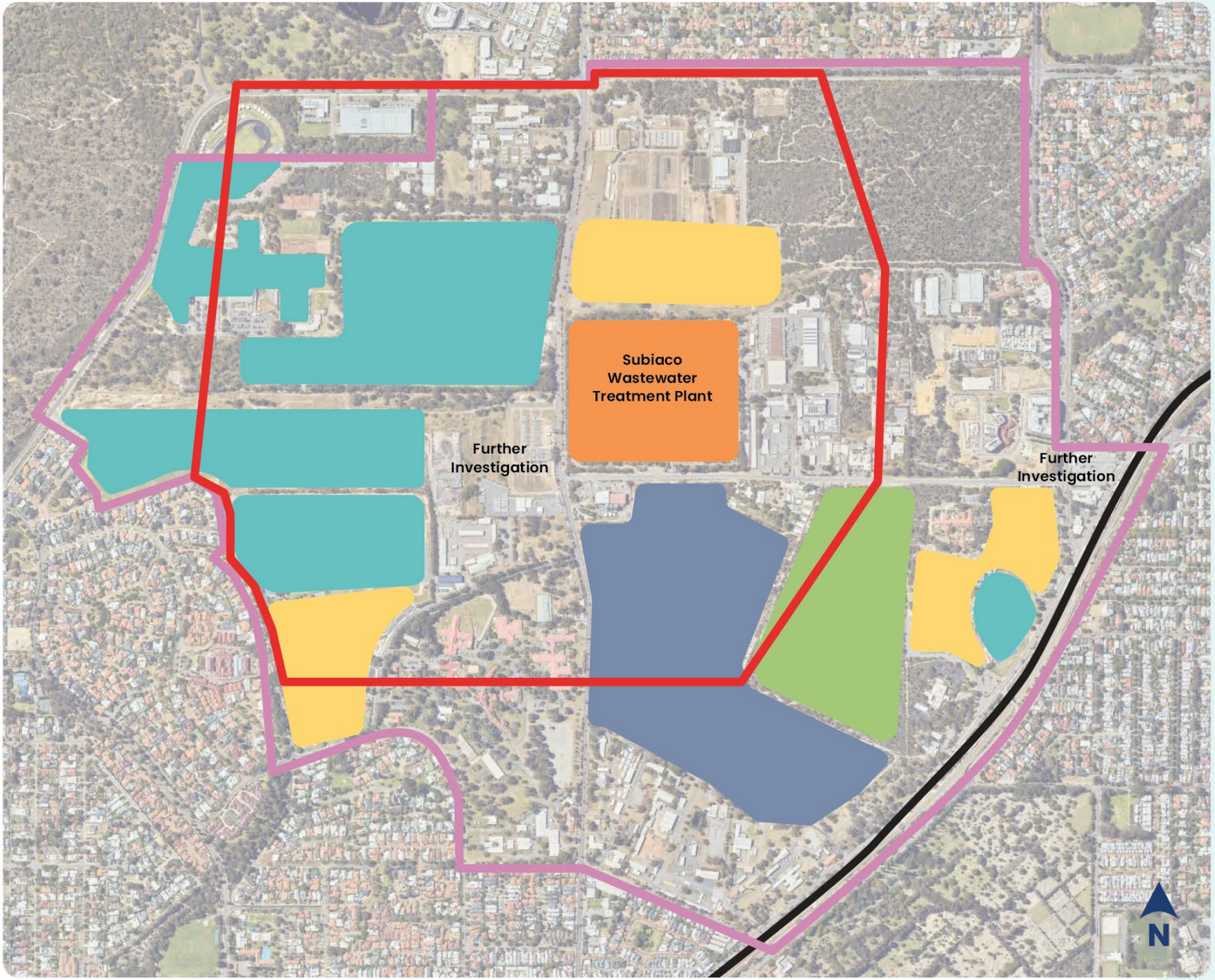
It has also been identified that constraints can come from sites that have positive attributes. The two schools, playing fields, existing HBF Stadium, Athletics Stadium and Shenton Bushland (Bush Forever) are sites that provide significant benefit. But when considering constraints, there is a significant amount of land that is not usable for development.

The railway line is another constraint on the area. The railway, although providing strategically important access to the wider region, prevents movement at a local level between the Master Plan Area and both Nedlands and the eastern portion of Shenton Park. The railway sits in an area of challenging terrain. On the eastern side of railway line, the rail line is either above the road or level with the road. On the western side, the railway line either sits above or below the road but is rarely level with the road. Because of this changeable terrain, capping the rail or creating more crossings outside of existing crossings is difficult. It is recommended that existing crossings be taken advantage of by ensuring that active transport routes make use of those crossings by widening or upgrading them. Karrakatta, Loch Street and Shenton Park stations all have pedestrian crossings. A crossing is also located on the Shenton Park Bus Bridge. Loch Street Station's crossing is a level crossing. The City recommends this be replaced with a bridge or underpass to minimize risk of harm. Karrakatta and Shenton Park have underpasses which are narrow and in need of improved accessibility. These should all be considered as part of any future station upgrades.

The Shenton Park Bus Bridge is ideally located to allow connections to Aberdare Road and QEII Medical Centre. A path is on the bridge but, in future, an upgrade of the bridge should be considered to add a cycle path and allow for a potential mid-tier transit route to traverse the railway line here.



Figure 13 Constraints



Legend

- Open Space
- Education
- Government
- Wastewater Treatment Plant
- Recreation/Playing Fields
- Master Plan Border
- Existing Wastewater Treatment Plant Odour Buffer
- Railway

City of Nedlands

Land Ownership

The Master Plan area is formed mostly of larger lots and more consolidated land holdings compared to surrounding areas. This is primarily due to the area's use for government, community and commercial uses. The area lacks smaller lots typical of residential uses other than a few small areas in the new Montario Quarter Development. The use of the land for government and community uses is mainly due to the existence of the Subiaco WWTP, which precludes residential development. The WWTP produces odours and, as such, there is a buffer area that covers 55% of the Master Plan area. The largest lots are owned by the following:

- The University of Western Australia
- CSIRO
- Water Corporation
- Australian Defence Force
- Department of Health WA
- The Roman Catholic Archbishop of Perth
- Christ Church Grammar School

As part of the MLP process, affected State Government departments are consulted on the proposal and its impact to their operations. The success of an MLP process means that the State Government is prepared to accommodate the proposal and that there is a reasonable prospect of the proposal succeeding.

If the MLP for this site succeeds, it is assumed that the Water Corporation and the Department of Health would both have been consulted on the impact of the MLP and that these agencies would need to make some concessions to allow the proposal to be implemented.

The City expects that success of the MLP could lead to residential development on the southern half of the Graylands site and the capping of the Subiaco WWTP. Should this result in the WWTP odour buffer being reduced, it would provide the opportunity for the diversification of land use at the UWA Shenton Park Field Station, UWA Sports Park and the west side of Bedbrook Place.

Consultation of the Master Plan will need to focus heavily on the affected landowners to gauge their future needs and interests in development options. Outside of the Master Plan Area it is particularly important to engage with landowners north and south of the Master Plan that abut the proposed land use changes. This includes engaging with constituents of the City of Subiaco and City of Cambridge. The location of their constituents close to the Master Plan border means they may be affected by future development.

Public Transport

The Master Plan has excellent public transport connections on the eastern border. The Area is bordered by the Fremantle/Airport railway line on the south-east and the high frequency 998 and 999 bus service (also known as the Circle Route) on the entire eastern side.

The service provided by the railway line means that Perth, the Airport, Fremantle, Midland and all places in between are accessible via a short train journey.

The circle route bus service provides a continuous loop through Perth's suburbs running in a circle around the CBD in both clockwise and anti-clockwise directions. This service provides good north-south connections to and from the Master Plan Area. It provides frequent services to Stirling, Morley, Wembley, QEII Medical Centre, Fremantle and more.

In terms of the development opportunities that high frequency public transport brings, both transport modes are considerations for increased density and for concessions to the planning requirements. However, there is preference given to rail connections, due to speed and their regionally focused routes. Currently, the R-Codes allow for reduced parking requirements where a dwelling is located within 250m walkable catchment of a high frequency transit stop or within 800m walkable catchment of a train station on a high frequency rail route (Government of Western Australian, 2024).

The presence of both services along the eastern side of the Master Plan area presents opportunities for transit-oriented development. The current construction activity in Montario Quarter is an example of what could apply to other opportunity areas on the eastern side of the Master Plan including the two Department of Health sites and potential redevelopment opportunities in Bedbrook Place and north of Orton Road. Additionally, half of the Graylands South site falls within the 800m catchment for Karrakatta Station which may make this suitable for medium or high-density development.

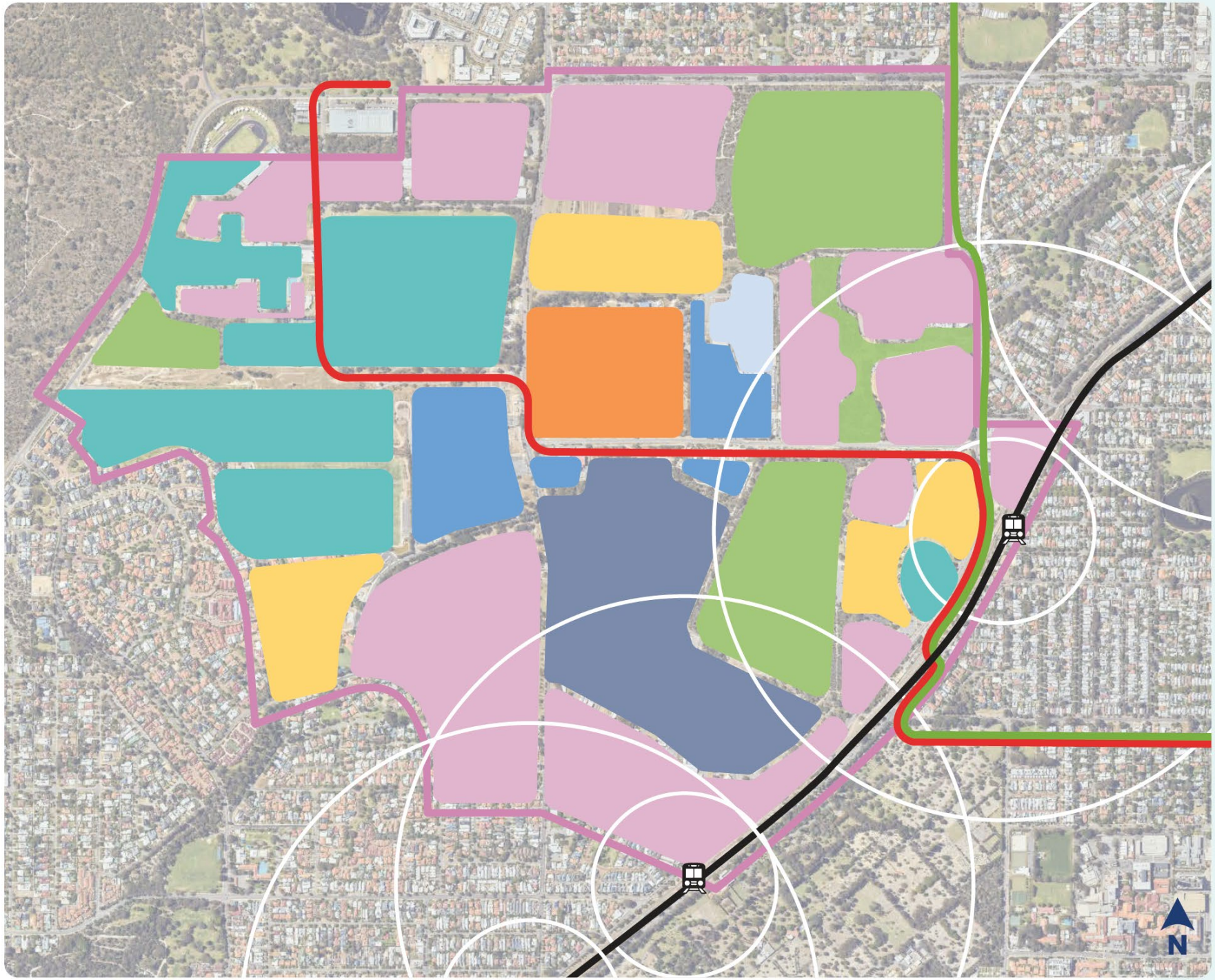
The Master Plan is not only reliant on public transport; it goes a long way to enhancing it. By increasing the number of people living nearby to public transport routes, the increased demand helps to sustain the service and create demand for upgraded facilities and increased service frequency. This enhancement not only benefits the Master Plan Area but also the suburbs east of the railway line. Upgrades could make public transport more attractive for those communities, too. This topic is particularly important in the context of Karrakatta and Loch Street Stations which face some of the lowest passenger numbers of railway stations on the Transperth network (Nicolas Perpitch, 2018) (Stacy Towne, 2017), which places them at risk of potential closure.

Intensified development in the area could allow for a mid-tier transit route in the Area to become viable. At the adoption of the City's Integrated Transport Strategy 2024 at the April 2024 Ordinary Council Meeting, Council resolved to "seek support and feedback for an east-west mid-tier transport route." The proposed route would connect major destinations in and around the City including UWA, Kings Park, QEII Medical Centre, Aberdare Road, Karrakatta Cemetery, Shenton Park Railway Station, Shenton College, Lemnos Road, Brockway Road, the

CCGS Playing Fields, UWA Sports Park and Bold Park. The Master Plan Area's ability to host high-density development would be enriched by implementation of this solution, especially on the western side which currently lacks quality public transport connections. Mid-tier transport would be especially important to support the ongoing use of HBF Stadium as a concert venue and for the other large events hosted in the UWA Sports Park. The mid-tier route shown on the plan is indicative only and not a formalised route.



Figure 14 Public Transport



Heritage

The Master Plan Area has a rich history in both First Nations and European culture. The Underwood Avenue Bushland and part of the Montario Quarter Development have been found to have historical sites. These sites are not lodged or registered places but are still recorded by the Department of Planning, Lands and Heritage for their significance.

Within the Underwood Avenue Bushland there are four heritage features. These include a scarred tree, two camps and Jarrah Trees. Further south in the Montario Quarter Hillside Park, another camp has been recorded.

The Area's historic and ongoing use associated with public and community purposes has resulted in some sites having heritage listings imposed or being noted on the City's Local Heritage Survey because of their significance to the community and architectural contributions. Three heritage places have historic uses as hospitals and there is an additional heritage listed former hospital nearby, creating a strong theme for the Area.

The Shenton Park Rehabilitation Hospital is on the City's Heritage List and the State Heritage List. The place includes two buildings which were retained during demolition of the Shenton Park Rehabilitation Hospital. One of the remaining buildings, Victoria House, has been restored and forms part of a Mixed-Use Development. The other remaining building, G Block, sits vacant on a development site. Design Guidelines stipulate that at least part of the building and associated garden area and trees must be retained as part of any development (Development WA, 2024 b).

The Lemnos Hospital is a former Mental Asylum. It is a collection of buildings that has a strong association with the provision of Mental Health services for soldiers returning from both world wars. Lemnos Hospital is on the City's Heritage List and the State Heritage List. The buildings currently form part of Shenton College.

Graylands Hospital is the only one of the three hospitals that still operates under its original purpose. The heritage place includes several buildings. There are three larger hospital buildings and a rotunda and gardens included in the curtilage. The curtilage surrounds these main features. Graylands Hospital is listed on the City's Heritage List and the State Heritage List.

The ADF Irwin Barracks has been listed on the City's Heritage List and State Heritage List. It has strong significance for its rarity and its association with development of the ADF from the 1890s and through both world wars. There are a variety of buildings on site, with several from the earlier years of the Barracks being significant.

Although outside the Master Plan Area, the Swanbourne Hospital is heritage listed and should be recognised because of its view corridors over the Master Plan Area. The significant building has recently been restored and has views over John XXIII College. The site interfaces with a Broad Linkage identified in the Greenways plan between Lake Claremont and the UWA Sports Park. Planting in the vicinity of the Hospital will need to be lower to protect sightlines. There

have been no development opportunities identified in the area around the Swanbourne Hospital.

In addition to heritage listing, the City periodically conducts a Local Heritage Survey to find and record potentially significant places. John XXIII College is identified on the Local Heritage Survey for its social cultural heritage value despite it not being very old. Additionally, the Shenton Park Bushland and HBF Stadium (previously known as Challenge Stadium) are listed on the inHerit website but do not currently appear on any Heritage List or Survey.

Heritage places should be seen as assets of the area and provide an opportunity for creativity. Many of the places listed above could be considered for adaptive reuse if their zonings change. The Montario Quarter Development is one such example of what is achievable in the remainder of the Master Plan Area. This development has included the conservation and adaptive reuse of Victoria House. The building now houses a popular café and commercial developments.



Figure 15 Heritage



Legend

- Master Plan Border

1. **Challenge Stadium**

2. **Aboriginal Heritage Sites in the Underwood Avenue Bushland**
   - Two camps
   - Scarred Tree
   - Jarrah Trees

3. **Shenton Park Rehabilitation Hospital**
   - Victoria House
   - G-Block

4. **Aboriginal Heritage Camp**

5. **Lemnos Hospital**

6. **Irwin Barracks**
   - Colonial period buildings
   - Hobbs Artillery Park
   - WWII Buildings
   - Post WWII Buildings

7. **Graylands Hospital**
   - Fortescue House
   - Rotunda and gardens
   - Fmr ward blocks
   - Gascoyne House
   - Anderson Hall

8. **John XXIII College**

Recommendations

Implementation

The Mount Claremont Master Plan covers a wide range of land uses, different ownerships and includes large development opportunities. The implementation of the Master Plan is predicted to be slow, given the generous amount of developable land and the constraints that would need to be resolved. The implementation requires actions to be taken by the City so that its vision can be realised.

The actions that the City needs to take to turn vision into reality include the following:

1. Engage with the landowners, government agencies and the surrounding community on the vision and address concerns through amendments to the Master Plan and its recommendations.
2. Conduct more detailed research and planning of the Master Plan Area. This should include a review of Heritage places, an ethnographic survey, an infrastructure review, review of the City's landholdings, traffic studies and plans for future services.
3. Adopt a long-term cycle network plan to include the routes proposed in the Master Plan's Active Transport Plan. Adoption of the long-term cycle plan allows the City to apply for grants for the plan's implementation.
4. Use the Master Plan and subsequent studies to inform the next review of the City's Local Planning Strategy.
5. Rezone lots in accordance with the Master Plan and Local Planning Strategy in the next Local Planning Scheme (once the WWTP odour buffer is in process of being removed).
6. Determine the capital works necessary and future service requirements and budget for them.
7. Deliver capital works once the Planning Framework is in place and as required by development progress.
8. Implement a Precinct Structure Plan (once the WWTP odour buffer is in process of being removed).
9. Consider the Master Plan Area as a new suburb and undertake consultation with traditional owners and the community for a new suburb name.
10. Review the Master Plan every five years or more often if required to ensure that the vision considers any development and planning progress in the area.

The process above is a broad overview of the actions that the City would need to take to realise the vision over the medium to long term. Not all of the above are appropriate to undertake at this point with so much uncertainty and the WWTP buffer zone in place. The actions relate to the City's role as a strategic planning body and provider of roads and services.

It is too soon to recommend specific capital works as it is unknown how development will progress in the area. This is because the success of the Master Plan is reliant on external factors beyond the City's control such as reduction of the WWTP odour buffer and whether individual

landowners will decide to pursue development opportunities that the City can facilitate through its Local Planning Framework.

The actions listed above are not certain by any means and the City should expect that, should the State Government see benefit in the proposal and should the MLP over the WWTP and Graylands Hospital be successful, there is a chance that the State Government may seek to create an Improvement or Redevelopment Scheme over the Area, transferring planning powers to the State's land development agency, Development WA.

Advocacy

The implementation actions that the City can take are a small part of what is needed to realise the vision. A range of state government departments will be involved including more than those that have landholdings in the Area. The City will need to use the Master Plan to advocate for actions to be taken by external agencies. The following recommendations are made to Council:

1. Advocate for the encapsulation of the Subiaco Wastewater Treatment Plant to reduce odour effects on existing residents.
2. Advocate for the designation of the Underwood Bushland as Bush Forever.
3. Engage with existing stakeholders to encourage completion of vehicle access on private property that reflect those in the Master Plan's Vehicle Access Plan.
4. Encourage developers to consider best practice sustainability and innovative ways of carrying out development, considering the opportunity provided by the Master Plan Area being large sites in close proximity to the Perth CBD, QEII-UWA and significant utility services.
5. Seek to collaborate with the City of Subiaco on a plan for the area surrounding Shenton Park Station and the Nash Street Subway.
6. Advocate to the Minister for Transport against closure of train stations and for an upgrade/rebuild of Shenton Park, Karrakatta and Loch Street stations. The stations should incorporate grade separated and fully accessible pedestrian crossings, have cycling facilities and allow integration into any adjacent transit-oriented development. Pedestrians should be able to cross the railway line at stations without entering the paid concourse area. Additionally, Shenton Park Station should be futureproofed to allow integration with potential Mid-tier transit.
7. Advocate to the Minister for Transport for grant funding in relation to intersection upgrades at those sites identified as priority upgrades in the Master Plan's Vehicle Access Plan.

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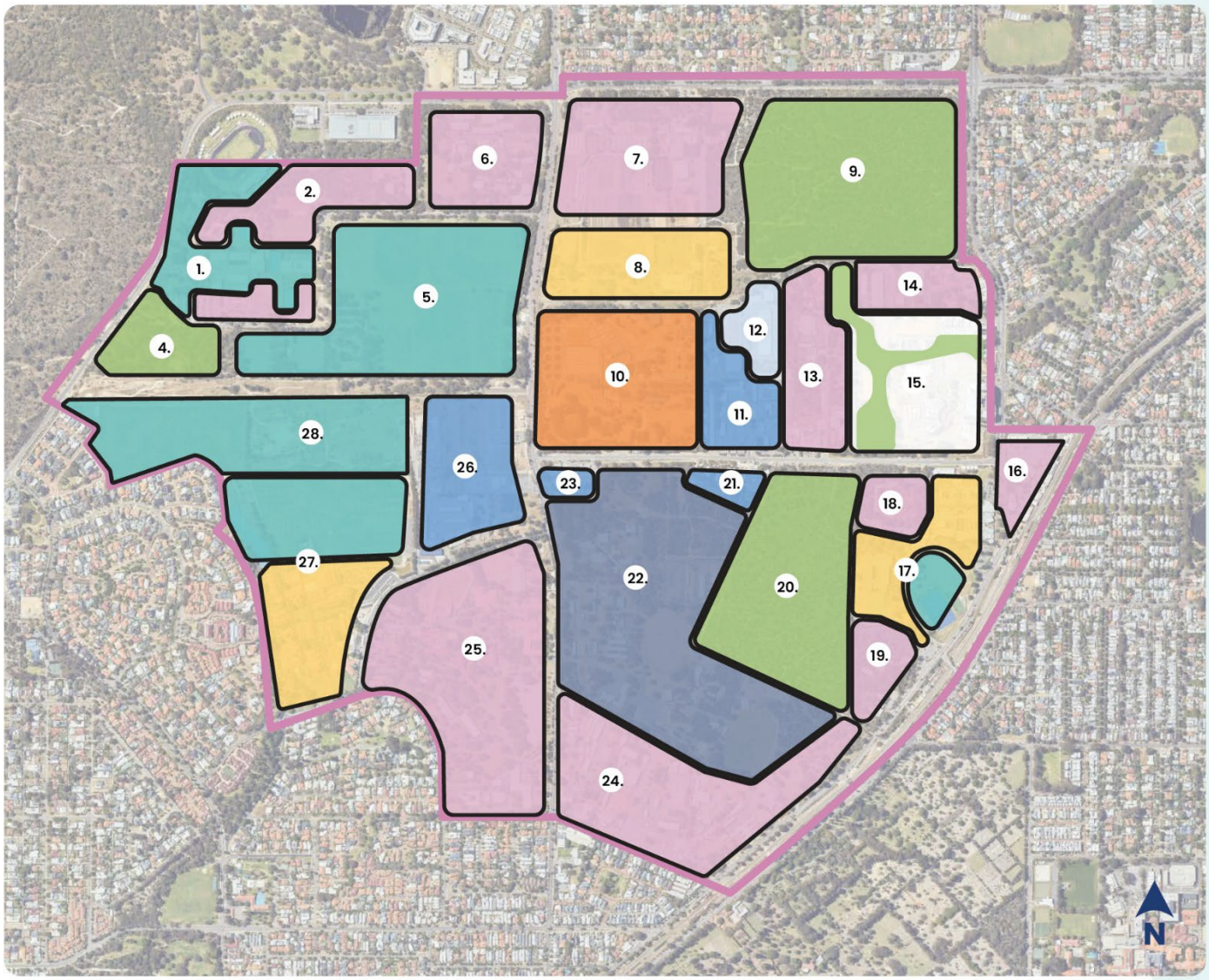
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APPENDIX 1 – Site Specific Analysis

Figure 16 Appendix 1 Map



1 – Existing Athletics Stadium and HBF Stadium

There are no changes proposed to these facilities but an opportunity surrounding these facilities has been identified.

2 – UWA Sports Park North

Underutilised land on this site can accommodate further sports uses, associated sports retail, consulting and can accommodate office and residential uses above. Sporting associations have their offices on this site and they may be accommodated in new mixed-use buildings with short- and long-term accommodation above the office uses.

3 – UWA Sports Park South

Like the UWA Sports Park North site, this site can also accommodate further sports uses, associated sports retail, consulting and can accommodate office and residential uses above. Sporting associations have their offices on this site too and could again be accommodated in mixed-use development.

4 – UWA Sports Park Retainable Bushland

A significant amount of Bushland sits within the southwest corner of the UWA Sports Park. The City recommends this bushland be retained as it contributes towards the Broad Linkages identified in the Greenways Plan.

5 – UWA Hockey, Playing Fields and Athletics

These facilities are recommended for retention. The Playing Fields, Hockey facilities and associated buildings provide an important drawcard to the area and could provide open space and recreation opportunities to future residents of the area.

6 – CSIRO Site

The CSIRO Site is suitable for mixed-use and residential development complimentary to the existing developments on the former Perry Lakes Stadium Site.

7 – UWA Shenton Park Field Station North

This site would be suitable for mixed-use and residential development. The site is south of an existing residential area and has no residential development to the south so may suit taller buildings as there will be little impact from overshadowing. Consolidation of the Field Station south of this site will provide a visual buffer to the Subiaco WWTP.

8 – UWA Shenton Park Field Station South

If UWA consolidates its research facilities on the south side of the current Field Station site, it would abut the Subiaco WWTP. This consolidation would help mitigate negative impacts on residential use, even if odour emissions are captured. The consolidation of the Field Station is supported.

9 – Underwood Avenue Bushland

The site is currently designated as Bush Forever under State Planning Policy 2.8 – Bushland Policy for the Perth Metropolitan Region (SPP 2.8). According to the Department of Planning, Lands and Heritage Bush Forever Audit 2021, the Underwood Bushland requires a "Negotiated Planning Solution" (NPS) which has not yet been advanced. This bushland is highly valued by the local community, who have strongly advocated for its preservation. The City supports retaining the bushland.

10 – Subiaco WWTP

The WWTP is a significant piece of infrastructure servicing the Western Suburbs of Perth and is unlikely to close or relocate. The WWTP is the subject of an MLP process which proposes to encapsulate the facility for odour management and install solar collectors.

11 – Water Corporation Service Commercial Area

The City has the view that in increasing the residential population of the area, residential amenities need to be improved and there should be a reduction in industrial and utility uses in the area. However, in proximity to the WWTP, there is little opportunity for amenity improvements and thus, consolidation of industrial and utility uses close to the WWTP should be encouraged. The City recommends that this site retain utility uses and consolidate other utility and industrial uses to allow renewal of land further from the WWTP. The site currently accommodates Water Corporation workshops, storage facilities, a bus depot, the Cat Haven, and a data centre.

12 – Community Site

Consolidation of utility and industrial use in the Water Corporation Service Commercial Area will allow for repurposing or development for community use. The Community site sits centrally between Montario Quarter and the urban development opportunities north of the UWA Research Facility. An existing indoor sports and gym facility sits on this site and is recommended for retention. An office, workshop and vacant site make up the remainder of the Community site. The indoor sports facility is important for the community and adds character to the area by way of its industrial appearance, being a former workshop. This site would suit civic uses, libraries, places of worship and the like, providing a good transition between the industrial uses on the west and residential and mixed-uses on the east.

13 – Bedbrook Place

Lots facing Bedbrook Place are proposed to have increased mixed-use and residential components that would integrate better with Montario Quarter adjacent to these lots. The existing uses include respite centres, disability accommodation and hospice. These facilities are compatible with residential uses, and a reduction in industrial and utility uses would greatly increase the amenity of these existing uses.

14 – Alinea Orton Road

Lots north of Orton Road provide an opportunity for mixed-use development that can integrate seamlessly with Montario Quarter. The owners have proposed an increase in residential uses and aged care accommodation, which is consistent with the aims of the Master Plan.

15 – Montario Quarter

No change to the ongoing development of Montario Quarter is proposed. Montario Quarter is an example of the type of development that the Master Plan encourages in areas marked as Urban on the Land Use Plan.

16 - Shenton Park North Site

For the site bordered by Selby Street, Stubbs Terrace, and the Local Government boundary with Subiaco, this site has a newly established substation, emergency services depot and offices for Autism WA. However, this site is within the 250m walkable catchment of Shenton Park Train Station and would be suited to high-density residential development at some point in the future. The feasibility of relocating a substation is unlikely to succeed in the short term, given examples of the difficulties of similar situations on land with more opportunity and value.

Examples include the challenges faced with the relocation of a substation at the former East Perth Power Station and the unfavourable retention of the Cannington substation in the Canning City Centre. The two other uses may face less restrictions to relocation.

17 – Shenton College

No changes proposed. The school is an important asset to the community and may need to increase capacity or be accompanied by another school to cater to an increased population in the Master Plan Area and other parts of the Western Suburbs.

18 – SOAMH Site

The Master Plan supports Graylands being consolidated or relocating. The City would advocate for the SOAMH Facility being consolidated into Graylands, QEII or elsewhere to free up this site for transit-oriented development. This site is located close to Shenton Park Station and Montario Quarter.

19 – Pathways and WACHS Site

Like SOAMH, the City expects that the current uses on this site could be consolidated into Graylands or relocated to the QEII Medical Centre. This site would also be suitable for transit-oriented development.

20 – Shenton Bushland

No changes proposed. Shenton Bushland is designated as Bush Forever and shall be retained. The site contributes towards the broad linkages identified in the Greenways Plan.

21 – Dogs Refuge

This site is too close to the WWTP to be suitable for residential uses and is recommended to be designated as Service Commercial to retain the current use. Future planning may need to carefully consider the site due to potential noise issues and the spiritual and cultural value of the place which contains a pet cemetery.

22 – ADF Irwin Barracks

This site is ideal for large scale residential and mixed-use development; however, it is unlikely that the facility would be relocated or closed. The Master Plan factors in the retention of the ADF Barracks and recommends defence housing on the south and eastern edges (Site 24).

23 – Recycling Facility

This site has been designated as service commercial and is expected to continue in its current use. There is limited ability for an increase in residential amenity on this site due to its proximity to the WWTP.

24 – ADF South

It is unlikely that the ADF would relocate or close the Irwin Barracks. To make use of the location close to Karrakatta Station, the City recommends defence housing and mixed-use development be located along the south and eastern edges of the site. This should be considered by the ADF to enhance their use of the site and contribute positively towards the desired future character of the area.

25 – Graylands Hospital

Graylands Hospital is expected to consolidate its facilities on the northern half of the site, however, previously it had been slated for closure. The City supports medium density residential development on the southern portion of the site and mixed use along the interface with Brockway Road. If Graylands is closed, the City recommends high density residential and mixed use on the northern half with adaptive reuse of the heritage buildings on site.

26 – Western Power Mount Claremont, PTA, City of Nedlands and Police Site

For the Western Power, Bus Depot and future Therapeutic Riding Centre along Brockway Road, the City envisions this land continuing in its current uses and being designated as service commercial. The existing Western Power substation is unlikely to relocate given the significant infrastructure on the site. Additionally, this site is less attractive for redevelopment as it is adjacent to the WWTP. Alternative scenarios could see the site include either urban development or recreation facilities with the exception of the Western Power Substation and PTA Bus Depot which are expected to remain.

27 – John XXIII College

No change proposed. Like Shenton College, this school is an important asset to the community and may need to increase capacity or be accompanied by another school to cater to an increased population in the Master Plan Area and other parts of the Western Suburbs.

28 – Christ Church Grammar Playing Fields

The City supports the establishment of playing fields and the proposed east-west vehicle connection through the site. The future playing fields will be an important asset to the community and contribute towards the area's status as a hub for education and sporting.

APPENDIX 2 – Site Measurements and Percentage of the Master Plan Area

The following table shows the current ownership and management of sites within the Master Plan Area. The sites referred to in this table follow existing boundary lines.

Master Plan Land Parcels		
Owner - Site	**Approximate Size (ha)**	**Approximate percentage of Master Plan Area**
UWA - Sports Park	54	12.7%
Sports Centre Trust – Athletics Stadium	3.2	0.8%
ADF - Irwin Barracks	62.6	14.7%
DoH - Graylands Hospital	29.1	6.8%
John XXIII College	23.9	5.6%
CCGS - Playing Fields	24.6	5.8%
UWA – Shenton Park Field Station	26.7	6.2%
UWA - Underwood Ave Bushland	35.2	8.3%
Water Corp - Subiaco WWTP	19.5	4.6%
CoN - Shenton Bushland	21.4	5%
DoE - Shenton College	14.2	3.3%
Various - Montario Quarter Development Area	16.3	3.8%
CSIRO	11.1	2.6%
Western Power - Substation Mount Claremont	2.9	0.7%
DoH - Selby Older Adults Mental Health Service	3.4	0.8%
DoH - WACHS and Pathways	4.3	1%
Dogs Refuge	2.2	0.5%
Water Corporation - Industrial, Commercial Area and depot	10.2	2.3%
Other Land Parcels, Roads and Reserves	62.1	14.6%
Total Area	427	100%

Table 2 Major Land Parcel Size and Percentages

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No	Submitter Details	Support, Object, Neutral?	Submission	Officer Response
1	Department of Planning Lands and Heritage - Aboriginal Heritage Team	Neutral	Thank you for your correspondence dated 20 January 2025 seeking comment from the Department of Planning, Lands and Heritage (DPLH), Aboriginal Heritage Conservation team, regarding the draft Mt Claremont Master Plan. A review of the Register of Places and Objects, as well as the DPLH Aboriginal Heritage Database, concludes that the subject area intersects with Aboriginal heritage Places Shenton Park Scarred Tree (ID 3549), Lemnos Street (ID 3763), Underwood Avenue Camp 1 (ID 19934) Underwood Camp 2 (ID 19935), Underwood Avenue Jarrah Trees (ID 19936) and Underwood Avenue FS4 (ID 20059). However, these places have been assessed by the Aboriginal Cultural Heritage Committee as not a site as they do not meet section 5 of the Aboriginal Heritage Act 1972 (AHA). Therefore, based on the current information held by DPLH, no approvals under the AHA are required for the proposed development. I also advise: ▪the approval of the Mt Claremont Master Plan does not impact the Aboriginal heritage of the area; ▪Given that the approval of the Mt Claremont Master Plan may facilitate development in the area any future proponents should contact the Aboriginal Heritage Conservation Team for their own advice prior to the commencement of works; ▪It should be emphasised to the proponents that the approval of the Mt Claremont Master Plan does not count as approval under the AHA.	It is noted that no approval under the Aboriginal Heritage Act is required at this time but that the City should continue to refer proposals within the area to DPLH's Aboriginal Heritage Division, should information change or should proposals require approval/assessment.

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			DPLH also advises the City of Nedlands regularly checks the Aboriginal Cultural Heritage Inquiry System (ACHIS) should new Aboriginal Cultural Heritage be reported within your subject area. You can search ACHIS by using the following link: Aboriginal Cultural Heritage Inquiry System.	
2	Department of Energy, Mines, Industrial Regulation and Safety	Neutral	Thank you for your email dated 15 January 2025 and the opportunity to comment on the Draft Mt Claremont Master Plan. This proposal does not raise significant access concerns regarding mineral or petroleum resources, geothermal energy or basic raw materials and Department of Energy, Mines, Industry Regulation and Safety lodges no objections.	Noted.
3	Department of Water and Environmental Regulation	Neutral	Thank you for the above referral. The Department of WA Green Ways Environmental Regulation has considered the proposal and has no objections and no further comments.	Noted. However, other Planning Proposals such as Scheme Amendments, Strategies or DAs may require referral.
4	Department of Health - Environmental Health Directorate	Neutral	Thank you for your letter dated 15 January 2025, requesting comment from the Department of Health (DoH) on the above proposal. The DoH provides the following comment: 1. Odour Buffer The DoH is mindful that whilst odour alone may not result in any physical health impacts or risks, exposure to persistent nuisance odours often causes individual and community stress and anxiety, which may give rise to physical illness. In order for the Subiaco wastewater treatment plant 'odour buffer' to be relaxed or removed in the future, it must be demonstrated that the impacts and risks to public health arising from odour emissions are appropriately managed. 2. Contaminated Sites The DoH is aware of a number of contaminated sites within the Master Plan area which are recorded on DWER's Contaminated Sites Database. In addition, there may be other contaminated sites that do not appear on DWER's public access database but may still be subject	Thank you for your comment The City respects that the odour buffer is there for a reason and does not seek to make changes to the Odour buffer or allow sensitive development within the buffer area. The City does however acknowledge that a Market Led Proposal is under assessment by the State Government which proposes to reduce the odour buffer and implement an encapsulation solution. The City is considering the opportunities that would exist under that scenario. Contaminated sites do pose a challenge within the Master Plan Area. This is something that will need to be carefully considered in the future planning of the area. There are methods of decontaminating sites, and this can somewhat fall down to whether it would be economic to remediate sites in order to facilitate sensitive development or if other land use outcomes should be contemplated on the sites that require less remediation. Detailed investigation and planning would be required to address this, however the level of planning required is beyond the scope of the Master Plan.

			to other important classifications and development constraints. Any rezoning or development of land for a more sensitive land use should include an assessment of the suitability of that land for that use. This should include, in the first instance, a due diligence review of available contaminated sites information. The proponent should obtain a Basic Summary of Records relating to the land and its surroundings to complete their assessment of the site's suitability for a rezoning to a more sensitive land use: Schedule 1 — Forms (www.wa.gov.au) . Under section 11 of the Contaminated Sites Act 2003, if a site is 'known or suspected' of being a contaminated site, it should be reported to DWER. The DoH is mindful that the storage and use of agricultural chemicals, fuels and wastes are associated with contaminated sites, and other hazardous materials including asbestos should be safely removed from any buildings and structures prior to their demolition and clearance, to avoid the creation of new contaminated sites. 3. Separation Distances The EPA (2005) guideline 'Separation Distances between Industrial and Sensitive Land Uses' (section 2.1) recommends that appropriate separation/buffer distances should be established around land uses where there may be significant off-site impacts. The DoH recommends that the potential off-site impacts (dust/fumes, odour, noise, light) are considered prior to determining the suitability of any site for rezoning and development, in order to minimise the impacts and public health risks arising from the encroachment of incompatible land uses. 4. Water Supply and Wastewater Disposal In terms of water supply and wastewater disposal, the DoH has no objection to the draft proposal subject to connection to drinking water and sewage services provided by a licensed service provider. 5. Medical Entomology	Note the separation distances. These will need to be considered in more detail with structure planning. Notes that mosquito habitat needs to be considered in locating sensitive land uses near waterways. This includes natural and constructed waterways. There is potential for the Wastewater Treatment Plant to be an affected site. Encapsulation of the Wastewater Treatment Plant could eliminate this issue.

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			To protect the health and lifestyle of communities, land use planning decisions must include consideration of the proximity to breeding habitat of mosquitoes and whether mosquito management, if required, will be: ▪ Effective ▪ Appropriately resourced ▪ Approved by the relevant environmental agencies. Mosquito breeding sites may be either natural wetlands or constructed water bodies. For this reason, careful planning and consideration must be given to the design and location of 'liveable' communities and social infrastructure, such that there are buffer zones between water bodies and developments that reflect mosquito dispersal distances. Should you have any queries or require further information, please contact System Performance on 9222 2000 or eh.eSubmissions@health.wa.gov.au.	
5	University of Western Australia	Support	UWA COMMENTS – CITY OF NEDLANDS MOUNT CLAREMONT MASTER PLAN Thank you for the opportunity to review the draft Mount Claremont Master Plan (draft Master Plan) and the extension of time to submit our comments/feedback. First, I would like to acknowledge the City of Nedlands (City) excellent work on the draft Master Plan. It is great to see a long-term, cohesive vision for the future of the Mount Claremont area, particularly in relation to key sites owned by UWA, such as the UWA Sports Park and the Shenton Park Field Station site. UWA has no objections to the proposed draft Master Plan. However, we would like to offer the following comments and recommendations for the City's consideration.	The City thanks UWA for their support in the Master Planning process. The Master Plan scope is fairly constrained at present and thus detailed traffic investigations are not being completed at present. The Master Plan does recognise the importance of doing this work and recommends that detailed studies and plans for traffic management be formed before progressing to structure planning. It is agreed that encouraging east west pedestrian and cycling transportation may result in the need for grade separated crossings at Brockway Road and Selby Street. These should be identified in the Master Plan. The Vehicle Access Plan for UWA's sports park has been prepared to be consistent with the Venues West Master Plan. This will be reviewed to ensure consistency. Roads across the other UWA owned land is considered long term and subject to future planning proposals by landowners and should not be construed as City roads to be constructed in the near future. Agree that the Master Plan does need to mention parking, particularly in regard to large events that take place at the Sports Park. The Master Plan review should consider City led parking.

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			Vehicle Access Section: ▪ The traffic scenarios are a crucial component. The draft UWA Sports Park Masterplan currently being developed recommended engaging a traffic analyst, as the area has the potential to become a mid-tier transit route, which should be incorporated into the updated draft Master Plan. The entire precinct surrounding and within the UWA Sports Park needs to be considered holistically, particularly with regard to the potential impacts of new land uses or sports facilities. It is recommended that further analysis of traffic issues and safety be conducted, including a clearer hierarchy of roads, identification of one-way roads, dedicated bus lanes, and proposed intersection types along Brockway. Additionally, a more comprehensive approach to pedestrian movement across the site should be adopted, including the strategic placement of a pedestrian bridge over Brockway. ▪ Figure 10 appears to show some of the road links overlapping UWA's infrastructure. It is recommended that this be reviewed and corrected as necessary. ▪ The draft Master Plan does not mention parking. It would be beneficial for the City to acknowledge the need for parking within the Master Plan. Ideally, UWA should not bear the sole responsibility for this in the future, and it would be advantageous for Brockway to include parking, given the significant community use and impact of the UWA Sports Park. Active Transport Section: ▪ UWA has strong concerns regarding the proposed ""potential shared path"" located between the Shenton Park Field Station site and the WWTP. Since both areas are highly restricted, the shared path in this location would offer little benefit. Given that another proposed pathway is located to the north of the reduced Shenton Park Field	The shared path between the WWTP and Field Station is the shortest distance route between Montario Quarter and the UWA Sports Park. The path would be on an existing road reserve and is unlikely to be impacted by the WWTP and Field Station any more than the existing path on Brockway Road. Support for Public Transport noted. Conservation map is to be reviewed following comments from the public and UWA. Although the City would like to see additional bushland retained in the Underwood Bushland site, the City does need to show the current negotiated planning solution for the Underwood Bushland site. Support for Mixed-use Sports Village within the Sports park is noted. Naming convention issues noted. These will be amended. Note that the CSIRO site is earmarked for a biomedical precinct. This should be noted on the land use plan and text updated to reflect this.

			Station site, I recommend removing this proposed pathway from the Active Transport Network Plan. Public Transport Section: ▪ UWA fully supports and aligns with the need for improved public transport, particularly the connection to the UWA Crawley Campus. This enhancement would greatly improve the student experience and increase overall participation. Bush Forever Section: ▪ Appendix 1, Item 4 expresses the City's desire to retain this land as Bushland. However, in the draft UWA Sports Park Masterplan, we have designated it as a Future Development area. There appears to be a need for alignment on this matter. Given its proximity to the hockey turfs and the potential need for future expansion, it is recommended that the City consider designating part of the area for "Recreation/Playing Fields" or "Urban" development while retaining some portions as Bushland. This would provide a more balanced approach and solution. Opportunities Section: ▪ The concept of a mixed-use sports village, offering both short and long-term accommodation, is an exciting prospect. In 2025, UWA will be developing a 2035 Roadmap for Sport, which will explore opportunities like this, along with potential developments in sports services, community engagement, education, research, and partnerships. Connecting and aligning with entities such as VenuesWest, WAIS, and the City of Nedlands on what might be possible and needed is key to realising this type of sports village opportunity and beyond. Advocacy Section:	

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			▪ Under Point 2 'Advocate for the designation of Underwood Bushland as Bush Forever", it is important to note that the Underwood Bushland is already designated as 'Bush Forever'. However, UWA would like to emphasize that the Bush Forever site is currently subject to a Negotiated Planning Solution (NPS). The draft Master Plan needs to strike a balance between the imperatives of conservation and the legitimate needs for development, where feasible. It is recommended that the City further clarifies that in the event that any modifications to the Bush Forever designation are proposed, it is crucial that such changes prioritise the preservation of the highest quality bushland within Underwood Bushland. Efforts should be directed towards safeguarding these areas to maintain the integrity of the environment, while carefully considering the potential for development in less ecologically significant areas. Appendix 1 – Site Specific Analysis Section: ▪ Figure 16 and area 6 'CSIRO Site"- It is recommended that the CSIRO site should incorporate ""innovation land uses"" as part of the mix of suitable development opportunities in addition to mixed-use and residential development. This consideration aligns with recent developments, as the State Government has announced, on 7 October 2024, a signed Memorandum of Understanding (MOU) between CSIRO and UWA. The MOU outlines plans to activate CSIRO's Floreat site, transforming it into a hub for the emerging biomedical industry precinct. This strategic partnership underscores the potential for innovation-driven growth in the area and should be reflected in the planning for the CSIRO site. Including ""innovation uses"" within the development mix would not only support the evolving biomedical sector but also enhance the broader goal of fostering cutting-edge research and development.	

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			The State Governments announcement can be accessed here: https://www.wa.gov.au/government/announcements/new-biomedical-research-hub-planned-floreat Naming Conventions and Identification of UWA Sports Park: ▪ There seems to be a need for a consistent and agreed-upon approach for naming and defining UWA Sports Park and how the land currently leased to VenuesWest is identified. ▪ Figure 4 (Pg 17), Figure 5 (Pg 20): These should be named UWA Sports Park rather than UWA Hockey, Playing Fields, and Athletics for consistency. ▪ Pg 24: There are multiple references to ""Sports Park"" in the text. It is assumed that these should be updated to UWA Sports Park for clarity and consistency. ▪ Appendix 1: Items 2, 3, and 5: The naming conventions in these sections could be reviewed and aligned to better recognise the area known as UWA Sports Park, with other parcels identified as the VenuesWest lease or acknowledged as part of the wider UWA Sports Park precinct. This would provide a more consistent and clear understanding.	
6	QEII Medical Centre Trust	Support	Thank you for your letter dated 15 January 2025 and the opportunity to comment on the Mount Claremont Draft Master Plan 2025 (DMP). The QEIIMC Trust Board (Board) met yesterday – Wednesday 26 February 2025 - and considered the City of Nedlands planning process for the Mt Claremont locality. The Board: ▪ notes the QEIIMC land is not within the boundaries of the DMP or directly impacted by the DMP; ▪ supports any proposals for transport improvements and synergies, active and public, thatencourage and assist mobility improvements not	Note support for transport improvements in the area that will benefit QEII Medical Centre. Note the Improvement plan is close by and there are opportunities and constraints posed by the proximity of the QEII-UWA Precinct.

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			just for the immediate QEIIMC precinct, but alsoadjacent precincts including the City of Nedlands; and ▪ notes the new State Government Improvement Plan 63 for the UWA/QEIIMC precinct andencourages the planning by the City of Nedlands for the Mount Claremont area to recognise and address this as may be appropriate, noting the potential opportunities that the Improvement Plan63 may provide for the Mount Claremont as a precinct in close proximity to UWA/QEIIMC. The Board wishes the City of Nedlands success in finalising this important planning process.	
7	Department of Biodiversity, Conservation and Attractions	Neutral	Draft Mt Claremont Master Plan In reference to your correspondence dated 15 January 2025, the Parks and Wildlife Service of the Department of Biodiversity, Conservation and Attractions (DBCA) provides the following comments. Bush Forever Sites DBCA notes that the Master Plan provides for the retention of Bush Forever Site 218 and Bush Forever Site 119 (following the completion of a negotiated planning solution) within public open space. It is the department's expectation that appropriate environmental management plans for the management of the retained bushland areas will be developed and implemented, including the management of the boundary interface, to ensure that the impact of future development on the bushland is minimised. Future planning for the site should demonstrate that adequate separation is provided for bushfire protection between future development and bushland reserves, and that all bush fire protection requirements are provided within the development land and do not place reliance or impositions on the management of the natural areas. The department supports having a perimeter road between	Note the Bush Forever site at Underwood Avenue which is subject of a Negotiated Planning Solution. Environmental Management Plans are beyond the scope of the Master Plan which is less detailed. Such exercises may need to be undertaken at the Structure Planning or subdivision stage. Support for road between bushland and development is noted. Vegetated sites may need to be considered by the EPA or DBCA in any statutory proposals. The City notes that bushland in the area is valuable for the Carnaby's Cockatoo. The City is seeking to protect bushland in the Master Planning process. The City notes that furthermore detailed planning may need to include consultation or approval with the Commonwealth Department of Climate Change, Energy, the Environment and Water.

			development and bushland reserves, for reasons of public safety, protection of bushland and fire safety for residents. Remant Vegetation The proposed urban and mixed-use zones include areas that contain native vegetation. Detailed Fora, Vegetation and Habitat Assessments consistent with Environmental Protection Authority Guidance will need to be undertaken to guide the future planning for the site. Black Cockatoo habitat Several recorded Carnaby's Cockatoo roosting sites occur within the Master Plan area. A Carnaby's Cockatoo nesting site has also been recorded in close proximity, and the area supports foraging habitat for threatened Black Cockatoo species. DBCA recommends that the planning for the site makes every effort to retain black cockatoo habitat. The cumulative impacts associated with the loss of black cockatoo habitat is reducing the amount of habitat and reducing the number of birds that can be supported in the region. In the respective black cockatoo recovery plans, they note that reversal of threats (including loss of habitat) is required before significant increases in the cockatoo populations can occur. The Recovery Plan's identify the need to protect and manage as much habitat as possible to minimise the impacts of habitat loss. Therefore, all remaining resources are significantly important to black cockatoos. If trees with suitable hollows are identified and are proposed to be cleared within the breeding period, they must first be inspected by a suitably experienced fauna specialist to ensure that nesting is not occurring. If the inspection identifies nesting birds, a section 40 authorisation under the WA Biodiversity Conservation Act (BC Act) will be required. Where nesting is occurring, trees are to be demarcated and avoided, until after the cockatoos have naturally completed nesting (i.e. chick has fledged and dispersed from the hollows	

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			Given the development may result in direct and indirect impacts to occurrences and habitat of threatened fauna species (black cockatoos) listed as threatened under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act), proponents should contact the Commonwealth Department of Climate Change, Energy, the Environment and Water for further information on their referral responsibilities. Native Vegetation Clearing Any proposed clearing of native vegetation associated with the developments withn the Master Plan Area should be undertaken in accordance with the Environmental Protection Act 1986 (EP Act) and Environmental Protection (Clearing of Native Vegetation) Regulations 2004 and should be discussed with the Department of Water and Environmental Regulation.	
8	Town of Cambridge	Neutral	Attention Strategic Planning Team, Thank you for the opportunity to provide feedback on the draft Mt Claremont Master Plan. I understand that the survey for the Plan has already closed; however, we respectfully request that the City of Nedlands consider our late comments on the Plan. Please note that these comments represent an Administration response and have not been reviewed or endorsed by our Council. Traffic and Transport Modelling A key observation with the draft Mt Claremont Master Plan is the absence of detailed traffic and transport modelling to assess the impact of the proposed urban development on the local and regional road network. Given the scale of the proposed changes, including increased residential development and potential commercial activities, there is a strong likelihood that traffic volumes will rise within the City of Nedlands	Late comments from the City considered. Note this is an administration response. The Master Plan is a high level document covering a range of topics and is the first step towards potential development in the area. The Master Plan makes recommendations that detailed traffic studies and plans be prepared prior to any structure planning. Notes that the Town of Cambridge is satisfied that land uses along the northern edge of the Master Plan are consistent with those on the Cambridge side, however density transition will need to be considered by the Town when structure planning proposes specific densities and heights. Support for greenways and retention of the Underwood Avenue Bushland is noted. Context considerations in the Master Plan are light on detail but much of this will be improved as further studies particularly around traffic and economics are completed. Economics and surrounding context may be accommodated within the City's next local planning strategy which has a much wider focus and considers regional impacts and needs.

			and spill over into adjacent areas, including the Town of Cambridge. Without this data, it is difficult for the Town to provide informed feedback on the potential traffic impacts of the Plan, although it is noted that traffic assessment information will likely be prepared as an action from the Plan and inform future scheme amendments and structure plans for the area. The Town would appreciate the opportunity to review such information and provide formal comments at that time. Land Use Compatibility The proposed land uses within the Draft Mt Claremont Master Plan are generally consistent with the abutting zonings within the Town of Cambridge. The compatible residential and mixed-use proposals create a smooth transition between the two local government areas, aligning with existing zoning patterns while supporting the City of Nedlands' urban growth objectives. Again, when more certainty is provided in a scheme amendment or structure plan, the Town can comprehensively review the details and make comments. Environmental Considerations The retention and enhancement of green spaces, particularly the protection of the Underwood Avenue Bushland and the creation of ecological linkages between Bold Park and Kings Park, is supported. These initiatives provide regional environmental benefits and must be prioritised in implementation planning. Context Considerations The background information in the Plan does not appear to consider the broader context of surrounding land and neighbouring planning strategies for future development impacts, both to the area and from the area. This would be a strong consideration of the Town when reviewing any scheme amendment or structure plan for the Plan area when more	

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			details are presented. While it is understood that the draft Mt Claremont Master Plan is a high-level plan presenting a strategic vision for the area, the lack of detail from a planning implementation perspective makes it difficult for the Town to comment on it. Please feel free to contact me if you have any questions regarding the comments provided.	
9	City of Subiaco	Support	General: 1. The draft Mount Claremont Master Plan (draft Master Plan) area borders the City of Subiaco's (the City) suburbs of Shenton Park, Daglish, and Jolimont to the west. The City is both a neighbouring local government and a lessee of land within the draft Master Plan area. The City acknowledges that the draft Master Plan is a high-level, and non-statutory document. The City recommends that the City of Nedlands continues to engage with the City, both as a neighbouring local government and a lessee, during the preparation of statutory plans and the implementation of the Master Plan. 2. The City supports the approach to use the draft Master Plan's vision as a basis of forming statutory documents (through the Local Planning Scheme and a Precinct Structure Plan). Planning: 3. The City supports the alignment between the draft Master Plan and the City of Subiaco's Local Planning Strategy (Strategy) at the City's western interface, specifically including: - the greened corridors abutting Jolimont and connecting into Daglish. - the pedestrian priority areas running north-south along Selby Street in Jolimont and Daglish. - the pedestrian priority area connecting along Aberdare Road in Shenton Park.	The City notes that the City of Subiaco is highly involved in the Master Plan Area because of its interface and leases. Note support for the current planning approach and alignment with Subiaco's Local Planning Strategy. Medium density coding adjacent to Montario Quarter provides good transition from higher density MCMP area. City of Subiaco is concerned about mixed use development on Orton Road and WACHS site. The Orton Road site butting Subiaco is currently subject to a structure plan and thus the Master Plan is unlikely to alter that interface. Regarding the WACHS site, the City is of the opinion that this site has a reasonable buffer from low density areas east of the railway line. The location is also very close to a train station where density should be encouraged. Note that Selby/Nash Intersection requires improvement. The City of Subiaco supports new proposed roads.

