



Development Services Reports

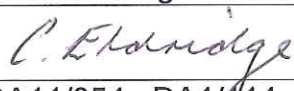
Committee Consideration – 8 November 2011
Council Resolution – 22 November 2011

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D60.11	No. 114 (Lot 367) Dalkeith Road, Nedlands – Retrospective Additions (Garage) to Single House
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Committee	8 November 2011
Council	22 November 2011

Applicant	Kim Lamb & Hatton Drafting
Owner	Kim Lamb
Officer	Laura Sabitzer – Planning Officer
Director	Carlie Eldridge – Director Development Services
Director Signature	
File ref	DA11/354 : DA11/14
Previous Item No's	Nil
Disclosure of Interest	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

Purpose

This application is referred to Council for determination as the proposal does not meet the provisions in the City of Nedlands Town Planning Scheme No.2 and Council's Policy 6.23 Carports and Minor Structures Forward of the Primary Street Setback.

Recommendation to Committee

Council:

1. Refuses an application for retrospective additions (garage) to single house at No. 114 (Lot 367) Dalkeith Road, Nedlands in accordance with the application and plans dated 19 August 2011 for the following reasons:
 - a. The application does not comply with Council's Policy 6.23 'Carports and Minor Structures Forward of the Primary Street Setback'; and
 - b. The application does not meet Clause 5.6.2(b) and 5.6.2(d) of the City of Nedlands Town Planning Scheme No.2;
2. Instructs the removal of the garage door and the decrease in height of the northern and eastern brick walls to 1.8 m high, within 42 days of the date of this decision.

Strategic Plan

KFA 3: Built Environment

3.8 Facilitate appropriate development of existing residential housing to complement the surrounding residential amenity.

KFA 5: Governance

5.6 Ensure compliance with statutory requirements and guidelines.

Background

Property Address: No. 114 (Lot 367) Dalkeith Road, Nedlands
(Refer to attachment 1)

Zoning MRS: Urban

Zoning TPS2: Residential R10

Lot Area: 988.366 m²

A carport was approved in 1997 subject to being open on all sides, with the north and east (rear) side constructed with a 1.8 m high brick wall (Refer to attachment 2). The carport has since had a garage door installed and the brick walls have been increased to 2.3 m in height, without receiving planning approval.

A letter was sent by the City to the owner on 11 July 2011 requiring the owner to either remove the unauthorised garage door and the portion of solid walls above 1.8 m, or submit a retrospective planning application. A retrospective planning application was submitted on 19 August 2011.

The current owner purchased the property in 2004 and was not the owner of the property at time the carport was approved.

Proposal Detail

This proposal is for retrospective additions to a previously approved carport. The retrospective additions are as follows (Refer to attachments 3-6):

- The brick 1.8 m high wall abutting the carport, has been increased to a height of 2.3 m, which encloses the carport on the north and east (rear) sides; and
- The installation of a solid garage door.

Consultation

Required by legislation: Yes ☐ No ☒

Required by City of Nedlands policy: Yes ☒ No ☐

Notification Period: 20 September 2011–4 October 2011

The variations identified were advertised by letter to surrounding affected landowners for fourteen days.

Comments received: None

Legislation

- City of Nedlands Town Planning Scheme No.2 (TPS2) – Clause 5.6.2.
- Policy 6.23 Carport and Minor Structures Forward of the Primary Street Setback (Policy 6.23).
- Policy 6.4 'Neighbour Consultation – Planning Applications'.

The application proposes the following variations to TPS2 and Policy (6.23):

1. Walls erected or used in conjunction with the carport are required in TPS2 - Clause 5.6.2(b) to be no more than 1.8 m high. The wall on the northern and eastern side of the carport has been increased to 2.3 m in height.
2. TPS2 – Clause 5.6.2(d) and Policy 6.23 require carports in the primary street setback to be open on all sides unless constructed adjoining a boundary fence. The addition of the garage door and the increase in height of the adjoining walls, does not allow for the carport to be to be open on all sides.
3. Policy 6.23 requires that the side of the carport facing the street must be left open. The addition of the garage door does not allow the side of the carport facing the street to be open.

The building is now fully enclosed and as such is defined as a garage. However, in this case as there is no precedent in this street, the Council has no discretion to approve a garage within the 9 m front setback. The only discretion Council has to consider this type of building in the front setback area is as a carport under Clause 5.6.2 and Policy 6.23.