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			4. The Strategy includes a targeted growth area in Daglish, linking it to the southern section of Montario Quarter. This interface has land zoned R80 and R60 in Daglish, adjacent to Montario Quarter, aligning with the anticipated growth for that area in the draft Master Plan. 5. The draft Master Plan proposes Urban (residential and mixed-use) development north of Montario Quarter and south of Shenton College. Both of these precincts directly abut low-density residential areas across Selby Street in Daglish and Stubbs Terrace in Shenton Park, zoned R15 and R20. In these areas, it is advised to consider the interface with low-density residential zones to ensure respect for the existing low density character. Transport and vehicle access: 6. The City supports the proposed improvements to vehicle access, active transport, and public transport as a way to reduce traffic congestion. The City's road network and intersections, including Railway Road, Aberdare Road, Selby Street, and Nash Street, are currently heavily congested. A carefully planned and structured active and public transport network within the draft Master Plan area can help to reduce this. 7. Detailed assessment is required to determine the impact of any land use changes on the surrounding network and the appropriate mitigations to account for those changes. 8. The City recommends including the intersection where Selby / Nash Street and Railway Road meet within Figure 10 'Vehicle Access and Intersection Treatments', as there is potential for improvement. 9. The High Frequency bus route and Mid-tier transit routes identified within Figure 4 'Master Plan', need to be planned with the City (and other relevant authorities) where it interfaces with the boundaries on the eastern edge of the draft Master Plan area – Aberdare Road, Railway Road, Selby / Nash Street.	

			10. The proposed shared paths, identified in Figure 7 'Active transport' connecting to Hay Street, Railway Road and Aberdare Road need to be planned with the City to align with the City's Bike Plan and ensure continuity beyond the boundaries of the draft Master Plan area. 11. It should be noted that the City's planned Active Mode upgrades (proposed shared path) along Selby Street that are identified in this draft Master Plan are not built nor funded within the City's budget. 12. As the draft Master Plan develops into future statutory documents and development occurs, vehicles related to the works are expected to park according to local parking laws within the City. Environment: 13. The City commends the inclusion of greenways for the movement of fauna within the draft Master Plan area. The City of Nedlands is encouraged to refer to the City's Strategy to inform the draft Master Plan to ensure the coordination of the green linkages connecting into the City's jurisdiction. 14. Areas identified for street tree and bush planting on the City's boundary, such as Nash Street and Stubbs Terrace / Railway Road, should be approached holistically and in collaboration with the City to ensure alignment. 15. The City supports the inclusion of bush forever considerations and environmental sustainability with the draft Master Plan's scope. Although these are not statutory considerations, their context and provision are important when guiding future development in the City of Nedlands. 16. The City recommends that any pursuant statutory planning documents based on this draft Master Plan, should incorporate contemporary and best practice sustainable design controls. Recreation and playing fields: 17. The City commissioned a 2022 study on public sport spaces in Subiaco 'Future Requirements for Sports Space 2022 Report'	

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			(Attachment A), considering expected population growth and community use of Subiaco Oval. The study, which included Subiaco and its surrounding local governments, found a shortfall in active sport space. According to Curtin University, there should be 6.5m² of sport space per resident, but the City only has 6.00m², while the City of Nedlands has 10.79m². 18. The City encourages the City of Nedlands to maintain and, where possible, expand the recreation and playing field provision in the draft Master Plan, which also benefits neighbouring local government areas. Public art: 19. The City supports collaboration on plans for areas around Shenton Park and Nash Street Stations as noted in item 5 of the advocacy points. It should be noted the current public art at these stations, commissioned by the Public Transport Authority and created with the local community and City of Subiaco, is due for replacement. Any replacement works should be in consultation with the City of Subiaco's Public Art Reference Group and the original artists. City of Subiaco land holding: 20. The City is both a lessee and potential management body within the draft Master Plan area. Specifically, portions of the land identified in Figure 5 'Land Use' as service commercial, along John XXIII Avenue. The City uses this land for storage and warehousing of vehicles and other goods. 21. This parcel of land is reserved under the Metropolitan Region Scheme (MRS) for Public Purpose – Hospital. The draft Master Plan document states for site 26 (in Appendix 1) that "the City envisions this land continuing in its current uses and being designated as service commercial." The City supports an amendment to the MRS and the zoning of the land under the City of Nedlands planning framework.	

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			22. Currently, the land uses on site do not align with Public Purpose – Hospital. Some of the existing land uses include warehouse/storage and transport depot. In the City of Nedlands Local Planning Scheme, they are classified as D and X uses in the service commercial zone, respectively. This conflicts with the City of Nedlands' intention to maintain the current land uses. The City supports retaining the existing land uses in this area and recommends the draft Master Plan and zoning to better reflect these existing uses. 23. Figure 13 demonstrates constraints within the draft Master Plan area, with one identified over the 'service commercial' area. Any further investigation should be done in consultation with landowners and lessees to ensure no impact on existing operations. 24. The City supports creating new vehicle access roads: - running East-West connecting Stephenson Avenue and Brockway Road (New Road) - running North-South connecting John XXIII Avenue and the New Road provided that the lot boundaries are not impacted. Attachment A. City of Subiaco Future Requirements for Sports Space 2022 Report	
10	WA Country Health Service	Neutral	Thank you for your letter dated 15 January 2025 and for the opportunity to provide feedback on the Draft Mt Claremont Master Plan. WA Country Health Service (WACHS) acknowledges the intention behind the proposed development in creating a vibrant, sustainable community that will enhance the local environment, infrastructure, and access to essential services. As a major healthcare provider in regional WA, WACHS values initiatives that are community centred and prioritises the health and well-being of residents. WACHS is currently located at Grace Vaughan House (GVH) building at 233 Stubbs Terrace, Shenton Park and supports the logistics for 200	Note the concerns of the WACHS. The proposed Mixed-Use redevelopment of this site would need the full support or initiation by WACHS. The City of Nedlands would not be able to force a relocation, nor is it the City's desire to do so. The City is identifying opportunities for the long term.

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			WACHS employees, offering suitable amenities, parking, and access to public transport. It is noted that Shenton Park Rehabilitation Hospital, Graylands Hospital, and Lemnos Hospital are included in the Plan, and their services will remain in place. In the Draft Master Plan, 233 Stubbs Terrace, Shenton Park is marked for high density residential area. Although, GVH is not listed as a heritage building, similarly to the other hospitals, WACHS is supporting regional healthcare service delivery across 143 regional sites. Additionally, consideration must be given to the substantial capital funding or significant lease costs required for relocating WACHS. Any relocation will need to align with the Department of Health Planning and the building's intended function. Following the initial meeting on 21 January 2025 with WACHS officer's and Town Planners, we welcome the opportunity to discuss potential solutions that better address the healthcare service delivery needs and to ensure there is no disruption to the services we provide to the community. To further these discussions, please do not hesitate to contact me.	
11	Main Roads	Neutral	In response to your correspondence received on 9 January 2025, Main Roads provides the following comments regarding the above draft Mount Claremont Master Plan: ▪Transport Impact Assessment (TIA) Consideration should be given to undertaking a TIA in accordance with the WAPC's Transport Impact Assessment Guidelines for future developments in this precinct. The TIA may identify upgrades and mitigation measures. Roads, together with public transport and integrated walking and cycling paths, provide a safe, connected and efficient transport network, as well as access to jobs, schools, commercial centres, community facilities, and open spaces. ▪Principal Shared Path	Acknowledge that further traffic studies and information is needed. Further traffic studies will be conducted prior to structure planning. As the Master Plan is not a statutory document, there are no further requirements at this stage.

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			Main Roads advises that the Principal Shared Path (PSP) abutting Stubbs Terrace is a Main Roads Controlled Path. Main Roads welcomes further engagement regarding the potential future mid-tier transit route proposed to traverse the PSP and railway line. ▪Intersection Upgrades The draft Master Plan indicates potential future upgrades to a number of existing Venues West institutions. Local traffic treatments, and modifications to traffic signals, may require further approval from Main Roads under the Road Traffic Code 2000. Any future proposals for the installation and/or modification of traffic signals must follow Main Roads' Traffic Signal Approvals Policy to obtain approval. Main Roads encourages local government and applications to capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State road network. Further information on the pre-lodgement consultation process can be found on Main Roads website at mainroads.wa.gov.au > Technical & Commercial > Planning & Development. Should the City require further information please do not hesitate to contact Michelle Doherty on (08) 9323 6390. Please ensure a copy of the City's final determination is sent to planninginfo@mainroads.wa.gov.au.	
12	Department of Planning Lands and Heritage - Historic Heritage Conservation	Neutral	Thank you for your letter of 15 January 2025 regarding the draft Mt Claremont Master Plan. The proposed Master Plan has been considered for its potential impact on heritage places within the Master Plan area and we provide the following comments. 1. The 'Heritage' section, on pages 45-46, although comprehensive, does not clearly distinguish between the different heritage listings and implications of these listings. Local Heritage Survey (LHS) places are not heritage protected places (as defined in the Planning and	Heritage information within the Master Plan will be reviewed in light of this advice. The City will in addition look at the area as part of the review of the Local Heritage Survey and incorporate information into future versions of the Master Plan.

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			Development Regulations 2015) and an LHS simply is a record of places that have or potentially have local heritage significance. There are no statutory protections for places included in an LHS. 2. The term 'State Heritage Listings' is not accurate, and instead places that are included on the State Register of Heritage Places should be referred to as a 'State Registered Heritage Place'. 3. The land use changes proposed in the Master Plan may increase development pressure on heritage protected places within the Master Plan area. Implementation of the Master Plan, such as at Precinct Structure Plan stage should consider how built form controls can mitigate impacts on the heritage values of affected places. 4. We encourage the City to review their LHS and heritage list places to ensure consistency with SPP3.5 as part of the implementation action 'review of Heritage Places'. This will ensure places of local significance are protected under the City's Local Planning Scheme and provide certainty to owners. 5. The 'Shenton Park Bushland' and 'Challenge Stadium' are noted in the report as being recorded on inHerit but that they not on the City's heritage list. These listing were created for the City's former Municipal Inventory and inHerit provides a record of this. They are not heritage places. We hope that these comments are of value in the development of the proposed Master Plan.	
13	Venues West	Support	Background The City has prepared a vision for the Mt Claremont Master Plan Area; a 458-hectare site encompassing the eastern portion of Mt Claremont, western portions of Karrakatta and Shenton Park and the portion of Floreat sitting south of Underwood Avenue. Post a presentation of the Master Plan by the City of Nedlands (CoN) to UWA and VenuesWest (VW), CoN has requested feedback on the City of Nedlands Draft Master Plan. VW's feedback follows:	Future residential use in the Sports park shall be noted as complimentary (sports village) Support for Active Transport noted. Event parking to be explored in Master Plan review. Greenways will be reviewed, however there are various opinions on this issue. The City will seek a compromise in reviewing the map. The City will not extend sporting precinct across CSIRO sites. This is not a decision for the City.

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			Land Use ▪Any future residential development would need to align and support the existing sporting and event infrastructure not compromise the use. ▪Consider mixed-use terminology to include the definition of residential to be sporting-associated short-term accommodation, eg Mixed Use Community & Sport Active Transport ▪Mid-tier transport considerations and the opportunity to utilize electrical, driverless shuttle buses, light rail, and electric buses to train stations and business hubs are supported if the business case for this use stacks up. ▪Increased bike pathways is supported. Vehicle Access ▪Access to parking areas and adequate parking for events is essential. ▪Consider the impact of potential residential growth and existing infrastructure such as sports lighting and events that create parking and traffic congestion at UWA Sporting Precinct and Venues West Precinct. ▪VW to provide the Traffic Review Report to guide proposed traffic management opportunities on Stephenson Ave – this will be provided when completed. ▪Dual carriageway to be extended along Stephenson Ave with traffic management at the Perth HPC intersection. ▪A traffic management solution to be implemented along Underwood Ave adjacent to Bendat Basketball Centre. Environment Greenways ▪Reduce the greenway pathways overview to consider existing and proposed infrastructure such as the Athletics Stadium plaza connection to McGilvray Oval and the UWA hockey fields. ▪Consider redirecting the identified greenways across the existing natural habitat across the Perry Lakes bushlands and Bold park.	Renewable facilities may be accommodated in buffer area from WWTP and above WWTP. Aging facilities is outside the scope of the Master Plan. Recycled water use from WWTP is discussed in the Master Plan already. The Urban Sports Precinct currently being proposed is supported by the City. The Master Plan aims to align with plans and will be updated as further information comes to light.

			Bush Forever ▪Provide details for planned Bush Forever Zones and any planned reclassification of native habitat. Sustainability 2 Opportunities ▪Consider extending the sporting precinct across some or all of the CSIRO sites, ▪Consider the plan encouraging sustainable energy precincts, particularly those focused on solar and battery storage, as they are becoming increasingly important in the transition to renewable energy. These precincts are designed to harness sustainable power sources and provide reliable, low-cost energy to various industries and communities. energy precincts, solar and battery. Constraints ▪Review and develop a master plan for future upgrades and replacement of aging water/drainage, gas, and electrical infrastructure to support future developments at the UWA and VW Sporting Precinct. ▪Access to the Water Recycling Treatment plant to extend VW irrigation system. Land Ownership ▪VW has requested the CoN review the naming conventions used in the document to correctly reflect the brands. Public Transport ▪Consider extending or expanding public transport timetables to consider evenings and weekends through to Perth HPC. Heritage ▪Within the Underwood Bushland we understand there are 4 heritage features. The sites are not lodged or registered however hold significance to Traditional Owners. Recommendations/Comments	

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			▪VW requires CoN support for a Federal Government Funding Application for the precinct. ▪CoN has referred to the VW Master Plan when developing the City of Nedlands Draft Master Plan. ▪Engage with VW prior to advocating to the Minister for Transport for improved public transport and main roads upgrades in relation to the master plan's vehicle access plan. ▪Engage with VW when proposing re-zoning of land within VW precinct. ▪Provide VW with the amended naming conventions. ▪Engage with VW on Bush Forever and Greenways pathways. ▪The PHPC Urban Community and Sports Precinct Master Plan synergizes VenuesWest's commitment to world class sport and entertainment experiences and supporting the next generation of athletes through community participation and pathways to elite level sport. By design the PHPC Urban Community and Sports Precinct will integrate gathering opportunities through targeted elite and community sports, meeting hubs, landscaped plazas, hospitality outlets and entertainment spaces further emphasising the importance of community. VW is preparing an application for Federal Government Stream One funding, circa $1.8million to progress the PHPC Urban Community and Sports Precinct to concept design and detailed design. Should you require any additional information, please do not hesitate to contact the undersigned.	
14	Richard Campbell on behalf of the Delegate of the Queen Elizabth II Medical Centre Trust	Support	The Delegate of the QEIIMC Trust has reviewed the Draft Mt Claremont Master Plan and makes the following general comments: - Encourages improved access to and through QEIIMC/UWA precinct for the long term.	Notes support especially for accommodation aimed at QEII/UWA staff.

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			- Supports need for roads and other transport infrastructure supporting long term ease of access to, around and through City of Nedlands generally, and particularly the areas of focus in this Master Plan. - Supports the need for appropriate and planned development allowing maximisation of living in and around and travelling freely through the focus area whilst also assisting QEIIMC/UWA access and liveability.	

For Public Comments please turnover

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15	Public	Neutral	Definite considering regarding water treatment plant No need to loss green land for more housing Road quality needs to be improved Connectivity to train line	Concern for vegetation noted. Road quality is not a planning issue at this stage. The Master Plan is a 'high level' strategic document seeks to improve connections to train stations amongst other objectives.
16	Public	Object	1) Nedlands Council has current pressing issues with its own books and expenditure which need sorting NOW. 2) Residents are sick of Council rate increases - an ageing population many with limited fixed incomes having to accept burgeoning rates to pay for these types of pet projects which are just trying to justify overstaffing at Council. mount Claremont is a highly priced sought after area for a reason, its a wonderful place to live. LEAVE IT ALONE! 3) Any thoughts of reducing the SHIT SMELL ZONE (lets call it what it is not use rubbish words to soften it's impact) must include warning to all future residents and stakeholders that they will be living / working within formerly strict odour no go zones and that that odour can never be guaranteed to be contained. Not doing this will lead to future law suits against Council.	The Master Plan has been identified as a priority in the City's Council Plan. Rates and finances are outside the scope of this consultation. The Master Plan does not seek to make changes to existing residential areas of Mt Claremont. Reducing the odour buffer area is something that would be considered in conjunction with a solution to reduce odours. It is not a City of Nedlands initiative. The City is planning for the scenario where the buffer zone is reduced. It should also be noted that officers deal with expletives from time to time when performing consultation. This is not tolerated by officers.
17	Public	Neutral	Don't understand enough about the plan to have an opinion	Noted. This submission was through the formal submission link, and it does count as a neutral submission.
18	Public	Neutral	Would like to see more thought put into the public parking near the train stations. Also hope to see detail on resolving the traffic congestion at the underpass during Shenton College drop off.	Parking across the MCMP will be further considered post advertising. Additional traffic upgrades to be considered post advertising. For parking at stations, this is in the purview of the Public Transport Authority.
19	Public	Neutral	Am concerned that the traffic will increase substantially around this area. There are already a couple of areas where there are serious bottlenecks during peak hours, such as the turn onto Stevenson from Montgomery (Mt Claremont) and the turn onto the West Coast Highway off Rochdale, as well as the lights at Stevenson/ Brockdale Rds. These need different lights and/or roundabouts. Already the traffic is becoming a problem in these areas.	Officers are aware that the proposed Master Plan does have flow on affects outside the Master Plan Area. Intersection upgrades have been noted, and further upgrades will be considered for addition post advertising.

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20	Public	Neutral	Would like to see a more contiguous link in the bushland between Bold Park and Kings Park . The present plan has urban areas that break up this corridor .	Greenways are identified in the MCMP that link Kings park to Bold Park. These will be refined post advertising to ensure they meet their objectives.
21	Public	Neutral	Please send me more information about this plan.	This request was dealt with. As the request was through the formal submission link, it does count as a neutral submission.
22	Public	Object	Hi my comments refer to areas 2,6, & 7 proposed for development on fig 16 App 1 Map. Environment Fig 11 Greenways Map indicates a linkage through areas 2,6, & 7. This is accurate as I witness daily, Black Cockatoos using these areas to transit between remnant vegetation. This access would be removed if developed. Also the setting of the sporting venues amongst high value remnant vegetation contributes greatly to the attractiveness of these venues. Transport Areas 2,6, & 7 are poorly served by Public transport. People in these areas will use their car as train line is too far away. I have lived in this area for 25yrs and still cannot complete a bike journey to the CBD on dedicated shared paths so am dubious as to the proposed shared paths in the plan. As a result of developments in the old ECU Churchlands, Mt Claremont, Perry Lakes etc. (all car dependent) Brookdale St has become a rat run with long lines of unbroken traffic between sets of traffic lights. Crossing Brookdale using local roads has become problematic if not downright dangerous. This situation will only get worse if the proposed residential developments in the Mt Claremont Master Plan and Floreat Forum take place.	The greenway that flows through 2, 6 and 7 is to be an area of tree and bush retention. The City will refine the MCMP land use plan to reflect the continuous greenways. The City has referred the MCMP to the PTA for comments and acknowledges that further public transport services to new residential areas would be required. A mid-tier transit route is identified. Crossing Brockway Road is a concern that the City will address through identifying locations for grade separated pedestrian access. The Master Plan does not seek to increase car domination. The MCMP has only proposed roads for main access into now infill areas. On a local level, streets are proposed to be slow speed, shared environments and well served by active and public transport. further consideration of the impact of cars shall be considered in structure planning to ensure the area can be developed without increasing car dependence. The City is always seeking to protect and enhance tree canopy through local planning policies and planting initiatives.

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			Finally I would ask that the amenity of existing residents is considered in planning these developments. This area is losing its unique garden suburb persona and will become just another anonymous built up, car dominated precinct.	
23	Public	Neutral	Haven't looked at the plan yet	Noted. This submission was through the formal submission link, and it does count as a neutral submission.
24	Public	Object	I absolutely do not support increased traffic on Brockway/Brookdale streets. And this cannot be ameliorated with more cycle paths or walk paths. I also do not support reduction in bushland. Thanks	Objection noted. The City is working to ensure the Master Plan can occur without drastic increases to car traffic and be the catalyst for a mode shift to public and active transport. The City is seeking to protect bushland throughout the process and will improve on greenways identified.
25	Public	Object	While I'm in broad support of the draft plan I have a big concern with the proposal to increase residential development closer to and around the Subiaco Wastewater Treatment Plant. I have lived in Shenton Park since 1979, and have experienced the odour issues associated with the treatment plant. The Water Corporation has over time reduced escaping foul odours by covering the main aeration tanks etc. However the human nose is a particularly sensitive organ and can detect very small concentrations of odour. Many residents on the south side of Floreat will vouch for the negative impact caused by foul odours coming from the business researching flies at the UWA(?) facility in September 2024. There is a good reason that significant pieces of our community infrastructure like the Subiaco Wastewater Treatment Plant are planned with large buffer zones around then. Therefore in my opinion there should be no residential zoning closer the treatment plant than exists at present.	It is agreed that the odour buffer is performing a necessary task, however the Master Plan exercise is done in the context that a developer is in undertaking a Market Led Proposal with the State Government to reduce the buffer area by encapsulation the WWTP. The City must consider its vision for the area in order to have input into future development decisions.
26	Public	Object	While the Master Plan has a number of potentially positive impacts, it is disappointing that it fails to tackle some of the major issues facing this part of the Nedlands Council area. It is evident that historically this area	The City has considered various approaches to the Master Plan Area. Removal of the Wastewater Treatment Plant is something that the City has considered but is of the opinion that doing so would be a prohibitively expensive

			has been used to develop a range of more industrial and non-residential functions including waste water treatment, waste recycling facilities, bus depots and electricity power stations. None of these would be considered as suitable uses for this type of land if you were planning a new suburb here now. Despite this, it appears that the Master Plan aims to maintain all these functions while at the same time increasing the residential density of this part of Nedlands Council. This is a lost opportunity and should not be left in the 'too hard basket'. The plan makes significant assumptions about the willingness of UWA, the Department of Health (DH) and the ADF to release their current landholdings to enable this residential development. I support the development of the Graylands Hospital site, but whether the DH will agree to even partial use of this site remains very uncertain. Is the suggested maintenance of the northern section of Graylands Hospital meant to infer continuation of the high security section of Graylands, which is an odd facility to maintain next to a school and a new residential development? There are good clinical reasons to better integrate mental health services with other health services, and reconsideration by DH of relocating the Graylands mental health services closer to other hospital services would be optimal. It is unclear from the maps (without street names) of how much bushland north of the UWA Field Station would be developed for 'urban' use. I strongly resist further loss of bushland that would arise from this Master Plan. The table of possible numbers of new dwellings, dependent on how much land became available, is of significant concern, especially if scenario 3 with high density was the final outcome. Cynically, is this to 'protect' other parts of Nedlands from development to meet State-driven targets? Such a significant increase in dwellings and unrealistic assumptions about use of cycle paths and trains will have a major impact on traffic congestion, especially at school start and end times.	undertaking and pose further issues of where a replacement facility should be located. The buffer area of the Wastewater Treatment Plant is not wasted as it currently hosts a range of essential services. The Master plan considers that a smaller buffer area may result in a change in uses for some areas but that within close proximity to the WWTP, it may be beneficial to keep some of the existing uses. The City is conscious that despite a reduction in odour being the projected outcome of Hesperia's MLP, a Wastewater Treatment Plant will still require a buffer because of perceived impacts and the undesirable use. The master plan has been developed with significant input from the University of Western Australia and consultation with the Department of Health. The City has made attempts to contact the ADF with no success, however this does not preclude the Master Plan from making recommendations as to the City's preferences for the land. The City is seeking to retain as much bushland as possible. This includes by establishing greenways over existing remnant bushland and by strengthening those links with planting. The possible number of new dwellings is based on the various densities that could be applied to the area in a future development. The City acknowledges that further detailed planning is needed to determine the density that could be accommodated with relation to the utilities and transport services necessary.

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			In summary, while there are some positive aspects of this Master Plan, it represents a missed opportunity to tackle the historic industrial uses of this land, while simply aiming to persuade other landholders to give up their land for further high density development in the western suburbs.	
27	Public	Support	It's important to increase density in the area with planning driven by Council, not developers, to assure the principles of green space, mixed density housing and social housing needs are met. Importantly here there is the need to ensure connectivity for natural flora and fauna from Kings Park to the coast including Bold Park. The opportunity to have new cycle routes which can led to active, safe connections to Shenton College and the Fremantle railway line. It's imperative that some housing options are made for permanent rental by key workers who need to live near services we rely on: nurses, firemen, shop attendants, cemetery workers. I hope these essential workers needs for secure quality accommodation is taken in account as it is important they live proximate to their work places. Three storied town houses don't need lifts. An upper limit of eight stories could be built into the plan for apartments.	Agree that the City can and should do more to relieve the housing crisis and that social and affordable housing should be considered in the Master Plan. The links between Kings Park and Bold Park are provided by Greenways and active transport routes. Agree that permanent rentals/build to rent and accommodation for workers in the area is important to help workers have opportunities to live close to their work. The MCMP is near major employment centres and should cater to QEII and UWA employees among others. Understand the concern for height of buildings. This would be carefully considered as part of structure planning. The City will need to ensure that buildings are low where interfacing with existing residential areas and where overshadowing and privacy are concerns, however the lack of residential development currently in the area may provide opportunity for relatively tall buildings without major amenity impacts.
28	Public	Neutral	1. All of the listed owners must allow some resumption of their land, such as to allow corridors for truly adequate roads, cycle paths and pedestrian access AND parking to ease the ALREADY outrageous congestion that periodically occurs. 2. Reducing the buffer around the Waste Water Treatment Plant can only happen if the stench is dealt with. It is the elephant in the Board room. The WWTP people obviously do a splendid job of suppressing stench as it is rarely perceptible. I have only smelt it when turning west, up Underwood avenue hill, it's quite pungent from the intersection with	One of the roles of the Master Plan is to identify where roads and other transport links should be located. As with other government transport projects, resumption of land is necessary, however the master Plan does not go into a level of detail enough to justify resumption of land. It is likely that these details will be made clearer after structure planning is complete and subdivision occurs. The reduction of the WWTP buffer is not something the City is seeking to do, but it is a situation the City is planning for. An MLP by Hesperia currently being assessed by the State Government would seek to do this by implementing an odour reduction solution (likely encapsulation).

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			Selby St, very early in the morning, well before dawn, it may well occur on other sides, however I only drive south on Selby then west on Underwood. NOT all the time but pungent enough to make those occasions notable and possibly intolerable to anyone whose window was open in the vicinity. I should, or somebody who may have to endure the aroma, ought to doorknock the adjacent streets in Jolimont and Floreat to get their olfactory opinion. The problem is made possible, or perhaps just made worse by a combination of 2 things. Firstly the Nocturnal Long Wave Radiation Inversion Layer that becomes established over the metro area, often after a hot day. From hot land radiating heat into the lower atmosphere thereby reversing the atmosphere's temperature reduction with altitude, creating the Temperature Inversion. The inversion denies the the stench's usual escape upwards. It can't rise upwards. Secondly that stench then gets dragged downhill by the Anabatic wind generated by the cooling nocturnal respiration of that gorgeous UWA bushland within the completely still air created by the temperature inversion. 1.2km from the plant to that Selby/Underwood intersection. Of course such an inversion is very weak, destroyed by the sun's rays heating bubbles of warm air to rise and mix the layers of air, almost always, with an easterly. If this situation still occurs (I stopped work and driving at those times over a year ago) then perhaps methane burning ""Eggs"" could be sunk into a depression, wide and enough to catch the seeping heavier than air stench gases from the Plant and deep enough to construct a visually unobtrusive 'cooling tower' design chimney to direct and focus the buoyant hot burnt methane, H2S and aromatic amines to propel the heavier than air SO2 and H2S up through the inversion and into the Easterly.... Just a thought	The City acknowledges that there are various ways that odour could be controlled to allow the reduction of the buffer area. These are outside the master plan scope as the technology and science is something for the Environmental Protection Authority to assess and decide on. The Master Plan simply focuses on the Urban Planning outcomes for the affected area, devising what opportunities would become available if the odour buffer was reduced.

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29	Public	Object	Support development of some areas proposed - particularly near Montario Quarter and near Subiaco Waste Water. Recommend keeping bush land near bend at basketball stadium and HBF - transport modelling does not seem to have been conducted correctly and transport plan does not seem robust. Significant overall increase in dwellings, suggest education department to be approached as primary and high schools are already close to capacity. Suggest a new primary school is placed near sporting facilities instead of housing. Please also consider bushland wildlife - development for medical facilities has previously been halted due to the local moth population and black cockatoo population	Support for some development in the north and east of the MCMP is noted. Bushland near the Bendat Stadium is to be kept and the Greenways plan will be enhanced to make this clearer. The transport planning has been referred to Main Roads for their comment and furthermore detailed planning and a traffic study form part of the Master Plan's recommendations which are to be fulfilled prior to further development work. Need for new school facilities is noted, and a location will be identified as part of the continued Master Planning. Environmental protection is a major part of the Master Plan. The City is seeking to retain bushland and enhance fauna corridors through Greenways. These will be improved post advertising.
30	Public	Neutral	Support the full retention of Underwood Avenue Bushland. Do not support new roads Underwood Bush Road (to 3) ; Barracks Road (to 7), North-South Connections or other roads that impact on existing bush or vegetation. Do not support mixed used and residential that impact on existing bush or vegetation.	Note the support for bushland retention and opposition to roads through the Bushland and north south road from UWA Field Station Site to Lemnos Street. These roads will be reviewed and moved or modified.
31	Public	Object	The Master Plan has some serious flaws that must be addressed. Other than the destruction of my quiet enjoyment by infill housing, additional cars and noise, the reduction of the "buffer zone" around the facility that processes the area's sewage is bordering on madness. The smell from that facility is frequently so bad it travels in all directions outside the buffer zone including as far as my dwelling in Grainger Drive which is at least 1-2 kilometres away. We are well outside the buffer zone. On still evenings when I have had the misfortune to drive down Selby Street on the way back from an after party pick up the odour coming from that facility is so thick it is like driving through a faeces cloud. On other occasions at any time of the night or day driving along Brockway past	The Master Plan does not seek to make changes to existing residential areas. The Plan also seeks to locate density where doing so will not heavily impact the amenity of existing residential areas. Quiet enjoyment of existing residential areas is a priority for the Master Plan. The planning does seek to orient new infill sites towards the Railway Line and existing community facilities to not cause undue impacts to existing residential areas. The odour from the Subiaco WWTP is an issue that is subject to Hesperia's MLP sitting with the State Government. The Master Plan does not seek to reduce the odour buffer but instead prefers for a scenario where the MLP is successful in doing so. The City has a responsibility to plan for the future of the

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			the "ponds" is absolutely breathtaking and not in a good way. I have made several complaints over the years about the overpowering stench coming off that facility; including recently when apparently several facilities were diverting their waste to Subiaco while they were upgraded...during that time it was so bad we had to keep the windows shut at night to keep the smell out of the house. There is an option to increase the use of the biological product they can use to reduce the odour, which does not seem to occur often enough, and increase tree growth substantially in and around the facility instead the Council (no doubt sanctioned by State Government) and encouraged by developers, are contemplating building houses INSIDE the current buffer zone! I would suggest that a few of these suits come and spend a few nights inside the buffer zone and see if they would like to live near that odour. Sewage treatment facilities are a modern fact of life but building houses next to them is lunacy. The odour is not currently adequately contained up to a kilometre away, what sudden stroke of brilliance will improve that to enable houses to be build inside the current buffer zone? In addition, the goal of infilling every spare piece of land around here to the detriment of the current sketchy wildlife corridor shows no regard for conservation and is irresponsible. The plans to create neighbourhood centres and expand public transport access may be useful but currently you need to catch two buses from Mt Claremont just to get to UWA which is barely 3 kilometres away! I somehow doubt the flowery promises and 'government speak' will deliver what it promises especially for the current residents who live here because we like it like it is. The playing fields, bush corridors for wildlife, facilities like the Cat Haven and Dogs Refuge will be impacted by grand plans to fill in every piece of land with housing, this no doubt will bring in plenty of rates for the City at minimal cost as the developers will be hit with the services provision, roads, footpaths etc.the exercise for the City would be financially quite beneficial. This reduction of the buffer zone was	Area taking into account the potential changes so that the City can have influence in the planning process as early as possible.

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			mentioned as far back as 2019 in Council Minutes, so to sneak it back on the table as an responsible solution to the current lack of housing is met with suspicion. I suggest not only is it a health hazard to put housing so close to a sewage treatment facility but the local roads will need substantial upgrading with lights with right/left turning arrows in all directions etc as currently the Brockway/Underwood Ave intersection is a nightmare at school pickup and drop off with zero visibility towards Floreat if there are more than 3 cars turning right down Underwood Ave. Nobody in my street is happy about this "plan". All local residents can see is the destruction of our quiet neighbourhood, reduced access to parks and bushland, our once quiet roads where kids ride their bikes safely, choked with cars, and the reduction of the buffer zone around the sewage treatment facility which is frankly, gross and shows a complete disregard for comfort or quiet enjoyment of the unfortunates that might purchase proposed housing in the reduced buffer zone. If you think for one minute providing buses and expanding the public transport network will reduce the cars infill will bring, just check Subiaco and see what happened there! People choose convenience over public transport, every time. I see a degree of infill as rather inevitable, one would hope it is at least sensitively done but the reduction of the buffer zone around the facility that treats our excrement is just ridiculously irresponsible and smacks of expedience over careful consideration of people's needs and desired fresh, clean air around their home.	
32	Public	Object	The Master Plan, in its current form, is essentially a blue-print setting out the path for the degradation of the liveability and amenity of the areas covered by the plan, and in addition, the degradation of liveability of the areas between Perth City and the area covered by the plan - due to the planned substantial population increase, and the resultant explosion of vehicular traffic, demand on Schools, Day Care Centres, Sporting Facilities, Hospitals, Roads, Public Transport, and a vast array of other community facilities.	The Master Plan is a high-level strategic document that sets out an initial vision for the area and explores the major constraints and opportunities that exist. It is by no means a comprehensive development plan. The submission is right to point out that there are various issues that have not been resolved but the Master Plan does not seek to resolve every detail. There are recommendations within the Master Plan for further studies, plans and additional documents to be prepared which will seek to address the issues identified.

			The management of critical factors, such the increased traffic congestion (e.g. around school drop off times), are predicated on the change in residents behaviour towards cycling and walking. You only need to look at the Applecross / Ardross / South Perth areas to see that this behavioural change does not happen - especially as school drop offs are usually associated with the daily work-day commute, with almost all families having both parents working (somehow town planners seem to gravitate to ""utopian theory"" of peoples behaviour, as opposed to incorporating actual day-to-day behaviour - as it happens - in the plans that they develop). Parents are hardly going to walk/cycle to school with their children (or to Day Care, then Primary School - oh also one of the kids is in High School), then return home to commute to work via car (as most do because of the distance). In addition, the ""utopian"" concept of students walking (or cycling) a kilometre or several (which reflects the size of the school catchment) is absurd. This plan contemplates the addition of up to 8,600 new dwellings - but even if only approximately half were added - say 4,500, based an average dwelling occupancy of 3 persons (say 2 adults and 1 school/pre-school age child), plus 1.5 cars per dwelling, it will result in 13,500 new residents, 4,500 new school / day-care aged students and 6,750 new cars within the area. What absolutely astounds me about not just this Master Plan, but others that I have seen, is that the Master Plans are devoid of any practical integrated planning. There is no assessment (and associated management plan) for the impact that increased population will have on Day-Care-Centre requirements, School requirements, sporting and recreational facilities, Hospitals / GPs / Dentist (and other services),	

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			arterial road congestion - the list goes on. You only have to look south of the river - Applecross, Across, Booragoon - to observe the massive degradation of liveability that has been imposed on these areas because of the ""density obsession"" and lack on practical integrated planning. All that is ever mentioned in these Master Plans is the Schools, Open Space, Roads, Public Transport etc. etc. that already exist - well so what? Were is the assessment (and plan for what is to be done), to accommodate 13,500 plus new residents ? ? ? This plan contemplates adding a population that is more than live in Esperance, and around the number that live in Port Hedland. What are the Risks, Consequences and Plans if this Master Plan is adopted - well, we just don't know, the work has not been done. That there is no Risk Assessment, nor Consequence and Planned Response Assessment - is staggering. This Master Plan, as it is currently constructed, would never see the light of day in the commercial world, as it simply lacks the breadth / scope needed and does not even identify, let alone set out plans, for dealing with the Risks and Consequences of adopting the plan.	
33	Public	Neutral	Continuing to provide spaces for playgrounds and dog parks would be great.	Agreed. Open Space is an important part of the Master Plan Area and will need to serve a range of specific uses such as playgrounds, gathering spaces, dog runs and sporting fields. The Master Plan does identify areas of open space, but more detailed planning is not part of the scope of this Master Plan.
34	Public	Object	The plan considers far too much conversion of land to urban / mixed-use.	Noted.
35	Public	Neutral	Good to have a guidance document, however it seems weak that it doesn't push to protect underwood Bushland that is privately owned. similarly it is unclear why nedlands would discourage development of the old sporting fields which are privately owned, when the owner wants to develop them. The playing fields benefit to the community is exaggerated with limited public access and not available to other	The Master Plan does advocate for the Underwood Bushland to be protected from development. The playing fields designation is consistent with the existing Development Approval for the area, but it is agreed that other opportunities should not be dismissed. The Master Plan will be altered to include alternate opportunities too.

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			playing field users as it is a private ground. Seems a waste to force this outcome on a school group that have already paid to fix contamination to build other fields.	
36	Public	Object	Intersecting roads will cause more congestion - need better thought. Will take away some of the attraction of the area with open space lost.	The Master Plan does not seek to develop any existing areas of open space. The grid like road pattern does provide some relief from roads around the Master Plan area which is important in ensuring development doesn't greatly impact established suburbs surrounding the Master Plan Area. Nevertheless, a traffic study and upgrades are proposed as part of the Master Plan's recommendations.
37	Public	Support	Use existing infrastructure to better capacity	Agreed. The Master Plan identifies that infill development would benefit from proximity to sporting facilities and train stations in the Master Plan Area. The Master Plan seeks to locate density near these facilities enhancing viability of facilities.
38	Public	Object	It's removing more native bush land to make way for developments. The removal of this bush land is much more damaging than removal of say a tree on private land because it eliminates and a significantly larger ecosystem. The roads in the area are already struggling to scope with volume of cars. People WA enjoy private ownership of a vehicle and majority will not opt (and do not like to be forced) to use public transport	The master Plan seeks to protect existing bushland and enhance Greenway corridors with planting and identification of conservation sites. The Master Plan seeks to make alternate forms of transport easier with new active transport links and a proposed mid-tier transit corridor. A range of tools include carrot and stick approaches are valid in reducing car dependency. The Master Plan acknowledges that private cars still are a significant transport mode and will be accommodated in the Master Plan but not given the same priority as other more beneficial transport modes.
39	Public	Support	Great opportunity for more housing	Agreed. The Master Plan Area is a very large site in proximity to schools, sporting facilities, train stations, the Perth CBD and the QEII/UWA Strategic Centre. Additional housing in the area will allow people to live closer to work and study and reduce commute distances.
40	Public	Object	Not a good idea	Noted.
41	Public	Neutral	1. The sewage processing plant has a buffer zone for a huge and very serious reason. Years of complaints have been caused by the disgusting, nauseating odours . It has sickened many residents and	The reduction of the buffer area is proposed as part of Hesperia's MLP currently under assessment by the State Government. The City has an obligation to plan for the future and that includes planning for the scenario where the buffer area is reduced. Decisions of the buffer area will be made by the Environmental

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			includes thousands of school children in the surroundign area. It MUST be left intact. Do not infringe into the buffer in any way. 2. The public transport proposal is worth considering because roads are already choked with cars linked to schools hospitals and the Perth CBD. It will only get worse. More roads will NOT reduce traffic... they will invevitably attract MORE traffic. Buses and trains however, DO reduce road traffic. Bring it on!	Protection Authority which will consider the effects of odour and any mitigation technology. Agree that Public Transport is central to the Master Plan's success. Public Transport has been prioritised in the planning of the area.
42	Public	Support	Very impostor utliise effectively land near stations and other amenities whilst preserving quality green spaces. I live near Graylands Hospital. I find it incredible that so much of the footprint that this hospital is on is barely used or poorly maintained with pre fab cabins and the like. Hardly any cars in the huge car park. This is prime for urban redevelopment, done of course in a tasteful & high quality way. There is even a large block of land near the Claremont Showgrounds by the bridge on Alfred Road that is serving no obvious purpose other than occasionally being used as an overflow car park. Again it should be built on & developed properly as it's no good as a green space either. I also find it surprising that a military base is sprawling off of Quintilian Road. Surely there are better places for such a site given this is prime real estate close to a station and other suburban properties. Too much unutilised or poorly utilized land in and around Mt Claremont which cannot be justified given this prime location and proximity to the CBD. I do hope that this master plan is implemented successfully and that State\Federal Govt plays its part in releasing land that could be better used for housing and other facilities in keeping with the area. Thank you	Agree that there is underutilised land within the Master Plan Area. This land is well located and can provide opportunity for housing, businesses and can also accommodate recreation and conservation is a more consistent link through establishing greenways. The Master Plan seeks to better utilise land and existing transport and recreation facilities. The Master Plan is limited to within the City of Nedlands borders but may serve as inspiration to other Local Governments in considering their own unutilised land.
43	Public	Neutral	1) Regarding the proposed road links. Figure 10 Vehicle Access and Intersection treatments. a) Would prefer less new road development and more tree/canopy development given the current decline in tree canopy in Perth with dying trees due to heat/water/beetles. I prefer to leave trees to grow rather than to cut trees down to build a road.	The roads identified in the Master Plan are essential to provide vehicle access into new infill areas and increase permeability of the Master Plan Area. Beyond that, local roads which have not yet been identified are to be designed in accordance with the Master Plan text which calls for narrower, low speed roads and shared zones. Active transport and public transport corridors are to be prioritised over roads.

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			b) Can't see the benefit in road No.7 at all. Seems to be building a road for the sake of it. c) Wouldn't want road No3, as you will bulldoze bush land. I think environment has a priority over human convenience.. We can live with what we've got. d) Also can't see any benefit in the numerous proposed roads at the HBF/Mcgillvray section. It seems to be an excess of road proposals to benefit a limited cohort of persons accessing the playing fields /sports grounds only occurs a few days a week. Again , we can use what we have. e) Seems like some of the proposed roads are in direct opposition to the greenways proposal. 2) If you open up Lantana, I don't think the residents of that street would be happy, Also this may create more traffic congestion along Ashton ave/ Alfred Road intersection as there is a lot of west bound traffic in the mornings causing traffic issues for Alfred road commuters turning right onto Ashton. If Lantana was opened up, even more people would be turning right onto Alfred therefore giving less opportunities for the commuters trying to get off Alfred. (AS there are quite a few that do that now), Unless you made it left turning only.	The Master Plan seeks to increase conservation by establishing Greenways and advocates for increased bush forever designation within the Underwood Avenue Bushland. Road 7 in Figure 10 is for access to defence housing in the Irwin Barracks. This road is subject to the ADF's own planning for the land as the City can only make suggestions on the use of their land. Road 3 will be replaced in the post advertising Master Plan. The roads within the Perth HPC and UWA Sports Park are reflective of the venues West Master Plan for the site, and the road configuration is designed to allow better access by buses and vehicles during major events. Road's traversing Greenways in some areas is unavoidable, however the road positions will be reviewed to lessen impact on existing bushland. Opening up Lantana Ave will be removed from the Vehicle Access Plan.
44	Public	Object	Hello. There is no firm view on the density and impact of that density for the Graylands south and west precincts. The comment indicates ""The southern portion Graylands is likely to see lower densities, especially at the interface to Mooro Drive and Camelia Avenue."", which is very non-committal and would likely end up with high density developments of this part of the neighbourhood. I object to having high density dwellings in these locations, and would have concerns if the blend of medium and low density dwellings leans to medium. I am supportive of high density	The City is not seeking to propose specific densities at this time as that is subject to much more detailed planning and more localised consultation. The Master Plan simply seeks to identify various density scenarios that the Community could expect to be consulted on. The concern for density in the right location is acknowledged and the City does advocate for higher densities to be placed close to train stations and in the northern half of the area where there is less impact on existing residential areas regarding overshadowing. The Residential Design Codes provide strong and consistent assessment criteria for assessing privacy impacts and these would be used to assess future development proposals.

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			dwellings being close to Brockway Rd where there is suitable road infrastructure and only the ADF land being overlooked. - This would have a detrimental impact of the privacy of residents in that area, which high density dwelling having views directly into the backyards. High density living should not be allowed there, - The amount of additional traffic on Morro drive would be significant. At the moment, John XXIII school is at capacity and traffic is okay on the street. Additional traffic from the high-density residents will add to noise, impact safety of children and elderly (due to blind-spots in the road). - There has already been significant mature tree clearing by the Department of Health within the grounds of Graylands Hospital. These trees are of significant value to nearby flora, fauna and green canopy. With medium or high density dwellings, I fear that most or all these trees will be removed causing fauna to relocate or die, and reducing the shade and climate improvements. Before approval, I would like to see further clarity on the southern and western parts of the Graylands site and ensure that the density recommendations are medium or low and the impact to nearby resident is seen as an important factor Thanks!	Traffic on Mooro Drive is acknowledged as an existing issue in the area. A new north south road and an east west road both north of John XXIII will provide additional vehicular routes to access John XXIII. These routes will be complemented by upgraded intersections. Additionally, public transport and active transport priority and reduced road speeds will keep the area safe. Tree Retention is very important to the City of Nedlands and whilst detailed planning of infill sites is outside the scope of the Master Planning process, the subdivision and structure planning process will take into account the location of existing trees and will be drafted up to retain as many trees as possible.
45	Public	Object	I object to this Master Plan in this form. My concerns are based on several critical issues, including the lack of detailed information, questionable assumptions, potential over-density, and significant impacts on traffic, noise, and the environment. Additionally, the plan's implications for essential facilities such as Graylands Hospital and the Claremont Therapeutic Riding Centre are deeply troubling. In addition, the WWTP buffer zone is essential for	The City is not seeking to propose specific densities at this time as that is subject to much more detailed planning and more localised consultation. The Master Plan has been conducted with some assumptions based on current planning activities in the area. The City is doing this to avoid being caught short so that the City may have greater influence over the desired outcomes. Traffic safety is front of mind in the Master Planning. The City is seeking to prioritise active and public transport and reduce private vehicle speed and usage.

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			minimizing the impact of odours and other emissions on nearby communities. Shrinking this is potentially fraught with danger. The Master Plan lacks sufficient detail regarding the proposed developments. This absence of transparency raises concerns about the validity of the assumptions underpinning the plan. Without clear, comprehensive information, it is challenging to assess the true impact of the proposed changes on the community. Some of the proposed densities of the development appear excessive and could lead to numerous issues, including: ▪ Increased Traffic: Higher density will inevitably result in more vehicles on the roads, exacerbating traffic congestion and increasing the risk of accidents. ▪ Noise Pollution: The influx of residents and vehicles will contribute to higher noise levels, disrupting the peace and quiet of the neighborhood. This is particularly concerning for residents who value the tranquility of the area, in addition to those residents and visitors to Graylands Hospital. ▪ Environmental Concerns: Over-development can lead to the destruction of green spaces, loss of biodiversity, and increased pollution, all of which are detrimental to the environment. The plan does not provide adequate measures to protect existing natural habitats or to create new green spaces to offset the environmental impact. There are many significant trees in this site which would likely be lost. The City of Nedlands has an Urban Forest Strategy aimed at increasing tree canopy cover on both public and private land. This strategy highlights the importance of not only planting new trees but also protecting established trees with large canopies, as they provide significant benefits such as shade and cooling. This master plan does not seem to take this into account and in fact appears to contradict the Urban Forest Strategy.	The Master Plan is being used to ensure that development can occur without destruction of green space. The Master Plan seeks to establish green ways and protect the Underwood Avenue Bushland. Development will be contained within specific sites outside of Greenways. Density is specific sites near transit corridors does help to avoid other densification in established low density suburbs. This offsetting will help avoid development pressure on existing low density lots. Furthermore, detailed planning of infill sites would identify greening opportunities. The Master Plan recognises that the reduction of the odour buffer would allow landowners within the master Plan Area to consider opportunities for their land. This will result in more intensive use of currently underutilised land. These outcomes have been discussed with significant landowners in the area. UWA and Venues West in particular, have expressed that they would like to better utilise their existing sites. The relocation of the Claremont Therapeutic Riding Centre to north of Mooro Road is underway and is a result of the proposed works at Graylands Hospital. The Master Plan has not sought to plan the site in detail nor force the relocation of current businesses. Protection of existing character and interpretation is a key consideration in the Master Plan and will be considered at each stage of the planning process, particularly with regard to heritage sites. Structure Planning will provide the opportunity to plan each infill site at greater detail.

			The Master Plan proposes the shrinking or relocation of critical facilities, which will have severe consequences for the community: ▪ Graylands Hospital: As one of the most important mental health facilities in Western Australia, any reduction in its capacity or relocation could negatively impact the quality of mental health care available to residents. Adequate green space has a significant positive impact on mental health by stress reduction, improved mood, physical activity, social interaction, cognitive benefits and life expectancy. ▪ Claremont Therapeutic Riding Centre: This centre provides invaluable services to individuals with disabilities. Its relocation or reduction in size would significantly affect the availability and quality of therapeutic riding programs to individuals and their families. These programs are crucial for the physical and emotional well-being of participants, and their loss would be a significant blow to the community. Large-scale developments can alter the character of a neighbourhood, leading to a loss of its unique identity and charm. Also, this may lead to the loss of vital community spaces, such as parks, recreational areas. As a long-term vision has not been outlined as there are too many unknowns, assumptions and factors out of the control of the City of Nedlands. The Master Plan lacks sufficient detail regarding the proposed developments. This absence of transparency raises concerns about the validity of the assumptions underpinning the plan. Without clear, comprehensive information, it is challenging to assess the true impact of the proposed changes on the community. For instance, there is no detailed analysis of the infrastructure required to support the increased population, nor is there a clear plan for mitigating potential negative impacts. Infill development, when done thoughtfully, can enhance a neighborhood while maintaining its character. I am not opposed to	

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			development and would welcome mixed use opportunities, closer to the railway line, where existing, underutilized public transport already exists. In light of these concerns, I urge the decision-makers to reconsider the Mount Claremont Master Plan. It is essential to prioritize the well-being of the community, the environment, and the continued operation of vital facilities. A more transparent, detailed, and community-focused approach is necessary to ensure that any development benefits all stakeholders. Thankyou.	
46	Public	Support	Fully support the retention of the UWA playing fields, however this should include the replacement of the UWA Baseball and Softball club and Hockey club clubrooms and changeroom facilities. The UWA facilities are not currently not fit for purpose, as the changeroom facilities are old and grubby and do not cater for the increase in women's sports participation. The opportunity for a mixed-use sports village would represent a perfect opportunity to provide a single clubroom\changeroom facility adjacent to McGillivray Road for the UWA Baseball, Softball and Hockey clubs to use, along with a sealed carpark. Also the focus on providing green corridors and improving public transport access via improved bicycle paths, to the playing fields is strongly supported as we have many international students who have difficulty getting to the ground for training and games given the proximity of the Shenton Park train station and lack of available walkable paths and\or cycle paths.	Support for retention of recreation facilities is noted. Replacement of facilities is not part of the Master Plan's scope and is the responsibility of the landowner. It will be noted in the Master Plan text that a Sports Village provides opportunity for new facilities on the ground floor of Village buildings. Support for active transport corridors noted.
47	Public	Object	As advised by a staff member that I spoke to when I attended the office, I have emailed the council to request a meeting with the project manager.	Objection noted. City met with submitter as requested.
48	Public	Object	I object to a shopping centre being built on the old Graylands hospital site. This whole master plan area already has quick and easy access to the Floreat Forum, which itself is about to undergo a large transformation. No further shops are required. This will just bring more	Infill development will require retail and grocer facilities to avoid some traffic increases. The site in the east of Graylands was selected because of access to a main street, location away from existing residential areas and away from existing facilities at Montario Quarter and Floreat.

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			traffic to the area and the roads are already busy enough. Furthermore, the Council doesn't do a great job at maintaining the green areas in Mount Claremont - grass is not often mowed, fences are falling over; how is it going to commit to maintaining the enhanced streetscape that the document talks about?	Existing maintenance levels may not be particularly relevant given that the Master Plan's implementation is not imminent. Budget concerns and City processes are changeable, and the infill development will increase rates income.
49	Public	Object	I am concerned at the loss of mature trees and endemic plant species within the proposed development area. This loss of canopy & undergrowth will affect wildlife and in particular will impact on the survival of threatened species such as the Black cockatoos. Any loss or diminishing of the green corridor will be unacceptable. In particular Underwood Woodland should be preserved in its current boundaries for habitat.	The Master Plan seeks to protect existing bushland and enhance Greenway corridors with planting and identification of conservation sites. Changes to the Master Plan post advertising will see additional protection of bushland.
50	Public	Object	I appreciate the opportunity to provide feedback on the Mount Claremont Master Plan and commend the City of Nedlands for its efforts in shaping the future of this important area. While I recognise the need for thoughtful urban planning, I have significant concerns regarding the potential impacts on our green corridors, bush land, and overall environmental integrity. 1. Protection of the Green Corridor & Bushland The draft Master Plan acknowledges the importance of the green corridor linking Kings Park, Bold Park, and Perry Lakes, yet several proposed developments threaten its integrity. The Underwood Avenue Bush land and surrounding green spaces play a vital role in biodiversity conservation, providing habitat for endangered species, including Carnaby's Black Cockatoo. Urban encroachment into these areas—whether through rezoning, road expansion, or staged development—risks permanent environmental loss.	The Greenways corridors in the advertised version of the Master Plan caused confusion among the Public as there was the assumption that the entirety of residential and mixed use areas would be developed. The post advertising version seeks to address this concern by indicating new public open space/conservation reserves that follow the Greenways showing the Greenways as more intact and providing more certainty for the future locations of new public open space. The City agrees that Underwood Avenue Bushland should be protected and that Greenways should not be fragmented. Roads have been realigned and bridges/underpasses identified near greenways. The City maintains a strong commitment to preserving and enhancing tree canopy as exhibited by recently adopted local planning policies and planting in reserves. A series of predictions were included in the Master Plan to provide information on various possible density scenarios. The City has not determined density for any of the sites, and this will form part of structure planning. The protection of bushland through Greenways and reserves will prevent encroachment of development onto sensitive areas. Any development that is of substantial height will of course need to be assessed for environmental impacts to

			I strongly urge the Council to: ▪ Ensure Underwood Avenue Bush land is permanently protected from development. ▪ Reinforce and expand green-ways rather than allowing development to fragment them. ▪ Strengthen commitments to tree canopy preservation in all redevelopment proposals. 2. Managing Urban Density to Preserve Character The proposed high-density residential expansion—potentially reaching up to 8,670 new dwellings—risks overburdening local infrastructure and fundamentally altering the character of Mount Claremont. While transit-oriented development is beneficial in principle, it should not come at the cost of the area's green character and livability. I encourage the City to: ▪ Limit high-density rezoning near sensitive environmental areas. ▪ Prioritise sustainable, low-impact development that integrates rather than replaces green spaces. ▪ Consider alternative locations for high-density housing that do not compromise the natural landscape. 3. Traffic & Infrastructure Concerns The proposed vehicle access expansions and mid-tier transport routes could disrupt the tranquillity of the area and place additional pressure on existing road networks. Without careful planning, these changes may increase congestion and reduce safety for pedestrians and cyclists.	bushland. Impacts may include overshadowing or disturbance of flight paths but is unlikely to have a substantially worse impact than low density development. Higher density residential development does benefit the region because it helps to avoid further urban sprawl into bushland on the edges of the metropolitan area. Vehicle access routes will be refined post advertising to reduce disturbance to Greenways. The mid-tier transit route is highly important for the success of the area. Its route following existing road reserves will help avoid significant clearing. The City will suggest that provision of green bridges/underpasses would help avoid conflicts between mid-tier transit and active transport and fauna. Active Transport has been prioritised in the Master Plan and vehicle access proposed only where necessary for managing traffic flow and providing access to infill areas. Sustainability is an important part of the Master Plan, however detailed planning in this area and how it relates to specific subdivision will need to be planned in more detail at the structure planning stage. Consultation will occur at this stage and other stages.