Budget/financial implications

Nil

Risk Management

If this application is approved it would likely lead to other applications of a similar nature contrary to Policy 6.23. It is considered approval of this application would compromise the purpose of the policy which is to ensure the open character and street amenity of the City.

The RCodes defines a carport as “A roofed structure designed to accommodate one or more motor vehicles unenclosed except to the extent that it abuts a dwelling or a property boundary on one side, and being without a door unless that door is visually permeable” and a garage as “Any roofed structure, other than a carport, designed to accommodate one or more motor vehicles and attached to the dwelling”.

Discussion

The variations to the Town Planning Scheme No.2 and Council’s Policy 6.23 Carport and Minor Structures Forward of the Primary Street Setback are discussed as follows:

Issue: Increase to Wall Height

Requirement	TPS2 Clause 5.6.2(b) states that <i>“no fence or wall erected or used in conjunction with the carport shall be more than 1.8 m above natural ground level measured at the centre of the carport”</i> . Policy 6.23 defines a carport as <i>“a roof structure designed to accommodate a motor vehicle and shall be open on all sides unless constructed adjoining a boundary fence or wall of a building”</i> .
Applicants Proposal (Retrospective)	The wall on the northern and eastern (rear) sides of the carport has been increased to 2.3 m in height (Refer to attachments 3-6)
Assessment under TPS2	Council has no discretion to vary Clause 5.6.2(b) in TPS2.
Assessment under Policy 6.23	Policy 6.23 – where an application does not comply with the policy requirements, then application is evaluated according to whether the variation will have impact on <i>“either the relevant adjoining property or the streetscape”</i> .
Applicant justification summary <i>Note: A full copy of the applicant justification received by the City has been given to the City’s Councillors prior to the meeting.</i>	Current owner purchased property in 2003 and the modifications to the carport were carried out prior to his ownership of the property; Would like carport additions to remain for security and privacy reasons.

<p>Officer comment:</p> <p>technical</p>	<p>Council has no discretion to vary Clause 5.6.2 (b) in relation to the height of the walls of carports. Clause 5.6.2 (b) requires wall constructed in conjunction with carports, to be a maximum height of 1.8 m.</p> <p>In addition, if the building was to be defined as a garage and not a carport, Council has no discretion to approve a garage within the 9m primary street setback in this instance as there is no precedent in this street.</p> <p>With reference to the applicants justification above, the officers comments are as follows:</p> <p><i>"Current owner purchased property in 2003 and the modifications to the carport were carried out prior to his ownership of the property;"</i></p> <ul style="list-style-type: none"> • Even if the additions to the carport were carried out prior to the current owner purchasing the property, the current owner is still required to rectify the unauthorised additions. It is up to the purchaser of a property to check that all approvals on the property are in place. • The current owner has been required to either remove the unauthorised additions to the carport or submit a retrospective planning application for assessment and determination. The current owner submitted a retrospective planning application on the 19 August 2011 for assessment and determination. <p><i>"Would like carport additions to remain for security and privacy reasons."</i></p> <ul style="list-style-type: none"> • The previously approved, 1.8 m high brick front wall already allows for security and privacy to the property. The increase in height to the northern and eastern (rear) walls adjoining the carport is an increase of 0.5 m to enclose the carport. This 0.5 m difference will not add a significant increase to the security and privacy to the carport.
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Issue: Addition of Garage Door

Requirement	<p>TPS2 Clause 5.6.2(d) states that <i>"the carport shall be open on all sides unless constructed adjoining a boundary fence or wall of a building, in accordance with Council policy"</i>.</p> <p>Policy 6.23 defines a carport as <i>"a roof structure designed to accommodate a motor vehicle and shall be open on all sides unless constructed adjoining a boundary fence or wall of a building"</i>.</p> <p>Policy 6.23 states <i>"carports may be constructed forward of the required primary street setback, but the side facing the street must be left open"</i>.</p>
Applicants Proposal: (Retrospective)	The side of the carport facing the street has had a solid garage door installed. (Refer to attachments 3-6)
Assessment under TPS2	Clause 5.6.2 requires the side facing the street to be left open but may allow a security gate in accordance with the Policy, if approved by Council.
Assessment under Policy 6.23	Policy 6.23 – where an application does not comply with the policy requirements, then application is evaluated according to whether the variation will have impact on <i>"either the relevant adjoining property or the streetscape"</i> .
<p>Applicant justification summary</p> <p><i>Note: A full copy of the applicant justification received by the City has been given to the City's Councillors prior to the meeting.</i></p>	<p>Current owner purchased property in 2003 and the modifications to the carport were carried out prior to his ownership of the property;</p> <p>Would like carport additions to remain for security and privacy reasons.</p> <p>No. 116 Dalkeith Road (adjoining property), has a solid garage door installed to their carport; and</p> <p>Garage door adds street appeal and overall value to property.</p>