			I recommend that the City: ▪ Avoid road expansions that encroach on bush land and green-ways. ▪ Enhance public transport without compromising environmental integrity. ▪ Commit to infrastructure solutions that prioritise active transport (cycling, walking) over road widening. 4. Need for Stronger Environmental Commitments While the Master Plan outlines aspirations for sustainability, it lacks firm commitments to enforce these principles. I respectfully request that the City: ▪ Strengthen policies protecting biodiversity and tree retention. ▪ Ensure any rezoning is conditional upon achieving high sustainability benchmarks. ▪ Conduct further community consultation before finalising any land use changes affecting green spaces. Conclusion I respectfully urge the City of Nedlands to prioritise the protection of our green corridors, the integrity of the natural environment, and the character of our community as this plan is refined. Development is important, but it must be balanced with long-term environmental responsibility to ensure that Mount Claremont remains a place where nature and urban life coexist harmoniously. Thank you for your time and consideration. I appreciate the opportunity to contribute to this important discussion and look forward to seeing	

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			stronger environmental protections reflected in the final version of the Master Plan.	
51	Public	Object	I do not wish to see further infill in the Mt Claremont precinct. I wish to see all the existing bush-land , vegetation and tree canopy retained in its entirety. I think the infill will result in traffic congestion and strain on existing resources. With the State Government's demand for infill in the Western Suburbs, the amenity and suburban aesthetic is changing drastically in areas affected by infill and subdivision. More than ever, with smaller block sizes and, apartment building living, green fields, parks and bush-land are critical for all to enjoy. Nature is essential for physical and mental well-being. i do not wish to see existing nature and open space become more housing and development. Additonally, the installation of slow roads for cycling are overrated. The 30km dual bike/road in Elizabeth St Nedlands is rarely used by cyclists and is a driving hazard. Money could be better spent than on the creation of more of these roads. I travel down Brockway Rd daily and see cyclists riding on the road but rarely on the newly created dual bike/walking path. Cyclists seem to avoid paths and the Elizabeth St road in favour of riding on regular roads. I personally do not like the coloured roads created at Curtin University as shown in the plans . It is not a classy look. Trees and nature precincts, existing bush-land and parks should be for all to enjoy and retained both for people to enjoy and for biodiversity for our wildlife. Thank you.	Acknowledge that infill pressures on the Western Suburbs are concerning for residents given there has been a lot of change in some suburbs in recent years. This is largely because infill projects have better returns in the Western Suburbs and thus current activities are centred in the area. Mt Claremont has been relatively untouched given the current restraints on the area; however, the City needs to plan for what comes after any restrictions are removed. The City has an opportunity to give planning input prior to any formal redevelopment process. Conservation and open space are a major part of the Master Plan, and the revised Master Plan maximises this space. Disagree that Safe Active Streets are safety hazards. Forcing drivers to go slower prevents high speed high impact crashes. Art will not please all. A Classy look may be preferred by some people whereas others may prefer alternative treatments that are colourful or fun. The Master Plan Area will take on a new identity as part of the development process and this identity will be explored through further place planning.
52	Public	Support	The draft masterplan comprehensively explores the opportunities and constraints on the proposed masterplan area. It offers a future focussed plan for property owners to consider going forward. Given my current study in climate change adaptation, I would recommend that the section on sustainability, be expanded to be more specific about adaptation and planning provisions to ensure that future developers, owners and users of the plan are aware of recommended actions to	The section on sustainability will be expanded to include more examples, concepts and talk about reduced car dependency. Climate resilience will be explored in constraints section.

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			ameliorate risks from increased temperatures, bushfires and extreme storm events for this area.	
53	Public	Object	The only reason to develop this area is to create more infill. This is not needed. Nedlands already has enough zoning to achieve the Perth & Peel @ 3.5 million target. And in any case Claremont Council achieved their 2050 target for infill two years ago and then had extra zoning forced on them in Claremont Village against the decsion of the Council on heights. Nedlands has a shortfall in open space and the only plan is placing village parks scattered around. The area around the sewerage treatment works is a very large area of natural bushland. This precious bushland is connected to the bush around Reabold Hill and the Cottesloe Golf Course. Leave God's country for God's critters please. There is nothing more valuable than this space as it is.	The infill targets are a minimum target and not a maximum. There are benefits to the City exceeding infill targets in terms of its strategic importance to the Perth metropolitan Area, rates income and preventing further rezoning in existing residential areas. The Master Plan Area is underutilised and has the opportunity of minimal existing and sensitive residential development. The City is undertaking this exercise to have input if/when the constraints of the WWTP are reduced and there is development opportunity. Open space will be protected in the Master Plan and potentially expanded as part of the proposed Greenways which will form links of vegetation and canopy linking Bold Park, Kings Park and other conservation areas.
54	Public	Object	The proposed density of housing is too great. Even allowing for the different housing density options, the impact on the environment, traffic, air and noise pollution and quality of life will negatively affect the whole area. Turning it into a huge metropolis rather than the quiet leafy suburb which we need more of not less. Please consider much greater green spaces, urban forest and trees, less housing and the impact on the whole area as this huge development would impact all neighbouring suburbs with traffic, schools and population increase.	The City is not seeking to propose specific densities at this time as that is subject to much more detailed planning and more localised consultation. The Master Plan simply seeks to identify various density scenarios that the Community could expect. The MCMP seeks to protect existing vegetation and expand open space through formalising greenways. Population increase will need to be catered for as part of infill development. A school site has been identified. Locating development close to public transport and active transport is a main focus of the Master Plan and also making use of existing recreation infrastructure by locating infill alongside those facilities and expanding on recreational walking trails.
55	Public	Neutral	The plan for active transport is good in theory, but has the City taken into account the current and future climate. With increasing number of days over 40c and the high UV index the city needs to ensure that it does not push more cars onto already congested roads, eg Alfred road. Links to the train stations should be prioritised and ensure that all forms	Agree that higher summer temperatures are a concern. This is unfortunately the case for any place in the Perth Metropolitan Area. The City is aiming for the MCMP to be developed with sustainability at the forefront. Protecting and enhancing vegetation and making streets walkable is a key theme of the Master Plan.

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			of transport have efficient access. Living on the norther side of Alfred road and on days when the weather is not suitable to walk or ride to the train station, the current traffic situation is not only terrible for congestion at times it is dangerous. I would like to see the council consider the overall traffic management for the proposed scheme and what mitigations are in place to ensure further congestion is managed effectively and practically for the local conditions.	A traffic study and plan will be required prior to more detailed planning at the structure planning stage. The study would need to consider the capacity of roads, what upgrades would be required to increase capacity and what measures would make the roads safer.
56	Public	Object	I live on the corner of Alfred Road and Brockway Road. This is already a busy intersection, but within reasonable limits from a traffic perspective. If the plan goes ahead, specifically the proposed development at Graylands which includes relocation of the facility and construction of thousands of new residences, the intersection where I live will become untenable as a result of increased traffic from construction related vehicles. The noise factor, air pollution and general busyness of the intersection will also likely result in devaluation of my property - who would want to live through years of construction vehicles passing by their home? In addition, once the construction is complete in years to come, increased housing density will result in increased traffic flow and noise. The sense of living in a suburb will shift dramatically. In general, the infrastructure will not cope, resulting in further development. Although the City of Nedlands advise that there are no current plans for the intersection of Alfred road and Brockway road, it is difficult to see how an upgrade to this intersection would not be required if the proposed plans proceeded, including the development at Graylands. Again, this changes the dynamic of the suburb and the surrounding homes for the worse.	Acknowledge the concern regarding traffic. The City is exploring ways to reduce traffic increases. This includes public transport improvements, new active transport routes, placing new development near train stations and the proposed mid-tier transit route and exploring reduced car ownership neighbourhoods. The MCMP will aim to increase liability of the area and include new facilities/features that benefit surrounding suburbs too. Mixed-use development will allow for an array of new businesses to come into the area benefiting existing locals with more choice. Greenways will also provide new opportunities for walking trails and improve the natural beauty of the area. The intersection upgrades currently planned or funded are outside the scope of the Master Plan. A series of new proposals would be required pending traffic studies, plans and if infill development in the area comes to fruition. The Mt Claremont Master Plan seeks to provide economic and social (housing and community facilities) benefits to the area in addition to the environmental benefit achieved through Greenways and expanded conservation and planting. It is necessary to include development to deliver on the benefits. Construction of developments in the Master Plan Area is not imminent, however when/if it does occur, construction management plans would be required to reduce impact on property owners. It is likely that construction vehicles would travel from the north or east as Perth's Industrial Areas are accessed from those directions.

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			If there is to be an upgrade or relocation of the Graylands facility, is that not sufficient, i.e. could the remaining land be developed into parks and open areas for the community versus more housing? At the heart of my objection is the residents along Alred road and Brockway road are at risk of becoming hostages in their own homes as they will have to endure years of increased traffic with construction vehicles along what are already noisy and busy roads. This will continue post construction as additional people in the area typically will have vehicles. Even if the residents endure the inconvenience of multi-year construction vehicles, noise, air pollution etc, the result will likely be devaluation of their homes. In summary, the Graylands development should not proceed in isolation of the broader plans to construct additional roads first, otherwise the main access to the area will be along Alfred road and Broackway road which is untenable for the residents who will likely suffer devaluation of their properties.	
57	Public	Neutral	While I would prefer the area to stay the same, increased housing density is a necessary fact of life, and preferable to the continuing housing spread to the north. I would prefer the higher density of around 200m2 per block rather than the 120m2. It was pleasing to see current road issues such as the intersection of Quintilian and Brockway, and the underpass through to Railway Road being address, in terms of safety and accommodation the increased traffic volume. Should the portion of the Barracks be used along Quintilian Road, I am assuming that the configuration of Quintilian Road would be reviewed?? Because of the schools this is already a well-used road, and would hopefully be wider and provide parking options for those catching the train, and visiting the school. Is there any plan to provide additional parking for those catching the Fremantle line - all along the line, not just Karrakatta , but	The City is not seeking to propose specific densities at this time as that is subject to much more detailed planning and more localised consultation. The Master Plan simply seeks to identify various density scenarios that the Community could expect. It is likely that any redevelopment would include a variety of housing types and sizes to cater to a diverse population. This Master Plan seeks to locate lower density lower scale housing adjacent to existing residential areas and higher density housing near train stations and in the northern parts of the Master Plan Area where there are no overshadowing impacts to existing residential properties. Agree that Quintilian Road requires a review and may also avoid a traffic bottleneck at the southern end of Brockway Road. Traffic Studies will identify what upgrades are needed. Additional information on Parking is to be provided in the Master Plan.

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			also Loch Street, Daglish etc. Parking and ride is already at maximum in terms of parking?? But - I cannot see anywhere in the document where provision is being made for increasing the size of existing public schools, or building new public schools to accommodate the increased population that would result from the housing??? Our existing public schools are at maximum, and even the fee paying schools seem to be full. So where will the new residents educate their children. Not to mention childcare which again, is already seems to be at capacity. So will are there future plans for more primary schools, and high schools?? Is land being designated for this purpose within the boundary? To be honest - I did not read every word of the plan, and what I have written is basically what has come up when speaking about it with other residents. If this is going to happen - please provide the infrastructure to support it - road management and design, sufficient schools, shops, doctors surgeries etc etc to go with it. I actually face Irwin Barracks to obviously my outlook will potentially change dramatically - I would be sad to see a wonderful area spoilt. Thanks for making public comment possible - and hopefully taken into consideration.	The amended plan recognises this issue and will indicate possible locations for future schools. Childcare uses would be permissible in the Mixed-use areas; thus, no particular site needs to be identified.
58	Public	Object	I am writing to express my deep concerns regarding the proposed Mount Claremont Masterplan. While I understand the need for urban development in some areas, I strongly believe that the charm, greenery and character of Mount Claremont should be preserved. The reason this area is so highly regarded is that it is not built up with high-density living; it's the quiet, leafy environment that attracts people here, and I feel strongly that we should protect and maintain these qualities. You	The Western Suburbs and Mt Claremont like most of Perth's suburbs are not characterised by intense high density development currently. There are small pockets of this, and they tend to be located near major transport routes such as Stirling Highway and the Fremantle Train Line. The Master Plan Area benefits from a location along the train line. Higher density development helps to maintain quality of life for the entire metropolitan area. It helps avoid sprawl which degrades quality of life by

			say that you want to develop responsibly and have beautiful green spaces and yet your plan gets rid of established green spaces. You want to keep the unique feel and yet you are making the suburb into just another high rise high density area that ultimately lessons the quality of life for us. - Opposition to High-Density Development at Graylands Hospital Site The Graylands Hospital site should not be subject to high-density development. This area is a valuable green space and a key part of the area's character. Introducing high-density housing here would negatively impact local infrastructure, contribute to congestion, and diminish the beauty of the surrounding landscape. It's essential that we preserve this site as part of the suburb's natural and tranquil environment. As I continue below - now is the time to increase green space and protect mature trees not cut them down!!! - Loss of Established Native Trees and Green Spaces One of the most pressing issues with the proposed plan is the extensive loss of established native trees and green spaces. Mount Claremont has already lost much of its natural landscape, and the continued removal of mature trees is devastating. These trees are not just ornamental; they are vital to the local ecosystem, providing critical habitat for wildlife, including the endangered black cockatoos. These birds depend on banksia woodlands for food and nesting, and the loss of these habitats will only accelerate their decline. The idea of creating narrow tree corridors along roads is insufficient, as these corridors do not address the broader environmental and safety concerns for wildlife, particularly with the added risk of animals being killed by traffic. If we continue to lose our green spaces and native trees, we risk losing the very essence	placing those who earn less on the outskirts of the City facing long commute times and often with less services. The Graylands Site has opportunity for low to medium density housing. The City is looking to retain and enhance tree canopy through establishing Greenways. The Graylands site could be subdivided in a way that groups pockets of trees into mini parks and subdivides blocks so that trees are in positions that will ensure they do not need to be removed to allow development. It is noted that opposition in this comment to development around Underwood Avenue, Selby Street and the ADF Irwin Barracks is because of concerns about traffic, losing the leafy green nature of the area and increased noise. The City is exploring various ways to allow increased development with reduced impacts on traffic. The MCMP focuses heavily on public transport, active transport and in this revision will also look at car free neighbourhoods as a potential concept to consider at the structure planning stage.

			of what makes Mount Claremont so special. Trees also reduce the urban heat island effect, something we should be working hard to improve, not diminish with more buildings. - Increased Traffic and Congestion High-density development will inevitably result in increased traffic, congestion, and a decline in the quality of life for existing residents. The peaceful, and generally low-traffic environment that many of us cherish will be replaced with noise, pollution, and traffic gridlock. This is particularly concerning along Stubbs Terrace and Underwood Avenue, where the current infrastructure is ill-equipped to handle the added strain. And we don't want more roads!!! The suburb's peaceful atmosphere will be irrevocably altered, and that sense of calm and serenity that defines this area will be lost. - Loss of Quiet, Leafy Suburb The primary appeal of Mount Claremont lies in its tranquil, green, and spacious environment. It is a suburban retreat away from the congestion of high-density urban areas, a place where people can enjoy peace and nature. By introducing high-density living, we risk losing the very characteristics that make this suburb desirable. Shouldn't we strive to keep beautiful suburbs like Mount Claremont that offer this much-needed respite from city life? Transforming our neighbourhood into a built-up urban space would fundamentally change its identity and make it less desirable for future residents. This is a moment to decide whether we wish to protect and actually enhance the natural beauty and peaceful atmosphere that makes Mount Claremont unique, or lose it to overdevelopment which would equally further risk our wildlife like the cockatoo.	

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			- Development Along Stubbs Terrace and Underwood Avenue I strongly urge the Council to reconsider any development along Stubbs Terrace near the Barracks and Underwood Avenue. These areas provide a crucial green buffer between residential properties and busy roads, contributing to the tranquil environment that residents enjoy. Further development will exacerbate traffic congestion and disturb the peaceful, suburban character of the area. These roads couldn't handle a huge influx of high density residences and the cars they bring and we don't want additional roads cutting through green spaces and killing trees. - Opposition to Extensive Urban Development Around the Western Power Station Similarly, I oppose the idea of urbanising the area around the Western Power Station with high-rise buildings or commercial developments. This area is an important part of the suburban character and should be preserved, not overdeveloped. We do not need more shops or high-rise buildings in Mount Claremont, especially when they would disrupt the community and strain existing infrastructure because we don't want to further develop such a beautiful area! Go against the grain and create a suburb that is nature and people first - not money and development. - Opposition to High-Density Urban Living Around the ADF Barracks I am also deeply concerned about the suggestion of introducing high-density living around the ADF Barracks. This area, like many others in Mount Claremont, is valued for its low-density, residential feel. High-density urban living would drastically change this character and cause	

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			traffic and infrastructure issues. We should be preserving the current character of the neighbourhood, not replacing it with high density high rise urban sprawl. In conclusion, I implore the Council to reconsider aspects of the masterplan that threaten to irreparably alter the character of Mount Claremont. The appeal of this area lies in its beautiful, low-density living, its green spaces, and its peaceful environment. Shouldn't we keep suburbs like Mount Claremont as they are, for the benefit of future generations? We have an opportunity to protect what makes this place unique, and I sincerely hope that the Council will take this into account in future planning decisions. Thank you for considering my concerns. I trust the Council will make thoughtful decisions that prioritise the well-being of the community and the preservation of our environment.	
59	Public	Object	Mount Claremont is, celebrated as been an area with pockets of bushland , buildings surrounded by aged trees and natural native shrubs and plants . We pride ourselves as been a small area of original residential areas. The big old remaining trees a reminder of what was . We are unique and should proud to retain this . The planned house medium to dense will only require tree culling loss of natural looking habitats like other areas surrounding . Manicured lawns of no use , developers tree choice and shrub choice is not native in the most and no one case replace what they remove . Why not fight to preserve what we have Make it better plant more Tuart trees , banksia and other eucalyptus's to honour what was and make a showcase area . I know developers seduce , state govt pushes and it is a push to find a way . Roads are under pressure a previously quiet suburb struggles to flow at peak hours .	The City is looking to retain and enhance greenery by identifying and protecting patterns of existing canopy and vegetation in Greenways. Greenways are intended to be formalised and add to public open space and conservation. The City has recommended that prior to structure planning, the City have detailed traffic studies and plans prepared to fully understand the upgrades required and the capacity of roads. These will intern influence decisions around density which will be decided at the structure planning stage. Acknowledge that the Master Plan Area is particularly important for flora and fauna including black cockatoos. The Greenways are particularly important for them and particularly the Underwood and Shenton Bushland which the City is advocating for. The Underwood bushland currently has a negotiated Planning Solution over the site; however, the City is demonstrating through the revised Master Plan that development can be achieved in the surrounds without taking away from the Bushland. The City hopes that the landowner will consider that higher density development on the outskirts of the Bushland is a preferable

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			We are honoured to have tenants of fauna and birds and flora let's enhance them . We have a chance to use environmental science knowledge about species which live here and struggle to exist , tree removal extra buildings will only serve to push our lovely area into a mirror of the areas around us . Be different be unique be proud . You have already built high density at Perry lakes and the royal Perth site . Is that not enough ?	alternative to any reduction of the bushland for lower density housing with similar returns.
60	Public	Neutral	I like the general plan, however i am concerned about the additional impact on traffic given the delays in getting onto Stephenson Avenue in the morning (we are sometimes unable to even get onto Montgomery Avenue from St Johns Wood). As such, we would propose that there is no residential housing around HBF. It would also be great to have another cafe/restaurant facility in the area. The one access we would love, if at all possible, would be the ability to access the JTC tennis courts through the gate. This would enable us to easily walk to floorball and cricket games held on the school grounds and we believe that such access would actually deter unsavoury behaviour given there will be more people around. We have attempted to contact them several times previously on this issue and noted how much the kids (particularly the smaller kids) would appreciate this gesture and how it would significantly add to the friendliness of the neighbour (particularly given we tolerate the neighbourhood traffic around school pick up and drop off times) but to date. This would enable the sporting precinct to be linked and accessible to all and would deter any antisocial behaviour that was currently there.	The City has recommended that prior to structure planning, the City have detailed traffic studies and plans prepared to fully understand the upgrades required and the capacity of roads. These will intern influence decisions around density which will be decided at the structure planning stage. In addition, the Perth HPC would accommodate a Mid-tier transit corridor and road reconfiguration under this proposal. These would allow for greater capacity and traffic improvements. The City agrees that additional permeability through the Master Plan Area and particular sites can provide a wider public benefit especially for active transport, however it is the landowners decision on whether to allow access.
61	Public	Neutral	I am writing to express my support for the general plan outlined in the HBF Park redevelopment proposal. I believe this project has the potential to significantly enhance our community.	General support noted. Acknowledge the concern that the Master Plan could result in traffic issues further outside the borders of the Master Plan. This will be acknowledged in the revised Master Plan and feature in future traffic studies and plans. Mixed-use development would allow for restaurants, cafes and the like.

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			However, I do have some concerns regarding the potential increase in traffic, particularly given the existing congestion issues on Stephenson Avenue during morning peak hours. Currently, residents of St Johns Wood often experience significant delays simply trying to access Montgomery Avenue, let alone Stephenson Avenue. Therefore, I would propose that the residential housing component of the redevelopment be reconsidered, specifically in the area surrounding HBF Park, to mitigate the potential traffic impact. In addition to addressing traffic concerns, I believe the inclusion of another cafe/restaurant facility within the redeveloped area would be a valuable asset for the community. Finally, I would like to reiterate a request regarding access to the JTC tennis courts. Opening the existing gate to allow access to the courts would greatly benefit residents, particularly families with children. This would provide a convenient and safe walking route to sporting events held on the school grounds, such as floorball and cricket games. Increased pedestrian traffic through this area would also likely deter any anti-social behavior. My family and I have previously attempted to contact the council on several occasions regarding this access issue. We have emphasized how much the children, especially younger children, would appreciate this improvement and how it would contribute to a stronger sense of community. We believe this simple gesture would significantly enhance the neighbourhood's friendliness, particularly given the traffic congestion we tolerate during school pick-up and drop-off times. This access point would effectively link the entire sporting precinct, making it more accessible and deterring any existing anti-social behaviour.	Regarding the John XXIII Tennis Courts, the City agrees that additional permeability through the Master Plan Area and particular sites can provide a wider public benefit especially for active transport, however it is the landowners decision on whether to allow access.

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			Thank you for considering my feedback. I look forward to seeing the positive impact of this redevelopment on our community. Sincerely,	
62	Public	Neutral	1. The plan doesn't appear to have any consideration for more schools. It is not remotely possible to expect the existing schools - including play groups, primary schools and secondary schools - to absorb the population growth, They are already at breaking point. 2. What about road upgrades and traffic management contingency plans? 3. Need more townhouses and villas with gardens and trees ...NOT high rises and apartments! Young families and the older generation need gardens and lawn ...not just public playgrounds. It's good to have an overall vision - but please consider all aspects. Thank you	The Master Plan will be revised to indicate potential new school sites. Road upgrades are included in the Master Plan. Additional studies and plans are recommended for preparation prior to Structure planning. The Master Plan will provide for a variety of housing types to suite a diverse population with different lifestyles. This includes lower density development such as single houses and town houses which would likely be located in the Graylands site where there is a need for sensitive transition from the existing low density suburb.
63	Public	Object	I am concerned that despite the Underwood bushland being given some minor assurances by the Council that it will be retained, the Draft Plan has a road going through the west side of the bush. Page 17 shows urban development covering the whole northwest corner of the UWA land. -Any current and new roads near the Underwood Bushland must have a reduced speed limit near cockatoo feeding grounds. This includes Underwood Avenue. -The greenway from the Carnaby's cockatoo roost site in Underwood is shown as 'Urban' instead of being part of the greenway between Bold Park and Kings Park. This greenway must be acknowledged and supported in the plan. These should not be 'Urban' areas.	The City has relocated this road in the revised Master Plan to protect the whole of the Underwood Bushland. Speed limits are beyond the scope of the Master Plan, however an overarching vision for local roads in the Master Plan Area is that they be low speed. The Greenways and land uses have been revised to provide more assurance by providing open space or conservation uses where greenways traverse the area. The City agrees that First Nations Heritage is of vital importance. There are some sites of note in the Underwood Avenue Bushland that the City advocates protection of. The City has referred the proposal to the Department of Planning, Lands and Heritage's Aboriginal Heritage Division. The City advocates for sensible development that does not bulldoze sites of vegetation. Subdivision must be done in a way that existing ensures mature trees are located in areas where they will not be barriers to development.

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			-In developing the areas indicated for a residential suburb, it is vital that relevant Noongar heritage and cultural locations be determined, respected and protected. -Any development must include protection of native vegetation as so often, this is wantonly bulldozed. Good development maintains original and mature trees providing shade and cooling for homes and retaining food sources for birds and other creatures. We know now that Perth has the worst tree canopy of all Australian capital cities and we must strive to not add to this poor reputation. -Residential development needs to be of quality, that is, building of sustainable homes with sufficient shade, cooling roof colours, space for gardens, correct orientation for efficient light/energy consumption etc., We must start demanding developers apply basic sustainable practices in their developments.	The City's suite of Local Planning Policies ensures that residential development is built sustainably and with space for greenery. Flexibility is afforded to developers where doing so results in retention of trees.
64	Public	Object	I object to the draft plan in its current form due to the following key reasons: 1. Urban zoning has been allocated to the whole northwest corner of the UWA land. The suggestion that land to the north and west would be available for development is unacceptable. This includes the west part of Underwood Bushland and would severely compromise the linkage from Underwood Bushland to the Carnaby's Cockatoo roost site at the corner of Underwood Ave and Brockway Road. This bushland must be retained and protected. The greenway that comprises the Carnaby's Cockatoo roost site is shown as Urban on the draft plan instead of being part of the greenway between Bold Park and Kings Park. 2. The proposal for 'Underwood Bush Road, Underwood Avenue' on the draft plan cuts right through the west side of the Underwood Avenue Bushland. This would be catastrophic for this important natural bushland and the black cockatoos. The road must be relocated away from any impact on the bushland and the resident cockatoos.	Acknowledge the concern with the proposed development within the UWA Sports Park. Any development in this area would be required to be complimentary to the sporting purpose of the site. The intention is for a Sporting Village. Accommodation opportunities would include short term accommodation for sporting professionals using the WAIS facilities. It also provides opportunities for visitors to events at the Perth HPC. A residential population does also provide opportunity for the Perth HPC to increase its offerings in terms of convenience and every day sports offerings such as gyms, physios, studios and the like. The concern with the urban area west of the Underwood Bushland is noted. This area has been revised to ensure the Greenway is not blocked and the north south road in this area has been moved west to avoid the Underwood Bushland. The Urban Opportunity identified over the current WACHS site has been refined to opportunities where existing buildings are located. This will avoid removal of bushland in the area.

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			3. The two areas zoned Urban on the draft map in the southern section (adjacent to Shenton Park Bush Forever) are over bushland regions and would therefore require significant bushland clearing. This must be changed to preserve all remnant bushland areas. The proposed urban sites should be relocated to brownfield sites. 4. WWTP Buffer Zones on the draft plan are described as being either removed or substantially reduced to allow development (pg 34). I object to this proposition and wish to point out the values of retention of the Buffer Zone. Aside from obvious reasons for retention, there are risks of flammable or dangerous liquids in the sewer; chlorine leaks; visual impacts and noise. Furthermore, the opportunity to protect and manage the endangered vegetation communities and fauna habitat within the Buffer Zone must not be lost. 5. Greenways are identified in the draft plan and I am very supportive of the City's recognition of their importance. However, I reiterate again the essential need to protect greenways from Bold Park through Underwood Ave and Shenton Park bushlands to Kings Park. This continuity must be protected for generations to come and will be a valued part of the City's landscape. 6. Carnaby's and Forest Red-Tail Cockatoos - these iconic and fast-disappearing birds are much loved by all the community with acute awareness of their fragile existence. It is imperative that the City appreciates and therefore protects the roosting, foraging and resting sites these birds use through the greenways described above in Item 5. The Underwood Avenue bushland supports these birds over their entire non-breeding season and is a lifeline of food sources including banksia and eucalypt, when so much of the Swan Coastal Plain as their previous food source has been decimated for development purposes. I object to the proposal for housing along Aberdare Road as the mature trees here provide significant roosting sites for the cockatoos and must be protected.	The City is not advocating for reduction of the buffer area but is completing the Master Plan process in the context of a Market Led proposal currently being assessed by the State Government in which the WWTP is proposed to be encapsulated to reduce or remove the buffer. Any removal of the buffer would be a decision for the Environmental protection Authority. Support for greenways noted. The revised master plan ensures that public open space and conservation links are provided along the greenways to strengthen the linkage. Acknowledge the significance of the area for the Carnaby and Forest Red Tail Cockatoos. Bird protection will feature in Building design as well as being a reason for the City advocating for increased bush forever protection along Greenways and on the Underwood Avenue Bushland site. The Master Plan does not include Aberdare Road although understand the concern about development close to Bushland. The CSIRO site does contain good amounts of vegetation. The surrounds of the site will be incorporated into the Greenways. As with other sites, subdivision and development of individual sites will need to be done in a way that maximises tree retention. Vehicle intersections and treatments will be subject to further detailed planning as part of the recommended traffic study and planning. Structure planning will also take this into account and may include further input from Main Roads. Support for walking trails as long as they are done in an environmentally sensitive manner is noted. The 3x30x300m rule will be placed in the recommendations for the City to consider at the Structure Planning stage. The revised Master Plan Mapping will likely achieve the 300m rule where infill areas will be a max 300m from open space/conservation.

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			7. CSIRO buildings and surrounds - I have concerns that the proposed development here may impact surrounding trees and native vegetation. It is vital that development in this area retains this natural vegetation including mature trees - it is an area where large numbers of Forest Red-Tail Cockatoos gather to drink, breed and rest. 8. Vehicle Access and Intersection Treatments - I appreciate that traffic will continue to increase with increased urbanisation however the smaller connections proposed in the draft plan require careful consideration and I object to the proposed concept of these smaller connections. Improved public transport would be a better option and any consideration for smaller connections must take into account the greenways and the welfare of their associated fauna. There are some concepts of the draft plan that I support including acknowledgement of the Noongar heritage and culture in this area. Whadjuk walking trails are a good concept as long as they ensure the welfare of flora and fauna as a priority. Speed limits should be considered around this area particularly with increased traffic and the potential further greening of suburbs. A speed limit of 50kmh should be applied in the cockatoo feeding areas such as Underwood Ave. My overarching priority for this region is to preserve the tree canopy and bushland areas. Urban infill is necessary but the City must re-draft the plan to ensure all trees and native vegetation in this region are protected in entirety and into perpetuity, including Underwood Avenue bushland. I fully support the 3 x 30 x 300 rule where each resident is able to see 3 trees, be in a neighbourhood with 30% canopy cover and be within 300m of a green space/park. I believe the City can make this happen with some further re-drafting of the master plan. We should be able to manage infill whilst retaining 100% of our natural flora and fauna values. The City of Nedlands could be a leader in this space. Thank you for reading my submission.	

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65	Public	Neutral	It is critical that all native vegetation is protected - so many years of public efforts cannot be discarded for creating a greenbelt from Bold Park through Underwood and Shenton bushlands to Kings Park. I do not agree with the proposed road thru Underwood bushland. The odour buffer is needed to be kept around the Subiaco Waste Water Treatment Plant.	Agree. The Greenways will help to formalise the green linkages. The City is advocating for Bush Forever protection of the Underwood Avenue Bushland. The road running north south along the Underwood Bushland has been relocated west to avoid the Bushland entirely. The City is not advocating for reduction of the buffer area but is completing the Master Plan process in the context of a Market Led proposal currently being assessed by the State Government in which the WWTP is proposed to be encapsulated to reduce or remove the buffer. Any removal of the buffer would be a decision for the Environmental protection Authority.
66	Public	Object	With more and more work available remotely, increasing population density is a wrong strategic goal. I understand the need for more housing, but strategically it would be much more efficient to grow areally and enhance transport system. Also, recommend keeping medical centre, perhaps repurpose, so that more high-quality health care is available.	Note that the submitter would like to see less infill development due to remote work trends. It is understood that the medical centre referred to may be the Graylands site. The Master Plan acknowledges that the Graylands Hospital is likely to remain.
67	Public	Object	My main concern is conservation for greening our suburbs by keeping existing canopy : particular interest in Underwood Bushland as undisturbed habitat for Carnabys Cockatoos for nesting and foraging (this species is not FIFO but are bonded to their family areas. They die if moved on to offsets). I grew up in Brookdale St prior to the Empire Stadium. As a child I watched huge tractors carving up the bush for est if Underwood Ave. As a married woman I watched with heavy heart as our exquisite bush playground was replaced with manicured lawn. Kids no longer played there. In those times the Carnabys and red tailed black cockatoos formed huge screeching black clouds announcing imminent rain. Now I see 4 of these birds at a time. Please do not interfere with Saved Underwood Ave Bushland.Do not put a road through it. Re the Buffer Zone for Sewage Treatment Plant. I used to live in Brookdale St and often the odour from this plant was unbearable. Retain the Buffer Zone and protect greenery around it as necessary habitat for native birds, insects and fauna. This Greenway or bush corridor from	The City recognises the importance of the Underwood Bushland and advocates for its retention. The road through part of the bushland is to be relocated in the revised Master Plan. The Master Plan is contingent on there being an odour eliminating / reduction solution to reduce the buffer. Buffer distances are set by the EPA and based on science. Given the MLP in progress, the City must plan for the future of the area taking into account a removed/reduced buffer. The proposed uses at Irwin Barracks are suggestions. The City can only advocate for changes on that land but cannot force changes. The development opportunities at Graylands are identified by the City but a decision as to what occurs at that site would be by the State Government, not the City.

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			Bold Park through Underwood Ave and Shenton Park bushlands to Kings Park is vital for our wildlife and will be a feature for generations to enjoy. Please only consider degraded brownfield sites for development Re. Irwin Barracks. Good luck with that now we must defend ourselves since Trump has ditched us. Re Graylands Hospital Grounds as I recall Mrs. Gray bequeathed those buildings and grounds in perpetuity for the benefit of The Mentally Ill. It is vital to retain all wooded and canopied Bushland in your purview.	
68	Public	Object	My overriding concern is to maintain the bird flight path from King's Park to Bold Park, being fortunate to have forebears who valued our natural bushland and conserved those reserves originally. Bottom p31, seeking protection for Bushland site is considered a separate exercise to this plan, WHY?? p34 pt 4 - describes the significance of these woodlands for the 3 species of black cockatoos. There are less than 5,000 Baudin's - critically endangered, very low reproduction rate, Red-tailed blacks < 25,000 vulnerable 1 chick per pair every second yr, Carnabys < 40,000 endangered 1 chick per pair. Research shows that large trees with hollows for breeding take 150 yrs to grow. We don't' have time to plant now to save these species. When Montario Quarter was proposed ""they were going to save the mature trees"". it was shameful to see the windrows of tuarts and red gums decimated on site. No-one should promise that any interference to any degree in existing remnant bushland can allow our critically important native species to survive, if there is a proposal such as p31 Negotiated Planning Solution. Bushland Forever should have no interference, nor nearby roads and cycle paths, to disturb this critical link of bushland.	The Master Plan identifies opportunities broadly. It does not seek to plan out every detail of a future redevelopment. The plan is overarching, and further detailed planning can occur after detailed studies which are recommended through this Master Planning process. The negotiated planning solution is between UWA and the State Government and is current. The City advocates for a larger portion of existing bushland to be made Bush forever. The urban areas south of Underwood Ave are already built up. The Master Plan is contingent on there being an odour eliminating solution to reduce the buffer. Buffer distances are set by the EPA and based on science. Given the MLP in progress, the City must plan for the future of the area taking into account a removed/reduced buffer. Agree that opportunity exists at the Graylands and ADF sites, however lower heights in these areas are recommended because of the southern interface with existing low density development and overshadowing from the north.

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			Thus I vehemently object to the 2 pink areas of Urban proposed on the south side of Underwood Ave, either side of Brockway Rd. Aerial photos show that much of the university land is devoid of trees. however there is a significant strip of sizeable mature trees along the boundary with Underwood. This strip serves a dual purpose, one being a pivotal link for birds, the second is crucial as a buffer from odours from the sewerage works. Having lived in Floreat for 31 years and backing onto Underwood for half that, I am qualified to say that although Water Corp have made significant in roads to odour reduction, there are still far too many incidences of bad odour, which would make the proposed residential development unwise. As well, the treatment plant is one of the 3 major treatment plants in the metro area. That facility will never move, and in the next century may need to expand. it seems inconceivable to even contemplate putting homes closer to it. If the ADF land and Graylands Hospital site were ever developed, they are at least much closer to the existing rail as shown in Fig 4 high rise in these areas would not likely affect adjoining properties and are close to schools, university and massive medical facilities, where accommodation is needed. Thank you for opportunity to comment.	
69	Public	Object	My concerns are around Tree canopy and bushland destruction, Type of dwellings proposed Educational facilities ie Planning for more schools BEFORE development starts as present ones are full Medical facility expansion Hospitals and Gp can't cope at the moment let alone with an even larger population in the area Shops and retail - do not need new develop Subiaco that is battling it really is not far and we have Floreat and Claremont Quater already in the area	The revised Master Plan seeks to increase canopy protection. A variety of dwelling types would be required, and these would be carefully selected based on the surrounding context, overshadowing and proximity to public transport and community facilities. This would be considered in detail at the structure planning stage. Agree that schools are needed. There are several sites in the Master Plan Area that could accommodate a school. Canopy protection maximised in Master Plan revision. The Master Plan seeks to retain as much greenery and canopy and enhance this.

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			Detailed comment What they are doing to ensure developers work around mature trees in planning buildings not just chop them down. They need to be preserved for the birds, for carbon offset, for run off and shade and for mental health .... We need trees The trees .... Council State and Goverment can't ask us all to be green and then clear all trees and everything else regardless for my re buildings There needs to be space for both and making money not be the driving force Most importantly Birds like black cockatoos with declining numbers due to habitat destruction tneed homes in mature trees to hold their nests to breed and bush for food sources Council planning are hypocritical if they want us to be green yet mature trees and bushland are the most important part of carbon offset and effect global warming hugely Trees stop run off concrete paving and tar does not. We live in a hot 🥵 climate and need trees We complain about high incidence of mental health in Australia If planning major infil (8000 units = 2000+kids potentially) it is a Known fact people need to see green and have space around them .... What planning is Nedlands doing with government for more properly built schools, not demountables like Shenton and now Mount Claremont primary!! (they wouldn't dream of putting demountables up for housing yet kids must have them as their schools) Kids need fields and trees and open space,	High density living is not harmful to human health. A variety of living styles are important in maintaining a quality of life which can mean different things to different people. Noting that Melbourne usually tops liveability rankings and has much higher density than Perth. Recognise that some future residents may want gardens. The Master Plan will support a variety of housing types including single dwellings with gardens. Road upgrades are proposed and further investigation into traffic will be conducted prior to any structure planning.

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			Shenton is almost at 3000 pupils and research shows the maximum should not be be more than 1500 pupils !! We keep seeing stats of mental health yet theses massive schools are anything but nurturing and creating balanced kids Are Nedlands Council liasing with other councils and government and state on the old City Beach high school site that is under utilised and should be a badly needed new school if they are planning to build 8000 units schooling needs to include primary school planning and daycare too Medical facilities need to be increased too Charles Gardener Hospital is overflowing 8000 units at x2 people per unit =16000people needing medical care ????? Battle to get a GP appointment too in the area There is very little in terms of housing for young families and parents downsizing who wish to stay in the area. Will infill planning be mostly high rise or homes 🏠 we are a suburb not the city which has many apartments no one wants to live long term in ..... the queues are for homes with a small garden ... not high rise What redevelopment is happening at Greylands ..... when do public get told .... There is something about to happen because of the I met someone who is working on it Is this for the benefit of developers who sell new apartments to people offshore or are they really listening to the community needs and those who live in and support the area and want housing with gardens of various sizes Traffic .... Will roads cope.	

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			FYI have sent photos of Forbes and an Australian research paper on school sizes and Shenton latest numbers ….. I bet those making the decisions didn't grow up with no trees and go to school in demountables with no fields and 2800 pupils !!!!!!!! I have some attachments of research papers supporting what I have said but cannot find where to up load them Please advise me where to send them Thank you for the opportunity to give feedback and look forward to a constructive plan that will involve and listen to us the community and ratepayers living in the area.	
70	Public	Neutral	Mt Claremont Master Plan Black Cockatoos are an iconic WA fauna species but are in danger of suffering managed extinction so we must do all we can to protect their habitat, for food and roosting. Greenways / corridors are essential for movement of fauna , from Shenton Bushland to Underwood Ave Bushland . Underwood is identified as NPS which aims to ""maximise bushland retention "". It is noted on P 31 that considerable effort to implement Bush Forever status over any land has been made, so other than politics , there is no good reason the Underwood Ave site cannot be declared as a Bush Forever site. It is currently bushland and simply should be declared and kept as Bush Forever. Similarly, there should be NO ROAD on the western side of Underwood, as this would disrupt the continuity and greenway nature of this bushland block. Underwood Ave Bushland is second only to Kings Park in size and Para4 P34 notes that this should be given Black Cockatoo roosting site status , and should be protected and undisturbed as such.	The revised Master Plan seeks to increase the bushland protected and ensure greenways are protected by reserved land where possible. The road through bushland has been relocated west to avoid the Underwood Bushland. Traffic speeds are planned to be low but are not enshrined until much later in the development process.

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			Reduced traffic speeds to 50kmph and cockatoo bird signage for roads adjacent to the Underwood Ave bushland would be appropriate.	
71	Public	Support	Absolutely support the need for an overarching vision for this area. For too long the State Government has been able to dump undesirable activities in this area with the attitude ""out of sight, out of mind. (eg Bus Service Depot) Other Local Governments have taken advantage of the City's poor planning towards Undeveloped Urban zoning to sell-off their Depot assets and lease from CoN without adding value or amenity to the community. The area has long been neglected since the Land Corp sell off the St Johns Wood Estate, the State benefited from land asset sales and CoN benefited from Rates base expansion with no provision for future funding the area. Remedial work on the Brockway Landfill site has been mothballed for over 30 years, then avoided by gifting land to Private school playing fields. Active Transport High priority should be given to the School Sports Circuit Project that was designed via WESROC initiative in 2016. This would relieve traffic congestion, connect Perry Lakes to Lake Claremont via off road network, facilitate improved community connectivity on multiple fronts. This is a must do! Connectivity must be created through the large landholdings which act as barriers to the natural movement between destinations, limiting movement to the existing formal vehicular road network. Vehicle Access Definitely support "A north-south link between John XXIII Avenue and the CCGS Playing Fields access road is proposed for urban	Support for the vision noted. Agree that there is currently a haphazard approach to planning in this area and that the buffer zone makes the land undesirable for community focused uses. The School Sports Circuit route is incorporated into the Master Plan. Agree that large landholdings are a barrier to movement at present. There is opportunity to increase permeability in some areas, but this is unlikely at John XXIII due to the importance of the school and the closed off nature of the St Johns Wood Estate. There may be opportunities to increase permeability at the Irwin Barracks site but only if the ADF were to consider carving up the land for defence housing or relocating from the facility in which case a subdivision would greatly benefit movement and provide Transit Oriented Development opportunities. Agree regarding right turn at Brockway/Underwood Avenue. Flow of traffic at the schools in the area is a complex issue that will require further assessment and planning as part of the recommended traffic study. Support for Greenways noted. The Greenways will be amended to show more accurately land that will form part of the greenway and this will not include urban land like the previous iteration. Greenways shall follow conservation reserves where possible. A north-south bush connection is possible on the Western side of the Perth HPC. Within the Perth HPC there are limited opportunities other than additional street tree planting which is proposed to create a local greenway. Sustainability initiatives have been identified in the Master Plan, and this will be expanded upon, however specific implementation will be determined later in the development process. Support for mid-tier transit and advocating for retaining train stations is noted. Montgomery Hall is outside the Master Plan Area. It is mentioned in the Master Plan, nevertheless.

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			development in this area and formalisation of the road network within the Sports Park and conversion to a more grid like layout would improve access to the Sports Park, John XXIII College and provide better east-west connectivity." Definitely support "The intersections of Camelia Avenue and Quintilian Road with Brockway Road, John XXIII Avenue with Brockway Road and Lemnos Street with Brockway Road are three such intersections where significant upgrades would become necessary." Add Intersection E corner of Brockway and Underwood Ave traffic lights require right turn arrow modification for eastward bound traffic. There needs to better traffic flow management at school drop-off times. He gridlock makes it impossible to move through the area, even if using buses. Environment Greenways and Whadjuk Walking Support increasing width of Greenways and stop using greenways as overflow parking that compacts soil and damages understory plants. Bush Forever. Requires North south bush connection through High Performance Centre grounds Sustainability This area should be a Model of 21st century sustainability off-grid demonstration projects. Public Transport Support mid-tier transit route in the Area, as per City's Integrated Transport Strategy 2024 "seek support and feedback for an east-west mid-tier transport route." The proposed route would connect major destinations in and around the City including UWA, Kings Park, QEII Medical Centre, Aberdare Road, Karrakatta Cemetery, Shenton Park	Five year horizon is satisfactory at present given the barriers to development that still exist. The City is not seeking to propose specific densities at this time as that is subject to much more detailed planning and more localised consultation. The Master Plan simply seeks to identify various density scenarios that the Community could expect. It is likely that any redevelopment would include a variety of housing types and sizes to cater to a diverse population.

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			Railway Station, Shenton College, Lemnos Road, Brockway Road, the CCGS Playing Fields, UWA Sports Park and Bold Park. Support active lobbying to keep Train stations open at Shenton Park, Karrakatta and Lock St and seek opportunities to provide parking at Karrakatta Station in Army defence land. Heritage Include Old Swanbourne Hospital Site 9Montgomery Hall. Recommendations / Implementation Recommendations should be more on front foot and aggressive towards realizing the vision. Five year review horizon is too passive action is required now.There should be far mor emphasis on Parks and Recreation. The number of dwellings calculations are alarming and overshadow the good planning intent of the Master Plan.	
72	Public	Object	I have deep concerns about the masterplan for this unique pocket of our Nedland's Shire.The fact that there are pockets of bushland and areas with large established aged trees ,which are examples of an old existing landscape of this area, is remarkable. The fact that we are part of a system of green corridors between bold park and kings park has been spoken about over the years . The removal native bushland with mature trees from both state and federal owned land will be a tragedy. By setting in place the concentration and relocation of some of these services between Shenton School and the Barricks and Grayland's hospital, not to mention trying to condense and use UWA grounds will lead only to one outcome, a stark treeless landscape with medium to high density building, lights, increased traffic and congestion. No development will allow the retention of the mature trees which make this area special for all live here or pass through. There are special ntive species that just manage to survive in out area. The two black cockatoo	The concern for increased development is noted, however the Master Plan site is centrally located, has great access to public transport and is underutilised for the most part. With the MLP that Hesperia is progressing with the State Government for the encapsulation of the WWTP, the City must consider what opportunities there are for better utilisation of the land. The City acknowledges that development does create flow on affects to infrastructure and traffic congestion. The Master Plan aims to combat these by focusing development close to existing community facilities, railway stations and including commercial and community spaces in the Master Plan. The proposal is not an example of urban sprawl as it does not propose development in any areas not already developed in some way (although these uses tend to be underutilised). The Master Plan includes greenways which protect patters and links of existing bushland and tree canopy. These have been expanded upon in the revised Master Plan.

			species .. we are so lucky to have a flock that roosts , feeds and tries to breed in our surrounds (Perry Lakes). These flocks are shrinking , as a species they are endangered on the brink in WA. The increase in houses , the removal of the last mature trees to allow high denisty building will pressure an already stressed species we are lucky enough to have in our surrounds.Why not focus on them as a central point of our suburbs. The time is now to plant more species they rely on , add watering towers and provide a landscape of shrubs , banksias and new trees to provide a future safe feeding roosting haven. Even now we have to protect what we have and plan to plant new trees to replace the one which will die like the stunning Tuart in Morro Drive. There are hot summers, climate change , water tables fall and the 200 year old tress that we have will die. Now is time to take action to restock and preserve not strip and thin out what we have. Can Nedland's council not be different from all other areas and not submit to the norm of poor tree canopy. The labour party is pledging trees if reelected, all councils around Perth are discussing the need for more tree canopy , we have it and now you want to remove it. Never in our life times will there be trees the size of some of what we have in an area be seen in inner suburbs in a 10 km radius from a city centre. There is congestion on the roads , to add houses means to build road which means tree removal , the railway underpasses cannot cope and major intersection backed up each day even before you add 8600 residences .The addition of commercial centres just because you have pockets of bushland seems ridiculous. The government federal or state building complexes like Selby Lodge, Csiro, Pathways, Irwin barracks and Grayland's have managed to preserve magnificant trees ,shrubs and shady areas likes of which you can never reproduce. The species of trees and the shrubs will be impossible to be replaced by any developer. and the value of these shady cool trees is priceless.The news is full of articles on the lack of trees in the Perth developments, should we not	

			value ours.By trying to use every last vestige of open land or land with old government agencies that have shady trees and space to become like the Quarter you placed on the wonderful land at Royal Perth Shenton will real spoil the leafy spacious feel of Mount Claremont. The urbanisation of a unique shady tranquil enviroment, one of the last in our council that is not overbuilt and full of grassy treeless ovals with no value to native birds and critters seems soulless. No promises of green corridors , street trees will ever be anything like what makes these areas so special. There are aged trees, there is bushland for our future generation of children to see what it (alittle) was like before. We have trees for shelter roosting feeding of endangered stunning cockatoo species , and this should be our selling point not 8600 residences to tear up this special area. The lack of food for these birds demand more planting not more stripping and removal of trees.Try to withstand the pressure to change what we have, but make it better ,an example of what can be done for special reasons.Why make our suburb into a treasure in a sea of urban sprawl. There are many birds and critters which will suffer with this master plan .We can show case what can be done, what is important and support the amazing black cockatoos presence in the suburbs. If pressured to utilise the land , the type of use is paramount, you cannot in this climate of global warming, tree canopy importance start to pull out trees, with the knowledge we have of their importance and value to society. Studies show the impact on mental health ,on children's learning from nature , from the presence and awe of natural areas not landscaped areas and lifeless parks with fountains and tracts of grass which costs a fortune to feed, use pesticides and maintain with rate payers money. Consider the value of what we have, so as not to lament in years to come ,the value of what we lost.	
73	Public	Object	Traffic congestion Loss of green space	Noted. Green space has been increased in the revised Master Plan. Traffic to be studied in detail prior to structure planning.

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74	Public	Object	1) Traffic congestion, 2) Reduction of green space	Noted. Green space has been increased in the revised Master Plan. Traffic to be studied in detail prior to structure planning.
75	Public	Support	I refer to our conversation at yesterday's meeting at the Mt Claremont Community Centre and hereby make my written submission as requested. I tried to do this online but the Take Survey page kept freezing so hence now trying via email. I make the following points: ▪ I reaffirm my abhorrence at the secret and exclusive deal between the State Government and developer Hesperia (Adrian Fini) to acquire and develop that section of the Graylands Hospital site unaffected by the Waste Water Treatment Plant (WWTP) buffer zone. This property transaction should be fully transparent and subject to a tender and with the City of Nedlands being kept fully informed. ▪ Prior to any implementation of the Master Plan concepts, the urgent safety issues relating to Camelia Ave need to be addressed. This has become a very busy road for such a previous local residential thoroughfare at peak morning, afternoon and early evenings on weekdays due to the school drop off and collect vehicles attending John XXIII College, Quintilian and Moerlina primary schools and the Mt Claremont Primary School. Camelia Ave is too narrow to safely support such traffic volumes considering it is also a Transperth bus route (Route 28) and with the buses dangerously taking up the entire width of Camelia Ave when turning at the intersection of Brockway Rd and Camelia Ave and also at the intersection of Camelia Ave and Mooro Drive. Both these intersections are dangerous and a redesign and construct is urgently required. ▪ Reference the Vehicle Access Plan (Figure 10). The proposed removal of the cul de sac at the intersection of Camelia Ave and Lantana Ave is ill considered and will only serve to encourage through traffic from Mooro Drive through the quiet residential Lantana Ave which is poor planning. Having such a four way intersection so close to the	Support noted. The MLP process is separate from the City. Urgent safety risks are in the purview of the City's Technical Services Team, and they have been engaged in the Master Planning process. Upgrades considered in this Master Plan are longer term. Cul-de-sac removal at Lantana Ave has been deleted. The City agrees that a closure of any rail stations is undesirable and advocates against this.

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			existing Mooro Drive/ Camelia Ave intersection would further increase the traffic conflict danger on Camelia Ave. This danger would be further increased yet again by any proposed new access road linking with Camelia Ave through the Graylands hospital site between Mooro Drive and Brockway Rd as shown in Figure 10. ▪ Mention is made in the Master Plan of the possible future closure of the Karrakatta and Loch St rail stations on the Perth to Fremantle train line due to low usage. Any closure of Karrakatta station in particular would be incompatible with the main expounded purpose of redeveloping at least portion of the Graylands Hospital site and some nearby other land parcels as medium to high density residential due to the convenience of the public transport offered by the proximity of those rail stations. I consider the philosophy by the City of Nedlands in establishing the Master Plan is wise even though not a statutory document. I only hope that our current State Government will take it into full and genuine consideration when it formulates its plans for the locality; that it will fully communicate during the process and will encourage significant input from both the City of Nedlands and affected ratepayers. But then…I am an optimist! Part 2 Thanks for the acknowledgement of my submission. In general I support the Mt Claremont Master Plan with the exceptions or queries I made in my submission.	
76	Public	Neutral	I was very interested to read through the Master Plan for Mount Claremont but disappointed that it was not forward thinking enough and still did not consider the area as other than a poor relation to other residential areas of the Nedlands Council.	The Master Plan Area does display a variety of ad-hoc uses related to the position of the area on what was once the urban fringe prior to Fremantle and Perth consolidating. This status has remained unchanged for much of the site's history.