Officer comment	technical	<p>With reference to the applicants justification above, the officers comments are as follows:</p> <p><i>"Current owner purchased property in 2003 and the modifications to the carport were carried out prior to his ownership of the property;"</i></p> <ul style="list-style-type: none"> • As discussed above. <p><i>"Would like carport additions to remain for security and privacy reasons."</i></p> <ul style="list-style-type: none"> • Under Policy 6.23 for security reasons, the policy notes that Council will consider wrought iron or tube steel gates/fencing along the side facing the street. Other properties along Dalkeith Road have had visually permeable gates installed to the side of the carport facing the street for security reasons. <p><i>"No. 116 Dalkeith Road, has a solid garage door installed to their carport"</i></p> <ul style="list-style-type: none"> • The owners at 116 Dalkeith Road, also had a compliance letter sent on 11 July 2011 requiring the owner to either remove the unauthorised garage door or submit a retrospective planning application. The owner has decided to disconnect their garage door, which will be removed in the near future. <p><i>"Garage door adds street appeal and overall value to property"</i></p> <ul style="list-style-type: none"> • The overall value to the property is not a planning consideration. The garage door is not considered to add street appeal and is contradictory to the development in the front setback along Dalkeith Road. It is considered to impact the surrounding streetscape by detracting from the open character of the street. • The streetscape is of an open nature and properties have a 9 m front setback in accordance with TPS2. <p>Policy 6.23 allows carports and other minor structures within the primary street setback,</p>
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	<p>whilst ensuring the open character and street amenity of the City is not compromised. The carport with the retrospective additions does not allow this open character and disrupts the existing street amenity.</p> <p>The property has an existing 1.8 m high solid front wall which has been approved previously, however the installation of the garage door does not allow for surveillance of the street from 114 Dalkeith Road and disrupts the open nature of the surrounding streetscape.</p>
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Conclusion

In this instance, under the City of Nedlands Town Planning Scheme, Council does not have discretion to approve a garage within the 9 m front setback area.

Council also does not have discretion to vary Clause 5.6.2 (b) in relation to the height of the walls. Clause 5.6.2 requires walls to be a maximum height of 1.8 m in conjunction with a carport.

In addition, the application does not meet Clause 5.6.2 (d) of the City of Nedlands Town Planning Scheme No.2 and the variations to the Council's Policy 6.23 are considered to adversely impact the streetscape.

It is noted that if the applicant specifically wants/requires an enclosed garage, the property has sufficient space behind the 9 m front setback line.

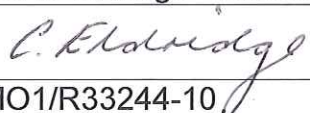
For the reasons set out above, the application is recommended for refusal.

Attachments

1. Locality Plan
2. Existing Site Plan (approved in 1997)
3. Site Plan
4. Floor Plan
5. Elevation Plan
6. Photos

D61.11	Reserve 33244 Monash Ave (QEII Medical Centre), Nedlands – Proposed New Mental Health Unit
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Committee	8 November 2011
Council	22 November 2011

Applicant	Department of Treasury and Finance
Owner	QEII Medical Trust
Officer	Nick Bakker - Planning Officer
Director	Carlie Eldridge - Director Development Services
Director Signature	
File ref	MO1/R33244-10
Previous Item No's	DA10/654 : DA10/382 : DA09/107
Disclosure of Interest	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

Purpose

This application is referred to Council for determination as officers have no delegation once objections have been received. The site is located on MRS land and as such Council is required to provide a recommendation to the Western Australian Planning Commission which will determine the application.