			I understand the problems facing any redevelopment of large areas of land due to historical constraints and a variety of ownerships, but as the Council clearly states that these issues may pose considerable difficulty on any redevelopment why does the council not undertake an even bolder and transformational master plan aiming to reduce the current industrial and medical areas and increase residential and recreational development. I could find no reference to the WMRC (West Metro Recycling Centre) which should be removed as part of any development plan. As contaminated land, a large park (somewhat of a rare facility in Mount Claremont) could be located there. Furthermore, I read about 'encapsulation' of the Water Treatment works, to reduce the odour buffer zone - am I to assume this refers to an enclosed cover for this facility? If so, how will this impact the streetscape? Is it possible to grow a green roof over the covering improving the landscape of the site? The location of the medical facilities in Mount Claremont is another concerning issue. If residential dwellings are to be developed on the south side of the land does this mean the current high security psychiatric hospital is to remain? This does not seem an ideal arrangement either for patients who are situated a long way from other medical services, nor for residents and the current JTC school. This does seem the optimal opportunity to relocate and redevelop the whole site as part of a forward thinking and visionary Master Plan for the area. Additionally, the current non-residential and charity offices along Lemnos Street could provide many opportunities for residential developments without need to create new roads and facilities. Similarly, the two bus depots and warehouses would surely provide an excellent opportunity to create another local primary school and increase the size	The City considers that opportunity is available in some areas, but this is limited by the existence of the WWTP even if the odour buffer is removed. Much of the state government facilities in the area have had recent investment so it is not desirable to remove Graylands etc. The West Metro Waste Facility is not a desirable future use, but a land use change is likely contingent on pressure from surrounding land use changes. Given the proximity of this facility to the barracks and WWTP, the redevelopment potential here is limited. Agree that Bedbrook Place and the Selby Older Adult Mental Health site on Lemnos Street have good development potential. Support for Greenways is noted.

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			of Shenton College, perhaps using a middle school model. I would also ask the council to liaise with current transport cyclists (rather than recreational cyclists) to join up and further create adequate pathways for cycling and pedestrians, and to impose a speed limit for bikes and scooters as sharing a pathway poses challenges especially for those walking. I applaud the council's intention to maintain and increase green spaces, recreational facilities and bush land throughout the area of Mount Claremont and would urge it to do even more, creating a new, vibrant and verdant suburb, rather than the overlooked and inferior suburb (to the areas south of the Stirling Highway) it currently appears in the eyes of councillors and residents.	
77	Public	Neutral	I am writing to express my concerns about the proposed construction of new east-west roads in our area and the potential impact on traffic flow, particularly on the north-south main road, Brockway Road & Brookdale Street, noise levels, and the quality of life for residents, particularly those living alongside the north-south main road, Brockway Rd & Brookdale St. From a broader perspective, it is evident that our area is currently underserved by north-south routes, with only two main north-south roads, Brockway Rd & Brookdale St and Selby St, serving a significant portion of the community. In contrast, there are already three well-established east-west roads, which appear to be sufficient for current traffic needs, Lemons St, Underwood Ave and Oceanic Dr / Cambridge St. While I understand that the new east-west roads aim to improve connectivity and reduce congestion in certain areas, I am worried that this development may inadvertently increase traffic pressure on	The East West roads proposed seek to break up the Master Plan Area for more permeability. These proposals still only exist, and a high level and detailed modelling will occur prior to structure planning. North South Roads have been proposed, however constraints on some sites make it difficult to implement many more. Safety risks will be considered as part of detailed traffic planning. The Master Plan seeks to increase safety by having local roads at lower speeds, traffic calming measures being applied to all new and upgraded roads and an expansion of separated active transport corridors.

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			Brockway Rd & Brookdale St. As one of the primary north-south routes, Brockway Rd & Brookdale St already experiences significant traffic during peak hours, and any additional strain could lead to: Increased Traffic Congestion: The new east-west roads are likely to channel additional vehicles onto Brockway Rd & Brookdale St, which already experiences significant traffic during peak hours. This could lead to severe congestion, longer commute times, and increased frustration for drivers. Safety Risks: Higher traffic volumes could elevate the risk of accidents, particularly at intersections and junctions where east-west roads meet the main road. Environmental Impact: Additional vehicles on Brockway Rd & Brookdale St may result in increased noise and air pollution, negatively affecting the quality of life for residents living nearby. Higher traffic volumes, particularly during rush hours, will likely result in increased noise levels for residents living near Brockway Rd & Brookdale St. This could disrupt daily life, affect sleep patterns, and reduce the overall quality of life for those in the area. Impact on Residents: For those living alongside Brockway Rd & Brookdale St, the combination of increased traffic and noise pollution could have a significant negative impact. This includes potential safety risks for pedestrians, reduced property values, and a decline in the overall livability of the neighborhood. To address these concerns, I would like to suggest the following actions for the council's consideration:	

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			Comprehensive Traffic Impact Study: Conduct a detailed study to assess how the new east-west roads will affect traffic patterns on Brockway Rd & Brookdale St, particularly during peak hours, and evaluate the potential noise impact on nearby residents. Noise Mitigation Measures: Explore options to reduce noise pollution, such as installing sound barriers, planting noise-absorbing vegetation, or implementing road surface treatments that minimize traffic noise. Alternative Solutions: Consider alternative traffic management strategies, such as promoting public transport use, implementing carpooling incentives, or creating additional north-south routes to distribute traffic more evenly. Community Engagement: Involve residents and stakeholders in the planning process to gather feedback and ensure that the proposed solutions address the community's needs and concerns. I believe that proactive planning and community collaboration are essential to ensure that the new east-west roads benefit the area without overburdening the existing north-south infrastructure. With careful planning and community involvement, we can find a balanced solution that benefits all residents while maintaining the safety and efficiency of our road network. Thank you for taking the time to consider this matter. I would appreciate any updates or information regarding the council's plans to address these potential issues.	
78	Public	Support	I attended the meeting at Mt Claremont Community Centre 6th February and expressed views on the proposed and existing traffic situation.	Support noted. The intersection of Montgomery Ave and Stephensons Ave has been added to the list of proposed upgrades.

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			From the proposed plan I mistakenly thought the intersection at Montgomery Drive and Stephenson Avenue was to be upgraded as it is overdue, and a challenging intersection. Hence if it is not on the plan, can I request it form part of the plan. I was concerned to learn about the plan to include many chicanes and other traffic calmers as from my experience they are dangerous and, along with speed humps and other bazar calmers I have encountered in unfamiliar suburbs, not being aware of the local area, I have found many extremely dangerous. An example of an expensive disaster was Carrington Street with chicanes and over high speed hump, which were reduced a number of times to make them safe. My husband, who had an ongoing back injury, found driving over every hump increased his pain. I would further like to comment on a current intersection at Brookman /Brockway and Underwood. The main thoroughfare of Underwood Avenue has arrows for turns into Brookman and Brockway but not on the through road of Brookman / Brockway. I was the subject of a hit and run accident at that intersection in June, due to this. It is another unsatisfactory and dangerous intersection due to the inconsistency of the set up as arrows in all directions would make it far safer. I earnestly request very serious consideration be given to the vital importance of the traffic situation.	Traffic calming is useful and has proven effective in many areas of Perth already. Concern for these is noted, however the safety improvements make these worthwhile. Traffic will be studied and planned in detail prior to the structure planning stage.
79	Public	Neutral	I am a resident of Mount Claremont my name is Nathan Thomas and I live on 42 Quintilian Road Mount Claremont. I think the ideas to create more roads within Mount Claremont is a good idea to redirect traffic from other roads that are getting congested with traffic. I think the idea to put a roundabout at Quintilian road and brockway road is a good idea.	Support for vehicle and active transport network upgrades are noted. Shared spaces are becoming increasingly common and only in very low speed environments. Any implementation of these will be done with safety at the forefront and is subject to the recommended traffic study. The City is not seeking to propose specific densities at this time as that is subject to much more detailed planning and more localised consultation. The Master Plan simply seeks to identify various density scenarios that the Community could expect.

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			I think having dedicated cycle and pedestrian paths that are completely separate from roads is a good idea, in particular there should be a dedicated cycle and foot path along all of brockway road that is completely separate from the road itself. But I think having shared roads with cars, cyclists and pedestrians is a very bad idea this is dangerous even if you have slower speed limits. Lowering the speed limits on the roads is not a good idea as this will increase congestion and traffic and increase road rage. Having some higher density is an okay idea but the proposal to have over 18,000 new dwellings is completely ridiculous as this will create an exponential increase in traffic and congestion even with proposed infrastructure improvements, I think adding another 2,000 dwellings would be reasonable. Mount Claremont is a quiet and peaceful suburb and you should not destroy that with a plans to increase new dwellings by more than 2,000. If you want to have high rise and higher density apartments you can do this on Stirling highway where there is the infrastructure to cope with that amount of increased dwellings and the capacity for it as there are many commercial buildings that could be converted into commercial/residential buildings or purely residential buildings.	While height and density are not being determined now, the City recognises that the existing railways stations on the eastern edge of the Master Plan are good locations for dense development and may be suited to high rise in some locations.
80	Friends of Underwood Avenue Bushland	Neutral	*Letter is too long for Table. See attachment.*	Acknowledge that the FUAB disagrees that the Master Plan should not directly deal with Bush Forever expansion of the Underwood Bushland. The City is of the opinion that the Master Plan cannot offer enough certainty as a non-statutory document and rather the Master Plan recommends that the City

				continue advocating for a larger amount of the Underwood Bushland to be Bush Forever. No changes are proposed on Aberdare Road as part of this Master Plan. Aberdare Road is shown on the Greenway maps as being located along a Greenway. Agree that constraints within the Master Plan Area are larger than other development sites and hence the Master Plan can appear somewhat fragmented. In reference to roads, the City has relocated the road from Underwood Bushland to west of the site. Agree that Selby Street has traffic issues and upgrades to roads and increased public transport will need to be considered in this area. Agree that Road speeds are an issue. New streets will be slower speed, and the City will advocate for speed decreases past Bushland sites. Note that FUAB would rather the City advocate against the buffer removal. The City is not advocating for the buffer removal but notes there are positive and negative aspects of doing so. Any decision to reduce/remove the buffer would not be made by the City but the City does need a plan in place that takes into account a reduced/removed buffer to allow the City to have reasonable influence on any future redevelopment in the area. Agree that the City is unlikely to be able to make decisions on density in the Graylands site but still has the ability to set out a desired vision for low/medium density infill on the site. This vision may influence decision makers. The Biomedical precinct announcement was made after the drafting of the Master Plan. The revised Master Plan will make mention of this. Disagree that development cannot be accommodated north of a future consolidated UWA Research Station. The development area has been reduced to provide for greater certainty on a greenway through this area. Note that the area is significant for research about Carnaby Cockatoos and that Banksia prionotes are a significant food source. Should any development occur

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				in the area, the structure plans and any landscaping plans should seek to select species that provide the greatest benefit to the Carnaby Cockatoos. Agree there is some significance in the Underwood Bushland and surrounds for Aboriginal people. This is noted in the Master Plan despite the State Government removing registration. An ethnographic survey of the area would be beneficial.
81	Public	Object	0. Overall statement - getting with the times I do not support the Draft Master Plan as it does not adequately address the significant environmental assets, and criticality of the Mount Claremont area to the broader region in its proposed development sites. The areas proposed for 'urban' (figure 4. Page 17) are encroaching too far into existing native bushland, as well as not considering the significant trees assets on semi-cleared land. Protecting underwood bushland is critical, but it cannot come at the cost of other assets. As we sweat through our hottest ever summers (with >10 days over 40 degrees each month) and listen to the tragic cries of starving Carnaby cockatoos, in 2025 it is completely archaic and inappropriate to propose wholesale unchecked clearing of land that has a high % of large tree canopy cover, contains threatened habitat (tuarts and banksia trees), that supports critically endangered animals (carnaby and redtail cockatoos). 1. Understanding the assets - there is considerably more at stake beyond a few blocks of land to sell off Proposing any 'opportunities' which will lead to land clearing and destruction of local trees, must contemplate the protection of native species - both flora and fauna - especially the threatened and	Noted. The revised Master Plan seeks to preserve a greater amount of Bushland. The road through Bushland has been relocated away from Bushland. Greenways avoid roads where possible, however existing roads such as Stephenson Ave, Underwood Ave and Brockway Road pose a challenge. Clearing should be avoided as much as possible. The City utilises Local Planning Policies to control this. Subdivision will need to occur in ways that ensure existing trees are carefully considered in the layout of lots so that the trees are able to be preserved more easily.

			endangered species Carnaby's Black Cockatoos, Forest Redtails, Banskia Woodlands and Tuart trees. It is unimagineable to propose: ▪ Reducing the size of underwood bushland ▪ Putting a roadlink through underwood bushland ▪ That a 'greenlink' will then run through the road? The master plan must seek to achieve a goal of zero tree removal. There must be NO LOSS of existing trees and habitat. The proposed urban areas go too far. The plan makes statements regarding development but does not include the facts on what land clearing would entail, how many native and endemic species would be lost and what the impact on the current remnant flora and fauna would be. For example, data that must be transparently stated includes: ▪ What is the current % tree canopy cover in the area? ▪ How many existing significant trees >8m in height are proposed to be cleared? ▪ How many banksias and tuarts will be cleared? ▪ How many Carnaby and Forest Redtail's frequent the area and what is the proposed replacement for food and habitat? 2. The real opportunity - for genuine sustainable development In relation to the environment, the plan talks purely to the consumptive use (e.g. Walkways) or destruction (e.g. Development of new sites) and zero to the preservation of existing assets. Establishing 'through ways' for habitat is not enough to offset the clearing of any legacy, significant tree assets.	

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			The true opportunity for this master plan is to create a deeply sensitive, world leading sustainable development plan that seeks to not only minimise destruction to the natural environment, but instead seeks to uplift it. I would see this goal as sitting adjacent to the goal of maximising profit out of land sales. And if the master plan set out an approach for zero tree canopy loss and zero destruction of existing significant tree assets, its very likely to see a major upilft in land values, beyond the blunt and depressing approach to clearfelling. This development plan must be different - it must be better.	
82	Public	Neutral	Summary: ▪ Information on the effects of the WWTP buffer removal/reduction should be included in the plan. ▪ WWTP land should be reserved for the current and future provision of water-related research and services. ▪ Spare land related to the Electricity station should be slated for future renewable technologies and acknowledged in the Plan. ▪ Significant trees should be fully documented by the City and shown on the Plan. ▪ Retention of all large trees and bushland should be earmarked in the Plan. ▪ The plan should specify where canopy is to be retained, and areas where it should be increased, so that the city can reach 30% canopy cover by 2040. ▪ On the Plan, a South-West to North-East green linkage should be marked. ▪ The road running through Underwood Avenue Bushland should be removed from the Plan. ▪ Urban development along Underwood Avenue should be removed from the Plan.	The Master Plan is created on the assumption that the MLP is successful. The City has not been privy to details around the effects of the WWTP buffer, however the City will monitor announcements and further details and update the Master Plan as more information comes to light. The WWTP land will be retained except for green space at the south which may serve a higher purpose if publicly accessible. The Western Power site is likely to remain. Detailed planning looking at individual trees is to be conducted at structure planning and subdivision stages. A southwest to northwest greenway is included on the Master Plan. The road through the Underwood Bushland has been relocated west to avoid the Bushland. Development along Stubbs Tce will not be removed. The sites offer opportunity for transit oriented development. Greenways can be accommodated south on ADF land and Stubbs Tce developments can be done sensitively only utilising land already developed on. Miyawaki Forests are a great idea. These would be useful along new Greenway corridors and for enhancing existing corridors. POS space increased in revised Master Plan.

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			▪ The greenway provided by Aberdare Rd to Stubbs Tce and beyond should be acknowledged on the Plan, with development along Stubbs Tce being removed. ▪ The Plan should stipulate that any developer activity must support and enhance Whadjuk trails. ▪ Miyawaki forests should be shown at regular intervals on the Plan, including at school sites. ▪ A need for more POS to cater for any increased population should be anticipated and shown on the Plan. ▪ Social Housing should be included in the Plan. ▪ Cul de sacs should be retained and used in new precincts. ▪ Permeable surfaces and light-coloured alternatives to asphalt should be part of the Plan, and be vision for the City. ▪ The Nature Positive aims of halting and reversing nature loss by 2030, with full recovery by 2050, should be included the Plan. ▪ The Plan should mandate to developers that the 3:30:300 rule apply to every future resident in potential developments. Submission: The Plan is based on the assumption that the government will release State-managed land (mine and yours) that is currently used for essential services for the financial benefit of already extremely wealthy land developers whose past record shows no or very little regard for the natural environment and its benefits to the community and its residents. It has been acknowledged by the current state Government that infill and urban development in the Western Suburbs is highly viable for land developers, with more valuable returns here than in any other suburb or area. I have lived in Mt Claremont since 1974 and have long been amazed at how lucky I am to witness such infrastructure so close to where I live. There are, as the Plan acknowledges, multiple utilities and government	Agree that Social Housing should be included in the Master Plan. This will be mentioned, however allocating sites is not the role of the Master Plan. This may need to be established prior to development of lots. Roads have only been proposed where necessary. cul-de-sacs and laneway proposals are at too finer detail for the Master Plan and may be considered as part of traffic planning, structure planning and the subdivision stages. Agree that light coloured materials help combat urban heat island affect. The City encourages a range of sustainable initiatives throughout all stages of the development process. The 3.30.300 rule will be utilised in the structure planning stage.

			and community services located in the suburb. These are the 'beating heart' of a city and it has been wonderful to witness the city turned inside out, as it were, on a daily basis. Their central location in Mt Claremont can only be a financial boon to the State treasury and agencies involved. The cost of delivery to the population, and convenience for workers required to operate facilities and services, must surely be of more benefit than if they were located on the outskirts of Perth – the longest city in the world. The Plan is predicated on the reduction or removal of the WWTP buffer zone. It is noticeably lacking in the effects of the removal of the buffer. More information from either or both Government and Council on these effects, along with the associated research, should be made available with the Plan. The WWTP buffer zone should be retained in full. Removing the buffer zone is an abrogation of service and duty to the public, and under no circumstances should the Govt forge ahead with such a plan. This land, used to mitigate the effects of water treatment, should be reserved for the current and future provision of water-related research and services, such as development of infrastructure for purified recycled water (as Sydney is planning) and other future water technologies that may arise. This will be surely, and sorely, be needed in the future. Likewise, any spare land related to the Electricity station should be slated for future renewable technologies, such as large storage batteries to supplement any community battery hubs. The short distance of transmission to residents and industry/community facilities means less degradation in wattage than if they were further away. Like ensuring water security, this is a responsibility of government. Such land should not be given away to developers. Another glaring omission in the Plan is that there is no mention of the large, significant trees, particularly the remnant trees, that exist in the North, East, and North West of the Plan. The City, Govt and developers	

			need to be aware of these trees which should be fully documented by the City so that there is no doubt of their location and value. It is essential that all these large trees be retained as their contribution to canopy cover is unparalleled. Tree Canopy, like water and power, is essential infrastructure. The plan should specify where canopy is to be retained, and areas where it should be increased. The State Government has committed to taking action towards a 30% canopy by 2040, and City Councillors voted unanimously in 2024 to introduce the same target to the City of Nedlands. Currently the canopy coverage is at 18%. Potential canopy areas to reach a coverage of 30% should be shown on the plan, which should stipulate that developers contribute. On the Plan, a South-West to North-East green linkage should be marked, from Underwood Avenue, through the WWTP area, CCGS playing fields the UWA sports park to the area to the east of the Plan, viz. the Mount Claremont Community Centre reserve 43379 (next to Banksia Farm and yet to be rehabilitated), the Montgomery Ave greenway, Mt Claremont Escarpment and Lake Claremont. Only Underwood bush is included in the plan as being an important ecological site, which is absolutely true. In addition, though, there is currently an almost continuous stand of very large tuart, jarrah and marri trees through the numerous large and small pockets of remnant bush between McGillvray Rd, Underwood Ave and Stephenson Ave: around CSIRO, the McGillvray playing fields, around and behind the Western Force and Jack Bendat facilities and the athletics track. These trees are icons of the Swan Coastal Plain, a threatened ecological community and should be preserved and enhanced into the above-mooted greenway, without the removal of ANY large trees. Concomitant to this, Underwood Avenue Bushland must be quarantined from any roads and development and the road currently on the Plan should be removed.	

			Certainly, urban development along Underwood Avenue should be removed from the Plan. Notwithstanding this necessity, like the needs of power and water, sporting needs in Perth will not stay static, because of population increase, new sporting code development, and for example the rise of elite sporting codes for women. To push housing into these areas is foolhardy and short sighted. Development along Stubbs Tce will break the greenway for fauna which is provided by Aberdare Rd, from Kings Park to Bold Park, through Defence land and onto Graylands Hospital site. This development should be removed from the Plan. The Plan with such development can hardly be said to 'increase genetic diversity in flora and fauna'. The plan should stipulate that any developer activity must support and enhance Whadjuk trails. The role of educational precincts in combatting urban heat should be considered in the Plan. The Council should advocate with appropriate bodies for pocket forests at all schools in the City (not just on the Plan), as per Murdoch university Grey Coupland's Miyawaki forests. In addition, Miyawaki forests could be included on the Plan at regular intervals across the Plan's area and be a condition of any development in a precinct. There will need to be more POS to cater for any increased population. There is no mention of Government and Social Housing in the Plan. Mt Claremont has long been associated with its fair share of such housing. The Graylands Migrant Hostel, Veterans' Housing, and state-owned housing has long been a feature of the suburb. To retain the cultural and historical ethos and associated values of the suburb, social housing should be included in the vision (Plan) vision, but only in areas where urban development is sustainable. The Plan states that cul de sacs should be reduced so that developments remain permeable. I live in a cul de sac and I can tell you it makes for enhanced community living. They are a fantastic urban	

			design model. They encourage community interaction and are quiet and safe. Removing cul de sacs is a retrograde step for residential areas. New developments would be better off with them. The City, State and developers should get serious about introducing permeable surfaces to cope with storm water runoff. They should also get serious about reducing the amount of black asphalt, in favour of lighter coloured alternatives to reduce the heat island effect. This has been done in Cities in the USA and in Sydney (The Cool Cities Project). Providing cooler roads should be highlighted in the Plan and made a condition of development. The Nature Positive aims of halting and reversing nature loss by 2030, with full recovery by 2050, should be adopted and put into the Plan. Likewise, the Rule 3: 30:300 should be mandated for any future development: 3 trees visible from every home, 30% canopy in every neighbourhood, homes 300m from the nearest park or green space. [The importance of urban trees, Treenet conference. Dr Chris Daniels (2024).] I know this is a rant against increased development and likely to have little effect. The priority of the plan should be the well-being of citizens, rather than urban development and population increase at all costs (or rather, at any cost). With an emphasis on preservation of natural bush and increased canopy, with a high value on technology and research for our essential services, Mount Claremont could become a showcase suburb, recognised for its high conservation values, forward thinking sustainability measures and its happy, healthy and engaged community.	
83	Public	Support	Support for the draft Master Plan in principle and grateful for the opportunity to address issues and make recommendations. This is an ambitious plan, as highlighted by the authors, given that most of the land is in the hands of parties outside Nedlands' control. However, to create a vision, and identify opportunities and constraints, this is a starting point. The proximity of this area to Perth certainly in terms of	Support noted. Agree that there is an increasingly limited opportunity for Local Government to be involved in the planning process for large redevelopment areas. Thus, it is imperative that the City conduct this process early to set out community's and the City's expectations and have influence before potentially having influence limited later in the process.

			residential infill, is a great advantage, as long as it's not just for the top end of town. Developers are failing to address the housing crisis by not providing affordable housing, and unless the State Government lends a hand, the areas identified here as 'urban' will end up being unaffordable to many and a missed opportunity for social housing. There is always the risk that deals between developers and agencies are made and the Council is deemed helpless under the provisions of the SDAU. Our particular interest in this plan is the protection and conservation of natural areas, large trees and greenways, ensuring that the corridor between Kings Park and Bold Park and Lake Claremont is maintained. Without repeating verbatim, the administration's report on Greenways, minuted at the 26 November OCM, identified numerous linkages and we support that. Underwood Avenue Bushland I look forward to the Underwood Avenue Bushland issue being resolved and the site zoned "Environmental Conservation" under the MRS. I would welcome the Friends of Underwood Avenue to become another one of Nedlands bushland groups. Has the portion of Bold Park that Director of Planning referred to and quoted below been incorporated in the Land Use map Figure 5? "The portion of Bold Park within the City of Nedlands will be added to the Mt Claremont Master Plan Area. The portion of Bold Park within the Master Plan Area will be marked as open space and bush forever in the land use map. The Master Plan Text will be updated accordingly to reflect this." There's no such label on the map.	Agree the Greenways are important. These have been expanded upon in the revised Master Plan. The Master Plan maps in the revised Master Plan are being updated to include the City's portion of Bold Park. There are no changes proposed to this area.
84	Public	Neutral	I don't live in Nedlands, but my parents lived in Doonan Road for 30 years, and it's such a lovely area. I really appreciate the intention to maintain the character and beauty of the area, whilst looking at much needed housing development.	Agree that there are parts of the Master Plan Area that are very significant to Black Cockatoos. The Greenways and Bushland preservation have been expanded to reflect this. The proposed road through the Underwood Ave Bushland has been relocated to avoid the Bushland.

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Draft Mt Claremont

City of Nedlands

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			I would love to see Nedlands taking the lead in ensuring that the black cockatoos and all the other birdlife in Underwood Avenue bushland are not just preserved, but supported as part of our wonderful heritage. I gather there was a proposal to put a road through the bushland, which could be disastrous. Although it's not my suburb, I feel that all of us, all around Perth have a sense of wanting to create the best possible corridors and opportunities for wildlife. Thank you for your attention to this! We are all waiting with fingers crossed to know that you are working towards the best possible outcomes.	

Draft Mt Claremont Master Plan
Comment due by 24 February 2025.

Your Voice Nedlands
planning@nedlands.wa.gov.au

Margaret Owen – Chair
Friends of Underwood Avenue Bushland Inc.
[redacted]

[redacted]
State whether you support or object to the Draft Master Plan, of if you are providing comment only.
Providing comments.

Preamble

'The Master Plan identifies opportunities that the area has to offer in terms of urban development, enhancing active transport connections, proposing greenways for the movement of fauna and improving road permeability.'

The Friends of Underwood Avenue Bushland (FUAB) is aware of some of the complexity of developing a Master Plan for the Mt Claremont area. The Master Plan, if implemented, will be a non-statutory document. The City of Nedlands' aim '*to form a cohesive plan for the future of the area'* is very difficult. The residents and wider community supports retention of bushland and trees as habitat for iconic black cockatoo species, and for other birds and animals. Development aspirations from UWA, Hesperia, the state government and other organisations are not transparent.

The Friends of Underwood Avenue Bushland (FUAB) has advocated for over 26 years to have the whole of Underwood Avenue bushland protected and linkages between Kings Park through Shenton and Underwood bushlands to Bold Park and further to the Indian Ocean protected and enhanced.

The Friends' Vision is: '*To protect Underwood Avenue's Bushland forever as a special place and a critical link between Kings Park and Bold Park'.*

Amongst many other actions to protect the entire area of Underwood Bushland, the FUAB has presented:

- To V-C Prof Paul Johnson. – a petition in the form of a book, the names and comments of 3,076 concerned citizens. '*Collectively, we ask you as Vice Chancellor to act to withdraw UWA's proposal for a residential estate on Underwood Avenue Bushland in Shenton Park.'* Accepted by Professor Johnson.
- To Vice Chancellor University of Western Australia, a petition in the form of a book, which collates the names and comments of 177 concerned staff of UWA. '*Collectively, we ask you as Vice Chancellor to act to withdraw UWA's proposal for a residential estate on Underwood Avenue Bushland in Shenton Park'.*
- To Premier Mark Mc Gowan: a petition in the form of a book, signed by 12,853 people….'*Acquire Underwood Avenue Bushland for Conservation as an A-class Reserve for the protection of nature and for the people of Western Australia.'*

Protection of the bushland has the support of the community. The state government and the University are seeking an understanding in relation to Underwood Avenue Bushland. If part of the bushland is excised for development this would not be acceptable.

Draft Mt Claremont Master Plan
The FUAB propose to go through the City of Nedlands Mt Claremont Master Plan and make comment on points as needed.

Page 8 Introduction
The FUAB agrees with the City of Nedlands that a Local Structure Plan is not the appropriate instrument for planning for the Mt Claremont area. FUAB is of the opinion that a vision could have been created through holding a workshop or similar to gather information pertinent to a vision for the area. Nevertheless FUAB welcomes the draft Mt Claremont Master Plan and the opportunity to comment.
The FUAB notes that Underwood Bushland protection is '*considered a separate exercise to this Master Plan.'* (p31 Master Plan). FUAB can understand the reasons for this stance, but within the Mt Claremont area, other areas have also been 'subject to EPA and other agencies' investigations. (UWA Sports Park/Bendat Basketball and State Rugby Centre/Christchurch Playing Fields). FUAB could add that the Defence Department land could also be 'considered a separate exercise…..'

Page 13 Regional Context
Please note that tall trees in Aberdare Road are a roost site for Carnaby's Cockatoos. This is a major roost site.

If housing is developed along Aberdare Road, the tall trees and roost must be protected.

Page 14/15 – Figure 3 Regional Comparison Map.
The FUAB recognise that 427ha is a relatively large area and that other areas being developed or planned for (ECU Mt Lawley, Fremantle Port – North Quay, and Burswood Point) are smaller. However the constraints within the Mt Claremont Master Plan area are great. In circumstances where opportunities are limited, it has to be accepted that some things (such as infill targets) may not be achievable. Rather than being described as 'currently underdeveloped', acceptance of the reality of all the constraints will have to be made.

Page 17 Figure 4 Master Plan
The City does not have Underwood Bushland marked as Bush Forever.

Page 21 Active Transport
FUAB supports the City's statement about ameliorating any increase in traffic.

Pages 24/25 and Figure 10 Vehicle Access and Intersection Treatments.
FUAB does not support the statement:
'*Smaller connections have been proposed to help spread traffic flows across the area.*' Traffic is a huge problem and already Selby Street experiences traffic jams towards Nicholson Road.

Certainly FUAB opposes 'Underwood Bush Road, Underwood Avenue' (Figure 10) that would cut right through Underwood Bushland on the west side.

FUAB agrees that the areas around the sports facilities and HBF Stadium at times of public entertainment, need dedicated public transport.

The issue of school traffic is already a problem, so a potential further school or schools compounds traffic problems.

FUAB did participate in the 2 day Shenton Park Charette. Advice was received from Bronwen Keighery and other expert participants but results were put aside.

FUAB did participate in the Venues West Structure Plan, and made comment on the CCGS Playing Fields.

Despite our every endeavour over 25 years, FUAB is commenting on the draft Master Plan without knowledge of private agreements. Perhaps the City of Nedlands is to some extent in the same boat.

Page 28/29 Environment Greenways and Whadjuk Walking Trails

The FUAB strongly supports the WESROC Greening Plan.
In regards to the greening of local streets including verges and median strips, FUAB is most concerned that black cockatoos and other fauna must not be hit by cars as has happened on many occasions along Underwood Avenue. Carnaby's walk onto the road from the Underwood Avenue island vegetation to retrieve dropped banksia cones. They also feed on verge bottle-brush nectar and are slow to take off. The speed limit is too fast at 60kph and in any event, drivers do not obey the speed limit.

In her recently published book 'Creating Black Cockatoo Friendly Suburbs' Christine Groom states that vehicle speeds greater than 50 k/ should be avoided (p 67). In addition Carnaby's and Red-tails drink from puddles on the road from rain and sprinklers.
FUAB recommends that the speed limit along Underwood Avenue be reduced to 50 k/h from early morning for one hour…and when Carnaby's are here in the non-breeding area. In Stephenson Avenue there is much less vegetation close to the road and sight lines are clear. Also the Carnaby's perch on top of light poles so are not near the road.

In areas away from fast moving cars and other transport, it would be appreciated if Carnaby's food trees could be planted.

A positive example is the planting of Marri trees along Meagher Drive towards Underwood Avenue. These trees grew quickly and provided food for Carnaby's within a couple of years of being planted.

Page 31 Bush Forever

FUAB appreciates the comment '…*it is important that this issue, the preservation of the native habitat advocated for by the Friends of Underwood Avenue Bushland Community Group, is understood by the City and State Government*.' FUAB notes

that UWA has already cleared half of the bush on Lot 4, including for buildings, and for the areas for agricultural, turf, endangered marron and fish research.

Page 34 Opportunities
The FUAB does not support the assumption in 'Opportunities' for the mapping exercise that the WWTP buffer would be 'either removed or substantially reduced to allow development'. (p34)
We suggest that in this section, the City points out the values of retention of the buffer.

FUAB has a document 'Report on Buffer Zone for Subiaco Wastewater Treatment Plant' June 2001 by CEE – Consulting Environmental Engineers. The Report states:

'*The goal is to have no complaints from the community about odour from the treatment plant. To achieve this goal, it is necessary to build in a high level of odour control at the plant, use rigorous operating procedures, reduce changes in treatment processes to a minimum and maintain a buffer zone of adequate size.'* (p5)

FUAB recognises that technology has probably improved since that document was written but there is no public knowledge of proposals.

Apart from the obvious needs for buffer zones, the Report also lists risks

- Flammable or dangerous liquids in sewer
- Dangerous chemicals stored at the plant
- Consequences of chloring leak
- Visual impact
- Noise.

The opportunity to protect and manage endangered vegetation communities and animal habitat within the odour buffer must not be lost.

Graylands Hospital
FUAB understands that State Government's advice is that the hospital is still required for patients. However it seems that Hesperia will be developing on part of the site.
Any City of Nedlands conjectures about residential yields within the Graylands site would, we suggest, be meaningless as the developer, in conjunction with the State Government, has its own development plans that are secret business.

CSIRO building and grounds.
As reported in September 2024, the State Government, CSIRO and UWA have signed an MOU *'that will develop a 10ha site in Floreat into a biomedical research and industry precinct.'* (September 2024: UWA.edu.au)
As the grounds of CSIRO are significant for black cockatoos, particularly Red-tails, Margaret Owen contacted Minister Dawson after the media release. The area is significant as it is a major Red-tail roost site and here the Red-tails gather before roosting to drink, feed, socialise and mate. Minister Dawson replied on 7 December 2024:

'It's early days but the plan is to simply move into the existing empty CSIRO buildings. No plan for further development and no plan to move trees'.

Discussions with UWA (p 34)
Point 3: '*There is a development opportunity if UWA consolidates the Field Station to the southern portion of the site. The land to the north and west would become available for mixed-use development.'*
This suggestion of land to the north and west becoming available for development is not supported as inferred is that the west part of Underwood Bushland would be part of the development. In addition the linkage from Underwood Bushland to the Carnaby's cockatoo roost site at the corner of Underwood Avenue and Brockway Road would be compromised…

[particularly with the Underwood Bush Road - the new road and new intersection point 3 Figure 10.]

Point 4 'Opportunities' mentions black cockatoos. [Note spelling mistake in Forrest Red-tails…….]

Carnaby's Cockatoo

At State level all three species of black cockatoos are listed as 'rare or likely to become extinct and therefore in need of special protection' (p 1 Great Cocky Count Report 2022). Baudin's cockatoo is unlikely to be present in the area.

Carnaby's cockatoos roost at two main sites in the western suburbs

1.) Hollywood Hospital car park/Aberdare Road
2.) Corner of Underwood Avenue and Brockway/Brookdale Road and along Brookdale Street.

Both sites are major roost sites and a major roost site is one at which over 150 cockatoos roost.

Both sites are monitored by observers – Paddy Berry at Hollywood and Margaret Owen at Underwood Avenue - by counting Carnaby's cockatoos as they fly in to the trees to roost for the night. The combined count is how many Carnaby's are in the western suburbs over the non-breeding period.

Carnaby's Cockatoos have fidelity to their roost site. Whilst Carnaby's cockatoos are declining year by year and many roost sites over wider areas are now not having any birds roosting at those sites, the Hollywood and Underwood sites remain occupied.

Carnaby's cannot just roost anywhere. Roost sites have particular characteristics: tall grouped trees, a water source nearby and feeding habitat (bushland) within 10 km radius of the roost site.

On the north side of Underwood Bushland is a significant stand of Banksia prionotes.

"The large stand of *Bankisa prionotes* dominated vegetation is very uncommon in the Perth Metropolitan Region."

Malcolm Trudgen, consulting botanist

"*Banksia prionotes* is a very, very important source of food for Carnaby's cockatoos, which use the flowers, seeds in the cones and grubs from the cones."

John Dell, zoologist

"Carnaby's take a great deal of nectar and insect larvae as well as seed that is generally only available in remnant bushland."

"The loss of small patches of vegetation like the Underwood Avenue Bushland on the Swan Coastal Plain is death by a thousand cuts and there should be strong pressure to preserve this type of vegetation."

Ron Johnstone, Ornithologist, WA Museum

When the flock of Carnaby's Cockatoos leave their roost site in the early mornings, they may fly east along the strip of native bush on UWA's land and into Underwood Bushland. Therefore this bushland is a significant part of the linkage for black cockatoos and other birds and must be retained.

Most mornings some or all the roost flock spend at least some time in Underwood Avenue (you'd probably have data on this too). From my research it appears all roosts used most often by Carnaby's are located near a bushland remnant that they use for feeding first thing after leaving the roost and, on those cold winter mornings, they use them for perching/preening and sunning themselves before beginning their day. Places that can accommodate the entire flock to feed are few in the urban landscape which makes the few sites that can valuable. The Underwood Ave bushland supports the birds over the entire non-breeding season because they use a variety of different food sources (banksias, eucalypts etc) and food types (nectar, seed, grubs etc) that are available at different times. Pers comm by email: **Dr Christine Groom.**

At a CCWA/UBC/Birdlife Australia event on 12 February 2025, the audience was told by Shaun Dooley - Birdlife Australia, that Carnaby's cockatoo has declined by between 50 and 80% over 30 years on the Swan Coastal Plain. The population is estimated as at 34,000 from Geraldton to Esperance.

Forest Red-tailed Black Cockatoo

Forest Red-tailed Black Cockatoos are listed in WA as 'vulnerable' and as 'are or likely to become extinct'. Their movements have been changing since around 2010 after drought in the Jarrah Forests and through learning to eat Cape Lilac pips. Population is declining and is estimated at 16,800 based on 2010 counts (Shaun Dooley)

FRTBCs roost at the four sides of UWA Sports Park – particularly along Brockway Road and McGillivray Road and when numbers are high, on UWA's Lot 4. 728 RTs were recorded roosting at this site on the 2021 Great Cocky Count (Great Cocky Count Report 2022).

This roost site has the largest number of FRTBC roosting on the Swan Coastal Plain. FRTBC love eating Jarrah seeds, so each morning the flock takes off in family groups, into Underwood Bushland.

In addition to feeding in the bushland, the birds investigate tree hollows. Males and females have been seen and photographed mating. Some Red-tail couples have bred, perhaps not in Underwood Bushland but in the area. Young have fledged twice at a particular Eucalyptus rudis at Perry Lakes.

Our community has an obligation to protect species' habitat. The roost sites, linkages and bushlands are significant habitat. The Federal Government's Department of Climate Change, Energy, Environment and Water gave a draft 'No' to UWA housing proposal because of endangered species and their habitat.

In addition we have cleared habitat to such an extent that vegetation communities are in danger of extinction. These communities include Banksia Woodlands of the Swan Coastal Plain ecological community (endangered) and Tuart Woodlands and Forests of the Swan Coastal Plain (critically endangered). Both are nationally significant ecological communities.

As these endangered species use habitat beyond Underwood Avenue Bushland, it is important that habitat significant for their survival is protected. The following is a list of significant places where black cockatoos roost, feed, drink, Investigate tree hollows, socialise and use the linkages.

ROOSTING

- Carnaby's (1) SE, SW and NW corners of intersection of underwood Avenue And Brockway Road. Also along west side of Brookdale Street
  (2) Hollywood Hospital (this is outside the Master Plan border but Carnaby's do fly from there to the west)/Aberdare Road.
- Red- tails: (1) All around UWA Sports Park and on Lot 4 when numbers are high.
  (2) In trees adjacent to the Guides and Scout Hall within Perry lakes.
  (3) Cliff Sadlier Park (?)

FEEDING

- Cancer Council bushland on the west side of Bedbrook Place.
- Bush along the east side of Bedbrook Place
- Island vegetation along Underwood Avenue
- Underwood Avenue Bushland
- West of UWA Hockey Club and along Stephenson Avenue
- Trees on four sides of UWA Sports Park
- Trees in Subiaco WWTP
- Montario quarter development trees

DRINKING:

- South side of CSIRO sheep wells and troughs (Red-tails nightly)
- UWA Lot 4 sheep wells west of the bushland (Carnaby's and Red-tails)
- Residential bird baths
- Hollywood bushland water station.

LINKAGES

- Linkage on the west and east sides of Bedbrook Place…to fly to and from Shenton Bushland
- Linkage around Athletics, Bendat Basketball Centre and Rugby facilities – protected as part of agreement to develop those facilitate by excising part of a Bush Forever site.
- Black cockatoos also fly along Stephenson Avenue
- Linkage in the island of Underwood Avenue and on the verges of Underwood Avenue and Selby Street….very dangerous as cars hit them. Sometimes Carnaby's walk onto the road to retrieve banksia cones. Also the Bottle Bushes on the verge cause Carnaby's to be hit.
- Linkage from Carnaby's roost site going east into Underwood Avenue.

ODOUR BUFFER

Odour buffers (figure 1) are an important tool for planning and managing wastewater treatment plants. (p1)

In addition, many treatment plants are dynamic; growing and changing so that they can service an increasing population and deliver new products and services (e.g. recycled water, biosolids, biogas). Consequently, buffer lines also need to be dynamic. Odour modelling and buffers are a tool which should be used to support, not replace, good and proper land use planning. (p4)

Water Corporation:
'Defining Odour buffers to Wastewater Treatment Plants'

Having worked within a state government authority such as Sydney Water, it is hard not to accept buffer zones as an important planning strategy to real planning issues. My initial opinion in regard to the issue is along similar lines to state government policies. Rules and regulations need to be enforced to prevent developers moving in and around major infrastructure.

Glenn Dawes 2006: '*To Buffer or Not to Buffer? Land Use Conflicts within Sewage Treatment Plant Buffer Zones'*. Thesis.

In view of the situation described above, the community must now be protecting the vegetation we have left, rather than looking to destroy it.
We should be grateful that there is a buffer around the Subiaco WWTP.
The FUAB would appreciate receiving details of what is proposed under the Market-led Proposal.

ABORIGINAL HERITAGE
FUAB understands that the sites within the Master Plan area were on the State Government's Register of Sites but around 400 sites were removed by the Barnett Liberal Government. The justification was that the sites were 'reinterpreted'.

In Underwood Bushland:

- The Scarred tree (as mentioned in paragraph 2 (p45 of the Master Plan)) burnt down many years ago, but the site may still be of significance to Aboriginal people.
- Two separated camp sites – one on a high point under a Tuart tree and the other on the east-facing side of a dune.
- The embracing Jarrah trees – one of which has been removed for safety reasons, are on the main track.
- Aboriginal elders wanted the whole site protected.

Montario Quarter: A camp site was on the register of sites but was removed. Developer LandCorp was not interested.

Lot 4, Location 2103 Underwood Avenue Shenton Park
The Nyungar spokespersons and native Title Claimants who participated in this survey clearly consider the area to be of spiritual and cultural significance. Therefore under the WA Aboriginal Heritage Act 1972 this area may be regarded as a site of spiritual and cultural significance to Nyungar people.
(p 49 June 2022. Macintyre Dobson and Associates Pty Ltd: Draft Report on an ethnographic, ethnohistorical, archaeological and indigenous environmental survey of the Underwood Avenue Bushland project area, Shenton Park.)

A post-European Noongar glass tool and glass cemetery vase from which it was made was found in Underwood Bush 30 December, 2012. It was described by Dr Moya Smith - WA Museum - as being from late 1800s to early 1900s and with 'wear consistent with work as a adze.' Margaret Owen was granted permission to hold the artifact and the glass vase by the Whadjuk Working Party. The coordinates have been measured and recorded.

Conclusion
FUAB is deeply concerned about protection of nature and survival of both threatened species and more common species into our children and grandchildren's future.

The Waste Water Treatment Plant buffer might be seen as the ‘elephant in the room’, but it would seem that the urgency of the climate crisis and protection of nature must be the primary consideration.

We urge the City to keep such matters before you as you negotiate planning for what might become a new suburb, as you suggest. FUAB is available for any guidance you might seek.

Margaret Owen
Chair FUAB

[redacted]



Big Jarrah in underwood Avenue Bushland on the west side with Red-tail family.

15.2 Consideration of Development Application – Four Grouped Dwellings at 22 Tyrell Street, Nedlands

Report Number	**PD35.09.25**
Applicant	Mohammadreza Maneshkarimi
Disclosure of Interest	Nil
Voting Requirements	Absolute Majority
Authority/Discretion	Quasi-Judicial
Contributing Officer	Dillon Reid – Acting Co-Ordinator Statutory Planning
Responsible Officer	Bruce Thompson – Director Planning and Development
Director	Bruce Thompson - Director Planning and Development
Attachments	Attachment 1 – Location Plan Attachment 2 – Development Plans dated 19 August 2025 Attachment 3 – Landscaping Plan dated 22 August 2025 Attachment 4 – CONFIDENTIAL

Purpose

The purpose of this report is for Council to consider a development application for four grouped dwellings at 22 Tyrell Street, Nedlands. The proposal is being presented to Council for consideration as the application received objections during the community consultation period. Council is specifically requested to exercise its judgement in considering the merits of the application against the design principles for the following aspects of the proposed:

- 1.1 Private open space
- 2.2 Solar access and natural ventilation
- 3.3 Street setbacks
- 3.4 Lot boundary setbacks
- 3.6 Streetscape
- 3.7 Access
- 5.1 Open space

Officer Recommendation

That Council, in accordance with Clause 68(2)(b) of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015, APPROVES the development application in accordance with the plans date stamped 19 August 2025 for four grouped dwellings at 22 Tyrell Street, Nedlands (DA25-102794), subject to the following conditions:

1. **This approval relates only to the development as indicated on the approved plans dated 19 August 2025. It does not relate to any other development on this lot and must substantially commence within 2 years from the date of the decision letter.**

2. **All works indicated on the approved plans shall be wholly located within the lot boundaries of the subject site.**

3. **Prior to the issue of a demolition and a building permit, a Demolition or Construction Management Plan shall be submitted and approved to the satisfaction of the City. The approved Demolition and Construction Management Plans shall be observed at all times throughout the construction and demolition processes to the satisfaction of the City.**

4. **Prior to a building permit being issued, stormwater disposal plans, details and calculations catering for the 1% AEP rainfall event fully onsite without any overflow into the road reserve or adjacent properties must be submitted for approval by the City of Nedlands and thereafter implemented, constructed and maintained to the satisfaction of the City of Nedlands**

5. **Prior to the issue of a building permit, a Sustainability Report prepared by a suitably qualified practitioner shall be submitted and approved to the satisfaction of the City. Recommendations contained within the report are to be carried out and maintained for the lifetime of the development to the satisfaction of the City of Nedlands.**

6. **Prior to issue of a building permit, specifications shall be provided demonstrating that the roof colour and material has a maximum solar absorptance rating of 0.4 for metal flat roofs not visible from the street or adjacent properties, 0.5 for all other metal roofs, and 0.58 for roof tiles. The specified roof colour is to be installed to the satisfaction of the City.**

7. **Prior to the issue of a building permit, specifications to be provided demonstrating all water fittings such as taps, toilets and showers (excluding kitchen sinks and laundries) are within 1 star of the maximum Water Efficiency Labelling Standard (WELS) to the satisfaction of the City. The approved fittings are to be installed prior to occupation.**

8. **Prior to the issue of a building permit, the landscaping plan is to demonstrate water efficient design by a suitably accredited professional. The landscaping plan is to be installed prior to occupation and maintained for the life of the development.**

9. **Prior to occupation, walls on or adjacent to lot boundaries 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 are to be thereafter maintained to the satisfaction of the City of Nedlands.

10. **Prior to occupation, the screening as annotated in red on the approved plans shall be erected in accordance with the Residential Design Codes by either;**
    a) **fixed and obscured glass to a height of 1.6 metres above finished floor level; or**
    b) **fixed screening devices to a height of 1.6 meters above finished floor level that are at least 75% obscure and made of a durable material; or**
    c) **a minimum sill height of 1.6 metres above the finished 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.

11. **Prior to occupation, a minimum 3kw (per dwelling) photovoltaic solar panel system is to be installed to the satisfaction of the City.**

12. **Prior to occupation, landscaping shall be completed in accordance with the approved plans prepared by Kelsie Davies Landscape Architecture dated 22 August 2025 or any approved modifications to the satisfaction of the City of Nedlands. All landscaped areas are to be maintained on an ongoing basis for the life of the development on the site to the satisfaction of the City of Nedlands.**

13. **Prior to occupation, all air-conditioning plant, satellite dishes, antennae and any other plant and equipment to the roof of the building shall be located or screened to the satisfaction of the City of Nedlands.**

14. **Prior to occupation, new or modified vehicle crossovers shall be constructed to the City's specification and thereafter maintained to the satisfaction of the City of Nedlands.**

15. **Prior to occupation, any redundant crossovers shall be removed and the verge and kerbing reinstated to the City's specifications, at the expense of the applicant and to the satisfaction of the City of Nedlands.**

16. **Within 24 months of practical completion of the Unit D (Lot 4) dwelling, the construction of a double storey boundary wall of similar or greater dimension and height to that approved, shall be substantially commenced at Unit C (Lot 3) Tyrell Street, Nedlands to the satisfaction of the City**

17. **The street tree(s) within the verge in front of the lot are to be protected and maintained through the duration of the demolition and construction process to the satisfaction of the City of Nedlands. Should the tree(s) die or be damaged, they are to be replaced with a specified species at the owner's expense and to the satisfaction of the City of Nedlands.**

18. **All stormwater discharge from the development shall be contained and disposed of on-site unless otherwise approved by the City of Nedlands.**

Moved: Commissioner Hart **Seconded: Commissioner Sandri**

CARRIED: UNANIMOUSLY 3-0
For: Commissioner Caddy, Commissioner Sandri, Commissioner Hart
Against: Nil

Background

Land Details

Metropolitan Region Scheme Zone	Urban
Local Planning Scheme Zone	Residential
R-Code	R60
Land area	Parent Lot: 809m2 Strata Lot 1: 218m2 Strata Lot 2: 197m2 Strata Lot 3: 197m2 Strata Lot 4: 197m2
Land Use	Residential – Grouped Dwellings
Use Class	'P' – Permitted Use

The site is a corner lot located at 22 Tyrell Street, Nedlands, bound by Tyrell Street to the west and Edward Street to the south (**Attachment 1**). The parent lot has an area of 809m^2, is rectangular in shape and features a natural slope of approximately 0.6m from the northern boundary up towards the southern boundary. The site is occupied by a single storey dwelling which is to be demolished.

The site received conditional subdivision approval for four survey strata lots on 24 September 2024 (WAPC ref 589-24). The subdivision and development will be undertaken in two stages. Stage 1 will feature the construction of Unit D and the retention of the existing single storey dwelling. Following this, stage 2 will feature the construction of the remainder of the dwellings (Units A-C) and the demolition of the existing single storey dwelling. A condition has been recommended (condition 16) to require stage 2 be completed within a reasonable time frame to ensure there does not remain a freestanding double storey boundary wall on Unit D.

Streetscape Character
The site is zoned Residential with a density code of R60. All adjacent sites to the north of Edward Street were 'up-coded' upon the gazettal of Local Planning Scheme No. 3 (LPS3) to R60, R160 and RAC-1 closer to Stirling Highway, whereas the dwellings to the south of Edward Street retain the lower codes of R10, R12.5 and R20 (**Attachment 1**).

The locality is predominantly characterised by single houses between one to two storeys, reflective of the previous R10 coding under Town Planning Scheme No.2, with some newer development beginning to emerge featuring two and three storey grouped dwellings north of Edward Street. The immediate area is expected to undergo a gradual transition to a higher density and scale of development.

In response to the emerging development context, the City has prepared Local Planning Policy 5.14 Precincts (LPP 5.14) to guide future development. The policy contains built form controls to ensure that new development contributes to the desired future character of the wider NSHAC Residential Precinct as a medium to high density area.



Figure 1: Aerial image

Application Details

The application seeks development approval for the construction of four, two-storey grouped dwellings. Each dwelling comprises three bedrooms, three bathrooms and a double garage. Vehicle access for each dwelling is provided via independent driveways from both Tyrell Street (Unit A) and Edward Street (Units B-D).

The application was originally lodged on 4 April 2025. Following initial lodgement, the plans were amended numerous times to address the City's comments and concerns. The changes proposed by the amended plans dated 28 June 2025 and 18 July 2025 are summarised as follows:

- Increase of primary street setback (Edward Street) of all units from 2.0m-3.0m to 3.0m-4.0m on the ground floor and 1.5m-3.1m to 2.8m-4.0m on the upper floor.
- Increase of secondary street setback (Tyrell Street) of Unit A to a minimum of 1.5m. This now achieves the deemed-to-comply provisions of LPP 5.14.
- Study nook added to ground floor of Units B-D as per the Design Review Panel recommendations.

- Increased open space for all lots from 27.5%-35% to 35.2%-38.4%.
- Reduction in crossover widths.
- Reduction in finished floor levels and rear ground levels of all units by 0.2m.
- Addition of storerooms for all units.

Further amended plans were provided 19 August 2025 (**Attachment 2**). The changes can be summarised as follows:

- Amended Landscape Plan provided
- Increase Unit D upper and ground floor eastern setback portion (powder to bedroom 2 upper and meals ground) to 1.2m.
- Fencing pillar widths reduced.
- AC units relocated to the roof and screened.
- Window hoods added to rear upper north openings.
- 3kW solar panels increased to 5kW.
- Increase Unit A northern boundary walls to accommodate bin store.
- Letterboxes relocated closer to driveway.

The amendments are minor in nature and did not trigger the need for formal re-advertising of the proposal.

Discussion

Planning Assessment

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.

Design Review Panel
The application was reviewed by the City's Design Review Panel (DRP) on two occasions, being 5 May 2025 and 4 August 2025. A final review was then carried out by the Chair of the DRP, based on 19 August 2025 plans, on 26 August 2025. A summary of the Panel and Chairs evaluation of the proposal at each stage of the review process is provided in the table below.

DRP Design Quality Evaluation			
	Supported		
	Further Information Required		
	Not supported		
SPP 7.0 Principles	5 May 2025 DRP 1	4 August 2025	26 August 2025

		DRP 2	Chair Review
Context and Character			
Landscape Quality			
Built Form and Scale			
Functionality and Built Quality			
Sustainability			
Amenity			
Legibility			
Safety			
Community			
Aesthetics			

The final comments from the DRP Chair stated overall support for the proposal noting the following:
"I am happy to say that the very great majority of these minor issues have been addressed in the updated drawings. In particular your itemised and extensive list below shows the extent of minor revisions made in response to our suggestions. Of special note in the terms of design quality are the improvements to Unit A outdoor areas, the relocation of the AC condensers to the roofs, the addition of shading/screening to the northern first floor windows and the inclusion of native verge planting.

When asked to undertake a Chair review of amended plans I have always closed my comments with a statement of support or otherwise for the proposal in its current form. In this case and for the reasons outlined above, I support within DRP terms of reference the current proposal overall and in each of the SPP 7.0 Design Principles."

State Planning Policy 7.3 - Residential Design Codes – Volume 1 Part C
The 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. As required by the R-Codes, Council, in assessing the proposal against the design principles, should not apply the corresponding deemed-to-comply provisions.

The proposed development is seeking a design principle assessment pathway for parts of this proposal relating to private open space, solar access and natural ventilation. street setbacks, lot boundary setbacks, streetscape, visual privacy and open space.

If a proposal does not satisfy the deemed-to-comply provisions of the State Planning Policy 7.3: Residential Design Codes (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.

Clause 1.1 – Private Open Space
Unit A proposes private open space located within the primary street setback. The design principles for private open space consider the functionality of private open space to allow for entertaining and leisure as well as access to northern sun and soft landscaping. The proposed private open space is considered to meet the design principles for the following reasons:

- The ground floor private open space is of sufficient size to be functional and provide resident amenity. The private open space is directly accessible from the primary living area of the dwelling via sliding doors which allows for indoor and outdoor space to be used in conjunction with one another.
- Although the private open spaces of Houses B-D are not directly accessible from the primary living area of the dwelling, they are able to be used in conjunction with the internal space and provide resident amenity in addition to the ground floor primary garden area.
- All private open spaces on the site are orientated for occupant amenity. All dwellings feature a private open space that has access to northern natural sunlight and ventilation.
- All private open spaces allow for sufficient uncovered area to permit winter sun and facilitate the addition of soft landscaping and tree planting areas.
- All primary garden areas are provided with sufficient landscaping. A condition of approval will ensure is completed in accordance with the Landscaping Plan and landscaped areas are be maintained on an ongoing basis.

Clause 2.2 – Solar Access and Natural Ventilation
Unit A does not have an opening from the primary living space facing between north-west and east. The design principles for solar access and natural ventilation consider optimising layout for winter solar gain whilst balancing site constraints. The proposal is considered to meet the design principles for the following reasons:

- The site constraints for Unit A restrict the dwelling from obtaining access to adequate northern light. The dwelling is restricted as it is located on the corner and requires vehicle access from the secondary street, whilst considering adequate separation to verge trees and safety. As such, the primary living space cannot be orientated between north-west and east. Natural ventilation and access to sunlight is achieved through the large bi-fold sliding doors along the western and southern elevations.

Clause 3.3 – Street Setbacks
The primary street setbacks as outlined in LPP 5.14 Precincts – NSHAC Residential Sub Precinct states the following:

- Ground and 1st storey – 4m

The minimum primary street setback may be reduced (as per footnote 1) by up to 2m provided the area of any building (including a garage or unenclosed balcony) encroaching into the setback area is compensated for by at least an equal area of open

space that is located between the setback area and a line drawn parallel to it at twice the setback distance.

The development proposes the following primary street setbacks:

- Unit A - Ground floor – 2.8m in lieu of 4m
- Unit A – First floor – 2.5m in lieu of 4m
- Units B, C, D – Ground floor – 3.0m in lieu of 4m
- Units B, C, D – First floor – 2.8m (balcony) in lieu of 4m

The design principles for street setbacks consider consistency with existing and future streetscape and character, providing sufficient space for landscaping, provide building articulation and positively contributes to the streetscape. The proposed street setbacks are considered to meet the design principles for the following reasons:

- Units B-D upper floor primary setback intrusions are from balconies. Although these are considered when assessing encroachments into the setback area, this type of intrusion is unlikely to have a negative impact on the streetscape. The remainder of the solid building (external face of wall) is setback 4m. This is considered to be appropriate and does not detract from the character of the streetscape.
- The Edward Street and Tyrell Street elevations incorporates articulation through varied setbacks, break in solid mass, varied materiality and colour palette and minor projections. The incorporation of these elements breaks up any perception of building bulk as viewed from the streetscape.
- The existing streetscape of Edward Street (primary street frontage) is characterised as a ‘secondary street frontage’ for the majority of the dwellings on the street which feature little passive surveillance and solid fences.
- The reduced primary street setbacks do not restrict the dwellings from providing landscaping in the front setback areas. The development provides 4 small trees in the front setback area and 39% - 71% of the street setback area consists of soft landscaping.
- The dwellings balance outlook onto the street to provide passive surveillance whilst providing privacy to the dwellings. Habitable rooms from both the ground and upper floors create streetscape interaction.
- The site features a 7m deep verge with the presence of 4 verge trees along Edward Street. This will aid in reducing the perceived impact of building bulk from the streetscape. Further, a condition of approval has been recommended for the addition of another verge tree at the applicants’ expense.
- The setback proposed allows for adequate vehicle and pedestrian sightlines as well as appropriately screened utilities and services.

Clause 3.4 – Lot Boundary Setback

Unit D features portions of the upper floor wall setback 1.0m in lieu of 1.5m to the eastern lot boundary. The design principles for lot boundary setbacks consider the transition between sites with different land uses or intensity of development, providing adequate sun and ventilation and minimising overlooking. The setbacks are considered to meet the design principles for the following reasons:

- The bedroom 1 portion of wall from Unit D is located adjacent to the existing garage structure of the adjoining property at 21 Archdeacon Street and is therefore

unlikely to be negatively impacted by the reduced setback of this portion of wall. The remainder of the wall features articulation in setbacks varying from 1.0m, 1.2m and 1.5m, features contrast render colour and features multiple openings which aid in breaking up the overall bulk. The reduced setback is unlikely to have any negative impacts on the amenity of the adjoining property.

- The wall is located on the eastern elevation and therefore does not negatively impact overshadowing. Overshadowing at midday for the proposal is contained within the subject site and within the road reserve.
- Ventilation is ensured through the adequate separation of 1.0m - 1.5m to the eastern lot boundary.
- The proposed lot boundary setbacks are overall consistent with the site's density code and is typical for a grouped dwelling proposal. Noting that the locality is expected to undergo a gradual transition to a higher density and scale, the setbacks proposed do not impede adjacent properties from redeveloping to a similar scale of development.

Clause 3.6 – Streetscape
Unit A features portions of solid fencing up to 1.8m in height in lieu of 1.2m. The design principles for fencing consider the contribution to the streetscape, permits passive surveillance whilst balancing the need for privacy. The proposed fencing is considered to meet the design principles for the following reasons:

- The fence design for Unit A features a balance of visual permeability and solid fencing. The variation is imposed due to the pier widths exceeding 500mm by 500mm. The majority of the fence is limited to 0.9m solid and visual permeable portions of fence atop.
- The fence design provides passive surveillance to both Edward Street and Tyrell Street by the visually permeable portions of fencing. Passive surveillance to and from the primary garden area and primary living areas are achieved. The solid portions of fence (piers) also balance the need for privacy for the residents.
- The fencing will not detract from the existing or desired future streetscape of both Edward Street and Tyrell Street.

Clause 3.10 – Visual Privacy
The development results in technical visual privacy variations to the ground floor primary living spaces and primary garden areas of Units B – D along the northern and eastern boundaries of the parent lot as the finished floor levels are raised by more than 0.5m above natural ground level. In practicality, this will be resolved by a standard 1.8m high dividing fence above the retaining proposed. A visual privacy condition that requires screening is recommended should an issue arise relating to the height of the dividing fence in the future.

To external lots, all other major openings and outdoor living areas meet the deemed-to-comply provisions.

Clause 5.1 – Open Space
Units A – D propose 35.2% - 38.4% open space in lieu of 40%. The design principles for open space consider the impact of building bulk, provision of adequate sun and ventilation and ability to use external spaces for outdoor pursuits and recreation. The

proposed open space is considered to meet the design principles for the following reasons:

- The dwellings feature ample opportunities for residents to pursue outdoor pursuits. All dwellings feature primary garden areas which achieve the size as required by C1.1.1/C1.1.2. Furthermore, all dwellings feature an additional private open space located on the first and second floor. The combination of private open spaces on the ground and upper floors allows for the residents to undertake a range of outdoor activities.
- The amount of open space does not have an adverse effect on the streetscape. The design of the proposal considers the surrounding context, including the architectural styles, setbacks, and building heights of other development in the locality. Overall, the two-storey built form and scale complements the existing and future streetscape character.
- All habitable rooms within the dwellings are provided with operable major openings across all floors. This ensures appropriate access to natural light and ventilation for occupants.
- The development is considered to achieve the design principles for lot boundary setbacks as discussed below. The dwellings are two storey in height and are unlikely to have a negative impact on adjoining neighbours in relation to bulk.
- Adequate space is provided on site for external fixtures and essential facilities.

Local Planning Policy 5.14 Precincts

Local Planning Policy 5.14 Precincts (LPP 5.14) applies to land coded R60 and R160 within the NSHAC Precinct. LPP 5.14 has been developed ensure new development enhances streetscapes, respectfully responds to the context and character of the area, promotes sustainable building design and effectively manages transition between high and lower densities.

LPP 5.14 replaces or augments several deemed-to-comply provisions of the R-Codes Vol. 1, and these have been addressed above where applicable. The policy also includes the objective to ‘define the desired future character of the Precincts in context of their zoning and density code’ and provides a desired future character statement for the NSHAC Residential sub-precinct.

The proposed development in its current form satisfies the desired future character statement and objectives of the Policy due to the following reasons:

- The development is considered to maintain an appropriate setback to both Tyrell Street and Edward Street. The built form outcome provides an appropriate transition between the existing streetscape character with the emerging context as a medium density area as recommend in this Policy.
- The surrounding locality to the north is coded R60 and lower codes (R10, R12.5, R15) to the south. Although there is currently a varying level of intensity of development within the area given the existing older dwellings with the newer grouped dwelling development emerging, the proposal is limited to two-storeys in height and is considered to provide the appropriate built form transitions between low and medium densities.
- The development contributes to the dwelling stock available in the locality via the addition of four new two-storey dwellings, featuring 3 bedrooms and 3 bathrooms.

- The architectural style of the development is of high-quality and provides a high level of amenity for its residents. The City's Design Review Panel considers the building façade materials and design to be attractive and add to the streetscape appeal.
- In relation to the streetscape, the boundary walls proposed within the 7m setback area are short in length and will be finished to the same standard as the rest of the development. The walls do not impact on the ability for the development to provide appropriate trees and landscaping on site as discussed in the Clause 1.2 assessment above. On balance, the boundary walls proposed are typical of the site's density code and of grouped dwelling proposals.
- Although the development has received conditional subdivision approval without the requirement for consolidated vehicle access, the crossovers proposed maintain a functional minimal width whilst ensuring safety and vehicle manoeuvrability into the garages and provide adequate separation to the existing street trees.

Local Planning Policy 1.3: Sustainable Design - Residential
Local Planning Policy 1.3 Sustainable Design – Residential (LPP 1.3) applies additional sustainability requirements for new grouped dwellings to improve environmental design. The Policy provides the following objectives relating to this proposal:

- Reduce the urban heat island effect by enforcing maximum solar absorptance ratings in relation to roof colourings.
- Each new dwelling to be provided with a minimum 3kw photovoltaic solar panel system.
- All water fittings to be within 1 star of the maximum Water Efficiency Labelling Standard (WELS)
- Landscaping plans to include irrigation efficiency as outlined in the Policy.
- An Environmentally Sustainable Design (ESD) Report is to be prepared demonstrating how the development achieves Design Principle 5: Sustainability from State Planning Policy 7.0.

Conditions of approval have been recommended to enforce the above-mentioned objectives.

Minor Variations
The key elements of the development proposal which require Council consideration have been outlined above. The application also involves technical variations to the orientation of major openings of Unit A (Clause 2.2.4) and solid fencing of Unit A (Clause 3.6). These are minor variations with no adverse impact on the amenity of adjoining properties or surrounding area.

Consultation

Public Consultation

In accordance with the City's Local Planning Policy 7.3 Consultation of Planning Proposals, the development was advertised for a period of 14 days, from 26 July 2025 to 6 August 2025 to 43 owners and occupiers.

At the close of the advertising period, 6 objections were received (**Attachment 3**). A summary of issues and Officer responses have been provided below.

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

1. Excessive bulk and scale and lack of open space on site – impact on urban amenity and character of the streetscapes consisting of predominately single storey homes
2. Bulk and scale of the development is considered to be consistent with the expected density as outlined in the R60 density code. The lots are considered to achieve the design principles for open space, street setbacks and lot boundary setbacks as discussed in detail above.
3. Primary street setback and boundary walls – reduced setbacks are not consistent with the existing streetscape and character of Tyrell Street. The primary street setback and boundary walls are considered to achieve the design principles as outlined in Clause 3.3 and LPP 5.14 discussions above.
4. Lot boundary setback east – ground floor zero setback and upper floor 1.0m does not comply and is indicative of overdevelopment. The upper floor setback from Unit D to the eastern boundary is considered to achieve the design principles as outlined in Clause 3.4 discussion above.
5. Unit A primary street fence – does not comply. The street fencing proposed for Unit A is considered to achieve the design principles as outlined in Clause 3.6 discussion above.
6. Traffic and lack of visitor of parking – no TIS provided, does not take into account the other developments on Tyrell Street and lack of street parking, dangerous to the road network The proposal is for four grouped dwellings. This level of development is consistent with the density coding of R60. The level of traffic generated from this development is considered appropriate to the density code therefore no Traffic Impact Statement has been requested. As per Clause 2.3 of the R-Codes Volume 1, there is no visitor car parking requirement for four grouped dwellings. Each dwelling is provided with two resident car bays, which exceeds the minimum deemed-to-comply criteria of one bay.
7. Overlooking and visual privacy – first floor glazing and balconies will impact negatively to the amenity of surrounding residents, specifically front and side yards. All major openings of habitable rooms from the upper floor of the proposed development satisfy the deemed-to-comply provisions of the R-Codes Volume 1 Clause 3.10 in relation to external properties. This is achieved either through providing adequate setbacks to lot boundaries, overlooking road reserves, or the cone of vision not capturing major openings or active habitable spaces on adjoining properties. Where a proposal meets the relevant deemed-to-comply provisions, the City cannot require further alterations. Refer to discussion on Visual Privacy above in relation to raised ground floor openings from Units B-D above.
8. Street trees – should the established street trees die, they should be replaced with mature trees by the applicant. A standard condition of approval has been recommended to ensure that street trees are protected during the demolition and

construction process. Should the trees die, they are to be replaced at the owners expense to the satisfaction of the City of Nedlands.

9. Secondary street setbacks – 1.53m to Tyrell Street does not fit the existing streetscape character. The secondary street setback from the ground and upper floor of Unit A achieves the deemed-to-comply requirements of the R-Codes Volume 1 as augmented by LPP 5.14.

Amended plans were provided 19 August 2025 (**Attachment 2**). The changes can be summarised as follows:

- Amended Landscape Plan provided
- Increase Unit D upper and ground floor eastern setback portion (power to bedroom 2 upper and meals ground) to 1.2m.
- Fencing pillar widths reduced.
- AC units relocated to the roof and screened.
- Window hoods added to rear upper north openings.
- 3kW solar panels increased to 5kW.
- Increase Unit A northern boundary walls to accommodate bin store.
- Letterboxes relocated closer to driveway.

The amendments are minor in nature and did not trigger the need for formal re-advertising of the proposal.

Strategic Implications

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

Vision	**Sustainable and responsible for a bright future**
Pillar	**Place**
Outcome	6. Sustainable population growth with responsible urban planning.

Budget/Financial Implications

Nil

Legislative and Policy Implications

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

Decision Implications

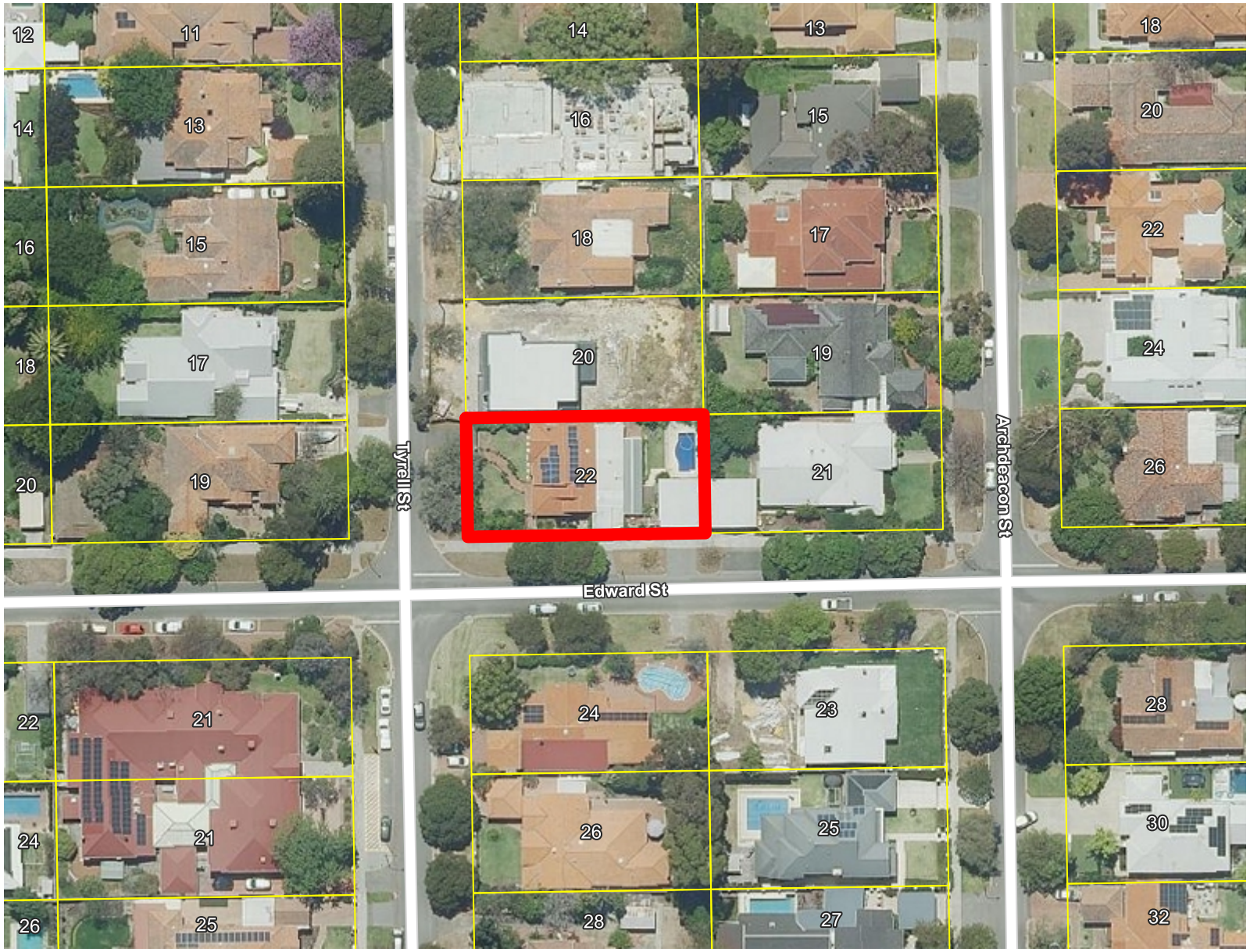
If Council resolves to approve the proposal, development can proceed after receiving a Building Permit and necessary clearances.
In the event of a refusal, the applicant will have a right of review to the State Administrative Tribunal. The Tribunal will have regard to the R-Codes as a State Planning Policy. Similarly, should an applicant be aggrieved by one or more conditions of approval, this can be reviewed by the Tribunal.

Conclusion

The application for four grouped dwellings has been presented for Council consideration as objections were received during the community consultation period. The proposal is considered to meet the key amenity related elements of R-Codes Volume 1 and LPP 5.14 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 in relation to being consistent with the immediate locality and streetscape character. Accordingly, it is recommended that the application be conditionally approved by Council.

Further Information

Nil



Labels
House Numbers
Road Names
Road Centrelines
Local
Property Boundaries

City of Nedlands

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

Aerial Map

1/09/2025

1:1000



Labels
House Numbers
Road Names
LPS3 RCodes
Property Boundaries
LPS3 Zones
Residential

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

Zoning Map

28/08/2025

1:1000

Dimensions

All dimensions and offsets are indicative ONLY for council purposes and may vary at final documentation stage

Landscaping Note

Landscape Consultant Plans to be provided to nominate all plant selections and tree species.

Soakwells

1200Ø x 1200D concrete soakwell

REFERENCE NAIL AT BASE OF KERB ASSUMED DATUM 10.00m

City of Nedlands Received 19 August 2025

TYRELL STREET

EDWARD STREET

10,830 Lot A | 9,800 Lot B | 9,800 Lot C | 9,800 Lot D | 32,110 | 1,530 | 6,590 bdry wall

10.83m | 9.80m | (40.23m) | 9.80m | 9.80m | 20.12m

PROPOSED UNIT A R.L. 10.600 conc floor @ 00c

PROPOSED UNIT B R.L. 10.600 conc floor @ 00c

PROPOSED UNIT C R.L. 10.600 conc floor @ 00c

PROPOSED UNIT D R.L. 10.600 conc floor @ 00c

Garage R.L 10.000 F.L @ -07c

Courtyard R.L 10.000 F.L @ -07c

Courtyard R.L 10.514 F.L @ -01c

Garage R.L 10.514 F.L @ -01c

Porch R.L 10.514 F.L @ -01c

drying court

hws

power dome

water meter

combo m/box

washed agg crossover on compacted fill

verge levels not to be altered

remove existing crossover & reinstate verge to local governments requirements

VERGE TREE Ø 0.65m H 7.0m

VERGE TREE Ø 0.80m H 8.0m

LGRASS

SIDE ENTRY GULLY

sign post

1800H face brick piers w/- max 1200H dado wall & 50% visually permeable screening above

750H (max) letter box

CONCRETE PATH

EXISTING COMM. PIT

EXISTING PHONE PITS

EXISTING SEWER JUNCTION

1800H fence on (fill) retaining as required t.o.w @ 10.514

1800H colorbond fence w/- plinths as required

CLADDING WALL

10mm offset boundary wall

10,490 bdry wall

BRICK & GALV GARAGE

GARAGE APPROX. FLOOR LEVEL 10.90

TOP GUTTER LEVEL 13.64

RIDGE LEVEL15.35

OPP. SEWER M/H (11.33) >>>

NOTE: DEEP SEWER JUNCTION. CHECK WITH WATER CORP BUILDER AND E CHECK GRADE SEWER JUNCT INV:- 8.5 DEPTH NOTE: UP

overshadowing not applicable to front verge only

permiable paved crossover on compacted fill

VERGE TREE Ø 0.45m H 8.0m

VERGE TREE Ø 0.70m H 8.0m

VERGE TREE Ø 0.2m H 4.0m

VERGE TREE Ø 0.20m H 5.0m

relocated light pole

STREET SIGN

washed agg driveway on compacted fill

Lot A	Lot B	Lot C	Lot D
218m²	197m²	197m²	197m²

809m²

Site Plan

scale1:100

Strata Plan

scale 1:500

Lot A Open Space Calc.

Lot Area:	218m²
Allowable Site Coverage 60%:	130.8m²
Actual Site Coverage:	135.19m² (62.02%)

Lot B Open Space Calc.

Lot Area:	197m²
Allowable Site Coverage 60%:	118.20m²
Actual Site Coverage:	126.43m² (64.18%)

Lot C Open Space Calc.

Lot Area:	197m²
Allowable Site Coverage 60%:	118.20m²
Actual Site Coverage:	126.43m² (64.18%)

Lot D Open Space Calc.

Lot Area:	197m²
Allowable Site Coverage 60%:	118.20m²
Actual Site Coverage:	124.35m² (63.12%)

Client: MNS Family

Site Address: Proposed Townhouses 22 Tyrell Street, Nedlands

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checked	drawn	JOB No.
M.A.	T.Denslow	2807
scale 1:100 (A2)	date 17.07.2025	
issued for: Planning Approval		SHEET No. 01 of 06

REV No. Rev A - 19.08.2025

DESCRIPTION. Council Changes

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Drawing Notes Legend

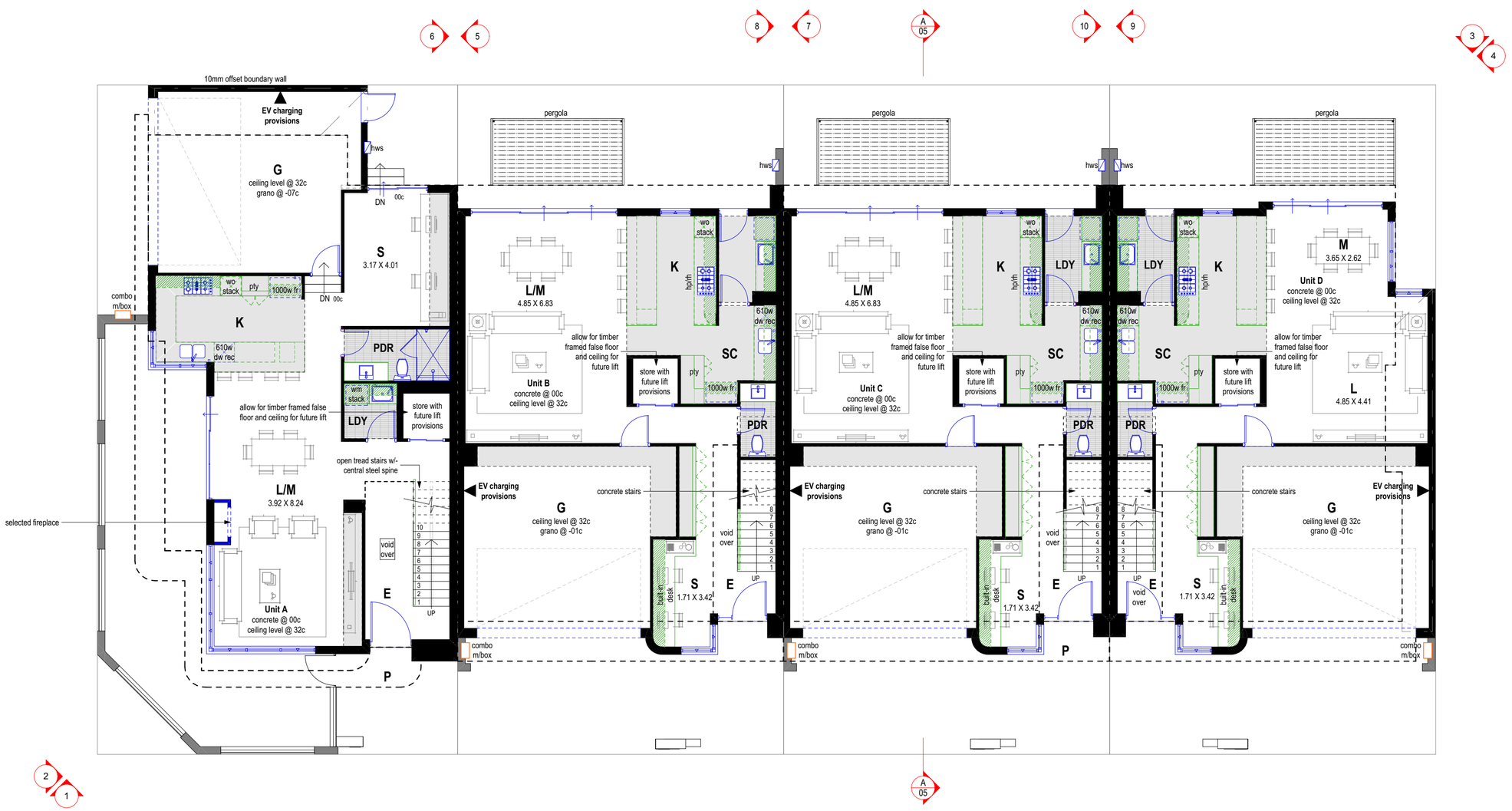
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w/-	= WITH	wm	= WASHING MACHINE
dp	= DOWNPIPE	dry	= DRYER
sprdr	= SPREADER	dw	= DISHWASHER
rwh	= RAIN WATER HEAD	s	= SINK
dho	= DOOR HEIGHT OPENING	w/o	= WALL OVEN
a/c	= AIR-CONDITIONING	ubo	= UNDER BENCH OVEN
mh	= MANHOLE	vb	= VANITY BASIN
sa	= SMOKE ALARM	hb	= HAND BASIN
b/s	= BEDROOM SOUNDER	bth	= BATH
t/d	= THERMAL DETECTOR	hp	= HOT PLATE
fw	= FLOOR WASTE	rh	= RANGEHOOD
td	= TUN-DISH	ohc	= OVERHEAD CUPBOARDS

City of Nedlands
Received
19 August 2025

All new dwellings (excluding ancillary dwellings) shall be provided with a minimum 5kw photovoltaic solar panel system.

All water fittings such as taps, toilets and showers (excluding kitchen sinks and laundries) are to be within 1 star of maximum WELS rating

All air con units to be located on roof top. Provide screening as required.



Ground Floor Plan

scale1:100

Unit A Building Area		Unit B Building Area		Unit C Building Area		Unit D Building Area	
Floor:	100.00m²	Floor:	91.00m²	Floor:	91.00m²	Floor:	88.92m²
Garage:	35.19m²	Garage:	35.43m²	Garage:	35.43m²	Garage:	35.43m²
Porch:	1.65m²	Porch:	2.36m²	Porch:	2.36m²	Porch:	2.36m²
Upper Floor:	133.59m²	Upper Floor:	128.35m²	Upper Floor:	128.35m²	Upper Floor:	112.55m²
		Balcony:	5.77m²	Balcony:	6.61m²	Balcony:	6.61m²
Total Area:	270.43m²	Total Area:	262.91m²	Total Area:	263.75m²	Total Area:	245.47m²

Client
MNS Family
Site Address
Proposed Townhouses
22 Tyrell Street, Nedlands

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checked M.A.	drawn T.Denslow	JOB No. 2807	REV No. Rev A - 19.08.2025
scale 1:100 (A2)	date 17.07.2025	SHEET No. 02 of 06	DESCRIPTION. Council Changes
issued for Planning Approval			

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Drawing Notes Legend

c	= BRICK COURSE HEIGHT	wc	= WATER CLOSET
w/-	= WITH	wm	= WASHING MACHINE
dp	= DOWNPIPE	dry	= DRYER
sprdr	= SPREADER	dw	= DISHWASHER
rwh	= RAIN WATER HEAD	s	= SINK
dho	= DOOR HEIGHT OPENING	w/o	= WALL OVEN
a/c	= AIR-CONDITIONING	ubo	= UNDER BENCH OVEN
mh	= MANHOLE	vb	= VANITY BASIN
sa	= SMOKE ALARM	hb	= HAND BASIN
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All new dwellings (excluding ancillary dwellings) shall be provided with a minimum 5kw photovoltaic solar panel system.

All water fittings such as taps, toilets and showers (excluding kitchen sinks and laundries) are to be within 1 star of maximum WELS rating

All air con units to be located on roof top. Provide screening as required.

City of Nedlands
Received
19 August 2025



Upper Floor Plan

scale1:100

Unit A Building Area	
Floor:	100.00m²
Garage:	35.19m²
Porch:	1.65m²
Upper Floor:	133.59m²
Total Area:	270.43m²

Unit B Building Area	
Floor:	91.00m²
Garage:	35.43m²
Porch:	2.36m²
Upper Floor:	128.35m²
Balcony:	5.77m²
Total Area:	262.91m²

Unit C Building Area	
Floor:	91.00m²
Garage:	35.43m²
Porch:	2.36m²
Upper Floor:	128.35m²
Balcony:	6.61m²
Total Area:	263.75m²

Unit D Building Area	
Floor:	88.92m²
Garage:	35.43m²
Porch:	2.36m²
Upper Floor:	112.55m²
Balcony:	6.61m²
Total Area:	245.47m²

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22 Tyrell Street, Nedlands

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checked M.A.	drawn T.Denslow	JOB No.	2807
scale 1:100 (A2)	date 17.07.2025		
issued for	Planning Approval	SHEET No.	03 of 06

REV No.
Rev A - 19.08.2025

DESCRIPTION.
Council Changes

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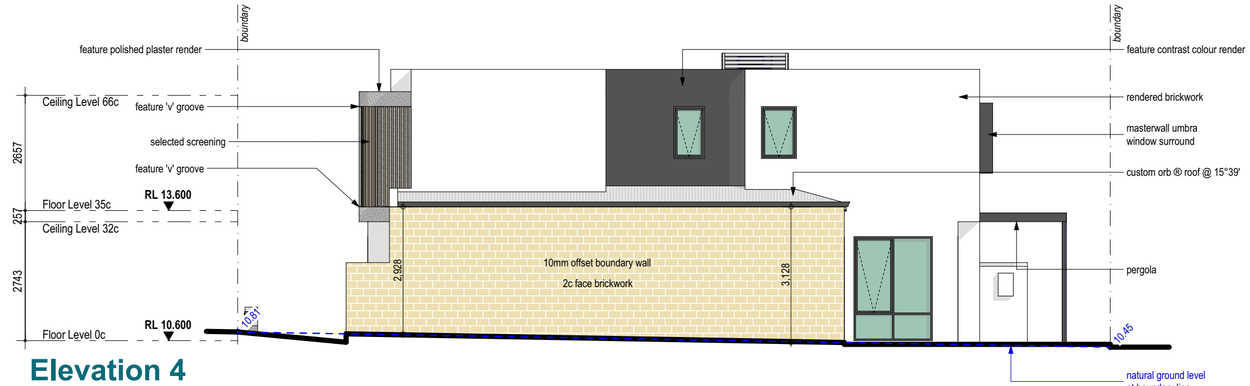
City of Nedlands
Received
19 August 2025



Elevation 1
scale 1:100



Elevation 2
scale 1:100



Elevation 4
scale 1:100



Elevation 3
scale 1:100

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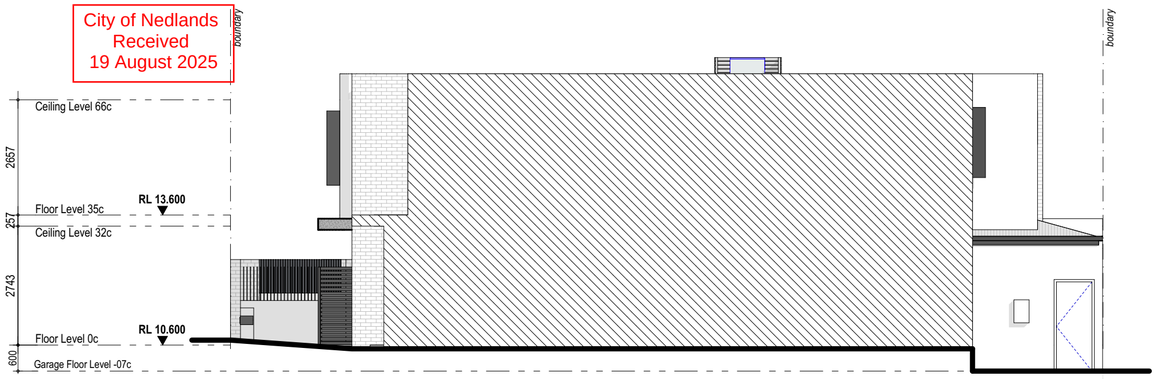
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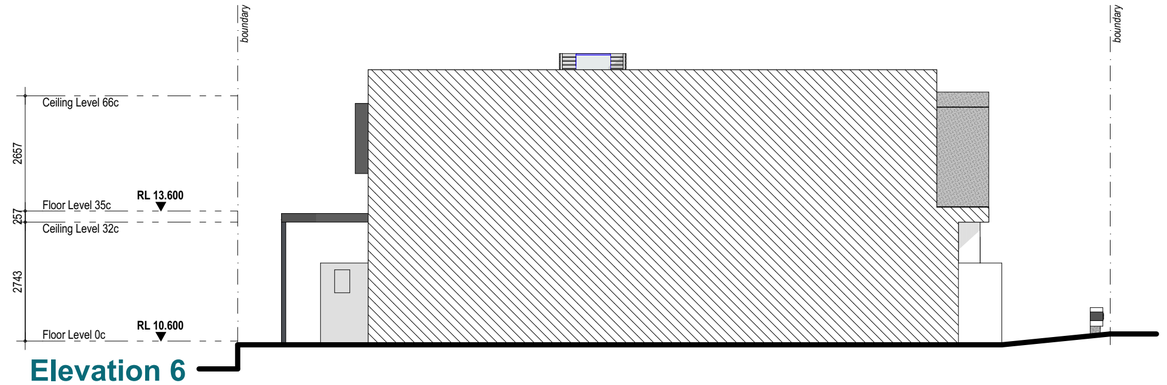
checked	drawn	JOB No.	REV No.	DESCRIPTION.
M.A.	T.Denslow	2807	Rev A - 19.08.2025	Council Changes
scale 1:100 (A2)	date 17.07.2025			
issued for Planning Approval		SHEET No. 04 of 06		

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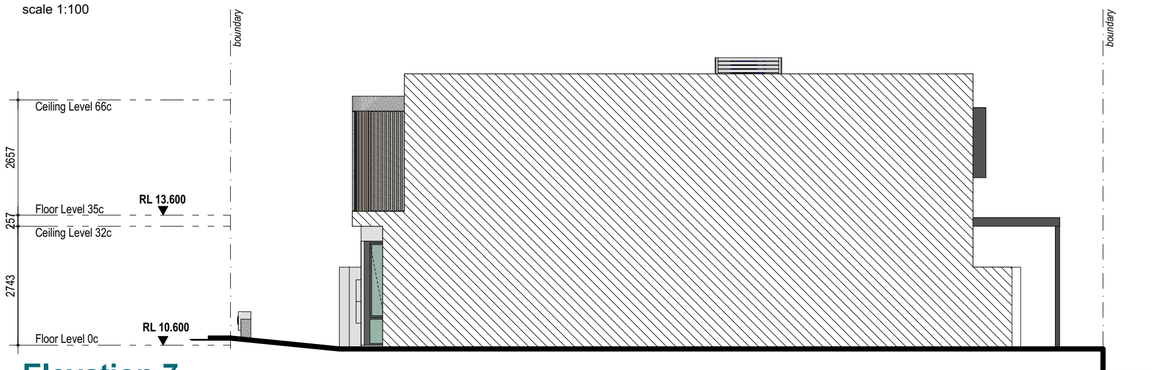
City of Nedlands
Received
19 August 2025



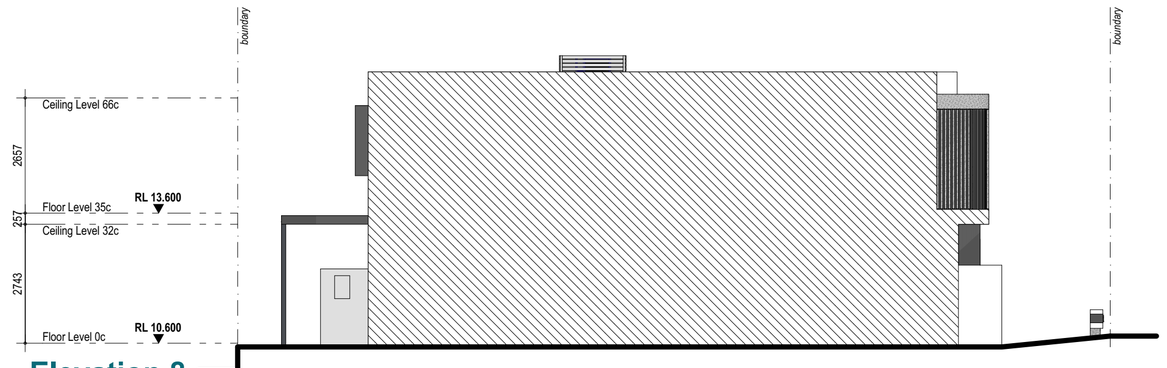
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scale 1:100



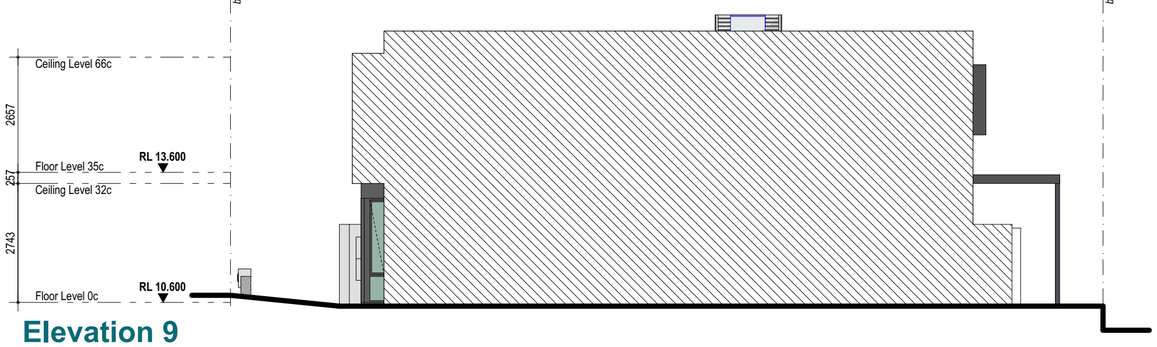
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scale 1:100



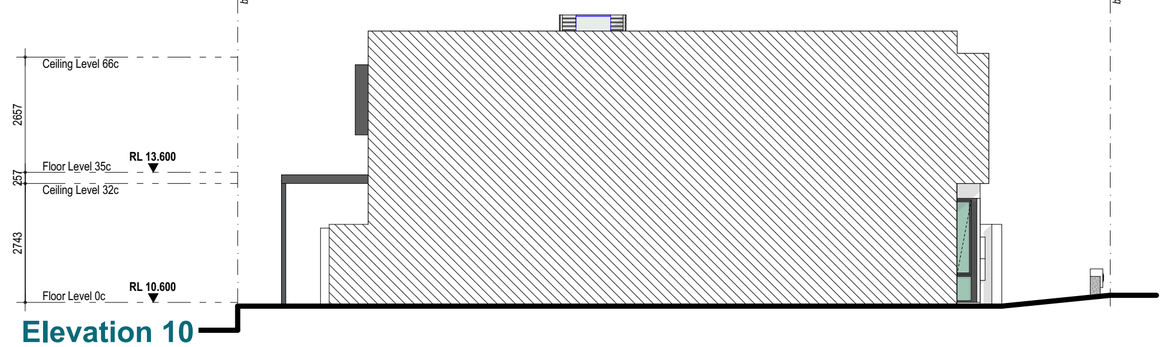
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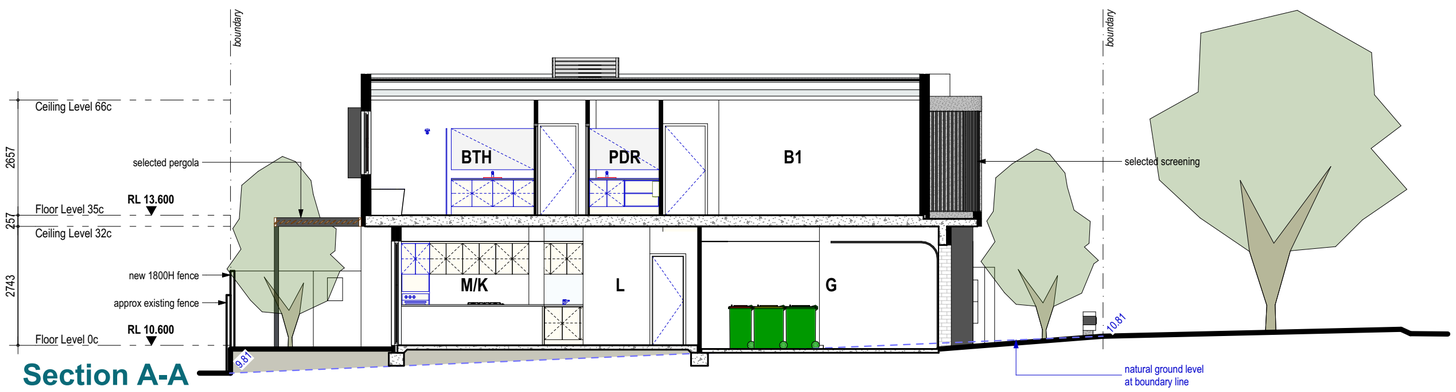
Elevation 8
scale 1:100



Elevation 9
scale 1:100



Elevation 10
scale 1:100



Section A-A
scale 1:100

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checked M.A.	drawn T.Denslow	JOB No. 2807	REV No. Rev A - 19.08.2025
scale 1:100 (A2)	date 17.07.2025		DESCRIPTION. Council Changes
issued for Planning Approval		SHEET No. 05 of 06	

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Landscaping Note

Landscape Consultant Plans to be provided to nominate all plant selections and tree species.

City of Nedlands
Received
19 August 2025

C1.2.1 Unit A Landscape Calc.

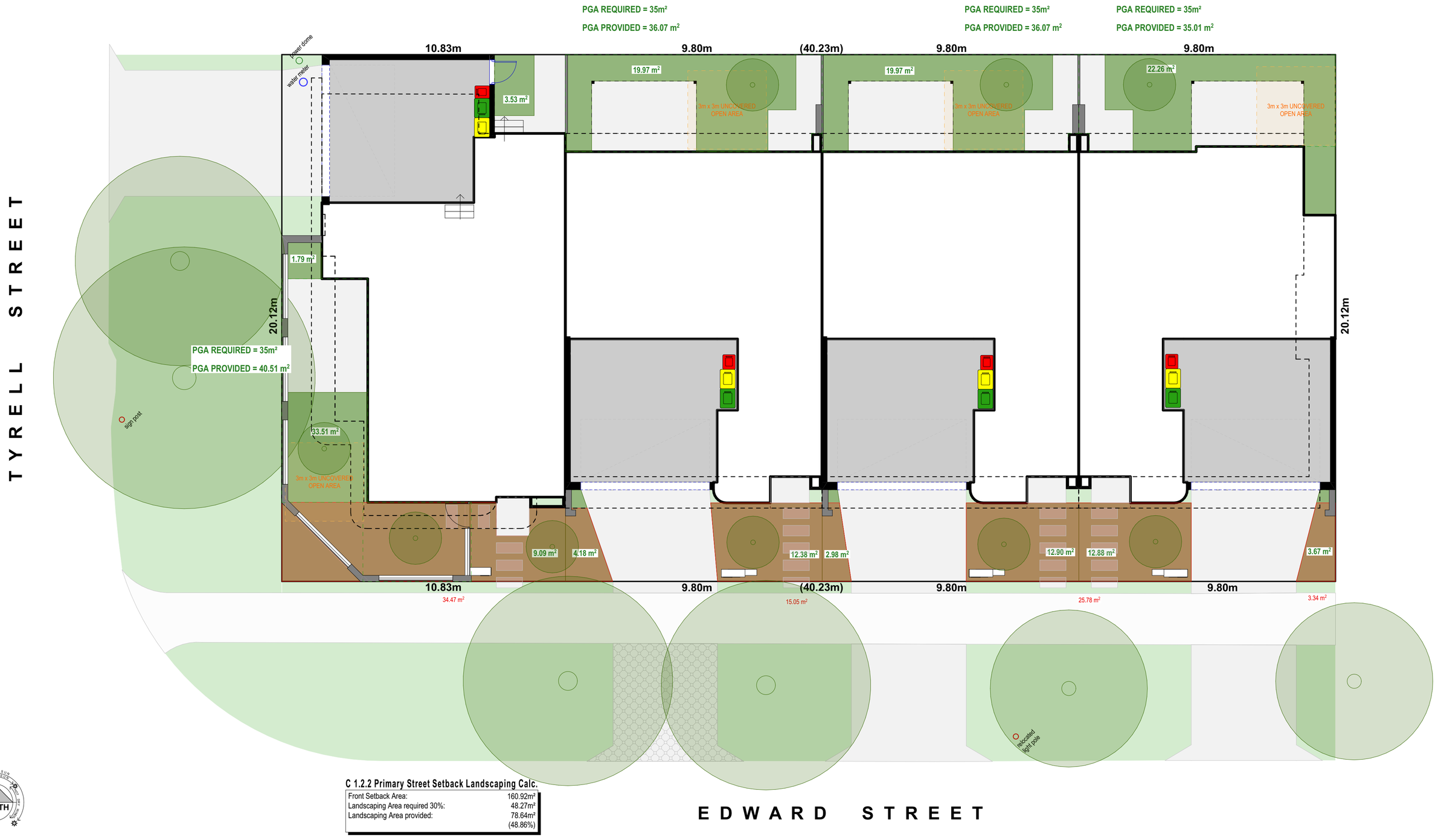
Lot Area:	218m²
Soft Landscaping required 15%:	32.70m²
Soft Landscaping provided:	48.10m²

C1.2.1 Unit B & C Landscape Calc.

Lot Area:	197m²
Soft Landscaping required 15%:	29.55m²
Soft Landscaping provided:	36.53m²

C1.2.1 Unit D Landscape Calc.

Lot Area:	197m²
Soft Landscaping required 15%:	29.55m²
Soft Landscaping provided:	38.33m²



C 1.2.2 Primary Street Setback Landscaping Calc.

Front Setback Area:	160.92m²
Landscaping Area required 30%:	48.27m²
Landscaping Area provided:	78.64m² (48.86%)

Medium Density Codes Calculations

scale1:100

Client
MNS Family
Site Address
Proposed Townhouses
22 Tyrell Street, Nedlands

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scale 1:100 (A2)	date 17.07.2025	SHEET No. 06 of 06	DESCRIPTION. Council Changes
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Received
11 August 2025











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GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY.
2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.

City of Nedlands
Amended Plans Received
22 August 2025

REV	DATE	DWN	APP	DESCRIPTION
A	30.07.25	ALC	KD	LANDSCAPE PLANTING PALETTE
B	21.08.25	GM	KD	TREE SPECIES - UPDATED

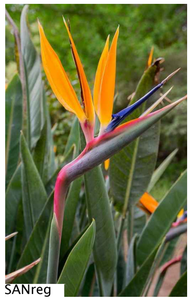
SELECTED TREE SPECIES


EUCtor


EUCvic


OLEeur

SELECTED FEATURE SPECIES


SANreg


ZAMfur

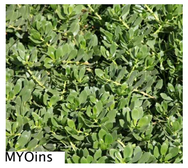
SELECTED GROUNDCOVERS


BANniv


EREblu


SCAhum


DICrep


MYOins


DICsil


VIOhed

SELECTED GRASSES, HERBS, RUSHES & SEDGES


CONcan


DIAeme


LOMtan


LIRjus


OPHjap


DIArev

SELECTED MIXED SHADE PLANTING


CORdus


VIOhed


OPHjap


PHIxan


SANtri


DARcit

SELECTED SHRUB PLANTING


WESgre


PIMfer


PITmis



RHAori


SYZora

PLANTING PALETTE

Symbol	Species	Common Name	Quantities	Size
Trees:				
AGOfle	Agonis flexuosa	WA Weeping Peppermint	As Shown	100L
EUCvic	Eucalyptus victrix	Little Ghost Gum	As Shown	100L
OLEeur	Olea europaea	Bambino Olive	As Shown	100L
Groundcovers				
BANniv	Banksia Nivea	Banksia Nivea	3/m2	140mm
DICrep	Dicondra repens	Kidney plant	3/m2	140mm
DICsil	Dichondra 'Silver Falls'	Silver Falls	2/m2	140mm
EREgla	Eremophila glabra	Eremophila	2/m2	140mm
HEMpun	Hemiandra pungens	Snake Bush	2/m2	140mm
MYOpar	Myoporum parvifolium 'Yareena'	Yareena	2/m2	140mm
SCAhum	Scaevola humilis 'Purple Fusion'	Fan Flower	2/m2	140mm
VIOhed	Viola hederacea	Native Violet	3/m2	140mm
Grasses, Herbs, Rushes & Sedges				
CONcan	Conostylis candicans	Grey Cottonheads	3/m2	140mm
DIAeme	Dianella tasmanica 'Emerald Arch'	Emerald Arch	3/m2	140mm
DIArev	Dianella revoluta	Blue flax lilly	3/m2	140mm
LOMtan	Lomandra 'Tanika'	Tanika	3/m2	200mm
LIRjus	Liriope 'Just Right'	Just Right	3/m2	140mm
OPHjap	Ophiopogon japonicus	Mondo Grass	3/m2	140mm
Shrubs:				
PIMfer	Pimelea ferruginea	Rice Flower	3/m2	200mm
PITmis	Pittosporum tobira 'Miss Muffet'	Miss Muffet	3/m2	200mm
RHAori	Rhapiolepsis 'Oriental Pearl'	Dwarf Indian Hawthorn	2/m2	200mm
SYZora	Syzigium 'Orange Twist'	Lilly Pilly	2/m2	200mm
WESgre	Westringia 'Grey Box'	Grey Box	3/m2	200mm
Shade Planting				
CORdus	Correa 'Dusky Bells'	Dusky Bells	3/m2	140mm
DARcit	Darwinia citriodora	Darwinia	2/m2	140mm
DICrep	Dicondra repens	Kidney plant	3/m2	140mm
LIRjus	Liriope 'Just Right'	Just Right	3/m2	140mm
MYOpor	Myoporum parvifolium 'Yareena'	Yareena	2/m2	140mm
OPHjap	Ophiopogon japonicus	Mondo Grass	3/m2	140mm
PHIxan	Philodendron Xanadu	Xanadu	3/m2	200mm
SANtri	Sansevieria trifasciata laurentii	Mother-in-law's Tongue	3/m2	200mm
VIOhed	Viola hederacea	Native Violet	3/m2	200mm
Feature Plants:				
STRreg	Strelitzia reginea	Bird of Paradise	As Shown	12L
ZAMfur	Zamia furfuracea	Cardboard Palm	As Shown	12L

NOTES

1. GENERAL

1.2 ALL SCALES ARE AS NOTED AND TO SUIT A1 PAPER SIZE
1.3 THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS REVISED '0' ISSUED FOR CONSTRUCTION AND SIGNED AND APPROVED BY PROJECT MANAGER/SUPERINTENDENT.
1.4 PLANTING SETOUT SHOULD BE CHECKED BY SUPERINTENDENT BEFORE INSTALLATION BEGINS.

2. SOIL PREPARATION

2.1 ALL AREAS ARE TO BE FINE GRADED EVENLY TO CONFORM TO KERB LEVELS AND SURROUNDING FINISHES.
2.2 SURFACES SHALL BE FREE FROM DEPRESSIONS, IRREGULARITIES AND NOTICEABLE CHANGES IN GRADE. GENERALLY, GRADES SHALL DEVIATE IN LEVEL NO GREATER THAN 20mm IN ONE LINEAR METRE.
2.3 PLANTED AREAS SHALL BE SPREAD WITH MIN. 50mm OF APPROVED STANDARD SOIL CONDITIONER THAT SHALL BE RIPPED INTO EXISTING SOIL TO A MIN. DEPTH OF 200mm.
2.4 ALL SITE AND IMPORTED SOILS, POTTING MIX, SOIL CONDITIONERS AND MULCHES TO BE IN ACCORDANCE TO RELEVANT AUSTRALIAN STANDARDS.

3. PLANTING

3.1 PLANTED AREAS SHALL BE MULCHED WITH AN ORGANIC (WOODCHIP) MULCH UNLESS OTHERWISE STATED TO A MINIMUM DEPTH OF 75mm.
3.2 ADVANCED TREES SHALL BE STAKED W/ 50x50mm DIA HARDWOOD POSTS. POSTS SHALL BE PAINTED BLACK AND INSTALLED TO A MIN DEPTH OF 500mm. TREES SHALL BE SECURED TO POLES W/ RUBBER TIES IN FIGURE 8.
3.3 TREES PLANTED WITH IN 1000mm OF BOUNDARY WALLS AND/OR PARKING AREAS SHALL BE INSTALLED WITHIN 600mm DEPTH NYLEX ROOT BARRIER MEMBRANE. MEMBRANE SHALL BE INSTALLED AS PER MANUFACTURERS RECOMMENDATIONS.
3.4 FINAL PLANTING SHALL BE SELECTED FROM PLANTING PALETTE SCHEDULE.
3.5 PLANTS TO BE SET OUT IN EVEN SPACING TO FILL THE DESIGNATED AREAS.
3.6 IN AREAS OF MIXED PLANTING, SPECIES TO BE SPREAD OUT AT RANDOM, IN GROUPINGS OF 2 OR
3.7 PLANTS SHALL BE SUPPLIED FROM AN INDUSTRY ACCREDITED WHOLESALE NURSERY. PLANTS SHALL BE IN APPROPRIATE SIZE FOR THE LISTED POT SIZE AND IN GOOD HEALTH.