Recommendation to Committee

Council recommends approval to the Western Australian Planning Commission (WAPC) for the proposed New Mental Health Unit at Reserve 33244 (QEII Medical Centre), Nedlands in accordance with the application dated 29 July 2011 and the amended plans dated 9 August 2011 with the following conditions:

1. Prior to commencement of the approved land use, a landscaping plan shall be submitted for approval by the City and the land use shall not be commenced until the landscape plan has been approved and:
 - a. The landscape plan shall include all existing and proposed landscaping, including hard landscaping;
 - b. The landscaping shall be:
 - i. designed to provide an appropriate visual buffer between the public street and the building;

- ii. in accordance with the City's Greenways Policy 4.14 i.e. indigenous species to be planted and complementary species of native flora maintained;(if applicable);
 - iii. completed in accordance with the approved landscape plan and within three (3) months of the commencement of the approved land use; and
 - iv. implemented with an appropriate reticulation system and continuously maintained to the satisfaction of the City.
- 2. A separate detailed traffic management plan outlining; the route of construction vehicles access to, within and from the site, the location of the stacking of heavy vehicles etc, the hours of work and risk management, and temporary signage where required.
- 3. Prior to the commencement of construction, a Construction Management Plan shall be prepared to the satisfaction of the City's Environmental Health section. The Construction Management Plan shall detail how proposed site works will be managed to minimise environmental impacts and shall address but not be limited to:
 - a. staging plan for the entire works;
 - b. applicable timeframes and assigned responsibilities for tasks;
 - c. on-site storage of materials and equipment;
 - d. parking for contractors;
 - e. waste management;
 - f. management of noise in accordance with the control of environmental noise practices set out in section 6 of AS 2436-1981 Guide to Noise Control on Construction, Maintenance and Demolition sites, as described in the *Environmental Protection (Noise) Regulations 1997*;
 - g. management of vibrations; and
 - h. complaints and incidents.
- 4. The approved Construction Management Plan shall be implemented.

5. Prior to the commencement of construction, a noise management plan shall be prepared and shall include:
 - a. details of and reasons for any work on the construction site that is likely to be carried out other than between 7:00 am and 7:00 pm on any day which is not a Sunday or public holiday;
 - b. details of and duration of activities on the construction site likely to result in noise emissions that fail to comply with the standard prescribed under regulation 7 of the *Environmental Protection (Noise) Regulations 1997*;
 - c. predictions of noise emission on the construction site;
 - d. details of measures to be implemented to control noise (including vibration) emissions;
 - e. procedures to be adopted for monitoring noise (including vibration) emissions; and
 - f. complaint response procedure to be adopted.
6. Prior to the commencement of any demolition works, a dust management plan shall be prepared to the satisfaction of the City's Environmental Health section; and
7. A dust management plan shall detail how the proposed demolition works will be managed to minimise environmental impacts and shall address but not be limited to:
 - a. details of how dust will be suppressed (i.e. by use of water tanker, independently powered water pumps, high volume hoses) or whether an approval from the Water Corporation for hydrant standpipe has been granted; and
 - b. details of how dust and sand drift will be controlled in the event that the landscape remains bare for any period of time after demolition (consideration of more permanent dust suppression or sand drift measures such as hydromulching).
8. The approved Dust Management Plan shall be implemented.
9. Prior to the commencement of any demolition works, any asbestos containing material (ACM) in the structure to be demolished, shall be identified and safely removed and conveyed to an appropriate landfill which accepts ACM.

10. The use of bare or painted metal building materials is permitted on the basis that, if during or following the erection of the development the Council forms the opinion that glare which is produced from the building/roof has or will have a significant detrimental effect upon the amenity of neighbouring properties, the Council may require the owner to treat the building / roof to reduce the reflectivity to a level acceptable to Council.
11. All storm water from building and paving areas (including driveways) shall be contained on site by draining to soakwells of adequate capacity to contain runoff from a 10 year recurrent storm event and the capacity of soakwells shall be a minimum of 1 cubic metre for every 80 m² of paved or roofed surface on the property.
12. All internal water closets and ensuites without fixed or permanent window access to outside air or which open onto a hall, passage, hobby or staircase, shall be serviced by a mechanical ventilation exhaust system which is ducted to outside air, with a minimum rate of air change equal to or greater than 25 litres per second.
13. Any additional development, which is not in accordance with the original application or conditions of approval, as outlined above, will require further approval by Council.