4. IRRIGATION

4.1 PLANTING TO GROUND LEVEL TO BE IRRIGATED VIA A FULLY AUTOMATIC SYSTEM FROM MAINS.
4.2 WATER PRESSURE TO HAVE A MINIMUM FLOW RATE OF 30L/pm AT 300kPA FROM THE WATER CONNECTION POINT (OR AS STIPULATED).
4.3 PLANTING TO COURTYARDS TO BE IRRIGATED VIA DIGITAL TAP TIMER (INDIVIDUAL CONNECTION POINTS TO BE PROVIDED).
4.4 CONTROLLER TO BE LOCATED IN SERVICE ROOM (OR AS SHOWN ON IRRIGATION DETAILS).
4.5 IRRIGATION TO GARDEN BEDS TO BE NETAFIM TECHLINE, SUB SURFACE IRRIGATION. INSTALLED TO MANUFACTURERS SPECIFICATION. IRRIGATION TO TURF TO BE POP UP SPRINKLERS; MP ROTATORS OR SIMILAR. IRRIGATION TO TREES TO BE BE BUBBLERS; TORO FLOOD BUBBLERS OR SIMILAR.
4.6 ASCON DRAWINGS, MANUALS AND 12 MONTH WARRANTY SHALL BE SUPPLIED BY THE IRRIGATION CONTRACTOR TO THE CLIENT UPON PRACTICAL COMPLETION.
4.7 PLEASE REFER TO IRRIGATION DRAWING SET FOR FINAL LAYOUT AND SCHEDULE (TO FUTURE DETAIL).

THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION UNLESS APPROVED BY CLIENT AND REVISED '0' ISSUED FOR CONSTRUCTION

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LANDSCAPE CONCEPT DESIGN

JOB No. 0587 PAGE 100 REV B

TYRELL STREET TOWNHOUSES
LANDSCAPE PLANTING PALETTE

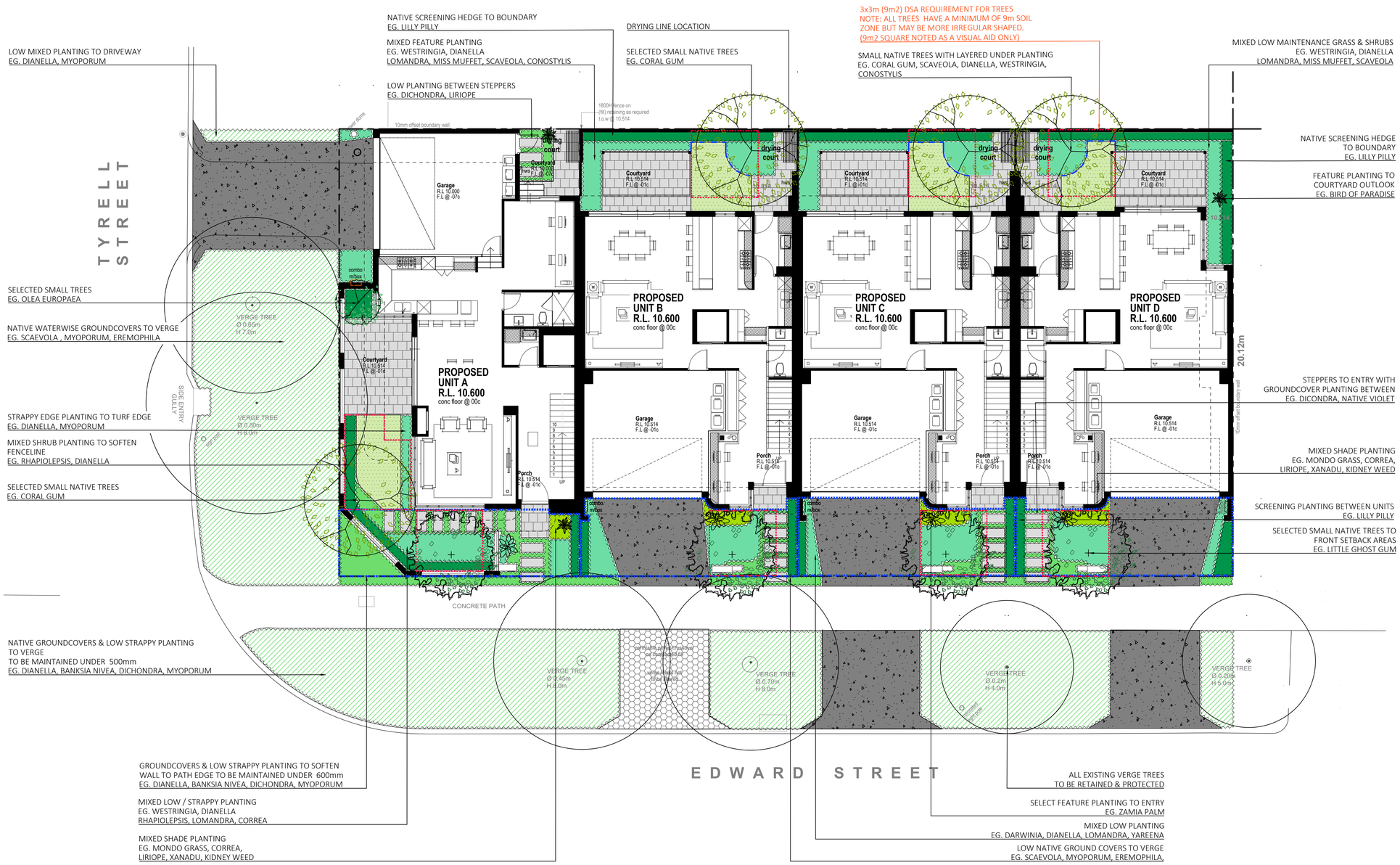
REZA MANESHKARIMI
22 TYRELL STREET, NEDLANDS

GENERAL NOTES:
1. THIS IS A CONCEPT PLAN ONLY.
2. ALL STRUCTURES SUBJECT TO ENGINEERING AND COUNCIL APPROVAL.
3. ALL MEASUREMENTS TO BE CHECKED PRIOR TO CONSTRUCTION.

City of Nedlands
Amended Plans Received
22 August 2025

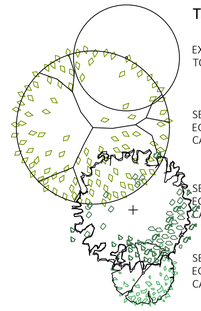
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REV	DATE	DWN	APP	DESCRIPTION
A	30.07.25	ALC	KD	LANDSCAPE CONCEPT DESIGN
B	30.07.25	ALC	KD	UPDATED %
C	21.08.25	GM	KD	LANDSCAPE CONCEPT DESIGN - UPDATED



LEGEND

TREES



EXISTING TREES
TO BE RETAINED AND PROTECTED

SELECTED SMALL TREES
EG. CORAL GUM
CANOPY: 5m

SELECTED SMALL TREES
EG. LITTLE GHOST GUM
CANOPY: 4m

SELECTED SMALL TREES
EG. BAMBALINA OLIVE
CANOPY: 2m

FEATURE PLANTS

SELECTED FEATURE PLANTING
ZAMIA PALM & BIRD OF PARADISE

PLANTING

VERGE PLANTING
LOW NATIVE GROUNDCOVERS

PLANTING TYPE 01
MIXED GROUNDCOVERS
<500mm HIGH

PLANTING TYPE 02
MIXED LOW PLANTING & GRASSES
<500mm HIGH

PLANTING TYPE 03
SHRUB PLANTING

PLANTING TYPE 04
SHADE PLANTING

SELECT TURF
EG. ZOYSIA GRASS

MISC

PAVED STEPPERS
(BY DEVELOPER)

WASHED AGGREGATE CONCRETE
TYPE TBC (BY DEVELOPER)

ENTRY AND COURTYARD PAVING
TYPE TBC (BY DEVELOPER)

PERMEABLE PAVING
TYPE TBC (BY DEVELOPER)

SELECTED EDGE RESTRAINT
EG. STEEL EDGE TBC

FRONT SET BACK AREA
(FSA)

3x3m PLANTING ZONES
(DSA REQUIREMENT FOR SMALL TREES)

LANDSCAPE CALCULATIONS

Lot/Unit	Lot Area	Landscaped Area	FSA	FSA Landscaping	No. of Trees
A	218m2	44m2 (20%)	32m2	23.5m2 (73%)	3
B	197m2	35.5m2 (18%)	32m2	16.5m2 (51.5%)	2
C	197m2	34.5m2 (17.5%)	32m2	16m2 (50%)	2
D	197m2	39m2 (20%)	32m2	16.5m2 (51.5%)	2
Total:	**809m2**	**153m2 (19%)**	**128m2**	**(72.5m2) 56.5%**	**9**

NOTE: ALL DWELLINGS HAVE A MINIMUM OF ONE TREE PER LOT
ALL TOWNHOUSES THAT FACE THE STREET HAVE A MIN OF 30% LANDSCAPE AREA WITHIN THE FRONT SETBACK

REFER TO PAGE 100 FOR PLANTING SCHEDULE, IMAGES AND NOTES

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LANDSCAPE CONCEPT DESIGN

JOB No. 0587 PAGE 101 REV C

0 1 2 4 6 10m
SCALE 1:100 @A1

TYRELL STREET TOWNHOUSES
LANDSCAPE CONCEPT PLAN

REZA MANESHKARIMI
22 TYRELL STREET, NEDLANDS

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15.3 Monash Avenue (Nedlands Reserve) Subdivision – Road Naming Approval

Report Number	**PD36.09.25**
Applicant	RM Surveys on behalf of H-U Human Urban
Disclosure of Interest	Nil
Voting Requirements	Absolute Majority
Authority/Discretion	Quasi-Judicial
Contributing Officer	Dillon Reid – Acting Co-Ordinator Statutory Planning
Responsible Officer	Sergio Famiano – Manager Urban Planning & Development
Director	Bruce Thompson - Director Planning and Development
Attachments	Attachment 1 - Road Naming Plan Attachment 2 - Extract of Landgate's Policies and Standards for Geographical Name in Western Australia

Purpose

RM Surveys, on behalf of H-U Human Urban, are seeking the endorsement of Council to name seven (7) new roads in the 'Nedlands Reserve' development located just south of Monash Avenue in Nedlands. The new roads are part of an emerging residential and mixed-use estate currently under development by H-U Human Urban. This is the second round of names that are being presented for Council endorsement after the first set of names were not accepted by the Geographic Names Committee (GNC) of Landgate.

Endorsement by Council will allow RM Surveys to apply formally to GNC to accept the proposed road names.

Offier Recommendation

That Council:

1. **ENDORSES the following road names for the new roads on lots 101 and 102 Monash Avenue, Nedlands and lot 103 Karella Street, Nedlands as below:**
   a) **Hardy Road**
   b) **Eventide Close**
   c) **Cedar Place**
   d) **Bennett Place**
   e) **Shaw Lane**
   f) **Ferguson Avenue**
   g) **Edis Lane**
2. **NOTES that upon endorsement of the above names, they will be formally referred by the City to the Geographic Names Committee of Landgate for final approval.**

Moved: Commissioner Hart **Seconded: Commissioner Sandri**

CARRIED: UNANIMOUSLY 3-0

For: Commissioner Caddy, Commissioner Sandri, Commissioner Hart
Against: Nil

Background

The 'Nedlands Reserve' project is approximately a 7.3 hectare site, that comprises parts of Lots 101 to 103 bound by Monash Avenue, Karella Street, Williams Road and Smyth Road in Nedlands. It is partly occupied by residential aged care facilities and retirement villages, and partly vacant. The project area is zoned 'Urban' under the Metropolitan Region Scheme and 'Residential' (no density code) under the City's Local Planning Scheme No. 3 (LPS 3). The land is the subject of an approved Precinct Structure Plan (PSP) that was endorsed by the Western Australian Planning Commission (WAPC) in February 2025.

The PSP proposes a grid-based pattern of streets and pedestrian links through the estate and a variety of land uses around a central public open space ('POS'). Residential development is proposed south of the planned Hardy Road extension and mixed use development (primarily residential, residential aged care and medical-oriented commercial floorspace) is proposed to the north.

Subdivision approval for 78 freehold lots over a portion of the residential land south of Hardy Road was issued by the WACP in December 2024. These lots are in the process of being created through civil and landscape works that are underway. Marketing and sales of these lots has also commenced.

To enable Certificates of Titles to be issued for the new lots, it is necessary that the new roads to be created are assigned names. Ultimate approval of the road names is undertaken by the Geographic Names Committee (GNC) at Landgate. Five road names were previously presented to Council at the Ordinary Council Meeting on 24 June 2025. The previous five road names were as follows:

a) Hardy Road
b) Eventide Way
c) Crossleigh Way
d) Hollywood Avenue
e) Elloura Lane

All proposed road names were endorsed by Council. However, Landgate rejected two of the names and requested an additional road name be nominated to delineate the section of laneway in the eastern part of the site. The applicant has now nominated six new road names and the continuation of the already existing Hardy Road name for the new roads within the precinct area. The discussion of these names is below.

Discussion

After further liaising with Landgate, RM Surveys and H-U Human Urban have considered a total of seven road names proposed for the 'Nedlands Reserve' development. Landgate

specified that the newly proposed laneway that runs east-west immediately north of Karella Street should be divided into two separate lanes that each have a distinct name. RM Surveys have also added a name for a laneway that was not previously included in the naming proposal. For this reason, there are now seven names to endorse as opposed to the five names that were presented to Council in June 2025.

The names proposed comprise six new names as well as one existing road name which is a continuation of Hardy Road from the east. These names are to be submitted to Landgate for approval. The names and the rationale for their selection are detailed below:

Preferred Names

PROPOSED NAME	CATEGORY	JUSTIFICATION
a) Hardy Road	-	Continuation of existing road.
b) Eventide Close	Heritage / Local History	Draws from Eventide Home, a Salvation aged-care facility that once formed part of the Hollywood Village site. The name honours the area's heritage of service, care and community support
c) Cedar Place	Flora / Landscape	Named for cedar trees, widely used in memorial avenues and commemorative plantings across Australia, reflecting both natural and cultural heritage.
d) Bennett Place	War History / Local Heritage / Female Commemoration	Named for Sister May Florence Bennett, Australian Army nurse. She later worked at Hollywood Repatriation Hospital. The name honours female service and Nedlands' veteran care history.
e) Shaw Lane	War History / Local History	Recognises Lane Sergeant Claude Shaw AIF, Awarded the 1914-15 Star, the British War Medal 1914-20 and the Victory Medal. Laid to rest in Karrakatta Cemetery.
f) Ferguson Avenue	Female Name / Local History	Recognises Jean Elsie Ferguson MBE, Australian Army nurse and later matron of the Repatriation Hospital.
g) Edis Lane	Female Name / Local History	Recognises Margaret Dorothy Edis MBE, Australian Army nurse, matron of a Subiaco nursing home for the dying and incurable.

Strategic Implications

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

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

Pillar **People**
Outcome 1. Art, culture and heritage are valued and celebrated.

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

Budget/Financial Implications

There are no budget implications.

Legislative and Policy Implications

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

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

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

Decision Implications

By endorsing the recommendation, RM Surveys can finalise and submit on the City's behalf the application for new road names with Geographic Names Landgate.

Conclusion

The following names have been developed by the proponent for new roads in the 'Nedlands Reserve' PSP development:

a) Hardy Road
b) Eventide Close
c) Cedar Place
d) Bennett Place
e) Shaw Lane
f) Ferguson Avenue
g) Edis Lane

Administration recommends Council endorse the above proposed names for submission to the GNC at Landgate.

Further Information

Nil

MONASH AVENUE

ROAD WIDENING

ENERGY OPERATORS

EASEMENT (POWERS) DOC. L747626

PROPOSED 70A NOTIFICATION NOISE

ROAD WIDENING

PROPOSED 129BA RESTRICTIVE COVENANT FIRE PROTECTION

80 11,101m²

101

81 5,627m²

PROPOSED PEDESTRIAN ACCESS WAY (8m)

EASEMENT (RIGHT OF FOOTWAY) DOC. N900843 & DP411077 (TO BE REMOVED)

82 2,646m²

(TO BE REMOVED)

PEDESTRIAN ACCESS WAY (8m)

102

83 6,007m²

84 3,700m²

PROPOSED SEWER EASEMENT (3m)

ROAD

ROAD

ROAD WIDENING

HARDY ROAD (18m)

PROPOSED 129BA RESTRICTIVE COVENANT FIRE PROTECTION

PUBLIC OPEN SPACE

79 5,796m²

103

SMYTH

CEDAR PLACE (6m)

EVENTIDE CLOSE (12.5m)

FERGUSON AVENUE

EDIS LANE (6m)

BENNETT PLACE (12.5m)

WILLIAMS

| | | |

Section 2: Roads

Introduction

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

Using this section of the policy

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

In Western Australia the following shall be applied:

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

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

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

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

Who can officially name roads?

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

Which roads can be named?

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

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

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

Public roads

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

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

Private roads and rights-of-way

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

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

Private roads include but are not limited to:

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

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

Reserved road names

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

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

Road naming policies

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

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

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

2.1.1 Road extents

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

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

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

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

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

2.1.2 Laneways and short roads

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

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

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

2.1.3 Naming malls and pedestrian access ways

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

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

2.2 Components of a road name

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

2.2.1 Name element requirements

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

A single length of road shall have only one name.

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

2.2.2 Road types

All road names shall include a road type.

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

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

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

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

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

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

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

2.2.3 Unacceptable names

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

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

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

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

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

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

2.3 Name duplication

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

2.3.1 Existing duplicated or similar sounding names

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

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

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

Road name duplication should be avoided in adjoining local governments.

2.4 Naming amendments

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

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

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

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

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

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

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

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

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

2.5 Naming roundabouts and rotaries

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

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

2.5.1 Roundabouts

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

Roundabouts shall not have names or address ranges.

2.5.2 Rotaries

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

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

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

Rotaries shall not have address ranges.

2.6 State roads

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

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

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

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

2.7 Government managed land

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

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

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

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

2.8 Private, residential and commercial developments

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

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

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

2.8.1 Roads on private property

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

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

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

2.8.2 Compliance

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

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

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

2.9 Tourist drives / routes

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

2.9.1 State tourist drives

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

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

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

2.9.2 Local scenic drives

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

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

2.9.3 General assessment criteria

Tourism value shall be assessed by the following:

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

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

2.9.4 Submission process to recognise tourist route

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

The application must:

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

2.9.5 Review of current state tourist drives and routes

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

2.9.6 Identification of state scenic drives, tourist drives and routes

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

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

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

Road name submission process

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

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

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

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

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

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

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

16. DIVISIONAL REPORTS – CORPORATE SERVICES

16.1 Monthly Financial Report - July 2025

Report Number	**CPS49.09.25**
Applicant	City of Nedlands
Disclosure of Interest	Nil
Voting Requirements	Simple Majority
Authority/Discretion	Executive
Contributing Officer	Nick White – Financial Accountant (Temp)
Responsible Officer	Mark Ponton – Accountant
Director	John Vojkovich - Acting Director Corporate Services
Attachments	Attachment 1 - Statement of Financial Activity – July 2025 Attachment 2 - Statement of Net Current Assets – July 2025 Attachment 3 - Statement of Comprehensive Income – July 2025 Attachment 4 - Statement of Financial Position – July 2025 Attachment 5 - Reserve Movements – July 2025 Attachment 6 - Borrowings – July 2025 Attachment 7 - Capital Works Program – July 2025

Purpose

Administration is required to provide Council with a monthly financial report in accordance with regulation 34(1) of the *Local Government (Financial Management) Regulations 1996*. The monthly financial variance from the budget of each business unit is reviewed with the respective manager and the Executive to identify the need for any remedial action. Material variances are highlighted to Council in the attached Monthly Financial Report.

Officer Recommendation

That Council RECEIVES the July 2025 Financial Report.

Moved: Commissioner Sandri **Seconded: Commissioner Hart**

CARRIED: UNANIMOUSLY 3-0
For: Commissioner Caddy, Commissioner Sandri, Commissioner Hart
Against: Nil

Background

All opening positions from prior year are a preliminary result for the year ended 30 June 2025 as the Financial Statements for 2024/25 are yet to be completed and reviewed by the Auditors. Although 2023/24 results are now finalised, they have not yet been posted to the accounting ledger.

This monthly financial report has been prepared on the same basis as any other month in the reporting cycle and does not include any year end accounting adjustments. These accounting adjustments will be made in the accounting ledger in Period 13 which preserves the integrity of monthly reporting to Council.

The report references budget differences in the variance analysis. The materials supporting the preparation of the approved budget were prepared on an aggregate basis which limits the ability to provide a detailed analysis of variances.

Unless stated below, all year-to-date budget amounts for July 2025 are being temporarily presented on a pro-rata basis (i.e. annual budget has been broken into 12 equal months).

Discussion

The monthly financial management report meets the requirements of regulation 34(1), 34(3), and 34(5) of the Local Government (Financial Management) Regulations 1996.

The attached reports show the month end position as at the end of July 2025.

The Statement of Financial Activity presents a municipal closing surplus as at 31 July 2025 of $58,248 which is a $738,328 unfavourable variance, compared to a budgeted surplus for the same period of $796,576.

The Statement of Comprehensive Income reports operating revenue to the end of July 2025 as $486,653 which represents a $463,405 unfavourable variance compared to the year-to-date budget of $950,058 primarily due to the budget phasing for Fees and charges.

The operating expense at the end of July 2025 was $3,014,190 which represents a $1,011,142 favourable variance compared to the year-to-date budget of $4,025,332 primarily in Employee costs and Materials & Contracts. Materials and Contracts (UGP) has been budgeted separately to other Material and Contract costs for the year, and as at the end of July no costs have been incurred to date, in line with the year-to date budget.

The attached Statement of Financial Activity compares Actuals with Amended Budget by Nature or Type as per regulation 34 (3) of the Local Government Financial Management Regulations 1996. Material variances, as defined by a previous decision of Council, from the budget of revenue and expenditure are detailed below.

Operating Activities

Operating grants, subsidies, and contributions
Unfavourable variance of $53,684 is due the pro-rata budget phasing.

Fees and charges

Unfavourable variance of $396,565 primarily due to the timing differences associated with the pro-rata phasing of the budget.

Service charges (UGP)
No year-to-date budget is being reported this month. (No pro rata budget has been allocated to July).

Interest earnings
No variance analysis required as variance to budget is less than 10%.

Other revenue
Unfavourable variance of $5,313 primarily due to the timing differences associated with the pro-rata phasing of the budget.

Profit on disposal of assets
Unfavourable variance of $9,021primarily due to the timing differences associated with the pro-rata phasing of the budget.

Employee costs
Favourable variance of $320,843, primarily due to 2 fortnights of expenditure (i.e. there has been no accrual for the full month).

Materials and contracts (UGP)
No year-to-date budget is being reported this month. (No pro rata budget has been allocated to July).

Materials and contracts
There was a favourable variance of $468,555 primarily due to expenditure being delayed pending the approval of the budget.

Utility charges
Favourable variance of $78,377 due to accruals not being posted for energy costs.

Depreciation and amortisation
No variance analysis has been performed due to the actual depreciation still based upon 2023/24 rates.

Insurance expenses
Favourable variance of $39,432 due to amortisation of prepayments not being performed.

Interest expenses
Unfavourable variance of $32,516 due to quarterly repayments and accrued interest expenses not being recognised

Other expenditure
No variance analysis required as variance to budget is less than 10%.

Investing Activities

Non-operating grants, subsidies, and contributions
Unfavourable variance of $345,423 primarily due to expenditure being delayed pending the approval of the budget.

Proceeds from disposal of assets
Unfavourable variance of $9,021 primarily due to the timing differences associated with the pro-rata phasing of the budget.

Purchase of property, plant, and equipment
Favourable variance of $172,778 due to expenses accrued in June 2025 have been reversed in full (some items of exense should have been re-accrued).

Purchase and construction of infrastructure
Favourable variance of $558,683 primarily due to the timing differences associated with the pro-rata phasing of the budget.

Financing Activities

Repayment of borrowings
Unfavourable variance of $138,334 is primarily due to the timing differences associated with the pro-rata phasing of the budget.

Proceeds from borrowings
No year-to-date budget is being reported this month. (No pro rata budget has been allocated to July).

Payment for principal portion of lease liability
No variance analysis required as variance to budget is less than $50,000.

Transfer to and from reserves
No year-to-date budget is being reported this month.

Rates
No year-to-date budget is being reported this month. (No pro rata budget has been allocated to July).

Rates Receivable

Outstanding rates debtors are $1,112,105 as at 31 July 2025 compared to $922,429 as at 31 July 2024. Breakdown as follows:

Receivable	31 July 2025 ($)	31 July 2024 ($)	Variance ($)
Rates & UGP	613,395	507,033	(106,362)
Rubbish & Pool	64,700	59,673	(5,027)
Pensioner Rebates	379,232	358,257	(20,975)
ESL	54,778	(2,534)	(57,312)
Total	**1,112,105**	**922,429**	**(189,676)**

Employee Data

Description	Number
Headcount (Active Employees including FT, PT, & Casual)	154
Occupied FTE (FT & PT)	122
Occupied FTE (Casual)	10
No. of contract employees (Temporary/Agency)	12

The figures are reported at the end of the calendar month of July 2025.

Consultation

Nil

Strategic Implications

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

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

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

Budget/Financial Implications

At the Special Council Meeting on 27 August 2025, item CPS47.08.25, Council adopted the following thresholds for the reporting of material financial variances in the monthly statement of financial activity reports:

a) Operating items – Greater than 10% and a value greater than $20,000;
b) Capital items – Greater than 10% and a value greater than $50,000; and

c) Notwithstanding that the Administration may choose to provide comment on items below those thresholds if deemed appropriate.

Legislative and Policy Implications

Local Government Act 1995, *Local Government (Financial Management) Regulations 1996*, and *Australian Accounting Standards*.

Decision Implications

Nil

Conclusion

The municipal surplus as of 31 July 2025 is $58,248 which is unfavourable compared to a budgeted surplus for the same period of $796,576.

The operating revenue at the end of July 2025 was $486,653 which represents a $463,405 unfavourable variance compared to the year-to-date budget of $950,058 primarily in Operating grants, subsidies and contributions, and Fees and charges.

The operating expense for July 2025 was $3,014,190 which represents a $1,011,142 favourable variance compared to the year-to-date budget of $4,025,332 primarily in Employee costs and Materials & Contracts.
The discussion points will be noted.

Further Information

Nil

City of Nedlands
Statement of Financial Activity

By Nature or Type
For the Period 01-07-2025 to 31-Jul-2025

	Adopted Budget	Adopted Budget YTD	Actuals YTD	Variance ($) YTD	Variance (%) YTD
Operating Activities					
Net current assets - Opening surplus/(deficit)	3,626,289	3,626,289	2,263,361	(1,362,928)	(37.58)%
Revenue					
Operating grants, subsidies and contributions	654,638	54,553	870	(53,684)	(98.41)%
Fees and charges	9,493,813	791,151	394,586	(396,565)	(50.13)%
Service charges (UGP)	3,855,577	0	0	0	0.00 %
Interest earnings	1,042,514	86,876	79,034	(7,842)	(9.03)%
Other revenue	209,733	17,478	12,164	(5,313)	(30.40)%
Profit on disposal of assets	108,250	9,021	0	(9,021)	(100.00)%
	15,364,525	959,079	486,653	(472,426)	(49.26)%
Expenses					
Employee costs	(18,953,044)	(1,579,420)	(1,258,577)	320,843	20.31 %
Materials and contracts (UGP)	(9,319,249)	0	0	0	0.00 %
Materials and contracts	(15,921,845)	(1,326,820)	(858,265)	468,555	35.31 %
Utility charges	(1,046,457)	(87,205)	(8,828)	78,377	89.88 %
Depreciation and amortisation	(10,598,779)	(883,232)	(754,246)	128,986	14.60 %
Insurance expenses	(472,104)	(39,342)	0	39,342	100.00 %
Interest expenses	(261,117)	(21,760)	(54,276)	(32,516)	(149.43)%
Other expenditure	(1,050,643)	(87,554)	(79,998)	7,556	8.63 %
Loss on disposal of assets	0	0	0	0	0.00 %
	(57,623,238)	(4,025,332)	(3,014,190)	1,011,142	(25.12)%
Non-cash amounts excluded from operating activities	10,490,529	874,211	720,482	(153,729)	(17.58)%
Amount attributable to operating activities	(28,141,895)	1,434,246	456,306	(977,940)	(68.18)%
Investing Activities					
Non-operating grants, subsidies and contributions	4,145,081	345,423	0	(345,423)	(100.00)%
Proceed on Sale of Assets	108,250	9,021	0	(9,021)	(100.00)%
Purchase of property, plant, and equipment	(1,990,647)	(165,887)	6,891	172,778	104.15 %
Purchase and construction of infrastructure	(8,372,630)	(697,719)	(139,036)	558,683	80.07 %
Amount attributable to investing activities	(6,109,946)	(509,162)	(132,145)	377,017	74.05 %
Financing Activities					
Repayment of borrowings	(1,373,111)	(114,426)	(252,760)	(138,334)	(120.89)%
Proceeds from borrowings	4,000,000	0	0	0	0.00 %
Recoup from self supporting loans	0	0	0	0	0.00 %
Payments for principal portion of lease liability	(168,984)	(14,082)	(13,153)	929	6.60 %
Transfers to reserves	(500,000)	0	0	0	0.00 %
Transfers from reserves	3,850,000	0	0	0	0.00 %
Amount attributable to financing activities	5,807,905	(128,508)	(265,912)	(137,404)	(106.92)%
Surplus/(deficit) before imposition of general rates	(28,443,937)	796,576	58,248	(738,328)	(92.69)%
Total amount raised by general rates	29,821,188	0	0	0	0.00 %
Surplus/(deficit) after imposition of general rates	**1,377,251**	**796,576**	**58,248**	**(738,328)**	(92.69)%

City of Nedlands
Net Current Assets

By Nature or Type
For the Period 01-07-2025 to 31-Jul-2025

	Balance As At 1-Jul-25	Balance As At 31-Jul-25
Current Assets		
Cash and cash equivalents	20,220,609	16,304,638
Other Financial Assets	(4,565)	(4,565)
Trade and other receivables	1,990,154	2,053,404
Inventories	13,627	13,627
Other assets	460,997	830,870
Total Current Assets	22,680,822	19,197,974
Current Liabilities		
Trade and other payables	(4,744,310)	(3,644,913)
Lease Liabilities	(121,372)	(121,372)
Borrowings	(1,008,887)	(756,127)
Grant and contract liabilities	(629,167)	(766,247)
Provisions	(2,033,716)	(1,858,392)
Other liabilities	(163,950)	(41,999)
Total Current Liabilities	(8,701,401)	(7,189,050)
Net Current Assets*	**13,979,421**	**12,008,924**
Adjustments to NCA		
Less: Reserves	(11,352,926)	(11,352,926)
Adj for Restricted Cash	519,817	519,817
Less: Self Supporting Loans	4,565	4,565
Add: Current Borrowings	(1,008,887)	(756,127)
Add: Leases	121,372	121,372
Total Adjustments	(11,716,060)	(11,463,300)
Surplus/(Deficit)*	**2,263,361**	**545,624**

*Layout amended to align with standard reporting practises

City of Nedlands
Statement of Comprehensive Income

By Nature or Type
For the Period 01-Jul-2025 to 31-Jul-2025

	Adopted Budget	Adopted Budget YTD	Actuals YTD
Revenue			
Rates	29,821,188	0	0
Operating grants, subsidies and contributions	654,638	54,553	870
Fees and charges	9,493,813	791,151	394,586
Service charges (UGP)	3,855,577	0	0
Interest earnings	1,042,514	86,876	79,034
Other revenue	209,733	17,478	12,164
	45,077,463	950,058	486,653
Expenses			
Employee costs	(18,953,044)	(1,579,420)	(1,258,577)
Materials and contracts (UGP)	(9,319,249)	0	0
Materials and contracts	(15,921,845)	(1,326,820)	(858,265)
Utility charges	(1,046,457)	(87,205)	(8,828)
Depreciation and amortisation	(10,598,779)	(883,232)	(754,246)
Insurance expenses	(472,104)	(39,342)	0
Other expenditure	(1,050,643)	(87,554)	(79,998)
Interest expenses	(261,117)	(21,760)	(54,276)
	(57,623,238)	(4,025,332)	(3,014,190)
Net Operating	(12,545,775)	(3,075,274)	(2,527,537)
Non-operating grants, subsidies and contributions	4,145,081	345,423	0
Profit on Disposal of Assets	108,250	9,021	0
	4,253,331	354,444	0
Net Result for the Period	**(8,292,444)**	**(2,720,830)**	**(2,527,537)**
Other Comprehensive Income			
	0	0	0
Total Other Comprehensive Income	0	0	0
Total Comprehensive Income for the Period	**(8,292,444)**	**(2,720,830)**	**(2,527,537)**

City of Nedlands
Statement of Financial Position

For the Period 01-Jul-2025 to 31-Jul-2025

	Balance As At 1-Jul-25	Balance As At 31-Jul-25
Assets		
Current Assets		
Cash and cash equivalents	20,220,609	16,304,638
Other Financial Assets	(4,565)	(4,565)
Trade and other receivables	1,990,154	2,053,404
Inventories	13,627	13,627
Other assets	460,997	830,870
Total Current Assets	22,680,822	19,197,974
Non Current Assets		
Trade and other receivables	889,496	923,260
Other Financial Assets	163,834	163,834
Property, plant and equipment	101,135,475	100,969,417
Infrastructure	239,152,322	238,696,279
Right of Use Assets	339,894	365,436
Intangible assets	0	5,755
Total Non Current Assets	341,681,021	341,123,981
Total Assets	**364,361,843**	**360,321,955**
Liabilities		
Current Liabilities		
Trade and other payables	(4,744,310)	(3,644,913)
Lease Liabilities	(121,372)	(121,372)
Borrowings	(1,008,887)	(756,127)
Grant and contract liabilities	(629,167)	(766,247)
Provisions	(2,033,716)	(1,858,392)
Other liabilities	(163,950)	(41,999)
Total Current Liabilities	(8,701,401)	(7,189,050)
Non Current Liabilities		
Borrowings	(3,272,443)	(3,272,443)
Lease Liabilities	(213,341)	(213,341)
Provisions	(495,935)	(495,935)
Total Non Current Liabilities	(3,981,720)	(3,981,720)
Total Liabilities	**(12,683,121)**	**(11,170,769)**
Equity		
Retained surplus	(73,166,508)	(70,638,971)
Reserves - cash backed	(11,352,926)	(11,352,926)
Revaluation surplus	(267,159,289)	(267,159,289)
Total Equity	**(351,678,723)**	**(349,151,186)**

City of Nedlands
Reserve Movements

For the Period 01-Jul-2025 to 31-Jul-2025

	Adopted Budget				Actuals YTD			
Reserve	Opening Balance	Transfer To	Transfer From	Closing Balance	Opening Balance	Transfer To	Transfer From	Closing Balance
Plant Replacement Reserve	292,395	0	0	292,395	292,395	0	0	292,395
City Development Reserve	188,898	0	0	188,898	188,898	0	0	188,898
North Street Reserve	158,951	0	0	158,951	158,951	0	0	158,951
Welfare Reserve	208,248	0	0	208,248	208,248	0	0	208,248
Service Reserve	28,968	0	0	28,968	28,968	0	0	28,968
Insurance Reserve	67,939	0	0	67,939	67,939	0	0	67,939
Underground Power Projects	3,968,802	0	(3,850,000)	118,802	3,968,802	0	0	3,968,802
Waste Management Reserve	2,338,667	0	0	2,338,667	2,338,667	0	0	2,338,667
Building Replacement Reserve	623,747	0	0	623,747	623,747	0	0	623,747
Swanbourne Development Reserve	1,490	0	0	1,490	1,490	0	0	1,490
Public Art Reserve	47,334	0	0	47,334	47,334	0	0	47,334
Business System Reserve	113,143	0	0	113,143	113,143	0	0	113,143
All Abilities Play Space	442,250	0	0	442,250	442,250	0	0	442,250
Major Projects	1,652,277	500,000	0	2,152,277	1,652,277	0	0	1,652,277
Lawler Park Infrustracture Reserve	0	0	0	0	0	0	0	0
Cash-in-lieu of Public Open Space	519,817	0	0	519,817	519,817	0	0	519,817
PRCC Reserve	0	0	0	0	0	0	0	0
Riverwall Maintenance Reserve	100,000	0	0	100,000	100,000	0	0	100,000
Laneway Reserve	600,000	0	0	600,000	600,000	0	0	600,000
Reserve Total	**11,352,926**	**500,000**	**(3,850,000)**	**8,002,926**	**11,352,926**	**0**	**0**	**11,352,926**

City of Nedlands
Borrowings

For the Period 01-Jul-2025 to 31-Jul-2025

				Adopted Budget				Actuals YTD				
Loan Description	Loan Number	Institution	Interest Rate	Opening Balance	New Loans	Repayment	Closing Balance	Opening Balance	New Loans	Repayment	Closing Balance	Interest
Building Infrastructure	184	WATC	3.12%	77,654	0	(77,654)	0	77,653	0	(38,676)	38,977	606
Building Infrastructure	185	WATC	3.12%	36,752	0	(36,752)	0	36,752	0	(18,304)	18,447	287
Dalkeith Bowling Club	186	WATC	3.07%	4,959	0	(4,959)	0	4,047	0	0	4,047	0
Underground Power - West Hollywood	188	WATC	3.07%	234,373	0	(76,077)	158,296	233,534	0	0	233,534	0
Underground Power - Alfred & Mt Claremont	189	WATC	3.07%	33,077	0	(9,989)	23,088	34,109	0	0	34,109	0
Underground Power - Alderbury	190	WATC	3.07%	23,491	0	(7,095)	16,396	24,224	0	0	24,224	0
Underground Power - Nedlands North	191	WATC	4.66%	3,871,937	0	(796,073)	3,075,864	3,871,937	0	(195,779)	3,676,157	42,391
Underground Power - Nedlands West	192	WATC	4.12%	0	4,000,000	(364,514)	3,635,486	0	0	0	0	0
				4,282,243	**4,000,000**	**(1,373,113)**	**6,909,130**	**4,282,255**	**0**	**(252,760)**	**4,029,496**	**43,283**

City of Nedlands
Capital Works Program

For the period from 1 July 2025 to 30 June 2026

Project Description	Adopted Budget	Actual YTD
Building		
Maisonettes all units - Compliance upgrades to main distribution board	35,000	0
Retaining walls and fence John XXIII Depot remedy unstable slopes incl design and construction	350,000	0
City wide air-conditioning program	42,185	0
2025/26 - City wide flooring program	20,000	2
2025/26 - City wide painting program	42,185	0
Hackett Hall Demolition	203,300	0
	692,670	**2**
Drainage		
Drainage improvement - Taylor Rd upgrade to connect to new pits and pipes	100,000	0
Drainage improvement - Edwards Green upgrade to connect to new pits and pipes	100,000	0
2025/26 - Drainage Civil Works Program (Reactive & Unplanned)	30,000	0
2025/26 - Drainage Soak well Installation Program (Reactive & Unplanned)	30,000	0
2025/26 - Capital - Drainage	30,000	0
	290,000	**0**
Parks		
Foreshore Management Design WaterWise Initiative	50,000	0
Nedlands Park Reserve & Croquet Borehole and headwork upgrade	62,950	0
Rogersons Gardens Inspection of borhole and assess condition	15,000	0
Charles Court Reserve Borehole and headwork upgrade	40,000	0
Nedlands Library Borehole and headwork upgrade	69,300	0
Daran Park aerator and jockey upgrade	20,000	0
Harris Park Playground upgrade	71,500	0
Swanbourne Beach Shelter replacement	93,687	0
Charles Court Reserve Floodlights	750,000	0
Enviroscape Plans Multiple parks	40,000	0
	1,212,437	**0**
Roads		
Roads - Stubbs Tce FY 2025/2026	353,600	0
Roads - Asquith St Stage 1	250,000	0
Roads - Kennedia Lane - Renewal	370,000	26,332
Roads - The Avenue - Traffic Calming (Black Spot)	1,549,200	13,218
	2,522,800	**39,550**
Bus Shelters		
Bus shelter upgrade co-funded with PTA	60,000	0
	60,000	**0**
Vehicle		
Fleet Renewal - Flt 106 1GBM398 : Hino Tipper - Landscape	145,000	0
Fleet Renewal - Flt 107 1GBM399 : Hino Tipper - Landscape	145,000	0
	290,000	**0**
Plant & Equipment		
Plant Trailer for Mini Excavator	16,800	0
Flt 100 Hino 300 Series Crew Cab Modifications	13,500	0
Flt 101 Hino 300 Series Crew Cab Modifications	13,500	0
Depot - Decommission Underground Fuel Tank	20,000	0
	63,800	**0**
Asset Management Capital		
Investigation and Design PICG-40kmh and parking strategy	100,000	0
Electronic Speed Display Signs Management in high speed areas	30,000	0
	130,000	**0**
ICT		
Network equipment replacement switches, UPS, firewall	250,000	0
Additional Aps Depot & Admin blackspots	30,000	0
New HC IT equipment for new position FY25/26	105,000	0
Library destop/laptop to replace VDIs for FY25/26	75,000	0
FBT/Safety car system	35,000	0
CCTV upgrade replace hardware EOL	18,000	0
	513,000	**0**
Total Capital Works Program	**5,774,707**	**39,553**

16.2 Monthly Investment Report - July 2025

Report Number	**CPS50.09.25**
Applicant	City of Nedlands
Disclosure of Interest	Nil
Voting Requirements	Simple Majority
Authority/Discretion	Executive
Contributing Officer	Nick White – Financial Accountant (Temp)
Responsible Officer	Mark Ponton – Accountant
Director	John Vojkovich - Acting Director Corporate Services
Attachments	Attachment 1 - Investment Report for July 2025

Purpose

In accordance with the Council's Investment Policy, Administration is required to present a summary of investments to Council on a monthly basis.

Officer Recommendation

That Council RECEIVES the Investment Report for the period ending 31 July 2025.

Moved: Commissioner Hart **Seconded: Commissioner Sandri**

CARRIED: UNANIMOUSLY 3-0
For: Commissioner Caddy, Commissioner Sandri, Commissioner Hart
Against: Nil

Background

Nil

Discussion

Council's Investment of Funds report meets the requirements of Section 6.14 of the *Local Government Act 1995.*
The Investment Policy is structured to minimise any risks associated with the City's cash investments. The officers adhere to this Policy, and continuously monitor market conditions to ensure that the City obtains attractive and optimum yields without compromising on risk management.
As at 31 July 2025, the City term deposits, investments and restricted cash were as follows:

Funds	31 July 2025 ($)	31 July 2024 ($)
Investments – Term deposits	4,239,607	6,998,653
Investments – Cash at call	1,218,852	1,986,161
Total Investments	**5,458,459**	**8,984,814**
Online Saver A/c	10,173,571	2,045,247
Total Cash and Investments*	**15,632,030**	**11,030,061**

* Excludes the Muni Operating Account and sundries (comprising of $748,654 other Cash and Cash equivalents amounts of $1,910 and other Unbooked 2025 Term Deposit interest Transactions of $77,956).

Of which:

Funds	31 July 2025 ($)	31 July 2024 ($)
Unrestricted Cash	15,112,213	4,031,408
Restricted Cash	519,817	6,998,653
Total Cash and Investments*	**15,632,030**	**11,030,061**

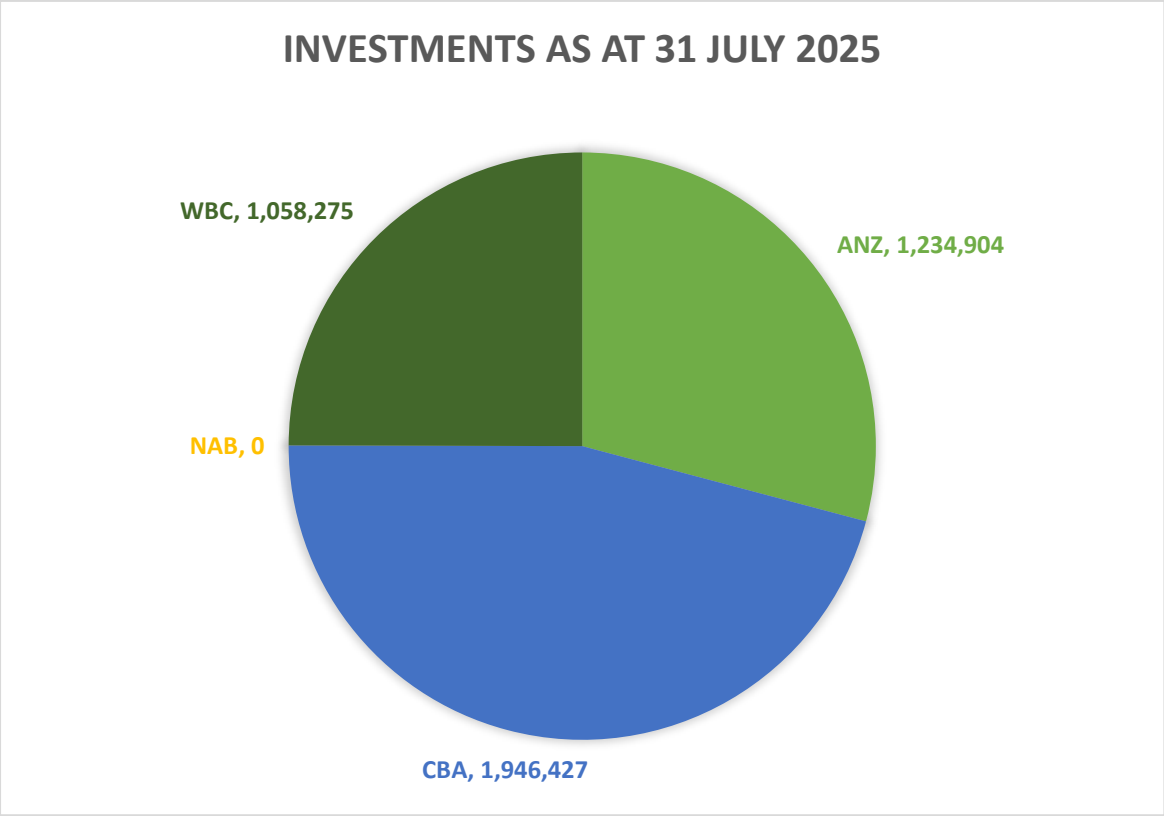
* Excludes the Muni Operating Account and sundries

The Investment Portfolio comprising term deposits is held in the following institutions:

Financial Institution	Funds Invested ($)	Proportion of Portfolio
ANZ	1,234,904	29%
CBA	1,946,427	46%
NAB	0	0%
WBC	1,058,275	25%
Total Investments*	**4,239,607**	**100.00%**

* Excludes the Online Saver and Muni Operating Account

The investment in CBA is outside policy that requires no more than 40% of fun to be held with a single institution. This is due to a higher proportion of fun being held in the Online Saver Account while determining working capit requirements given uncertainty over the date rate notices will be issued. Thes funds are ordinarily held in Term Deposits and will be reconsidered for investme during September 2025.



The total interest earned from cash and investments for July 2025 was $59,932 and for the year to date was $59,932.

Consultation

Nil

Strategic Implications

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

Vision	**Sustainable and responsible for a bright future**
Pillar	**Performance**
Outcome	11. Effective leadership and governance.

Budget/Financial Implications

Nil

Legislative and Policy Implications

Nil

Decision Implications

Nil

Conclusion

The Investment Report is presented to Council.

Further Information

Nil

City of Nedlands
Investment Report

By Nature or Type

For the Period 01-Jul-2025 to 31-Jul-2025

Investment type	Bank	Interest rate	Investment date	Maturity Date	Term (Months)	Invested Amount
Term deposit	Westpac Banking Corporation	4.42%	23/05/2025	23/08/2025	3	77,951
Term deposit	Westpac Banking Corporation	4.42%	23/05/2025	23/08/2025	3	158,810
Term deposit	Westpac Banking Corporation	4.42%	23/05/2025	23/08/2025	3	154,396
Term deposit	Westpac Banking Corporation	4.35%	3/06/2025	2/09/2025	3	667,118
Term deposit	Australia & New Zealand Banking Group	3.30%	11/04/2025	11/10/2025	6	128,409
Term deposit	Australia & New Zealand Banking Group	3.25%	19/07/2025	18/10/2025	3	1,106,496
Term deposit	Commonwealth Bank Australia	4.24%	12/05/2025	11/08/2025	3	1,946,427
Online Saver	Westpac Banking Corporation	60 Day notice account				1,218,852
					Total	**5,458,459**

16.3 Monthly Accounts Paid Report - July 2025

Report Number	**CPS51.09.25**
Applicant	City of Nedlands
Disclosure of Interest	Nil
Voting Requirements	Simple Majority
Authority/Discretion	Executive
Contributing Officer	Alyce Betella – Finance Officer (Accounts Payable)
Responsible Officer	Mark Ponton – Accountant
Director	John Vojkovich - Acting Director Corporate Services
Attachments	Nil

Purpose

The purpose of this report is to present a list of accounts paid for the month of July 2025.

Officer Recommendation

That Council NOTES that the July 2025 Accounts Paid Report were previously presented as Item 17.5 at the Ordinary Council Meeting held on 20 August 2025.

Moved: Commissioner Sandri **Seconded: Commissioner Caddy**

CARRIED: UNANIMOUSLY 3-0
For: Commissioner Caddy, Commissioner Sandri, Commissioner Hart
Against: Nil

Background

Regulation 13 of the *Local Government (Financial Management) Regulations 1996*requires a list of accounts paid to be prepared each month, showing each account paid since the last list was prepared. This list is to include the following information:

1. the payee's name;
2. the amount of the payment:
3. the date of the payment; and
4. sufficient information to identify the transaction.

Discussion

The accounts paid were presented as item 17.5 at the Ordinary Council Meeting held on 20 August 2025 (report number CPS44.08.25).

Consultation

Nil

Strategic Implications

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

Vision	**Sustainable and responsible for a bright future**
Pillar	**Performance**
Outcome	11. Effective leadership and governance.

Budget/Financial Implications

The payments are made in accordance with the approved budget.

Legislative and Policy Implications

In accordance with regulation 13 of the Local Government (Financial Management) Regulations 1996 administration is required to present the List of Accounts Paid for the Month of January 2025 to Council.

Decision Implications

Nil

Conclusion

The discussion points will be noted.

Further Information

Nil

16.4 Monthly Accounts Paid Report - August 2025

Report Number	**CPS52.09.25**
Applicant	City of Nedlands
Disclosure of Interest	Nil
Voting Requirements	Simple Majority
Authority/Discretion	Advocacy
Contributing Officer	Alyce Betella – Finance Officer (Accounts Payable)
Responsible Officer	Mark Ponton – Accountant
Director	John Vojkovich - Acting Director Corporate Services
Attachments	Attachment 1- Creditor Payment Listing – August 2025 Attachment 2 - Purchasing and Card Payments – August 2025 Attachment 3 - Fuel Payments – August 2025

Purpose

The purpose of this report is to present a list of accounts paid for the month of August 2025.

Officer Recommendation

That Council RECEIVES the August 2025 Accounts Paid Report.

Moved: Commissioner Hart **Seconded: Commissioner Caddy**

CARRIED: UNANIMOUSLY 3-0
For: Commissioner Caddy, Commissioner Sandri, Commissioner Hart
Against: Nil

Background

Regulation 13 of the *Local Government (Financial Management) Regulations 1996*requires a list of accounts paid to be prepared each month, showing each account paid since the last list was prepared. This list is to include the following information:

1. the payee's name;
2. the amount of the payment:
3. the date of the payment; and
4. sufficient information to identify the transaction.

Discussion

The accounts payable procedures ensure that risk is managed, and no fraudulent payments are made by the city, and these procedures are strictly adhered to by the

officers. These include the final vetting of approved invoices by the Coordinator Revenue and the Manager Financial Services (or designated alternative officers).

Consultation

Nil

Strategic Implications

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

Vision	**Sustainable and responsible for a bright future**
Pillar	**Performance**
Outcome	11. Effective leadership and governance.

Budget/Financial Implications

The payments are made in accordance with the approved budget.

Legislative and Policy Implications

In accordance with regulation 13 of the Local Government (Financial Management) Regulations 1996 administration is required to present the List of Accounts Paid for the Month of January 2025 to Council.

Decision Implications

Nil

Conclusion

The discussion points will be noted.