Advice Notes specific to this approval:

- a. Removal and disposal of asbestos containing material (ACM) shall be in accordance with *Health (Asbestos) Regulations 1992*, Regulations 5.43-5.53 of the *Occupational Safety and Health Regulations 1996*, Code of Practice for the Safe Removal of Asbestos 2nd Edition, Code of Practice for the Management and Control of Asbestos in a Workplace and any Department of Commerce Worksafe requirements.
- b. Where there is over 10 square metres of asbestos containing material (ACM) or any amount of friable ACM to be removed, it shall be removed by a Worksafe licensed and trained individual or business.

Strategic Plan

KFA 3: Built Environment

- 3.4 Plan and develop the sustainable provision of community infrastructure and facilities with a focus on flexible and multiple uses.

Background

Property Address: Reserve 33244 Monash Avenue, Nedlands (QEII Medical Centre) (refer Locality Plan – attachment 1)

MRS Zoning: Public Purpose- Hospital

TPS Zoning: MRS Public Purpose- Hospital

Lot Area: 8000 m²

Key Relevant Previous Decisions:

Date	Action/Comments
June 2007	WAPC adopt the QEII Access and Structure Plan (Structure Plan).
November 2008	The Council recommends refusal for an application for a new pathology building located on the site as Council did not accept the Travel Plan and was concerned about the lack of parking on and around the site.
July 2009	The Council recommends refusal for an application for the proposed Comprehensive Cancer Centre on the QEII site based on parking issues.
April 2010	The Council recommended refusal for an application for the proposed new Western Australian Institute for Medical Research (WAIMR) and requested no further development approvals is issued until sufficient parking is provided on site and the objectives of the QEII Travel Plan have been affectively implemented.
October 2010	WAPC approve the Master Plan document as a staging and implementation plan for the redevelopment.
December 2010	The Council recommended refusal for an application for the proposed new Central Plant Facility.
February 2011	The Council recommended refusal to the Western Australian Planning Commission (WAPC) for a proposed 328 bay at-grade carpark.
March 2011	The Council recommended refusal for a temporary Child Care centre off Verdun Street.

Proposal Detail

The application proposes the demolition of the existing 'U' Block and ancillary structures and the construction of a new Mental Health Unit (MHU) to replace the existing facility on the hospital site.

The proposed MHU will facilitate the relocation of the psychiatric unit from "D Block" (refer to attachment 1) to a purpose-built unit which will support contemporary model of care within the QEIMC site. The existing psychiatric unit currently located at "D Block" provides care to secondary Level 5 acute mental health inpatients.

The new MHU will operate jointly with the Graylands Hospital as the Level 6 (most acute) tertiary level mental health rehabilitation hospital and with Level 5 secondary acute mental health inpatient units located at Joondalup, Midland, and Graylands.

Mental Health services will be provided on an in-patient and limited day-patient basis. The services offered will be consistent with a level 6 mental health facility. There is no capacity within the MHU for patients with on-going forensic mental health services involvement or those ordered for assessment via the justice system.

The proposed building is to be located on the western side of the QEIMC site bounded by the Hollywood Hospital to the west and Verdun Street to the north (refer to attached site plan).

The building will have a floor area of approximately 4,000 m² providing 18 open unit bedrooms, 12 secure unit bedrooms, a Day Procedure Unit, administration offices and patient amenity areas.

The majority of rooms have access to an external view with approximately 4,300 m of landscaped open space available in five courtyard areas. Appropriate planting and external surfaces will be provided in accordance with the QEIMC Urban Design Guidelines.

The building is to be setback 14.4 m from the QEIMC northern boundary along Verdun Street which is in excess of the 10 m setback requirement of the QEIMC Access and Structure Plan.

The setback to Verdun Street will be retained as a well-vegetated landscaped setback in accordance with the QEIMC Access and Structure Plan. This setback area will be subject to additional planting.

The proposed MHU is to provide a contemporary and integrated 30-bed authorised Category 6 tertiary inpatient mental health service for the northern metropolitan area of Perth in addition to the service provided by Royal Perth Hospital.

A range of patients will be seen at the MHU and will include adults ages 18 to 64 years:

- Who are transported involuntarily to the MHU via ambulance, police or emergency psychiatric services from their home, the community or a hospital emergency department;
- Who present as a planned admission as part of their continuing care;
- Who attend the MHU as a day procedure patient or as an outpatient for a consultant liaison appointment; or
- The length of admission is expected to average 11 days. Patients requiring extended treatment may be transferred to alternative level 5 facilities;

* Please note a full copy of the report and plans submitted with application are included in the attachments.

Consultation

Required by legislation: Yes ☒ No ☐

Required by City of Nedlands policy: Yes ☒ No ☐

21 Day Community Consultation Period: 21 September 2011 – 12 October 2011.

Comments received: 3 Objections

The table below provides a summary of the issues raised from comments received.

Summary of comments received	Officers technical comment
<p>Issue: Safety</p> <p>Concerns about a mental health facility being located so close to a residential area. Assure that the facility will be secure and residents in the nearby area will be safeguarded.</p>	<p>Noted</p> <p>The application outlines a number of details incorporated into the design of the facility which addresses the safety of the surrounding residential area.</p> <p>These details are discussed in more detail below.</p>

<p>Issue: Traffic</p> <p>The surrounding streets are already over burdened with traffic.</p>	<p>Noted</p> <p>The City is aware of the traffic and parking issues in the residential area surrounding the QEII site.</p> <p>However, it is not considered that the proposed MHU will cause any further issues associated with traffic and parking. Traffic and Parking details are discussed in more detail below.</p>
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Legislation

Town Planning Scheme No.2

The QEII Medical Site is located on MRS land and as such Council is required to provide only recommendations to the Western Australian Planning Commission who determine all development applications on the site.

The Town Planning Scheme No.2 and Council Policies have no statutory authority.

The 'Reid Report'

The 'Reid Report' health reforms released in 2004, identified the need for redevelopment of the QEII hospital site. The access and structure planning process was initiated to assess the implications of the future redevelopment.

QEII Structure Plan

The Structure Plan identifies principles and performance criteria to be addressed in master planning and detailed design and the facilities to be located on the site. This proposal complies with the Structure Plan.

QEII Medical Centre Act

The *Queen Elizabeth II Medical Centre Act 1966* established the Trust as a body corporate charged with "the development, management and control of those lands and for incidental and other purposes".

Discussion

General Amenity
<p>Applicant's Comment</p> <p><i>"The proposed MHU generally comprises a single storey building with a partial second storey in the north east area of the building fronting Verdun Street. The building is to be to a maximum height of 9.7 m in accordance with the 4 storey maximum height limit established by the QEII MC Access and Structure Plan for the Verdun Street frontage."</i></p>

The perimeter fence is to be setback 14.4 m from the QEIMC northern boundary along Verdun Street which is in excess of the 10 m setback requirement of the QEIMC Access and Structure Plan.

The setback to Verdun Street will be retained as a well-vegetated landscape setback in accordance with the QEIMC Access and Structure Plan. This setback area will be subject to additional planting in accordance with a landscape management plan.

A screening/security fence/wall to a maximum height of 4.5 m is to be located around the building and the associated outdoor areas in a contemporary style to compliment the local streetscape and is to comprise of limestone/open mesh/glazed fencing."

Officer's Comment

The proposed building is predominantly single storey with a wall height of approximately 5 m above the natural ground level which is similar to the height of the U Block currently existing on the site. The portion of second storey in the north east corner of the site has a maximum height of 9.7 m above natural ground level, which aligns with the 4 storey height limit established by the QEIMC Structure Plan.

The building will have a minimum setback of 16.6 m from the north boundary of the QEII site which fronts Verdun Street with a further 7 m of council verge between the lot boundary and the road.

The proposed 4.5 m high perimeter fence/wall is setback 14.4 m from the northern boundary and has a portion of solid limestone wall to a maximum height of 3 m with mesh to 4.5 m. The plans provided in attachments 5 (site plan) and 12 (north elevation plan) provide greater detail of the proposed perimeter wall as viewed from Verdun Street.

Given that the proposal is predominantly single storey and well setback from Verdun Street and has significant landscaping, it is considered the impact on the amenity of the surrounding residential area is relatively minimal in relation to the considerably larger developments under construction on the QEII site.

Furthermore, the application indicates landscaping is to be provided in the open space around the site between the building and the street in order to provide a visual buffer from the residential area.