Further Information

Nil

City of Nedlands - List of Accounts Paid

For the Period 01-Aug-2025 to 31-Aug-2025

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
Creditor EFT					**1,082,165.59**
112387	**6/08/2025**	**10001**	**Australian Taxation Office**		**2,468.00**
FORTNIGHT 27/07/2025	Withholding Tax (PAYG)			2,290.00	
FORTNIGHT 27/07/2025	HELP			178.00	
112388	**6/08/2025**	**10006**	**Westpac Banking Corporation**		**425.69**
FORTNIGHT 27/07/2025	SGC Employer Contribution			425.69	
112389	**6/08/2025**	**10008**	**Advantech Mobile Auto Electrics**		**1,065.00**
INVA892	Various Auto Electrical			765.00	
INVA893	Various Auto Electrical			300.00	
112390	**6/08/2025**	**10015**	**Apace Aid Inc**		**44.14**
INV-0796	Plant Stock Swanbourne Estate 2025			44.14	
112391	**6/08/2025**	**10025**	**Boc Limited**		**22.55**
4039505074	Gas bottle lease			22.55	
112392	**6/08/2025**	**10043**	**Western Australia Police Force**		**18.00**
127093589	Volunteer National Police Certificate			18.00	
112393	**6/08/2025**	**10070**	**J Blackwood & Son Ltd**		**174.24**
SI11672947	PPE RESTOCK			174.24	
112394	**6/08/2025**	**10074**	**Kmart Innaloo**		**90.00**
9072025	School Holiday Prizes			90.00	

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
112395	**6/08/2025**	**10076**	**Kleenit Pty Ltd**		**286.00**
180212	Graffiti removal - Narla Road			154.00	
180178	Graffiti removal - Carrington Street			132.00	
112396	**6/08/2025**	**10081**	**Local Health Auth Analytical Co**		**5,753.51**
MA2025-093	LHAAC Analytical Services 25/26			5,753.51	
112397	**6/08/2025**	**10139**	**Western Metropolitan Regional Council**		**674.56**
M-2507311	Council greenwaste disposal 2025/26			674.56	
112398	**6/08/2025**	**10164**	**Australian Library & Information**		**1,773.00**
2504022026	ALIA yearly membership			1,773.00	
112399	**6/08/2025**	**10174**	**Green Skills (Eco Jobs)**		**4,091.20**
P4351	Maintenance Swanbourne Estate			1,406.72	
P4350	Greenstock and Rubbish Allen Park			2,684.48	
112400	**6/08/2025**	**10183**	**Water Corporation**		**258.62**
9018761001	Bill ID - 0016			258.62	
112401	**6/08/2025**	**10199**	**Hays Specialist Recruitment Aust Pty Ltd**		**7,269.17**
52860280	Labour hire - Turf Maintenance Officer			2,314.16	
52868644	Labour Hire			2,386.23	
52869884	Temp Staff - Project Engineer			695.41	
52869885	Labour hire - Turf Maintenance Officer			1,873.37	
112402	**6/08/2025**	**10263**	**Planning Institute Australia WA**		**2,867.00**
26319	PIA WA State Conference 2025 (Tickets)			755.00	
26318	PIA WA State Conference 2025 (Tickets)			602.00	
26320	PIA WA State Conference 2025 (Tickets)			755.00	
26317	PIA WA State Conference 2025 (Tickets)			755.00	

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
112403	**6/08/2025**	**10318**	**Perth Irrigation Centre**		**369.05**
I8773	Data Coils for Montario Quarter			369.05	
112404	**6/08/2025**	**10332**	**Natural Area Consulting Management**		**4,889.94**
00026196	Eco-zone Management for 2025/26			2,580.86	
00025508	Summer Watering Hollywood			2,309.08	
112405	**6/08/2025**	**10419**	**Sustainable Outdoors**		**11,182.42**
INV-3280	Greenways Maintenance Road Verges			4,906.71	
INV-3281	Mt Claremont Oval Maintenance			1,557.57	
INV-3282	Mt C Greenways Maintenance			2,090.94	
INV-3283	Maintenance Allen Park			2,627.20	
112406	**6/08/2025**	**10429**	**Sonic HealthPlus Pty Ltd**		**856.90**
3677118	Employment Medicals			470.80	
3677119	Pre-employment Medical Cost for 25/26 FY			386.10	
112407	**6/08/2025**	**10456**	**G M S Security (WA) Pty Ltd**		**221.65**
INV-21629	Security Response Service			101.75	
INV-21633	Security Response Service			119.90	
112408	**6/08/2025**	**10457**	**Instant Products Hire**		**188.27**
208387	Toilet John 23rd yard			188.27	
112409	**6/08/2025**	**10483**	**DFS Industrial & Environmental Services Pty Ltd Dra**		**24,325.63**
00022132	Sweepings			24,325.63	
112410	**6/08/2025**	**10506**	**Dept of Planning, Lands and Heritage - DAP Applicat**		**264.00**
752700	DAP Fees			264.00	
112411	**6/08/2025**	**10553**	**Mr I De Souza**		**220.00**
MT325_02	Life Models for Life Drawing Thursdays			220.00	

Payment Reference	Payment Date	Creditor Number	Creditor Name	Payment Amount
112412	**6/08/2025**	**10617**	**Aus Chill Technical Services Pty Ltd**	**121.00**
15065	Admin/cottage - Quarterly A/C Service		121.00	
112413	**6/08/2025**	**10652**	**Food Technology Services Pty Ltd**	**3,109.76**
000000106	Inspection services – food businesses		3,109.76	
112414	**6/08/2025**	**10688**	**Officeworks Ltd**	**74.50**
622748277	Foldback Clips Gold 16 pack		74.50	
112415	**6/08/2025**	**10693**	**Boyan Electrical Services Boyan Electrical Services**	**566.21**
56663	Lighting at J23rd Donga		212.73	
56572	Street lighting		121.19	
56673	Electrical repairs/installations		232.29	
112416	**6/08/2025**	**10697**	**StrataGreen**	**799.88**
177394	15L knapsack sprayer.		799.88	
112417	**6/08/2025**	**10704**	**Budo Group Pty Ltd**	**2,522.00**
1580-01	Repair of 8m of 120mm x 120mm kerbing		1,782.00	
1574-01	Replace roof sheeting BBQ shelter		740.00	
112418	**6/08/2025**	**10708**	**WCP Civil Pty Ltd**	**164,933.81**
33478	Victoria Avenue Roadway Rehabilitation		164,933.81	
112419	**6/08/2025**	**10735**	**WINC Australia Pty Ltd (Previous name**	**420.68**
9048265189	Kitchen consumables		420.68	
112420	**6/08/2025**	**10925**	**Westend Plumbing & Gas**	**231.00**
INV-16297	Backflow Preventer service at Guttman Pk		231.00	
112421	**6/08/2025**	**10958**	**CMS Electracom**	**460.35**
142131	CMS Elecrtacom Q16012		460.35	

Payment Reference	Payment Date	Creditor Number	Creditor Name	Payment Amount
112422	**6/08/2025**	**11087**	**Beacon Equipment**	**85.00**
81826 #21	ATOM LAWN EDGER REPAIR		85.00	
112423	**6/08/2025**	**11258**	**Integrity**	**17,710.00**
INV-0360	Attain subscription		17,710.00	
112424	**6/08/2025**	**11268**	**Kyocera Document Solutions Pty Ltd**	**479.60**
INV-161601-H6D2M3	Principal repayment of lease - Plotter		479.60	
112425	**6/08/2025**	**11307**	**Liveable Group Pty Ltd T/A Professional PROFESSIC**	**2,648.07**
2208	Power line pruning . Sector 4 HOLLYWOOD		2,184.31	
2207	Power line pruning . Sector 4 HOLLYWOOD		463.76	
112426	**6/08/2025**	**11315**	**RecordPoint Software APAC Pty Ltd**	**144,908.50**
RP003843	FY2526 Subscription Fees		144,908.50	
112427	**6/08/2025**	**11398**	**Totally Workwear Mt Hawthorn R & J Marinich Pty Lt**	**661.80**
0001-00012681	Jackets for Arboriculture crew		450.30	
0001-00012803	PPE boots		211.50	
112428	**6/08/2025**	**11401**	**Strategy 8 Pty Ltd**	**480.00**
INV-0362	Emerge Photographer		480.00	
112429	**6/08/2025**	**11504**	**Artists' Foundation of WA**	**165.00**
INV-3880	Artsource Advertising		165.00	
112430	**6/08/2025**	**11532**	**Rent A Fence Pty Ltd**	**498.96**
RF 770628	Security Fencing - Hackett Hall		498.96	
112431	**6/08/2025**	**11630**	**Bobs Odd Jobs AU Pty. Ltd.**	**313.50**
INV-614	Illegal dumping - Mt Clmt Community Cntr		165.00	
INV-609	Illegal dumping - The Esplanade		148.50	

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
112432	**6/08/2025**	**11766**	**Metal Artwork Badges**		**212.30**
33373	July25 Staff Badge Order			212.30	
112433	**6/08/2025**	**11797**	**Helene Pty LTD T/AS Lo-Go Appointments**		**3,133.28**
H5498	Casual Wages			3,133.28	
112434	**6/08/2025**	**11817**	**Bravo Search Pty Ltd**		**4,325.75**
BS0219	Relief HelpDesk Person			1,875.50	
BS0220	Relief HelpDesk Person			2,450.25	
112435	**6/08/2025**	**11822**	**PJA Holdings (Australia) Pty Ltd**		**5,912.50**
023198	40 kph Zone - Development of Draft Dwgs			5,912.50	
112436	**6/08/2025**	**11903**	**EVSE Australia**		**1,628.00**
PSI013162	Annual Subscription			814.00	
PSI013163	Annual Subscription			814.00	
112437	**6/08/2025**	**11930**	**Coles Supermarkets Australia Pty Ltd**		**948.64**
226627382	Order for staff & council kitchen & hubs			129.50	
225820683	Coles Granny Smith Apples 1kg			176.24	
225728141	Emerge Youth Art Awards - Drinks & food			302.10	
227251568	Fortnightly Kitchen Order			100.80	
224203080	Granny Smith Apples Prepacked			240.00	
112438	**6/08/2025**	**11951**	**Sam Hopkins Artist& Sculptor**		**150.00**
400	Judging - Emerge Youth Art Awards			150.00	
112439	**6/08/2025**	**12032**	**Driva Pty Ltd**		**63.22**
PP1202526	Adjustment 101885			63.22	
112440	**6/08/2025**	**12060**	**Elevate Facility Management Services Pty LTD Aruni**		**684.75**
090725	Dog Waste Bag - refills 1/7/25 - 30/9/25			684.75	

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
112441	**6/08/2025**	**12075**	**KW Services WA PTY LTD**		**654.50**
00008973	Fleet 321 EWP			654.50	
112442	**6/08/2025**	**12083**	**CHOICEONE PTY LTD**		**10,081.48**
A064144	Coordinator Environmental Conservation			3,936.52	
A063941	Coordinator Environmental Conservation			2,587.56	
A064143	Supervisor Landscape relief 7/7 - 8/8/25			3,557.40	
112443	**6/08/2025**	**12102**	**Signarama Osborne Park MCHUGH INVESTMENT CC**		**453.97**
INV-30260	Decals Various			453.97	
112444	**6/08/2025**	**12111**	**Anna Nazzari**		**150.00**
401	Judging – Emerge Youth Art Awards			150.00	
112445	**6/08/2025**	**12121**	**DEPARTMENT OF LOCAL GOVERNMENT, INDUSTRY**		**143,272.98**
JUNE 2025	BSL Payment - June 2025			30,863.65	
MAY 2025	BSL Payment - May 2025			58,043.72	
APRIL 2025	Additional BSL Payment - April 2025			35.53	
MARCH 2025	BSL Payment March 2025			54,330.08	
112451	**28/08/2025**	**12127**	**Comr D Caddy**		**14,795.77**
AUGUST 2025	August 2025 - Commissioner Allowance			9,214.97	
JULY 2025	July 2025 - Commissioner & ICT Allowance			5,580.80	
112452	**28/08/2025**	**12128**	**Comr C Hart**		**14,795.77**
AUGUST 2025	August 2025 - Commissioner Allowance			9,214.97	
JULY 2025	July 2025 - Commissioner & ICT Allowance			5,580.80	
112453	**28/08/2025**	**12129**	**Comr B Sandri**		**14,795.77**
AUGUST 2025	August 2025 - Commissioner Allowance			9,214.97	
JULY 2025	July 2025 - Commissioner & ICT Allowance			5,580.80	

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
112454	**15/08/2025**	**10001**	**Australian Taxation Office**		**133,599.00**
FORTNIGHT 10/08/2025	Withholding Tax (PAYG)			127,784.00	
FORTNIGHT 10/08/2025	Extra Tax			2,053.00	
FORTNIGHT 10/08/2025	HELP			2,806.00	
FORTNIGHT 10/08/2025	TSL			956.00	
112455	**15/08/2025**	**10002**	**Child Support Registrar**		**563.68**
FORTNIGHT 10/08/2025	Child Support Agency			563.68	
112456	**15/08/2025**	**10003**	**Australian Services Union**		**236.50**
FORTNIGHT 10/08/2025	Australian Services Union			236.50	
112457	**15/08/2025**	**10005**	**Easi**		**2,790.00**
FORTNIGHT 10/08/2025	Novated Lease Easifleet - Pre Tax			2,402.47	
FORTNIGHT 10/08/2025	Novated Lease Easifleet- Post Tax			387.53	
112458	**15/08/2025**	**10006**	**Westpac Banking Corporation**		**80,125.84**
FORTNIGHT 10/08/2025	Employee Additional Contrib Pre Tax ($)			685.00	
FORTNIGHT 10/08/2025	Employee Additional Contrib Pre Tax (%)			8,639.50	
FORTNIGHT 10/08/2025	Employee Additional Contrib Post Tax (%)			245.56	
FORTNIGHT 10/08/2025	SGC Employer Contribution			2,364.26	
FORTNIGHT 10/08/2025	SGC Employer Contribution			1,037.22	
FORTNIGHT 10/08/2025	SGC Employer Contribution			251.30	
FORTNIGHT 10/08/2025	SGC Employer Contribution			1,862.50	
FORTNIGHT 10/08/2025	SGC Employer Contribution			1,576.11	
FORTNIGHT 10/08/2025	SGC Employer Contribution			926.45	
FORTNIGHT 10/08/2025	SGC Employer Contribution			5,157.00	
FORTNIGHT 10/08/2025	SGC Employer Contribution			1,050.93	
FORTNIGHT 10/08/2025	SGC Employer Contribution			668.77	
FORTNIGHT 10/08/2025	SGC Employer Contribution			997.48	
FORTNIGHT 10/08/2025	SGC Employer Contribution			3,455.90	

Payment Reference	Payment Date	Creditor Number	Creditor Name	Payment Amount
FORTNIGHT 10/08/2025	SGC Employer Contribution			1,129.27
FORTNIGHT 10/08/2025	SGC Employer Contribution			767.95
FORTNIGHT 10/08/2025	SGC Employer Contribution			2,396.32
FORTNIGHT 10/08/2025	SGC Employer Contribution			3,669.71
FORTNIGHT 10/08/2025	SGC Employer Contribution			1,573.66
FORTNIGHT 10/08/2025	SGC Employer Contribution			363.05
FORTNIGHT 10/08/2025	SGC Employer Contribution			1,022.68
FORTNIGHT 10/08/2025	SGC Employer Contribution			487.25
FORTNIGHT 10/08/2025	SGC Employer Contribution			730.87
FORTNIGHT 10/08/2025	SGC Employer Contribution			1,359.13
FORTNIGHT 10/08/2025	SGC Employer Contribution			3,235.28
FORTNIGHT 10/08/2025	SGC Employer Contribution			1,602.49
FORTNIGHT 10/08/2025	SGC Employer Contribution			3,422.45
FORTNIGHT 10/08/2025	SGC Employer Contribution			2,752.20
FORTNIGHT 10/08/2025	SGC Employer Contribution			564.78
FORTNIGHT 10/08/2025	SGC Employer Contribution			2,291.47
FORTNIGHT 10/08/2025	SGC Employer Contribution			2,797.04
FORTNIGHT 10/08/2025	SGC Employer Contribution			706.24
FORTNIGHT 10/08/2025	SGC Employer Contribution			1,916.64
FORTNIGHT 10/08/2025	SGC Employer Contribution			1,276.11
FORTNIGHT 10/08/2025	SGC Employer Contribution			1,962.19
FORTNIGHT 10/08/2025	SGC Employer Contribution			4,655.97
FORTNIGHT 10/08/2025	SGC Employer Contribution			1,970.63
FORTNIGHT 10/08/2025	SGC Employer Contribution			2,016.60
FORTNIGHT 10/08/2025	SGC Employer Contribution			540.63
FORTNIGHT 10/08/2025	SGC Employer Contribution			530.52
FORTNIGHT 10/08/2025	SGC Employer Contribution			1,095.59
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			78.34
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			237.37
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			163.17
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			154.41
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			335.36

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			77.83	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			408.24	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			88.69	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			102.23	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			2.61	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			115.38	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			60.51	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			93.94	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			81.21	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			169.23	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			76.00	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			99.52	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			165.45	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			397.18	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			152.58	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			371.97	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			117.70	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			20.61	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			67.28	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			255.38	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			228.66	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			143.41	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			62.63	
FORTNIGHT 10/08/2025	Employer Contribution (Additional)			44.25	
112459	**15/08/2025**	**10013**	**Alinta Energy**		**701.60**
550999733	23 Apr 2025 to 24 Jul 2025			536.40	
552359310	18 Jun 2025 to 16 Jul 2025			165.20	
112460	**15/08/2025**	**10125**	**Town of Cottesloe**		**5,655.00**
16608	Emptying litter bins at Swanbourne beach			5,655.00	

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
112461	**15/08/2025**	**10139**	**Western Metropolitan Regional Council**		**45,115.91**
INV-81876	WMRC Participating Council (Jul -Dec 25)			45,115.91	
112462	**15/08/2025**	**10174**	**Green Skills (Eco Jobs)**		**14,650.71**
P4209	Greenstock and Rubbish Allen Park			2,608.82	
P4211	Natural Area Maintenance Allen Park			1,296.76	
P4357	Planting Swanbourne Estate			10,745.13	
112463	**15/08/2025**	**10183**	**Water Corporation**		**8,025.85**
9001409415	Bill ID - 0140			512.07	
9001409431	Bill ID - 0142			418.23	
9001412868	Bill ID - 0149			330.18	
9025213935	Bill ID - 0010			111.15	
9023255963 - JULY 2025	Bill ID - 0041			8.55	
9001468319	Bill ID - 0059			22.80	
9001455403	Bill ID - 0129			515.85	
9017842942	Bill ID - 0092			623.33	
9016473890	Bill ID - 0086			54.15	
9001444608	Bill ID - 0156			373.15	
9001458444	Bill ID - 0133			28.50	
9001405115	Bill ID - 0166			935.86	
9001470689	Bill ID - 0081			603.58	
9001453432	Bill ID - 0158			315.84	
9001458444	Bill ID - 0136			128.25	
9001482217	Bill ID - 0150			694.26	
9016515501	Bill ID - 0088			159.60	
9001482049	Bill ID - 0158			1,045.91	
9001465871	Bill ID - 0127			54.15	
9008766896	Bill ID - 0122			37.05	
9001486103	Bill ID - 0152			14.15	
9001480350	Bill ID - 0156			54.15	
9001474380	Bill ID - 0147			54.05	

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
9012351730	Bill ID - 0097			145.35	
9001474399	Bill ID - 0149			270.24	
9001474401	Bill ID - 0147			281.95	
9001478795	Bill ID - 0138			62.70	
9001409423	Bill ID - 0143			170.80	
112464	**15/08/2025**	**10199**	**Hays Specialist Recruitment Aust Pty Ltd**		**1,931.71**
52864463	Labour hire			1,931.71	
112465	**15/08/2025**	**10304**	**Synergy**		**69,347.09**
214579230	Invoice 2002568899			45,864.46	
856995430	Invoice 2082460557			1,969.25	
968214430	Invoice 2042483329			119.67	
653311790	Invoice 2078460369			146.60	
844348590	Invoice 2066472151			224.52	
801870080	Invoice 3000241632			8,410.84	
338661150	Invoice 2066478155			137.76	
338661010	Invoice 2066478154			628.13	
342131310	Invoice 2070473648			571.22	
331018820	Invoice 2062469534			151.12	
801340050	Invoice 3000242296			7,491.74	
392417010	Invoice 2074469843			2,157.81	
380380790	Invoice 2002575345			1,415.96	
313447070	Invoice 2098389678			58.01	
112466	**15/08/2025**	**10419**	**Sustainable Outdoors**		**8,506.51**
INV-3273	Greenways Maintenance Road Verges			8,506.51	
112467	**15/08/2025**	**10456**	**G M S Security (WA) Pty Ltd**		**101.75**
INV-21630	Security Response Service			101.75	

Payment Reference	Payment Date	Creditor Number	Creditor Name	Payment Amount
112468	**15/08/2025**	**10467**	**The Information Management Group Pty Ltd**	**1,432.21**
94075704	Archive Record Storage & Digitisation		822.75	
94075705	Archive Record Storage & Digitisation		609.46	
112469	**15/08/2025**	**10506**	**Dept of Planning, Lands and Heritage - DAP Applicat**	**21.00**
752874	DAP Fees		7.00	
752816	DAP Fees		7.00	
752874 2	DAP Fees		7.00	
112470	**15/08/2025**	**10689**	**Illion Australia Pty Ltd**	**184.80**
NEDLAN-700130	Tender Advertisement		184.80	
112471	**15/08/2025**	**10693**	**Boyan Electrical Services Boyan Electrical Services**	**2,876.90**
56655	Electrical repairs/installations		1,133.56	
56597	Exhaust fan replacement		1,465.76	
56745	Lights repaired at Paul Hasluck		277.58	
112472	**15/08/2025**	**10981**	**Rhonda Breen**	**205.00**
744952	Refund of Tresillian Bond		150.00	
752079	Refund of Swipe key bond		55.00	
112473	**15/08/2025**	**11171**	**Tomomi Yamamoto**	**108.00**
035	TAC - Tutor Fees		108.00	
112474	**15/08/2025**	**11307**	**Liveable Group Pty Ltd T/A Professional PROFESSIC**	**8,279.88**
1836	Smyth Rd - Dead tree removal-grind stump		7,259.87	
2169	Euc.prune as per site meeting		1,020.01	
112475	**15/08/2025**	**11336**	**Troy Yiakalis Landscapes**	**170.50**
13587	Maisonettes Garden and Ground Maintenance		170.50	
112476	**15/08/2025**	**11639**	**Telstra Limited**	**510.00**
1315114130 - JULY 2025	T 311		510.00	

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
112477	**15/08/2025**	**11673**	**Nola Britton**		**160.00**
145	Life Drawing Social			80.00	
146	Life Drawing Social			80.00	
112478	**15/08/2025**	**11705**	**Tim Eva's Nursery**		**8,716.00**
INV-3294	100 x Corymbia eximia nana 35ltr			8,536.00	
INV-3295	100 x Corymbia eximia nana 35ltr			180.00	
112479	**15/08/2025**	**11758**	**Cynthia Forrest**		**240.00**
153	Life Drawing Social			80.00	
154	Life Drawing Social			80.00	
155	Life Drawing Social			80.00	
112480	**15/08/2025**	**11773**	**The Fruit Box Group Pty Ltd**		**118.00**
3411998	The Fruit Box Milk Order Library			118.00	
112481	**15/08/2025**	**11797**	**Helene Pty LTD T/AS Lo-Go Appointments**		**5,669.75**
H5537	Casual Wages			2,536.47	
H5575	Casual Wages			3,133.28	
112482	**15/08/2025**	**11805**	**Aqua Filtration Enterprises Pty Ltd**		**302.50**
INV-1911	Filter Change, Rental & Maintenance			49.50	
INV-1910	Filter Change, Rental & Maintenance			49.50	
INV-1913	Filter Change, Rental & Maintenance			49.50	
INV-1909	Filter Change, Rental & Maintenance			55.00	
INV-1912	Filter Change, Rental & Maintenance			49.50	
INV-1914	Filter Change, Rental & Maintenance			49.50	
112483	**15/08/2025**	**11822**	**PJA Holdings (Australia) Pty Ltd**		**1,776.50**
023197	40 kph Zone			1,776.50	

Payment Reference	Payment Date	Creditor Number	Creditor Name	Payment Amount
112484	**15/08/2025**	**11838**	**Morley City**	**265.41**
42208721	Fleet 1000 Service		265.41	
112485	**15/08/2025**	**11862**	**Motorpass**	**10,937.38**
20	Fuel cards period ending 8 Aug 2025		10,937.38	
112486	**15/08/2025**	**11873**	**Sydney Tools Pty Ltd**	**259.95**
18265919	Inferno Burner		259.95	
112487	**15/08/2025**	**11884**	**The Mental Health Project**	**3,283.50**
INV-00229	Mental Health Project		3,283.50	
112488	**15/08/2025**	**11905**	**Luxworks Traffic Control and Management PTY LTD**	**8,706.89**
6578	City wide drainage traffic management		8,706.89	
112489	**15/08/2025**	**11913**	**Dogs' Refuge Home**	**1,000.00**
25062025	Donation to Animal Welfare Organisation		1,000.00	
112490	**15/08/2025**	**11917**	**EnvisionWare Australia Pty Ltd**	**3,385.15**
INV-AU-0427	Software licenses		3,385.15	
112491	**15/08/2025**	**11961**	**People2People Recruitment**	**11,332.20**
0000108247	Labour Hire		3,927.00	
0000107111	Labour Hire		3,590.40	
0000107563	Labour Hire		3,814.80	
112492	**15/08/2025**	**12019**	**BMH Electrics Pty Ltd The Trustee for EYELAND TRU**	**9,405.00**
INV-1763	Solar lighting in the Avenue Dalkeith		9,405.00	
112493	**15/08/2025**	**12030**	**New View Safety Coach WOLLAGE, DAVID CHARLES**	**3,390.00**
1045	WHS consulting service		3,390.00	

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
112494	**15/08/2025**	**12032**	**Driva Pty Ltd**		**632.24**
FORTNIGHT 10/08/2025	Novated Lease Driva - Pre Tax			632.24	
112495	**15/08/2025**	**12093**	**JARAM PRODUCTS PTY LTD**		**398.84**
113403/01	Fleet 880 Roof Bar			398.84	
Sundry EFT					**39,317.81**
112446	**6/08/2025**	**99998**	**L Smith**		**13.00**
01082025	Parking Reimbursement			13.00	
112447	**6/08/2025**	**99998**	**Eva Pious**		**500.00**
403	Emerge Youth Art Awards - First Prize			500.00	
112448	**6/08/2025**	**99998**	**Mr Sekendy**		**500.00**
405	Emerge Youth Awards			500.00	
112449	**6/08/2025**	**99998**	**YIRAN NIU**		**500.00**
408	Emerge Youth Art Awards			500.00	
112450	**6/08/2025**	**99998**	**J Edwards-Lawson**		**12.00**
05082025	Reimbursement - Ice for Emerge			12.00	
112496	**15/08/2025**	**99998**	**C Riolo**		**250.00**
404	Emerge Youth Art Awards			250.00	
112497	**15/08/2025**	**99998**	**D Lewis**		**33.75**
07072025	Staff Farewell			33.75	
112498	**15/08/2025**	**99998**	**K Richards**		**12.95**
08082025	Reimbursement WAAION Meeting			12.95	

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
112499	**15/08/2025**	**99998**	**Ocean Corporation Australia**		**1,700.00**
617229	Verge Bond Refund			1,700.00	
112500	**15/08/2025**	**99998**	**M R Remmie**		**1,700.00**
637874	Verge Bond Refund			1,700.00	
112501	**15/08/2025**	**99998**	**Grakor Pty Ltd**		**1,700.00**
661636	Verge Bond Refund			1,700.00	
112502	**15/08/2025**	**99998**	**D C Wong**		**1,700.00**
650246 (2)	Verge Bond Refund			1,700.00	
112503	**15/08/2025**	**99998**	**Total Project Solutions Pty Ltd**		**1,700.00**
540319	Verge Bond Refund			1,700.00	
112504	**15/08/2025**	**99998**	**Exclusive Demolition**		**1,700.00**
668490	Verge Bond Refund			1,700.00	
112505	**15/08/2025**	**99998**	**Exclusive Demolition**		**1,700.00**
663862	Verge Bond Refund			1,700.00	
112506	**15/08/2025**	**99998**	**B M Waters**		**1,700.00**
656576	Verge Bond Refund			1,700.00	
112507	**15/08/2025**	**99998**	**Cottesloe Constructions**		**1,700.00**
618258	Verge Bond Refund			1,700.00	
112508	**15/08/2025**	**99998**	**Odyssey Projects**		**1,700.00**
607373	Verge Bond Refund			1,700.00	
112509	**15/08/2025**	**99998**	**Caspen Enterprise Pty Ltd**		**1,700.00**
570115	Verge Bond Refund			1,700.00	

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
112510	**15/08/2025**	**99998**	**A J Stay**		**1,700.00**
648586	Verge Bond Refund			1,700.00	
112511	**15/08/2025**	**99998**	**Oswald Homes**		**1,700.00**
656761	Verge Bond Refund			1,700.00	
112512	**15/08/2025**	**99998**	**Kean Enterprises Pty Ltd**		**1,700.00**
638019	Verge Bond Refund			1,700.00	
112513	**15/08/2025**	**99998**	**Linkbuild WA**		**1,700.00**
670574	Verge Bond Refund			1,700.00	
112514	**15/08/2025**	**99998**	**M Kawryshanker**		**250.00**
406	Emerge Award 2025			250.00	
112515	**15/08/2025**	**99998**	**A Sargent**		**1,700.00**
661902	Verge Bond Refund			1,700.00	
112516	**15/08/2025**	**99998**	**E Law**		**150.00**
739001	Tresillian Arts Centre Bond Refund			150.00	
112517	**15/08/2025**	**99998**	**L Hall**		**150.00**
743455	Hall Room Hire Bond return			150.00	
112518	**15/08/2025**	**99998**	**J Davies**		**150.00**
748025	Refund of room hire			150.00	
112519	**15/08/2025**	**99998**	**Peter Dermott Blake**		**731.12**
REFUND2026-01	Refund Duplicate			731.12	
112520	**15/08/2025**	**99998**	**D J Meyerkort**		**2,000.00**
679309	Verge Bond Refund			2,000.00	

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
112521	**15/08/2025**	**99998**	**J Davies**		**55.00**
752087	Return of swipe card bond			55.00	
112522	**15/08/2025**	**99998**	**A Bannerman**		**1,700.00**
574031	Verge Bond Refund			1,700.00	
112523	**15/08/2025**	**99998**	**J Young**		**1,700.00**
607378	Verge Bond Refund			1,700.00	
112524	**15/08/2025**	**99998**	**K M Mclean**		**1,700.00**
664121	Verge Bond Refund			1,700.00	
112525	**15/08/2025**	**99998**	**T A Bauer**		**1,700.00**
654570	Verge Bond Refund			1,700.00	
112526	**15/08/2025**	**99998**	**H Joyce**		**9.99**
14082025	Reimbursement staff farewell			9.99	
Cancelled Payments					**1,000.00**
112167	**11/08/2025**	**11913**	**Dogs' Refuge Home**		**1,000.00**
Cancel EFT Incorrect banking details				1,000	
Payroll					**845,664.37**
FORTNIGHT 10/08/2025	**10/08/2025**	**109000900010010**	**City of Nedlands**		**422,597.27**
FORTNIGHT 10/08/2025	Additional Bank 1			4,100.00	
FORTNIGHT 10/08/2025	Additional Bank 2			750.00	
FORTNIGHT 10/08/2025	Net Pay			407,599.37	
FORTNIGHT 10/08/2025	Net Pay			10,147.90	

Payment Reference	Payment Date	Creditor Number	Creditor Name		Payment Amount
FORTNIGHT 24/08/2025	**24/08/2025**	**109000900010010**	**City of Nedlands**		**423,067.10**
FORTNIGHT 24/08/2025	Additional Bank 1			4,100.00	
FORTNIGHT 24/08/2025	Additional Bank 2			750.00	
FORTNIGHT 24/08/2025	Net Pay			415,584.65	
FORTNIGHT 24/08/2025	Net Pay			2,632.45	
				TOTAL PAYMENTS	**1,968,147.77**

City of Nedlands - Purchasing & Credit Card Payments August 2025

For the Period 28 July 2025 to 27 August 2025

Date	Supplier	Description	AUD	Comment
21/08/2025	BUNNINGS 483000	Employee's farewell gift	50.00	
22/08/2025	TAYLOR RD IGA	Employee's farewell morning tea	18.30	
22/08/2025	TAYLOR RD IGA	Employee's farewell morning tea	14.85	
27/08/2025	CARD FEE	CARD FEE	5.00	
6/08/2025	NORTHCOTE TENNIS CTR.	Tennis Court tools	459.80	
26/08/2025	CONCEPT PRODUCTS AUS	Boardwalk Repairs	370.23	
27/08/2025	CARD FEE	CARD FEE	5.00	
27/08/2025	CARD FEE	CARD FEE	5.00	
28/07/2025	WALGA EVENTS	WALGA Transport and Road Forum	100.00	
12/08/2025	DEPARTMENT OF TRANSPOR	Jetty renewal licence fee	47.70	
27/08/2025	CARD FEE	CARD FEE	5.00	
5/08/2025	SQ *WORKFORCE HEALTH ASSE	Pre employment medical regional candaidate	277.20	
5/08/2025	SQ *WORKFORCE HEALTH ASSE	Pre employment medical regional candaidate	419.10	
5/08/2025	STEWART FINE ART PIC	Picture of King for Chambers	170.00	
8/08/2025	Kmart Photo Centre	City Star MUGS - REWARD & RECOGNITION	90.00	
8/08/2025	LinkedIn P526772466	LinkedIn - Recruiter Lite for recruitment purposes	224.99	
14/08/2025	Coles Group Limited -	Vouchers for employee reward and recognition programme	1514.85	
27/08/2025	CARD FEE	CARD FEE	5.00	
29/07/2025	KEYKO* SSLTRUST 581996	SSL certificate renewal for nedlands.wa.gov.au	149.61	
1/08/2025	Google GSUITE_nedlands.wa	Communication-Livestream	46.20	
9/08/2025	MICROSOFT#G106104122	MS Azure Storage	91.83	
13/08/2025	Intuit Mailchimp	Communication-Survey tool	116.34	
14/08/2025	MSFT * E0200WVU30	MS Azure SQL PAYG	578.22	
27/08/2025	CARD FEE	CARD FEE	5.00	
27/08/2025	CARD FEE	CARD FEE	5.00	
27/08/2025	CARD FEE	CARD FEE	5.00	
12/08/2025	TUDOR HOUSE WA PTY LTD	Australian Flag - Printed on Woven Polyester	215.00	
27/08/2025	CARD FEE	CARD FEE	5.00	
4/08/2025	BUNNINGS 483000	Classroom safety ramp	54.40	
7/08/2025	TAYLOR RD IGA	Library staff 40th work anniversary	27.94	
7/08/2025	LS Big Loaf Factory Ba	Library staff 40th work anniversary	40.90	
11/08/2025	FARINOSI & SONS PTY	Classroom heaters	124.00	
27/08/2025	CARD FEE	CARD FEE	5.00	
23/07/2025	BUNNINGS 309000	Admin refresh stations, wall shelves	136.80	
23/07/2025	BUNNINGS 309000	Admin refresh stations, wall shelves	12.00	
28/07/2025	BUNNINGS 483000	Main sliding gate minor repair	48.56	
28/07/2025	BUNNINGS 483000	Main sliding gate minor repair	34.45	
31/07/2025	BUNNINGS 483000	MTCC cupboard lock install materials	97.11	
12/08/2025	BUNNINGS 483000	Batteries for various remotes and clocks etc	23.42	
13/08/2025	BUILDINGPOINT AUST	SketchUp Australia annual subscription renewal.	603.90	
27/08/2025	CARD FEE	CARD FEE	5.00	
12/08/2025	RSEA PTY LTD - ONLINE	PPE	329.94	
27/08/2025	CARD FEE	CARD FEE	5.00	
15/08/2025	Jaycar - Belmont	Materials for irrigation Team	39.90	
19/08/2025	ECO ENVIRONMENTAL HOLD	calibrate pH tester for Irrigation	277.20	
27/08/2025	CARD FEE	CARD FEE	5.00	
6/08/2025	WAREQUIP SOLUTIONS PTY LT	Parts for library trolley - replacement	81.95	
13/08/2025	HIDDEN DISABILITIES	Merchandise for hidden disabilities initiative	610.98	
14/08/2025	BCF MYAREE	Tables for Positive Ageing - Mahjong	199.98	
26/08/2025	OFFICEWORKS	Name Badges for events - Citizenship	75.78	
27/08/2025	CARD FEE	CARD FEE	5.00	
27/08/2025	CARD FEE	CARD FEE	5.00	
			$ 7,848.43	

City of Nedlands - Purchasing Card - Fuel

For the Period 10 July 2025 to 8 August 2025

WEX Australia Pty Ltd ABN: 68 005 970 570

Transaction Date	Amount	Merchant Name	Card Description	Product Name
10/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 106
10/07/2025	1.10	BP Rosegarden	SURCHARGE	FLEET 106
10/07/2025	69.03	BP Rosegarden	ULS DIESEL	FLEET 106
10/07/2025	-0.69	BP Rosegarden	DISCOUNT	FLEET 106
10/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 106
21/07/2025	1.88	BP Rosegarden	SURCHARGE	FLEET 106
21/07/2025	117.62	BP Rosegarden	ULS DIESEL	FLEET 106
21/07/2025	-1.18	BP Rosegarden	DISCOUNT	FLEET 106
21/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 106
31/07/2025	2.13	BP Rosegarden	SURCHARGE	FLEET 106
31/07/2025	133.15	BP Rosegarden	ULS DIESEL	FLEET 106
31/07/2025	-1.31	BP Rosegarden	DISCOUNT	FLEET 106
31/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 106
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 106
10/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 107
17/07/2025	2.20	BP Rosegarden	SURCHARGE	FLEET 107
17/07/2025	138.05	BP Rosegarden	ULS DIESEL	FLEET 107
17/07/2025	-1.38	BP Rosegarden	DISCOUNT	FLEET 107
17/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 107
30/07/2025	3.89	BP Rosegarden	SURCHARGE	FLEET 107
30/07/2025	243.13	BP Rosegarden	ULS DIESEL	FLEET 107
30/07/2025	-2.38	BP Rosegarden	DISCOUNT	FLEET 107
30/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 107
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 107
18/07/2025	6.88	WEX Australia	ROADSIDE ASSIST	FLEET 512
28/07/2025	1.70	BP Rosegarden	SURCHARGE	FLEET 512
28/07/2025	106.31	BP Rosegarden	REGULAR ULP	FLEET 512
28/07/2025	-1.22	BP Rosegarden	DISCOUNT	FLEET 512
28/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 512
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 512
18/07/2025	6.88	WEX Australia	ROADSIDE ASSIST	FLEET 218
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 218
18/07/2025	6.88	WEX Australia	ROADSIDE ASSIST	FLEET 644
25/07/2025	2.38	BP Rosegarden	SURCHARGE	FLEET 644
25/07/2025	149.01	BP Rosegarden	ULS DIESEL	FLEET 644
25/07/2025	-1.46	BP Rosegarden	DISCOUNT	FLEET 644
25/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 644
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 644
8/07/2025	1.30	BP Rosegarden	SURCHARGE	FLEET 1002
8/07/2025	81.74	BP Rosegarden	REGULAR ULP	FLEET 1002
8/07/2025	-1.04	BP Rosegarden	DISCOUNT	FLEET 1002
8/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1002
10/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 1002
18/07/2025	1.16	BP Rosegarden	SURCHARGE	FLEET 1002
18/07/2025	73.00	BP Rosegarden	REGULAR ULP	FLEET 1002
18/07/2025	-0.79	BP Rosegarden	DISCOUNT	FLEET 1002
18/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1002
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 1002
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 555
10/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 1373
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 1373
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 182
8/07/2025	2.32	BP Rosegarden	SURCHARGE	FLEET 643
8/07/2025	145.05	BP Rosegarden	ULS DIESEL	FLEET 643
8/07/2025	-1.42	BP Rosegarden	DISCOUNT	FLEET 643
8/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 643
16/07/2025	2.33	BP Rosegarden	SURCHARGE	FLEET 643
16/07/2025	146.01	BP Rosegarden	ULS DIESEL	FLEET 643
16/07/2025	-1.46	BP Rosegarden	DISCOUNT	FLEET 643
16/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 643
18/07/2025	6.88	WEX Australia	ROADSIDE ASSIST	FLEET 643
24/07/2025	146.00	AMPOL	ULS DIESEL	FLEET 643
24/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 643

Transaction Date	Amount	Merchant Name	Card Description	Product Name
10/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 106
10/07/2025	1.10	BP Rosegarden	SURCHARGE	FLEET 106
4/08/2025	2.25	BP Rosegarden	SURCHARGE	FLEET 643
4/08/2025	141.00	BP Rosegarden	ULS DIESEL	FLEET 643
4/08/2025	-1.38	BP Rosegarden	DISCOUNT	FLEET 643
4/08/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 643
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 643
14/07/2025	110.14	7-ELEVEN	ULS DIESEL	FLEET 201
14/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 201
18/07/2025	6.88	WEX Australia	ROADSIDE ASSIST	FLEET 201
26/07/2025	104.36	CALTEX	DIESEL	FLEET 201
26/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 201
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 201
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 321
16/07/2025	133.81	AMPOL	ULS DIESEL	FLEET 868
16/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 868
18/07/2025	6.88	WEX Australia	ROADSIDE ASSIST	FLEET 868
30/07/2025	1.66	BP Rosegarden	SURCHARGE	FLEET 868
30/07/2025	104.09	BP Rosegarden	ULS DIESEL	FLEET 868
30/07/2025	-1.02	BP Rosegarden	DISCOUNT	FLEET 868
30/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 868
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 321
9/07/2025	1.46	BP Rosegarden	SURCHARGE	FLEET 1375
9/07/2025	91.69	BP Rosegarden	ULTRA PULP	FLEET 1375
9/07/2025	-0.89	BP Rosegarden	DISCOUNT	FLEET 1375
9/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1375
10/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 1375
22/07/2025	1.21	BP Rosegarden	SURCHARGE	FLEET 1375
22/07/2025	76.19	BP Rosegarden	REGULAR ULP	FLEET 1375
22/07/2025	-0.95	BP Rosegarden	DISCOUNT	FLEET 1375
22/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1375
30/07/2025	1.54	BP Rosegarden	SURCHARGE	FLEET 1375
30/07/2025	96.63	BP Rosegarden	REGULAR ULP	FLEET 1375
30/07/2025	-0.94	BP Rosegarden	DISCOUNT	FLEET 1375
30/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1375
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 1375
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	WORKSHOP
10/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 1372
21/07/2025	0.98	BP Rosegarden	SURCHARGE	FLEET 1372
21/07/2025	61.42	BP Rosegarden	REGULAR ULP	FLEET 1372
21/07/2025	-0.70	BP Rosegarden	DISCOUNT	FLEET 1372
21/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1372
21/07/2025	0.16	BP Rosegarden	SURCHARGE	FLEET 1372
21/07/2025	10.00	BP Rosegarden	REGULAR ULP	FLEET 1372
21/07/2025	-0.11	BP Rosegarden	DISCOUNT	FLEET 1372
21/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1372
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 1372
11/07/2025	60.31	VIBE	REGULAR ULP	FLEET 1381
11/07/2025	0.83	WEX Australia	SURCHARGE	FLEET 1381
18/07/2025	6.88	WEX Australia	ROADSIDE ASSIST	FLEET 1381
21/07/2025	66.75	VIBE	REGULAR ULP	FLEET 1381
21/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1381
30/07/2025	82.42	EG FUELCO	REGULAR ULP	FLEET 1381
30/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1381
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 1381
14/07/2025	1.91	BP Rosegarden	SURCHARGE	FLEET 600
14/07/2025	119.70	BP Rosegarden	ULS DIESEL	FLEET 600
14/07/2025	-1.20	BP Rosegarden	DISCOUNT	FLEET 600
14/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 600
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 600
18/07/2025	6.88	WEX Australia	ROADSIDE ASSIST	FLEET 648
25/07/2025	124.46	REDDY	ULS DIESEL	FLEET 648
25/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 648
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 648
9/07/2025	1.04	BP Rosegarden	SURCHARGE	FLEET 901
9/07/2025	65.04	BP Rosegarden	ULS DIESEL	FLEET 901
9/07/2025	-0.64	BP Rosegarden	DISCOUNT	FLEET 901
9/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 901
25/07/2025	0.81	BP Rosegarden	SURCHARGE	FLEET 901

Transaction Date	Amount	Merchant Name	Card Description	Product Name
10/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 106
10/07/2025	1.10	BP Rosegarden	SURCHARGE	FLEET 106
25/07/2025	51.14	BP Rosegarden	ULS DIESEL	FLEET 901
25/07/2025	-0.50	BP Rosegarden	DISCOUNT	FLEET 901
25/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 901
28/07/2025	22.83	WEX Australia	ROADSIDE ASSIST	FLEET 901
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 901
9/07/2025	6.88	WEX Australia	ROADSIDE ASSIST	FLEET 1600
21/07/2025	0.28	BP CONNECT	SURCHARGE	FLEET 1600
21/07/2025	18.00	BP CONNECT	CAR WASH	FLEET 1600
21/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1600
21/07/2025	1.06	BP CONNECT	SURCHARGE	FLEET 1600
21/07/2025	66.45	BP CONNECT	REGULAR ULP	FLEET 1600
21/07/2025	-0.79	BP CONNECT	DISCOUNT	FLEET 1600
21/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1600
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 1600
18/07/2025	6.88	WEX Australia	ROADSIDE ASSIST	FLEET 200
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 200
8/07/2025	0.27	BP Rosegarden	SURCHARGE	FLEET 322
8/07/2025	17.41	BP Rosegarden	ULS DIESEL	FLEET 322
8/07/2025	-0.17	BP Rosegarden	DISCOUNT	FLEET 322
8/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 322
16/07/2025	1.51	BP Rosegarden	SURCHARGE	FLEET 322
16/07/2025	94.69	BP Rosegarden	ULS DIESEL	FLEET 322
16/07/2025	-0.95	BP Rosegarden	DISCOUNT	FLEET 322
16/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 322
24/07/2025	0.70	BP Rosegarden	SURCHARGE	FLEET 322
24/07/2025	44.19	BP Rosegarden	ULS DIESEL	FLEET 322
24/07/2025	-0.44	BP Rosegarden	DISCOUNT	FLEET 322
24/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 322
31/07/2025	1.62	BP Rosegarden	SURCHARGE	FLEET 322
31/07/2025	101.26	BP Rosegarden	ULS DIESEL	FLEET 322
31/07/2025	-0.99	BP Rosegarden	DISCOUNT	FLEET 322
31/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 322
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 322
10/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 1001
15/07/2025	1.40	BP Rosegarden	SURCHARGE	FLEET 1001
15/07/2025	88.02	BP Rosegarden	REGULAR ULP	FLEET 1001
15/07/2025	-1.10	BP Rosegarden	DISCOUNT	FLEET 1001
15/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1001
30/07/2025	1.78	BP Rosegarden	SURCHARGE	FLEET 1001
30/07/2025	111.82	BP Rosegarden	REGULAR ULP	FLEET 1001
30/07/2025	-1.09	BP Rosegarden	DISCOUNT	FLEET 1001
30/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1001
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 1001
8/07/2025	3.61	WEX Australia	SURCHARGE	FLEET 108
8/07/2025	226.04	BP Rosegarden	ULS DIESEL	FLEET 108
8/07/2025	-2.22	BP Rosegarden	DISCOUNT	FLEET 108
8/07/2025	0.83	BP Rosegarden	TRANSACTION FEE	FLEET 108
10/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 108
16/07/2025	4.03	BP Rosegarden	SURCHARGE	FLEET 108
16/07/2025	252.19	BP Rosegarden	ULS DIESEL	FLEET 108
16/07/2025	-2.52	BP Rosegarden	DISCOUNT	FLEET 108
16/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 108
24/07/2025	4.50	BP Rosegarden	SURCHARGE	FLEET 108
24/07/2025	281.38	BP Rosegarden	ULS DIESEL	FLEET 108
24/07/2025	-2.77	BP Rosegarden	DISCOUNT	FLEET 108
24/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 108
28/07/2025	2.92	BP Rosegarden	SURCHARGE	FLEET 108
28/07/2025	182.76	BP Rosegarden	ULS DIESEL	FLEET 108
28/07/2025	-1.79	BP Rosegarden	DISCOUNT	FLEET 108
28/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 108
31/07/2025	2.77	BP Rosegarden	SURCHARGE	FLEET 108
31/07/2025	173.38	BP Rosegarden	ULS DIESEL	FLEET 108
31/07/2025	-1.70	BP Rosegarden	DISCOUNT	FLEET 108
31/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 108
6/08/2025	2.29	BP Rosegarden	SURCHARGE	FLEET 108
6/08/2025	143.14	BP Rosegarden	ULS DIESEL	FLEET 108
6/08/2025	-1.40	BP Rosegarden	DISCOUNT	FLEET 108

Transaction Date	Amount	Merchant Name	Card Description	Product Name
10/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 106
10/07/2025	1.10	BP Rosegarden	SURCHARGE	FLEET 106
6/08/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 108
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 108
10/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 1374
15/07/2025	66.92	AMPOL	REGULAR ULP	FLEET 1374
15/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1374
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 1374
18/07/2025	6.88	WEX Australia	ROADSIDE ASSIST	FLEET 190
23/07/2025	1.77	BP Rosegarden	SURCHARGE	FLEET 190
23/07/2025	111.11	BP Rosegarden	ULS DIESEL	FLEET 190
23/07/2025	-1.10	BP Rosegarden	DISCOUNT	FLEET 190
23/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 190
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 190
10/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 1371
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 1371
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	MINOR PLANT
18/07/2025	6.88	WEX Australia	ROADSIDE ASSIST	FLEET 505
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 505
18/07/2025	6.88	WEX Australia	ROADSIDE ASSIST	FLEET 503
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 503
19/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 1386
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 1386
10/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 137
23/07/2025	130.92	REDDY	ULS DIESEL	FLEET 137
23/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 137
5/08/2025	133.96	OTR COMO	ULS DIESEL	FLEET 137
5/08/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 137
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 137
21/07/2025	2.16	BP Rosegarden	SURCHARGE	MINOR PLANT
21/07/2025	135.41	BP Rosegarden	REGULAR ULP	MINOR PLANT
21/07/2025	-1.55	BP Rosegarden	DISCOUNT	MINOR PLANT
21/07/2025	0.83	WEX Australia	TRANSACTION FEE	MINOR PLANT
28/07/2025	73.00	REDDY	REGULAR ULP	MINOR PLANT
28/07/2025	0.83	WEX Australia	TRANSACTION FEE	MINOR PLANT
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	MINOR PLANT
8/07/2025	1.59	BP Rosegarden	SURCHARGE	FLEET 1000
8/07/2025	99.48	BP Rosegarden	PREMIUM	FLEET 1000
8/07/2025	-1.09	BP Rosegarden	DISCOUNT	FLEET 1000
8/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1000
10/07/2025	9.08	BP Rosegarden	ROADSIDE ASSIST	FLEET 1000
21/07/2025	1.79	BP Rosegarden	SURCHARGE	FLEET 1000
21/07/2025	112.00	BP Rosegarden	REGULAR ULP	FLEET 1000
21/07/2025	-1.12	BP Rosegarden	DISCOUNT	FLEET 1000
21/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1000
2/08/2025	1.72	BP Rosegarden	SURCHARGE	FLEET 1000
2/08/2025	108.02	BP Rosegarden	REGULAR ULP	FLEET 1000
2/08/2025	-1.10	BP Rosegarden	DISCOUNT	FLEET 1000
2/08/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1000
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 1000
29/07/2025	0.90	BP Rosegarden	SURCHARGE	FLEET 1388
29/07/2025	56.28	BP Rosegarden	REGULAR ULP	FLEET 1388
29/07/2025	-0.72	BP Rosegarden	DISCOUNT	FLEET 1388
29/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1388
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 1388
9/07/2025	116.27	AMPOL	REGULAR ULP	FLEET 1385
9/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1385
19/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 1385
21/07/2025	97.84	AMPOL	REGULAR ULP	FLEET 1385
21/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1385
31/07/2025	108.81	AMPOL	REGULAR ULP	FLEET 1385
31/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1385
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 1385
18/07/2025	6.88	WEX Australia	ROADSIDE ASSIST	FLEET 616
30/07/2025	1.00	BP Rosegarden	SURCHARGE	FLEET 616
30/07/2025	62.70	BP Rosegarden	ULS DIESEL	FLEET 616
30/07/2025	-0.62	BP Rosegarden	DISCOUNT	FLEET 616
30/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 616
1/08/2025	1.88	WEX Australia	SURCHARGE	FLEET 616

Transaction Date	Amount	Merchant Name	Card Description	Product Name
10/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 106
10/07/2025	1.10	BP Rosegarden	SURCHARGE	FLEET 106
1/08/2025	118.10	BP Rosegarden	ULS DIESEL	FLEET 616
1/08/2025	-1.16	BP Rosegarden	DISCOUNT	FLEET 616
1/08/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 616
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 616
8/07/2025	3.83	BP Rosegarden	SURCHARGE	FLEET 109
8/07/2025	239.64	BP Rosegarden	ULS DIESEL	FLEET 109
8/07/2025	-2.35	BP Rosegarden	DISCOUNT	FLEET 109
8/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 109
10/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 109
17/07/2025	3.51	BP Rosegarden	SURCHARGE	FLEET 109
17/07/2025	219.99	BP Rosegarden	ULS DIESEL	FLEET 109
17/07/2025	-2.20	BP Rosegarden	DISCOUNT	FLEET 109
17/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 109
28/07/2025	3.77	BP Rosegarden	SURCHARGE	FLEET 109
28/07/2025	235.91	BP Rosegarden	ULS DIESEL	FLEET 109
28/07/2025	-2.31	BP Rosegarden	DISCOUNT	FLEET 109
28/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 109
6/08/2025	3.86	BP Rosegarden	SURCHARGE	FLEET 109
6/08/2025	241.44	BP Rosegarden	ULS DIESEL	FLEET 109
6/08/2025	-2.37	BP Rosegarden	DISCOUNT	FLEET 109
6/08/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 109
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 109
10/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 113
18/07/2025	2.38	BP Rosegarden	TRANSACTION FEE	FLEET 113
18/07/2025	149.21	BP Rosegarden	ULS DIESEL	FLEET 113
18/07/2025	-1.49	BP Rosegarden	DISCOUNT	FLEET 113
18/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 113
1/08/2025	2.35	BP Rosegarden	SURCHARGE	FLEET 113
1/08/2025	146.89	BP Rosegarden	DIESEL	FLEET 113
1/08/2025	-1.44	BP Rosegarden	DISCOUNT	FLEET 113
1/08/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 113
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 113
18/07/2025	6.88	WEX Australia	ROADSIDE ASSIST	FLEET 191
18/07/2025	2.33	BP Rosegarden	TRANSACTION FEE	FLEET 191
18/07/2025	146.17	BP Rosegarden	ULS DIESEL	FLEET 191
18/07/2025	-1.46	BP Rosegarden	DISCOUNT	FLEET 191
18/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 191
5/08/2025	2.39	BP Rosegarden	SURCHARGE	FLEET 136
5/08/2025	149.46	BP Rosegarden	ULS DIESEL	FLEET 191
5/08/2025	-1.47	BP Rosegarden	DISCOUNT	FLEET 191
5/08/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 191
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 191
10/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 136
15/07/2025	141.81	AMPOL	DIESEL	FLEET 136
15/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 136
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 136
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 100
8/07/2025	1.24	BP Rosegarden	SURCHARGE	FLEET 701
8/07/2025	78.09	BP Rosegarden	ULS DIESEL	FLEET 701
8/07/2025	-0.77	BP Rosegarden	DISCOUNT	FLEET 701
8/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 701
8/07/2025	155.35	REDDY	DIESEL	FLEET 701
8/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 701
29/07/2025	1.26	BP Rosegarden	SURCHARGE	FLEET 701
29/07/2025	79.13	BP Rosegarden	ULS DIESEL	FLEET 701
29/07/2025	-0.77	BP Rosegarden	DISCOUNT	FLEET 701
29/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 701
1/08/2025	3.25	BP Rosegarden	SURCHARGE	FLEET 701
1/08/2025	203.43	BP Rosegarden	ULS DIESEL	FLEET 701
1/08/2025	-2.00	BP Rosegarden	DISCOUNT	FLEET 701
1/08/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 701
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 701
1/08/2025	2.02	BP Rosegarden	SURCHARGE	FLEET 646
1/08/2025	126.44	BP Rosegarden	ULS DIESEL	FLEET 646
1/08/2025	-1.24	BP Rosegarden	DISCOUNT	FLEET 646
1/08/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 646
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 646

Transaction Date	Amount	Merchant Name	Card Description	Product Name
10/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 106
10/07/2025	1.10	BP Rosegarden	SURCHARGE	FLEET 106
9/07/2025	1.78	BP Rosegarden	SURCHARGE	FLEET 202
9/07/2025	111.53	BP Rosegarden	ULS DIESEL	FLEET 202
9/07/2025	-1.09	BP Rosegarden	DISCOUNT	FLEET 202
9/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 202
5/08/2025	1.63	BP Rosegarden	SURCHARGE	FLEET 202
5/08/2025	102.40	BP Rosegarden	ULS DIESEL	FLEET 202
5/08/2025	-1.00	BP Rosegarden	DISCOUNT	FLEET 202
5/08/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 202
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 202
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 111
8/07/2025	1.04	BP Rosegarden	SURCHARGE	FLEET 1003
8/07/2025	65.18	BP Rosegarden	REGULAR ULP	FLEET 1003
8/07/2025	-0.83	BP Rosegarden	DISCOUNT	FLEET 1003
8/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1003
19/07/2025	69.75	REDDY	REGULAR ULP	FLEET 1003
19/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1003
28/07/2025	1.11	BP Rosegarden	SURCHARGE	FLEET 1003
28/07/2025	69.61	BP Rosegarden	REGULAR ULP	FLEET 1003
28/07/2025	-0.80	BP Rosegarden	DISCOUNT	FLEET 1003
28/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1003
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 1003
18/07/2025	6.88	WEX Australia	ROADSIDE ASSIST	FLEET 1382
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 1382
15/07/2025	0.28	BP CONNECT	SURCHARGE	FLEET 1004
15/07/2025	18.00	BP CONNECT	CARWASH	FLEET 1004
15/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1004
15/07/2025	61.25	CALTEX	REGULAR ULP	FLEET 1004
15/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1004
28/07/2025	1.00	BP Rosegarden	SURCHARGE	FLEET 1004
28/07/2025	62.83	BP Rosegarden	REGULAR ULP	FLEET 1004
28/07/2025	-0.72	BP Rosegarden	DISCOUNT	FLEET 1004
28/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1004
5/08/2025	0.88	BP Rosegarden	SURCHARGE	FLEET 1004
5/08/2025	55.09	BP Rosegarden	REGULAR ULP	FLEET 1004
5/08/2025	-0.69	BP Rosegarden	DISCOUNT	FLEET 1004
5/08/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 1004
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 1004
22/07/2025	1.54	BP Rosegarden	SURCHARGE	FLEET 301
22/07/2025	96.59	BP Rosegarden	ULS DIESEL	FLEET 301
22/07/2025	-0.97	BP Rosegarden	DISCOUNT	FLEET 301
22/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 301
5/08/2025	1.69	BP Rosegarden	SURCHARGE	FLEET 301
5/08/2025	105.64	BP Rosegarden	ULS DIESEL	FLEET 301
5/08/2025	-1.04	BP Rosegarden	DISCOUNT	FLEET 301
5/08/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 301
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 301
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 115
10/07/2025	1.94	BP Rosegarden	SURCHARGE	FLEET 101
10/07/2025	121.46	BP Rosegarden	ULS DIESEL	FLEET 101
10/07/2025	-1.22	BP Rosegarden	DISCOUNT	FLEET 101
10/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 101
22/07/2025	2.05	BP Rosegarden	SURCHARGE	FLEET 101
22/07/2025	128.34	BP Rosegarden	ULS DIESEL	FLEET 101
22/07/2025	-1.28	BP Rosegarden	DISCOUNT	FLEET 101
22/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 101
30/07/2025	2.04	BP Rosegarden	SURCHARGE	FLEET 101
30/07/2025	127.97	BP Rosegarden	ULS DIESEL	FLEET 101
30/07/2025	-1.26	BP Rosegarden	DISCOUNT	FLEET 101
30/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 101
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 101
10/07/2025	1.67	BP Rosegarden	SURCHARGE	FLEET 300
10/07/2025	104.97	BP Rosegarden	ULS DIESEL	FLEET 300
10/07/2025	-1.05	BP Rosegarden	DISCOUNT	FLEET 300
10/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 300
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 300
11/07/2025	1.48	BP Rosegarden	SURCHARGE	FLEET 880
11/07/2025	93.05	BP Rosegarden	ULS DIESEL	FLEET 880

Transaction Date	Amount	Merchant Name	Card Description	Product Name
10/07/2025	9.08	WEX Australia	ROADSIDE ASSIST	FLEET 106
10/07/2025	1.10	BP Rosegarden	SURCHARGE	FLEET 106
11/07/2025	-0.93	BP Rosegarden	DISCOUNT	FLEET 880
11/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 880
30/07/2025	1.24	BP Rosegarden	SURCHARGE	FLEET 880
21/07/2025	77.94	BP Rosegarden	ULS DIESEL	FLEET 880
21/07/2025	-0.78	BP Rosegarden	DISCOUNT	FLEET 880
21/07/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 880
21/07/2025	1.06	BP Rosegarden	SURCHARGE	FLEET 880
4/08/2025	66.80	BP Rosegarden	ULS DIESEL	FLEET 880
4/08/2025	-0.66	BP Rosegarden	DISCOUNT	FLEET 880
4/08/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 880
4/08/2025	99.18	BP Rosegarden	ULS DIESEL	FLEET 880
4/08/2025	0.83	WEX Australia	TRANSACTION FEE	FLEET 880
8/08/2025	3.58	WEX Australia	MANAGEMENT FEE	FLEET 880
	$ 10,937.38			

17. DIVISIONAL REPORTS – CHIEF EXECUTIVE OFFICER

17.1 Elected Members Information Bulletin – September 2025

Report Number	**CEO43.09.25**
Applicant	City of Nedlands
Disclosure of Interest	Nil
Voting Requirements	Absolute Majority
Authority/Discretion	Information
Contributing Officer	Managers and Coordinators
Responsible Officer	Thalia Douglas – Executive Assistant to CEO
Director	Keri Shannon - Chief Executive Officer
Attachments	Nil

Purpose

To provide an efficient and effective means of communication of Information between the City's Administration and Council Members.