Although the attached landscape plan (refer attachment 13) shows the location of existing verge trees and proposed landscaping between the building and Verdun Street be retained, it is requesting a more detailed landscape plan be submitted to the City prior to construction (as per Condition1).

As with all applications for this site, the City's Environmental Health Officer has assessed the plans in accordance with the relevant

legislation. The City is generally satisfied that the proposed MHU will not impact the amenity of the surrounding area as it does not present any public health risks, however it is recommended a number of conditions which relate to the construction phase be included in Council's resolution to ensure this.

Access/Traffic/Parking

Applicant's Comment

"Access to the proposed MHU is from the existing private roads within QEII MC, including the existing road connecting with Verdun Street and another to the south of T Block.

Parking is to be provided in 7 bays on the southern side of the MHU, with these to be retained exclusively for drop-off purposes, with all staff and visitors to make use of the parking available within the proposed multi-deck car park and associated at-grade car bays. Traffic volumes are expected to be similar to those for the existing U Block function. Parking for 30 bicycles is provided within the MHU.

Patients will enter the building either via the main foyer or the emergency entry, both of which are accessible internally within the QEII MC site via a service road off Verdun Street. Visitors and staff will enter the building via the main foyer"

Officer's Comment

The applicant's report outlines that the proposed MHU will be replacing the existing psychiatric unit located at "D Block" and that there will be no increase in staff or patient numbers associated with the use.

As the MHU only provides patient drop off parking bays on-site with all staff and visitor parking located at the new multi deck carpark, it is not considered that the MHU will generate any additional traffic than that already associated with the existing U Block activity.

Safety

Applicant's Comment

"Admissions to the MHU will be planned, and self presentation will not be encouraged. The decision to admit a patient to the MHU will be made prior to presentation and will be led by community mental health or emergency services.

The services offered will be consistent with a level 6 mental health facility. There is no capacity within the MHU for patients with on-going forensic mental health services involvement or those ordered for assessment via the justice system.

QEII MC Security Services, provided 24 hours, 7 days a week will support the MHU. CCTV facilities will be provided to monitor activities associated with the MHU."

Officer's Comment

In addition to above, the plans indicate that the MHU and surrounding outdoor areas on the site are to be fully enclosed and secured by a 4.5 m high perimeter fence.

The facility will provide an in-patient and limited-day mental health services for a maximum of 30 patients with acute mental illnesses. The limited number of in-patients admitted to the facility will be confined to the grounds of the MHU site for observation and assessment for an average admission period of 11 days.

The applicant has indicated there will be one staff member on site per patient, which will ensure patients are under observation for the duration of their stay and will only leave the facility with the appropriate escort once formerly discharged or transferred to another facility.

Conclusion

Given that the proposed MHU is predominantly single storey and set well back from the street, it is considered the scale of the development will not have any adverse impact on the surrounding residential area.

Although the proposed MHU is the closest development on the QEII site in relation to the residential area it is considered the proposed 16.6 m street setback, the 4.5 m high mesh perimeter fence and the proposed landscaping provide adequate buffering to reduce any potential impacts on the amenity of the area.

It is also considered that appropriate measure have been put in place to ensure the site is secure and the proposed use will minimise any safety risk to the surrounding area.

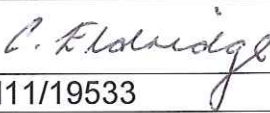
Therefore it is requested Council recommends approval to the WAPC for the proposed MHU with a number of conditions.

Attachments

1. Locality Plan
2. Applicant's Background Report
3. Existing Site Plan
4. Demolition Plan
5. Proposed Site Plan
6. Ground Floor Plan
7. First Floor Plan
8. Roof Plan
9. East Elevation Plans
10. South Elevation Plans
11. West Elevation Plans
12. North (Front) Elevation Plans
13. Landscape Plan

D62.11	City of Nedlands Climate Change Declaration
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Committee	8 November 2011
Council	22 November 2011

Applicant	City of Nedlands
Owner	City of Nedlands
Officer	Phoebe Huigens - Sustainability Officer
Director	Carlie Eldridge - Director Development Services
Director Signature	
File ref.	M11/19533
Previous Item No's	N/A
Disclosure of Interest	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

Purpose

The City of Nedlands Climate Change Declaration, hereon referred to as the Declaration, is an opportunity for the City of Nedlands to demonstrate their commitment to locally appropriate climate change management, and to participate in a sector wide leadership approach.