Officer Recommendation

That Council RECEIVES the Elected Members Information Bulletin dated September 2025.

Moved: Commissioner Caddy **Seconded: Commissioner Sandri**

CARRIED: UNANIMOUSLY 3-0
For: Commissioner Caddy, Commissioner Sandri, Commissioner Hart
Against: Nil

Background

To improve transparency and communicate a high-level summary of service activities within the City across the previous month.

Discussion

Nil

Consultation

Nil

Strategic Implications

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

Vision	**Sustainable and responsible for a bright future**
Pillar	**Performance**
Outcome	11. Effective leadership and governance.

Budget/Financial Implications

There are no budget or financial implications in this report.

Legislative and Policy Implications

Nil

Decision Implications

Nil

Conclusion

The discussion points will be noted.

Further Information

Nil

City of Nedlands

BULLETIN

Elected Member Information

17 September 2025

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1. City of Nedlands Upcoming Meetings and Events

Audit, Risk and Improvement Committee Meeting	01 October 2025 at 12.30pm
Ordinary Council Meeting	01 October 2025 at 5.00pm
Ordinary Council Meeting	15 October 2025 at 5.00pm

2. CEO Office

2.1 Governance, Legal and Risk

Overview

Following recent appointments, the Governance, Legal and Risk team is now at full strength and is focusing on a comprehensive review of processes and procedures. Key risk documents have been finalised and presented to ARIC, with ongoing monitoring now active.

Key Updates

ARIC received updated reports on the Strategic and Operational Risk registers. A workshop has been scheduled with ARIC committee members to work through the inputs to those reports, to give members a fuller understanding of the City's risk assessment and treatment processes. The team continues to monitor progress of actions and treatment plans under those registers.

Work continues to progress on the new agenda and minute-taking software. Training/software building sessions for key users are booked in, with an anticipated launch date of November 2025.

Looking Ahead

The team is continuing to progress the review, update and rationalisation of public facing policies. A centralised register is being created, with target dates for policy review. The team will continue to progress its review of the City's Local Laws, seeking input from relevant service areas.

A review of the City's progress in relation to the requirements under the Privacy and Information Sharing Act 2024 is underway, with a project delivery plan to be developed.

2.2 Digital and Information Services

An update will be provided in October.

3. Corporate Services

3.1 Finance

Overview
The Finance team continues to working through a challenging period, combined with dealing with legacy issues including the finalisation of the audit for 2023/24.

Key Updates

- An additional accountant with extensive experience in public accounting and senior finance roles has been appointed on a temporary basis to assist with completing the FY25 audited financial statements and support the finance team to resolve legacy issues which have prevented monthly reports from being prepared in a timely manner.
- The preparation of the FY26 budget has been approved. The legacy issues relating to poor management reporting and no structured process for budget formation are being addressed, which includes revising the chart of accounts and focussing on better use of the accounting system features.
- The FY24 audited financials were finalised in early September 2025 with attention now upon preparing the FY25 financial reports for the auditor. Unfortunately, delays with the FY24 preparation has made it difficult to focus upon the FY25 financial report preparation and an extension will be required from the Minister to permit supply of the financial report to the auditor after the deadline of 30 September 2025 imposed by the Act.
- Underground Power administrative after a difficult period of following ratepayer queries the models have now been finalised and the service charges set.

Looking Ahead

- The Rates team are running validation checks on the rates strike process, however there is now difficult finding a booking with Zipform to produce the rates notices.
- Significant work is being undertaken to improve monthly financial reporting to Council. It is expected the benefits will be realised in September reporting.
- A review of the chart of accounts is being undertaken to rationalise the number of project and activity accounts. The current structure has caused significant problems for the creation of the FY26 budget.
- A review of the Investment Policy and improved working capital management is planned for action during September 2025.
- A plan for resolution of internal and external audit issues will be created once the OAG reports have been finalised.

3.2 Procurement and Contracts

Overview

Following the recent approval of the FY25-26 budget the Procurement team continues to support the City establishing a list of upcoming projects, and its priority.

Key Updates

Awarded Contracts for two roadway rehabilitation projects

- The Avenue Roadway Rehabilitation
  Realigning the intersection of The Avenue/Bruce Street including a new roundabout and other traffic calming devices to reduce vehicle speeds, enhance safety for

cyclists and pedestrians, and ensure safe access to businesses and residential properties.

- Kennedia Lane Section 3 - Road Rehabilitation
  Upgrades to Kennedia Lane between Strickland Street and Adderley Street in Mount Claremont. The works will result in the laneway upgraded to the City of Nedlands Residential 1 specification. The proposed works include pavement renewal, and kerbing.

Looking Ahead

- Establishing a Procurement Training Program
  Training and education program for employees involved in the City's procurement processes including the specific roles and responsibilities and use of the City's procurement system.
- Current procurement activities with the Urban Planning and Development team include Request for Quotations
  - City of Nedlands Local Planning Strategy Review
  - City of Nedlands Heritage Survey
  - City of Nedlands Laneway Audit
- Procurement activities with Land and Property
  Assisting with several Expression of Interest for property and land leases

3.3 Strategic Land and Property

Overview

The Strategic Land and Property Team at the City of Nedlands is responsible for the strategic management, planning, and optimisation of the City's land and property portfolio to support community needs, operational requirements, and long-term sustainability in accordance with the City of Nedlands Council Plan 2023-33, Corporate Services Operational Plan 2025-29 and other key plans.

The team oversees the acquisition, disposal, leasing, licensing, and development of land and property assets, ensuring compliance with legislative requirements and alignment with Council's strategic objectives. It plays a key role in maximising the value and utility of the City's property assets, providing specialist advice to internal stakeholders, and fostering partnerships that enhance community benefit and organisational efficiency.

Key Updates

- The Project Delivery Team is seeking to regularise the land ownership arrangements at the intersection of The Avenue, Birdwood Parade, Bruce Street and Gallop Street in order to commence The Avenue Roundabout and Road Safety Black Spot Program. In addition to the community consultation process, which recently concluded on 12 August 2025, this will include discussions with the Department of Planning, Lands and Heritage (DPLH), Nedlands Tennis Club Inc. and a private landholder
- The City Council at its 6 August 2025 Ordinary Council Meeting resolved to join Dalkeith Nedlands Junior Football Club Inc. to the existing management licence between the City and Collegians Amateur Football and Sporting Club Inc. for the

use of the Changerooms and Clubrooms at Adam Armstrong Pavilion, located at David Cruickshank Reserve in Dalkeith. A variation of licence has been completed and signed in full.

Looking Ahead

- Dalkeith Nedlands Bowling Club Inc. (DNBC) are currently seeking approval for a significant redevelopment of their facilities. This process is currently under review.

- NetWorks Padel Group has approached the City with a proposal to two-phase development to transform the currently degraded disused Futsal courts into a vibrant padel tennis facility at the Hollywood Subiaco Bowling Club Inc.

- Associate Rugby Union Football Club (ARUF) are currently seeking authority for a significant redevelopment of their facilities. This process is currently under review.

4. Technical Services

4.1 Parks and Environment

Dot Bennett Park – Condition

Project Title	Dot Bennett Park Condition	**Council decision:**	24 September 2024 NOM39.9.24
Summary	General condition of turf and gardens needs improvement following reduced level of service and attendance by City Staff. This follows reductions in staff numbers from the recent Workforce Plan outcomes.		
Commencement date	5 August 2024	**Completion date**	Ongoing
Total Budget	$20,000	**Actual Cost to Date**	$5145.00
Risk	Further reduction to Level of Service to other parks	**Updated Est Total budget**	$27,000.00

Due date			Activity	Proposed date	Explanation
Aug 2024	In-fill planting carried out	Complete	Included Kangaroo Paws as they were Dot Bennett's favourite according to her son John. Currently hidden amongst weeds.		
Oct 2024	Contractors to carry out initial comprehensive service to Aberdare Road and Smyth Road Verges	1 Oct 2024	Completed		
Oct 2024	Turf Mowing	Ongoing	Regular in-house mowing of turf to reduce appearance of "striping". Last mowed w/e 11 October 2024.		
Oct 2024	Landscape Team to carry out physical weed control in garden beds	Ongoing	Hand removal amongst plants and brush cut open areas. Partial completion. Required to seek external assistance based on present resourcing levels.		
Oct 2024	Landscape Team to collect fallen branches	8 Nov 2024	To be collected within a week		
Oct 2024	Landscape Team to carry out chemical weed control in garden beds	Complete	Completed		

Oct 2024	Assistance from Contractor for physical weed removal amongst plants in park.	24 Oct 2024	Completed
Nov 2024	Investigate Irrigation Programming Issues	5 Nov 2024	Completed - Program adjusted to promote recovery whilst utilising water efficient products.
Oct 2024	Mulch 1000m2 garden bed adjacent Lupin Hill Grove.	29 Nov 2024	Awaiting final quotations.
Nov 2024	Re-prioritisation of activities to minimise recurrence of condition issues.	Ongoing	Cease formalising hedges and refocus on weeding activities. Keep vegetation clear of fence, paths and kerbs.
Jan 2025	Mulching completed of garden beds	10 Jan 2025	Completed
Jan 2025	Verge pruning and weeding	13 Jan 2025	Completed
Jan 2025	Mowing of turf	17 Jan 2025	Completed
Jan 2025	Large dead Eucalyptus globulu (Tasmanian Blue gum) on Smyth Aberdare Road removed	10 Jan 2025	Completed – Stump cannot be removed due to High Pressure gas and Utility objection.
Jan 2025	Tree pruned on Lupin Hill Grove	23 Jan 2025	Completed
Jan 2025	Limb Failure	Jan 2025	Completed 24th Jan 2025. Euc. saligna adj Aberdare Rd side of park. No damage/threat to persons or property.
Feb 2025	Mowing of turf	12 Feb 2025	Completed
Feb 2025	Park lighting requires repairing – electrical contractor order part and	Ongoing	Completed 11 March 2025

	awaiting delivery		
April 2025	Quotations obtained and Purchase Order to be raised for infill planting	June 2025	Planting of 52 Agonis flexuosa 'nana' planted for screening completed in June ($343).
June/July 2025	Scheduled round landscaping and mowing continued.	Ongoing	Ongoing
Aug/Sept 2025		Scheduled round landscaping and mowing continued.	Ongoing	Ongoing

Lawler Park Tennis Courts

Project Title	Lawler Parks Tennis Courts	**Council decision:**	NOM from Councillor Hodsdon
Summary	Investigate minor refurbishments to Lawler Park Tennis Courts, including repair of trips hazards, tree root pruning, table re-alignment and additional window in hut		
Commencement date	February 2025	**Completion date**	November 2025
Total Budget	$12,000	**Actual Cost to Date**	$11,960
Risk	Further reduction to Level of Service to other parks	**Updated Est Total budget**	$20,000

Due date	Activity	Proposed date	Explanation

Feb 2025	Investigate repairs to court surface	March 2025	Awaiting quotations
Feb 2025	Investigate replacement court fence	March 2025	Awaiting quotations
Mar 2025	Site visit to investigate hut issues	March 2025	Table in Western hut to be aligned. Additional window cannot be added due to structural impacts and incursion of rain in Winter. Will likely have negligible effect. Repairs to timber slats required Awaiting quotations for all of the above.
April 2025	No quotations received. Additional contractor sought	April 2025	Quotations received
May 2025	Asphalt repairs completed 19 May 2025.	May 2025	Asphalt requires 28 days curing prior to surface coating
June 2025	Surface coat and Line Marking	August 2025	Eastern court completed. Western court will require work in 2025/26.
June 2025	Review of Enviroscape plan	June 2025	Review masterplan in relation to waterwise initiatives and Urban Forest Strategy

September 2025	Consider Western court repairs	October 2025	Quotations to be sought
September 2025	Consider Enviroscape Plan detailed design and consultation	February 2025	Yet to commence

2025 Street Tree Planting Program

Project Title	2025 Street Tree Planting Program	**Council decision:**	
Summary	Street planting program to increase canopy within the City		
Commencement date	July 2025	**Completion date**	
Total Budget		**Actual Cost to Date**	
Risk	Possible – complaints from residents	**Updated Est Total budget**	

Due date	Activity	Proposed date	Explanation

July 2025	547 trees will be planted on verges and parks within the City this year starting July	August 2025	As part of previous strategy recommended quantities
July 2025	Tree locations have been finalised in verges, parks and reserves	August 2025	Some tree locations proposed from last year not suitable
July 2025	Submitted WA Tree Recovery program application which, if successful, will fund the replacement of around 95 trees equating to $100k +	September 2026	If application is successful, the team can add 95 trees to 25/26 planting program. Delay by DWER, expecting update by 8 Sept 2025.
Sept 2025	550 Trees Planted	Completed	Completed

Banksia Woodlands – Point Resolution Reserve and Birdwood Parade Reserve (Dry zone)

Project Title	Banksia Woodlands – Point Resolution Reserve and Birdwood Parade Reserve (Dry zone).	**Council decision:**	26 November 2024 NOM46.11.24
Summary			
Commencement date	12 March 2025	**Completion date**	2028-2029
Total Budget	$ NIL	**Actual Cost to Date**	Staff time only – material costs to be recorded for reimbursement.
Risk	Possible – complaints from residents	**Updated Est Total budget**	$ NIL

Due date			Activity	Proposed date	Explanation
12 March 2025	Site meeting to discuss proposal	12 March 2025	• Professor Dixon, City Staff and Natural Area Consulting management on site.		
26 March 2025	Herbicide spraying (with dye) commenced.	April 2025	• Two (2) sprays completed in March and April		
14-18 April 2025	Irrigation adjustments	April 2025	• Completed with no new materials purchased.		
29 April 2025	Birdwood Parade Reserve Plantings approved by Council	29 April 2025	• Approved at OCM 29 April 2025.		
1 May 2025	Construction and Environmental Management Plan and Safety Plan submitted to DBCA and approved.	1 May 2025	• Approved for construction		
2 May 2025			Bollard removal and grass scarification commenced	Mid-June 2025	• Completed
30 May 2025			Update	N/A	• PH testing of soil is slighly acidic (ideal for Banksia woodland).

			• Deep Root Planting being trialled. • Woodland to include Soil Moisture sensors. • Rabbit problem detected. Fencing protection to be considered along with humane trapping if require

			d. No poisons to be used due to risk of secondary poisoning. • MOU's with Governance for Legal assessment.
9 June 2025	Planting of 3800 Banksias commenced at Point Resolution Reserve.	30 June 2025	• Completed in June.
	Meeting to address river access complaints and fire break requirements.	11 June 2025	• Double gate installed adjacent 68 Jutland • Unlocked pedestrian

						• gate with an informal path created, linked to informal river track. • Whadjuk Trail sign removed from middle of woodland and relocated to front of path.
18 June 2025	Planting of approximately 6200 Banksias commenced at Birdwood Parade Reserve	30 June 2025	• Plantings yet to be inspected. • Planned for minimal maintenance. • No residential views to be impacted.			
			Interpretative Signage required	ASAP	• City has provided feedback to Professor Dixon on signage and	

					wayfinding requirements. • Professor Dixon to progress to design and production. •
July 2025	Weed Control required	August 2025	• Commenced spraying 29 July 2025.		
August 2025	Signage for uneven track	September 2025	• Purchase Order raised. • Full repair will require a Capital project.		
2026	Year 2 proposal	2026	• Supplementary planting.		
2027	Year 3 proposal	2027	• Tissue Culture being utilised.		
2028-29			Year 4 & 5 proposals	2028-29	• Orchid planting • Supplementary planting

Environmental Conservation

Project Title	Environmental Conservation	**Council decision:**	
Summary			
Commencement date	6 January 2025	**Completion date**	June 2025
Total Budget	TBC	**Actual Cost to Date**	TBC
Risk	Possible – complaints from residents Loss/degradation of important Environmental areas.	**Updated Est Total budget**	TBC

Due date			Activity	Proposed date	Explanation
July 2025	Seed collection list 2025/2026	July 2025	• Completed and confirmed by contractor NAMS		
July 2025	Seed bank database spreadsheet to monitor collection requirements and plantings	July 2025	• Completed		
July 2025	Planting list 2026	July 2025	• Completed and sent to contractor NAMS		
July 2025	Winter weed control in all bushlands and Greenways postponed	July/ Aug 2025	• Cannot raise PO's until budget approved		
Sept. 2025	Dieback treatment	September 2025	• Treatment will commence in Hollywood, Shenton and Allen Park bushlands depending on weather.		
June 2025	Feral fox and rabbit control postponed	Sept. 2025	• Cannot raise PO's until budget approved		
June 2025			Increased predation on wildlife and new plantings		• TBC
June 2025			Fauna surveys	June 2025	• Ongoing
July 2025			Steam Trials for Black Flag weed control postponed	August 2025	• Cannot raise PO's until budget approved

4.2 Tree Removal

Council policy states:
"Any verge tree above 5 metres in height which is not either dead, diseased or dying, or presents an imminent safety risk must be presented to Council for decision."

"Other than where there are imminent safety risks, Administration shall notify ward Councillors of all proposed street tree removals not requiring formal Council approval at least two weeks prior to removal and the reasons why in accordance with the preceding provisions. Where a tree has been, or is proposed to be, removed as a result of imminent safety risk, specific details of the hazard should be provided as part of that report. Accepted forms being the weekly CEO Update, or an email to Councillors."

The spreadsheet in Attachment 1 provides the latest information on tree removals for the financial year 2024-25

Trees delineated in blue are subject to the Council Resolution of 25th March 2025 and will be placed on hold and not be removed, pending creation of a new verge policy.

PROPOSED TREE REMOVALS: July 2025 to June 2026								
Street	Coastal	75 Alderbury St	TR20672	*Eucalyptus torquata*	Coral Gum	*To Be Confirmed*	City to Consult	1
Street	Dalkeith	26 Monora Rd	4411	*Corymbia calophylla*	Marri	*To Be Confirmed*	City to Consult	1
Street	Hollywood	44 Kinninmont Av	19016	*Eucalyptus leucoxylon*	Yellow Gum	*To Be Confirmed*	City to Consult	1
Street	Dalkeith	25 Hillway	7963	*lophostemon confertus*	Queensland Box	*To Be Confirmed*	City to Consult	1
Street	Hollywood	47 Mengler	NA	*Eucalyptus*	Eucalyptus	*To Be Confirmed*	City to Consult	2
street	Coastal	21 Lovegrove Close	11789	*Jacaranda mimosifolia*	Jacaranda	*To Be Confirmed*	Marri	1
street	Coastal	49 North ST	NA	*Agonis flexuosa*	WA Peppermint	*To Be Confirmed*	Tuart	1
Street	Dalkeith	42a Jutland Pde	2664	*lophostemon confertus*	Queensland Box	*To Be Confirmed*	City to Consult	1
Street	Dalkeith	42a Jutland Pde	2663	*lophostemon confertus*	Queensland Box	*To Be Confirmed*	City to Consult	1
Street	Coastal	49 North St	NA	*Agonis flexuosa*	WA Peppermint	*To Be Confirmed*	City to Consult	1

5. Planning and Development

5.1 Health and Compliance

Ranger Service

	End of AUG
Infringement Notices issued	428
Infringement Notices around building sites	48
Total afterhours callouts (trees, parking, City building issues, dogs)	9
Infringement Notice Appeals	22

Project title	**Operational Activities**
Summary	Rangers have concentrated significant efforts on enhancing parking control measures along Croydon Street and Aberdare Street. This area has been experiencing ongoing challenges, including obstructed driveways, vehicles overstaying beyond the 1P time limitations, and vehicles parking in the no parking area. Rangers have taken a proactive and responsive approach to Croydon Street, by promptly issuing notices to vehicles that are in violation of the *City of Nedlands Parking local laws 2017*. This approach aims to improve traffic flow, safety standards, and allowing for adequate turnover of vehicles. Rangers patrol this street over five times a day. Rangers have been liaising with staff from Shenton College. Reports have been received regarding students parking in the kiss and drop zone throughout the day. To ensure safety and accessibility of this designated area, Rangers have increased patrols in these zones, using educational approaches when necessary, and issuing notices to vehicles. Dalkeith primary school have been experiencing tradespeople parking in no parking zones. Rangers have responded to this and issued notices to ensure footpaths are kept clear and safe. Rangers have been focusing on the streets surrounding the upcoming UWA development. Rangers anticipate an increase in vehicle traffic. Rangers have been increasing patrol presence to monitor compliance and ensure there is adequate turnover of parking. Rangers have noted that this development will impact streets such as Gordon Street and Hampton Road. Consequently, our efforts are aimed to mitigate long-term parking issues and keep the amenity safe. Rangers have completed the last of the Rugby parking patrols this month. Additionally, Rangers have been responding to multiple incidents involving fallen trees on roads and dog pickups.

	Additionally, Rangers have also been receiving high volumes of investigations, those inclusive of alleged dog attacks, dog barking cases, litter and abandoned vehicles. Lastly, Rangers also assisted with the role out of community consultation for input into the proposed temporary parking restrictions surrounding a development at 129-133 Waratah Avenue, Dalkeith. The development is proposed as a community health and wellness centre which includes active ground floor land uses, medical and allied health services.		
Start date	Ongoing	Completion date	Ongoing
Total Budget	Operational Activity	Actual cost to date	Operational budget
Risk	Low	Updated Estimated total Budget	Operational budget

Environmental Health

Inspections	
Food premises	17
Public buildings	3
Aquatic facilities and recreational water sampling	7
Mosquito trapping and surveillance	0
Skin penetration	0
Lodging house	0
Referrals	
Development approval	8
Breach of compliance (Construction management plan)	6
Applications	
Street trading licenses	1
Food business (registration, notification)	5
Out-of-hours noise management plan	7
Mount Claremont Farmers Market	2
Bee Application	0
Liquor Licences	0
Outdoor Dining Licence	0
Event Licences	5
Skin Penetration	0
Public Buildings	0
Enquiries & complaints	14

Development Compliance

Verge and Thoroughfare Permits	17

Infringement Notices	1
Court Prosecutions	0
Complaints	18
Construction Management Plans	6
Correspondence	108
Site visits	66

Swimming Pools

Swimming pool barrier inspections scheduled	227
Inspections cancelled	49
Inspections conducted	178
Notice of Possible Infringement issued	4

5.2 Urban Planning

New development and subdivision applications – August 2025

Address	Proposal
New Development Applications	
9 Haldane Street, Mt Claremont	Tree Removal
96 Archdeacon Street, Nedlands	Residential - Single House Addition (Shed)
26 Seymour Avenue, Shenton Park	Residential - Amendment to DA23-90739
25 John XXIII Avenue, Mt Claremont	7 Demountable GLA Buildings
64 Wood Street, Swanbourne	Residential - Single House (Additions & Alterations)
49 Robinson Street, Nedlands	Residential - Group Dwellings
1 Baird Avenue, Nedlands	Residential - Single House (Additions & Alterations)
7/150 Stirling Highway, Nedlands	Non-residential - Signage
83 Alderbury Street, Floreat	Residential - Single House Addition (Carport)
47 Doonan Road, Nedlands	Tree Removal
2 Kingsway, Nedlands	Amendment to DA22-81752 (Tree Removal)
14 Meriwa Street, Nedlands	Residential - Single House (Additions & Alterations)
16 Hynes Road, Dalkeith	Residential - Amendment to DA24-95264
15 Kingston Street, Nedlands	Residential - Single House (Additions & Alterations)
15 Walba Way, Swanbourne	Tree Removal
11/26 Broome Street, Nedlands	Residential - Patio Addition

New Deemed-to-Comply Checks (R-Codes Volume 1)	
94 Stanley Street, Nedlands	Residential – Single House (Additions/ Alterations)
54 Williams Road, Nedlands	Residential - Single House (Additions & Alterations)
84 Circe Circle South, Dalkeith	Residential - Single House (Additions & Alterations)
New WAPC Subdivision Referrals (Form 1A)	
20 Tyrell Street, Nedlands	3 Lots
New Built Strata Applications (Form 15A)	
Nil	
New WAPC Development Referrals	
26 Seymour Avenue, Shenton Park	Temporary Structure (Viewing Tower)
22 Gordon Road, Nedlands	Amendment to Student Accommodation Building (UWA)
New DAP/SDAU Applications	
11-13 Webster Street, Nedlands	Residential - Amendment to DA21-64099
99 Broadway, Nedlands	Mixed Use - Amendment to DA21-68911
New Section 40 (Liquor License)	
Nil	
New Building Applications	
69 Clifton Street, Nedlands	BA02 - Injection of microfine grout block under boundary fencing to prevent undermining neighbouring property during excavation works.
1 Coalesce Lane, Shenton Park	BA01 - Revised footing construction methodology to incorporate structural integration of the pool wall.
83 Stanley Street, Nedlands	BA01 - Below ground fibreglass swimming pool
227 Stubbs Terrace, Shenton Park	BA01 - Shade Shelter (Shenton College)
146 Victoria Avenue, Dalkeith	BA01 - New Three Storey Residential Dwelling & Screen Walls
10A Jutland Parade, Dalkeith	BA02 - New freestanding patio
146 Victoria Avenue, Dalkeith	BA05 - Brick and tile house (brick and steel boundary walls to remain)
146 Victoria Avenue, Dalkeith	BA05 - Brick and tile house (brick and steel boundary walls to remain)
101 Monash Avenue, Nedlands	BA01 - Proposed Clinipath Fitout
17 Loftus Street, Nedlands	BA01 - Below ground fibreglass swimming pool

141 Rochdale Road, Mt Claremont	BA02 - Construct new boundary fence to pool regulations
20-22 Stirling Highway, Nedlands	BA01 - Proposed Office Fit-out to Ground Floor and Level 2
6 New Court Green, Mt Claremont	BA01 - Steel louvred patio
15 Bulimba Road, Nedlands	BA01 - Two Storey Masonry Dwelling with Ancillary Living Space, Alfresco, Porch, Garage, Retaining Walls and Masonry Front Fence
163 Rochdale Road, Mt Claremont	BA02 - Building Front wall/fence at front of property boundary.
14 Viking Road, Dalkeith	BA01 - Two Storey Masonry Dwelling with garage, porch, alfresco & retaining walls
1 Brockway Road, Nedlands	BA01 - Supply and installation of roof cover to patient entrance at Montgomery Ward Ashburton House (Graylands Hospital)
48 Goldsmith Road, Dalkeith	BA01 - Alterations and additions to existing residential dwelling
64 Meriwa Street, Nedlands	BA01 - Installation of new patio
8 Viewway, Nedlands	BA02 - Timber Patio
31 Florence Road, Nedlands	BA01 - New single dwelling including front fence
500 Railway Road, Karrakatta	BA09 – Occupancy Permit
104 Circe Circle, Dalkeith	BA02 - Brick and Aluminium Vertical Blade Front Fence
86 Clement Street, Swanbourne	BA01 - Partition screening wall, modification of existing alfresco structure/s only (excludes louvres, decking)
51 Aberdare Road, Nedlands	BA01 – Café Internal Fitout
9 Kinninmont Avenue, Nedlands	BA01 – Steel Patio
88 Smyth Road, Nedlands	BA01 - Additions and alterations to existing residential including alfresco, desk and carport along with guest suite and workshop to the rear of property (pool and pool barrier existing and not part of this certification)

Snapshot		
	This Month	Last Month
Number of DA's lodged this month	**16**	14
Number of deemed-to-comply checks lodged this month	**3**	4
Number of subdivision referrals received	**1**	4
Number of building applications lodged	**27**	27
Number of active DA's	**66**	65
Number of active deemed-to-comply checks	**5**	6

Number of active subdivision referrals	**16**	10
Number of active DAP applications	**3**	1
Number of active City SAT applications	**2**	3
Number of active DAP SAT applications	**2**	1
Number of active Building Applications	**30**	14

Delegated Approvals:

Month	2021	2022	2023	2024	2025
January	8	23	7	8	7
February	10	14	19	16	21
March	24	26	17	12	16
April	26	23	10	20	15
May	27	25	16	7	13
June	24	22	9	15	13
July	18	18	15	12	16
August	24	17	25	11	16
September	23	22	15	19	3*
October	23	18	13	8	
November	20	15	8	15	
December	16	17	10	9	
Year-to-September	**184**	**194**	**133**	**120**	**120***
Total for Year	**243**	**240**	**164**	**152**	

* Incomplete month

Received Deemed to Comply checks:

Month	2021	2022	2023	2024	2025
January	3	8	1	4	1
February	5	5	8	2	7
March	8	18	2	7	8
April	5	11	3	8	2
May	5	16	3	7	8
June	4	14	5	3	3
July	5	11	1	6	2
August	5	12	3	8	4
September	6	7	1	3	2*
October	8	5	7	7	
November	15	10	2	6	
December	6	7	3	2	
Year-to-September	**46**	**102**	**27**	**48**	**37***
Total for Year	**75**	**124**	**39**	**63**	

*Incomplete month

Received Building Applications:

Month	2021	2022	2023	2024	2025

January	46	29	24	35	43
February	22	39	-	38	31
March	40	44	26	40	51
April	45	42	29	37	40
May	-	-	-	44	47
June	51	44	33	34	36
July	-	34	28	49	31
August	51	-	49	33	*
September	52	37	29	39	
October	60	54	38	40	
November	45	40	27	35	
December	38	20	25	26	
Year-to-August	**204-**	**188-**	**156-**	**320**	**248***
Total for Year	**450-**	**383-**	**308-**	**450**	

*** Incomplete month**
- Inaccurate Total (lack of stats)

Design Review Panel

Address	Proposal	DRP Meeting
Nil		

Current DAP Applications

Address	**14 Tyrell Street, Nedlands**
Status	New Application
Proposal	Four Grouped Dwellings (Form 1)
Summary	Residential R60 Application proposes four grouped dwellings. Further information/amendments are required to progress with application.
Information Session Date	N/A due to small scale of development
DAP Meeting Date	**TBD**
RAR Due Date	**TBD (Extension of Time)**
Council Meeting Date	**TBD**

Address	**4 Hillway, Nedlands**
Status	Under Assessment
Proposal	Four Grouped Dwellings (Form 2)
Summary	Residential R60 Application proposes an amendment to existing approved four grouped dwellings. Further information/amendments are required to progress with application.
Information Session Date	N/A due to small scale of development
DAP Meeting Date	**TBD**
RAR Due Date	**15 October 2025**
Council Meeting Date	**TBD**

Address	**11-13 Webster Street, Nedlands**
Status	Under Assessment
Proposal	12 Grouped Dwellings (Form 2)
Summary	Residential R60 Application proposes an amendment to existing approved twelve grouped dwellings. Further information/amendments are required to progress with application.
Information Session Date	N/A due to small scale of development
DAP Meeting Date	**City to determine**
RAR Due Date	**City to determine**
Council Meeting Date	**TBD**

Current Complex Applications (DPLH / SDAU Significant Development Pathway Assessment Unit)

Property Address	Status	Summary
120 Esplanade, Dalkeith	Determined by the WAPC – **Approved** on 10 July 2025	Extension of Time - Recreation Facility with Restaurant/Café (Tawarri Hot Springs) On 27 May 2025 OCM council resolved: **"That Council ADVISES the State Development Assessment Unit it DOES NOT SUPPORT the proposed Extension of Time of Approval for the Tawarri Hot Springs Development at 120 (Lot 502) Esplanade, Dalkeith, subject to the same reasons as the provided previously (SDAU-036-21)"** The refusal recommendation is consistent with Council's 28 June 2022 resolution on the original development application for the site, whereby Council resolved that it does not support the proposal. Note: The City is a referral body only. SDAU is Responsible Authority and will have due regard to the recommendation provided by the City as part of its assessment. The WAPC approved the development at its meeting held on 10 July 2025.

Current SAT Applications (City as Respondent)

Property Address	Appeal	Status	External Costs Incurred by the City to Date
1 Underwood Avenue, Shenton Park	DR/155/2024	Review of DA24-96387 refusal Most recent mediation occurred on 24 January 2025	Nil

Current SAT Applications (DAP as respondent)

Property Address	Appeal	Status
6 Alexander Road, Dalkeith	DR69/2025	SAT appeal lodged as the DAP resolved that the proposal for 5 Multiple Dwellings was refused. Mediation date 23 July 2025. SAT made orders on 23 July 2025 for the applicant to provide further information. A further mediation meeting is set for 10 September 2025.

Building Services – August 2025

Building Permits Issued	29
Demolition Permits Issued	2
Occupancy Permits Issued	1

6. People and Community

6.1 People and Culture

Overview
August was a strong month for learning and development initiatives, with a focus on leadership capability, induction, and training. Organisation Development also progressed the expansion of Work Metrics resources and workforce planning tools.

Key Updates

- Completed mop-up session for Performance Review Cycle.
- Delivered People & Culture Induction and Navigating Difficult Conversations workshop.
- Coordinated Mindfulness Fuel & Learn session with high engagement.
- Rolled out July–September Training Calendar.
- Uploaded new Work Metrics resources (IM, Teams, FOI).
- Commenced KPI and Goal Setting training for leaders and development of 70/20/10 plans.
- Attended AI workshop to inform future learning initiatives.

Looking Ahead (September and Beyond)

- Continue Leadership Toolbox Training with focus on KPI capability.
- Finalise Skills Matrix review to shape 12-month training strategy.
- Launch new Work Metrics modules (Finance, IT, OneCouncil).
- Prepare tailored development opportunities aligned with strategy and workforce planning.

6.2 Customer Service

Overview
Customer Service maintained steady performance through August, with daily call and CRM volumes remaining consistent. The team managed high enquiry volumes around rates, onboarded casual staff, and strengthened operational support across multiple service areas.

Key Updates

- Averaged 137 calls and 74 CRM entries per day.
- Successfully managed resident concerns regarding delayed rates notices through clear messaging and escalation pathways.
- Onboarded and deployed casual staff across Libraries, Planning, Compliance, and FOI.
- Finalised Customer Service uniforms (pending approval).
- Focused on upskilling new team members and reinforcing complaint resolution and records handling practices.

Looking Ahead (September)

- Continue structured onboarding and coaching for casual staff.
- Launch “A Day in the Life” initiative to build cross-functional understanding.
- Implement revised complaints handling framework to enable resolution at first contact.
- Sustain focus on workforce flexibility, peer learning, and agile practices to meet evolving service needs.

6.3 Community Development - Sporting & Community Groups, Facility & Reserve Usage

Overview
Facility Usage
In August, the City facilities' usage totalled 3039.5 hours.
The reserve usage totalled 1355.5 hours for the month of August.

Season Changeover – Winter to Summer Sporting Season
Community Development and the Parks team are currently scheduling season maintenance at the City's reserves as the Winter season is sport comes to an end, before the Summer season commences in early October.

The Community Development Coordinator is currently liaising with the Summer sporting clubs to input their summer reserve bookings for the 2025/2026 period. This includes more than 1800 booking entries in the SpaceToCo system for the sports clubs' summer seasons.

Regular Community Bookings for 2026
Community Development are currently liaising with the 98 regular community user groups to input their bookings for the 2026 period. Following the input of their bookings, casual users will then be able to make facility bookings for 2026 from 1 October.

Key Updates

Looking Ahead

6.4 Community Development - Seniors and Positive Ageing Program

Overview

Celebrating 1 year anniversary of the New Positive Ageing program!
The new model for the PA program commenced in August, 2024 with 15 weekly classes and activities for community members aged 55 and over. The activities encourage seniors to nurture physical and mental well-being while making meaningful connections in the community.
Starting with 15 classes in August, 2024, the program has expanded with new activities, now delivering 20 classes a week at various City venues.
Classes and activities include Table Tennis, Canasta, Mahjong, Art classes, Yoga, Tai Chill and a shopping bus to both Floreat Forum and Westfield Innaloo. Table tennis has become so popular that an additional two sessions have recently been added to the program.

Participants of the Positive Ageing program have verbally expressed their gratitude for all the programs and services that the City provides. They also thank the volunteers and instructors who facilitate the various programs and services.

August 2025 statistics across the Positive Ageing program:

AUGUST 2025 Volunteers led activities	**Total attendees**
1. Table Tennis Monday	49
2. Table Tennis Tuesday	107
3. Table Tennis Friday	74
4. Canasta	25
5. Mahjong Thursday	157
6. Mahjong Friday	45
7. Seniors Art Studio	53
8. Waratah Walking Group	39
9. Perry Lakes Walking Group	20
10. Shopping Bus Thursday	8
11. Shopping Bus Friday	21

Instructor led activities	**Total**
1. Chair Yoga Fusion	21
2. Beginner Yoga	32
3. Tai Chill	53
4. Senior Yoga	23
5. Zumba Gold	80
6. LifeSpan	93
7. Choir	64
8. Ukelele	38
9. Pilates	80

New Class ‘Move Fit Dance’ added to Positive Ageing timetable!
The first class commenced on 3 September with over 40 people attending. With such high attendance, this class will be added as a permanent class to the monthly calendar.



6.5 Community Development - Tresillian Arts Centre

Overview
The Term 4 Tresillian program is now live – check out the link to the website with all course information here . Bookings open on the 22 September.



The School holiday program is open for bookings now, with 20 workshops in offer, teaching children and teens arts and crafts of all genres and mediums.

Key Updates
August exhibition 'Human / Nature' was a huge success with more than 150 people attending the opening event and an initial $15k in artwork sales. The three artists have done very well with 35% of all works already sold. The exhibition continues to 19 September.

Looking Ahead
Planning is underway for the flagship annual 'Tresillian Student & Tutor Exhibition', opening on 3 October. This is our biggest exhibition of the year, showcasing more than 250 artworks made in Tresillian courses over the past 12 months. More information to follow.



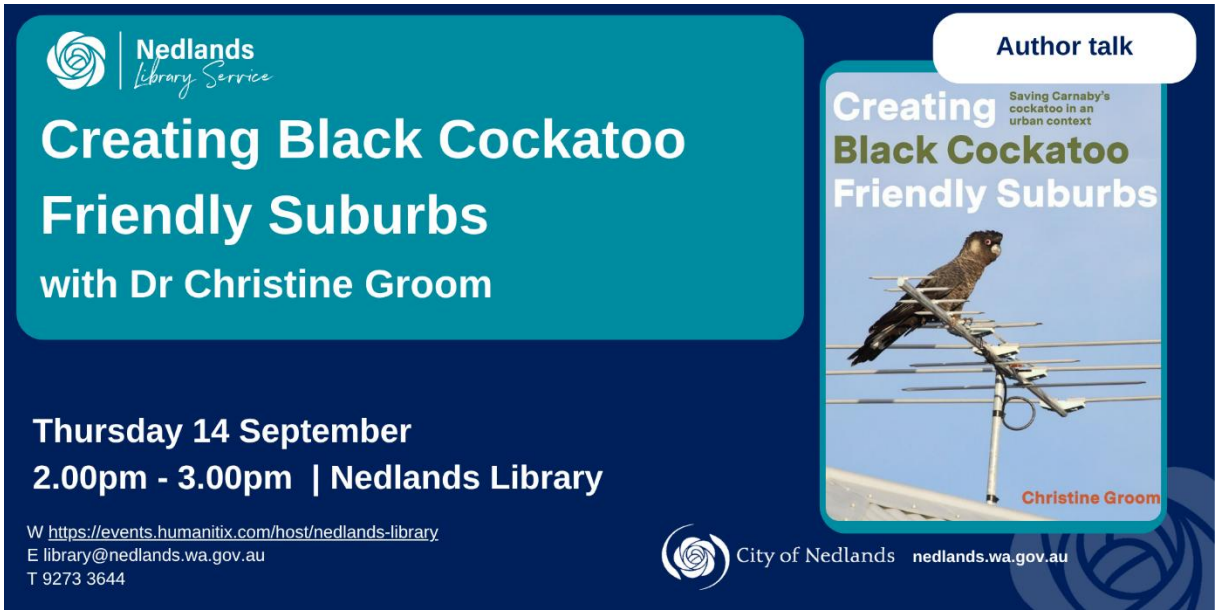
6.6 Community Development - Libraries

Overview

Children's Book Week 16-23 August:
On Friday 22 August, UWA Early Learning Centre visited Nedlands Library as part of the Book Week activities for early learners. The Young People's Librarian welcomed them with a tour of the library, a reading of 'The Truck Cat' and a craft activity inspired by the picture book. At the end of the session, the 24 children left with a Better Beginnings toddler bag.

Subjects of Note – invited author talks:
Ex-police diver, Luke McCulloch spoke about his book, tales of a Diver on the evening of Thursday 14 August. He was well received by the 17 people that attended.

The next 'Subjects of Note' is on Sunday 14 September. This talk with be about creating black cockatoo friendly suburbs with Dr Christine Groom. This initiative supports the city's efforts to educate the community on the importance of cockatoo friendly gardens and open spaces


Nedlands Library Service
Creating Black Cockatoo Friendly Suburbs
with Dr Christine Groom
Thursday 14 September
2.00pm - 3.00pm | Nedlands Library
W https://events.humanitix.com/host/nedlands-library
E library@nedlands.wa.gov.au
T 9273 3644
Author talk
Creating
Saving Carnaby's cockatoo in an urban context
Black Cockatoo Friendly Suburbs
Christine Groom
City of Nedlands
nedlands.wa.gov.au


Nedlands Library Service
August 2025
Visits: 8,038
Days Open: 31
LIBRARY
9,059 Loans
29% Adult Fiction
17% Adult Non-Fiction
47% Junior
4% DVDs
2% Talking Books
60 New Members
891 New Items
8300 Hours of WiFi Use
352 - Public Internet Sessions
199 items delivered to Books on Wheels
500 attended library programs

6.7 Community Development - City and Community Events

Overview
Save the Dates - Community Development upcoming events:

Citizenship Ceremony – National Citizenship Ceremony
When: Wednesday 17 September, 2025
Time: 6pm – 7.30pm
Where: John Leckie Pavilion

Remembrance Day Ceremony
When: Tuesday 11 November, 2025
Time: 10.15am for a 10.30am ceremony start time, concluding at 11.30am
Where: Perth War Cemetery, Smyth Road, Nedlands

Looking Ahead

Events and Place Making initiatives coming soon – more details to follow:

- 12 November - Seniors Week Morning tea
- 17 November – City Volunteer Appreciation event; Adam Armstrong Pavillion
- 3 December - International Disability Day, Jo Wheatley All Abilities Play Space
- 5 December - Community Christmas Carols, David Cruickshank Reserve
- Month of December - Christmas lights display, Rose Garden, Stirling Highway.
- 22 January - Community Citizen of the Year Awards and Citizenship Ceremony,
- March 2026 - Summer concert in the Park –, Dot Bennett Park

17.2 Update – Financial Audit 2024/25 and Request for extension of time to submit an Annual Financial report to the Auditor

Report Number	**CEO44.09.25**
Applicant	City of Nedlands
Disclosure of Interest	Nil
Voting Requirements	Simple Majority
Authority/Discretion	Executive
Contributing Officer	Nil
Responsible Officer	John Vojkovich - Acting Director Corporate Services
Director	Keri Shannon - Chief Executive Officer
Attachments	Nil

Purpose

To consider the 'Request for extension of time to submit an Annual Financial Report to the Auditor' for the year ended 30 June 2025 which requires submission to the Department of Local Government, Sport and Cultural Industries.

Officer Recommendation

That Council REQUESTS the CEO to prepare and submit a Request for extension of time to submit an Annual Financial Report to the Auditor for the year ended 30 June 2025 to the Department of Local Government, Industry Regulation and Safety with a due date for submission by 15 November 2025.

Moved: Commissioner Sandri **Seconded: Commissioner Hart**

CARRIED: UNANIMOUSLY 3-0
For: Commissioner Caddy, Commissioner Sandri, Commissioner Hart
Against: Nil

Background

Local governments are required to prepare their financial statements in accordance with the *Local Government Act 1995*, the *Local Government (Financial Management) Regulations 1996*, Australian Accounting Standards (AASB) and the Australian Accounting Standards Board Interpretations (AASBI).

The City wishes to seek Ministerial approval for an extension of time to submit the draft Annual Financial Report to the auditor, under section 6.4(3) of the *Local Government Act 1995*, and submit an application for that purpose.

Discussion

Due to resourcing constraints within the Finance department and the delayed completion of the financial audit for 2023/24 on 3 September 2025, it has not been possible to devote resources to the preparation of the financial report for the year ended 30 June 2025 in order to meet the 30 September 2025 deadline imposed by section 6.4(3) of the *Local Government* Act 1995.

The Administration has maintained contact with the auditor and has received and reviewed the final audit request list for 2024/25 as supplied by the auditor. Although the majority of the items are expected to be completed by 30 September 2025, it is anticipated the financial report will not be available until mid to late October 2025. The Administration has proposed an extension to 15 November 2025 to ensure the extension date can be comfortably met.

The auditor has currently scheduled the audit fieldwork to commence on 13 October 2025, and is exploring whether this can be rescheduled to a later start date. A date for the audit entrance meeting with the Audit, Risk and Improvement Committee has not yet been determined.

Consultation

Preliminary discussions have been held with the auditor on the extension request and the audit timetable for the year ended 30 June 2025 and can accommodate the extended time allowed by Ministerial approval. On 10 September 2025 the auditor requested a review of the draft Request prior to it being submitted for approval to the Minister. The draft Request has not yet been supplied to the auditor.

Strategic Implications

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

Vision	**Sustainable and responsible for a bright future**
Pillar	**Performance**
Outcome	11. Effective leadership and governance.

Budget/Financial Implications

The audit fee provided by the Office of the Auditor General has been prepared on the basis that there would be some delays and increased work following the delays associated with the 2023/24 finanical audit.

Legislative and Policy Implications

Local Government Act 1995, *Local Government (Financial Management) Regulations 1996*, and *Australian Accounting Standards*.

Section 6.4(3) of the *Local Government Act 1995* requires a local government to complete its Annual Financial Report and submit the report to its auditor by 30 September in each financial year, or such extended time as the Minister allows.

Decision Implications

Delay in the audit of the City's annual financial report for the year ended 30 June 2024.

Conclusion

Once the extension request is submitted to the Department of Local Government, Sport and Cultural Industries a decision will be provided to the City within five working days from the date of lodgement.

Further Information

Further information on the progress of the 30 June 2025 financial reporting process is to be discussed at Audit, Risk and Improvement Committee meetings.

17.3 Specified Service Charge for Underground Projects

Report Number	**CEO45.09.25**
Applicant	City of Nedlands
Disclosure of Interest	Nil
Voting Requirements	Absolute Majority
Authority/Discretion	Executive
Contributing Officer	John Vojkovich – Acting Director Corporate Services
Responsible Officer	Jonathan Allen – Coordinator Governance, Legal and Risk
Director	Keri Shannon - Chief Executive Officer
Attachments	Nil

Purpose

For Council to impose the Service Charge for Nedlands North and Nedlands West, as identified in the Annual Budget for the financial year 2025/2026.

Officer Recommendation

That Council ADOPTS and imposes in accordance with section 6.32(3)(b) and section 6.38 of the Local Government Act 1995 the following underground power service charges and payments terms in the 2025/26 annual budget:

I. SERVICE CHARGE FOR AREA KNOWN AS NEDLANDS NORTH

For single meter properties	**$**
New connection	**9,458.71**
New connection – transmission line 10% discount	**8,774.41**
Existing connection	**7,496.92**
Existing connection – transmission line 10% discount	**6,812.62**
For Non-residential and multiple meter properties	**$**
New connection - 2 meters or equivalent	**16,301.70**
New connection - 3 meters or equivalent	**23,144.68**
New connection - 4 meters or equivalent	**29,987.67**
New connection - 5 meters or equivalent	**36,830.65**
New connection – number of meters x $6,842.99 + $2,615.72	
Existing connection - 2 meters or equivalent	**7,496.92**
Existing connection - 3 meters or equivalent	**14,339.90**
Existing connection - 4 meters or equivalent	**21,182.89**
Existing connection - 5 meters or equivalent	**28,025.88**
Existing connection – number of meters x $6,842.99 + $653.93	

II. SERVICE CHARGE FOR AREA KNOWN AS NEDLANDS WEST

For single meter properties	**$**
New connection	**8,523.95**
New connection – transmission line 10% discount	**7,957.57**
New connection – transmission line 20% discount	**7,391.19**
Existing connection	**6,378.85**
Existing connection – transmission line 10% discour	**5,812.47**
Existing connection – transmission line 20% discour	**5,246.08**

For Non-residential and multiple meter properties	$
New connection - 2 meters or equivalent	14,187.76
New connection - 3 meters or equivalent	19,851.58
New connection - 4 meters or equivalent	25,515.39
New connection - 5 meters or equivalent	31,179.20
New connection – number of meters x $5,663.81 + $2,860.14	
Existing connection - 2 meters or equivalent	12,042.66
Existing connection - 3 meters or equivalent	17,706.47
Existing connection - 4 meters or equivalent	23,370.28
Existing connection - 5 meters or equivalent	29,034.10
Existing connection – number of meters x $5,663.81 + $715.03	

iii. DUE DATE AND INSTALLMENT OPTIONS

Due dates for service charge payments in full and by instalments

a. By single full payment - 30 October 2025
b. By Instalments:
    i. First Instalment – by equal splits as follows:
        1. Split 1 – 30 October 2025
        2. Split 2 – 5 January 2026
        3. Split 3 – 9 March 2026
        4. Split 4 – 11 May 2026
    ii. Second Instalment – by equal splits, on dates no earlier than:
        1. Split 1 – 31 July 2026
        2. Split 2 – 31 October 2026
        3. Split 3 – 31 December 2027
        4. Split 4 – 28 February 2027
    iii. Third instalment – by equal splits, on dates no earlier than:
        1. Split 1 – 31 July 2027
        2. Split 2 – 31 October 2027
        3. Split 3 – 31 December 2028
        4. Split 4 – 28 February 2028
    iv. Fourth instalment – by equal splits, on dates no earlier than:
        1. Split 1 – 31 July 2028
        2. Split 2 – 31 October 2028
        3. Split 3 – 31 December 2029
        4. Split 4 – 28 February 2029
    v. Fifth instalment – by equal splits, on dates no earlier than:
        1. Split 1 – 31 July 2029
        2. Split 2 – 31 October 2029
        3. Split 3 – 31 December 2030
        4. Split 4 – 28 February 2030

iv. ADMINSTRATION CHARGE

For the areas known as Nedlands West and Nedlands North to apply an administration fee of $160 per property.

v. INSTALMENT INTEREST FEE

For ratepayers who choose to pay by instalments, interest will be charged at the rate of 4.6% per annum in accordance with Section 6.45(3) and 6.13 of the *Local Government Act 1995*. An administration

fee of $18 is payable on each of the 5 underground power service charge instalments.

Moved: Commissioner Hart **Seconded: Commissioner Caddy**

CARRIED: UNANIMOUSLY 3-0
For: Commissioner Caddy, Commissioner Sandri, Commissioner Hart
Against: Nil

Background & Discussion

At its meeting held on 3 September 2025 the Council resolved to amend its resolution of the 27 August 2025 Special Council Meeting, to include an additional resolution '3A' to the budget adoption.

This additional resolution '3A' set out specific details of the Service Charge to be levied in relation to the Nedlands West and Nedlands North underground power projects, as had been identified in the annual budget for the financial year 2025/2026.

Following identification of a procedural irregularity relating to the timing of that decision, an application was made by the City to the State Administrative Tribunal (**SAT**) to quash resolution '3A', in order to correct the timing irregularity.

The application has been considered by SAT and on the 10 September 2025, SAT granted the City's application to quash 3A, pursuant to section 6.82 of the Local Government Act 1995 (**LG Act**).

This application was granted by SAT specifically to allow the Council to impose the service charge by way of a new resolution, made in accordance with section 6.32(3)(b) of the LG Act.

The resolution presented to Council in this report updates the previous payment due dates, to reflect the dates on which the service charges notices will now be issued. It also provides an additional option for ratepayers who have opted to pay in instalments.

Consultation

Nil

Strategic Implications

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

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

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

Budget/Financial Implications

Nil

Legislative and Policy Implications

Nil

Decision Implications

Nil

Conclusion

Adoption of the service charge under section 6.32(3)(b) LG Act will correct the procedural irregularity in timing, and allow the City to progress with underground power projects for Nedlands North and Nedlands West.

Further Information

Nil

18. DIVISIONAL REPORTS – TECHNICAL SERVICES

Nil

19. DIVISIONAL REPORTS – GOVERNANCE

Nil

20. DIVISIONAL REPORTS – COMMUNITY DEVELOPMENT

Nil

21. COUNCIL MEMBERS NOTICE OF MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

22. URGENT BUSINESS APPROVED BY THE PRESIDING MEMBER OR BY DECISION

Nil

23. CONFIDENTIAL ITEMS

Nil

24. DECLARATION OF CLOSURE

There being no further business, the Presiding Member declared the meeting closed at 4.53pm.