Recommendation to Committee

Council adopts the City of Nedlands Climate Change Declaration as attached (attachment 1) as recommended by the Sustainable Nedlands Committee.

Strategic Plan

KFA 5: Governance

5.1 Manage the City's resources in a sustainable and responsible manner.

Background

The City of Nedlands joined the Cities for Climate Protection program in 1998, and remained committed to reducing its Greenhouse Gas emissions until the program was dissolved in 2009. Following this, the City resolved to purchase the Greensense Reporting Platform in 2010–2011 to monitor our greenhouse emissions on an ongoing basis.

WALGA has developed a template Declaration on Climate Change and is encouraging all local governments to adapt this document for their own council, and to publicise it to demonstrate their commitment to climate change.

This declaration stands as a voluntary opportunity for local governments to demonstrate their political commitment to locally appropriate climate change management, and to participate in a sector wide leadership approach.

Proposal Detail

This declaration stands as a voluntary opportunity for local governments to demonstrate their political commitment to locally appropriate climate change management, and to participate in a sector wide leadership approach.

WALGA is encouraging local governments to acknowledge future climate change, and both mitigate their emissions in their own operations and adapt to any future climate change impacts. Signing this declaration shows a commitment to climate change management.

Consultation

Required by legislation: Yes ☐ No ☒

Required by City of Nedlands policy: Yes ☐ No ☒

Consultation type: Sustainable Nedlands Committee Dates: 3/10/11

The Sustainable Nedlands Committee at its meeting held on 3 October 2011 resolved that:

Committee Recommendation

That Council adopt the City of Nedlands' Climate Change Declaration.

Legislation

There are no immediate legislative implications with this report. The City of Nedlands Declaration on Climate Change if adopted, will provide a mechanism for the City of Nedlands to be involved in working with State and Federal Government to ensure achievement with any key National and International agreements.

Budget/financial implications

Budget: Nil

Within current approved budget: Yes ☒ No ☐

Requires further budget consideration: Yes ☐ No ☒

Financial:

The adoption of the City of Nedlands Climate Change Declaration has no current cost implications as it does not require any additional resources. Any costs arising from this Declaration are subject to future Council budgetary decisions.

Risk Management

If the Declaration is not adopted by Council there is a risk that the community and other stakeholders may consider that Council is not providing sector wide leadership regarding climate change.

Discussion

As part of the Western Australian Local Government Association's (WALGA) commitment to climate change policy and advocacy, the Association, with Local Government and Office of Climate Change consultation and contribution, has developed the Climate Change Declaration template. Local Governments are encouraged to adapt this template to their needs. The Declaration is part of a three-tiered approach to climate change planning strategies, which are being developed by the Association, the Office of Climate Change and the Department of Planning WA.

Signing the Declaration and making it publicly available on the City's website demonstrates the Council's commitment to reduce emissions and adapt to the effects of climate change.

It is important that the City prepares itself and our community for the potential effects of climate change. The Intergovernmental Panel on Climate Change in 2007 predicted the following changes in climate for Perth over the next 50 years:

- An increase in annual average temperature of 2.7 °C, and twice as many days over 35 °C per year.
- 20 % reduction in annual rainfall.
- An increase of mean sea level of 0.33 m (and 0.9 m over a 100 year timeframe).
- Increase in the intensity of extreme weather events such as storms.

A report prepared by Coastal Zone Management in 2010 identified the following key threats for the WESROC region:

- Threat to infrastructure adjacent to the coast and river from erosion and inundation.

- Impact on management and maintenance of infrastructure, drainage and wastewater networks.
- Increased range of vector-borne diseases and the associated emergency response.
- Impact of natural resources such as bushland and landscaped gardens, and water and air quality.

Other likely effects for the City include increased exposure to extreme temperatures by council employees and the need to adapt to reducing resources such as water and coal- and oil-based fuels.

The advice as detailed above describes how future changes in climate will likely affect local government. WALGA is encouraging local governments to acknowledge these changes and commit to climate change action. This declaration is the first step.

Conclusion

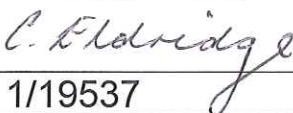
Climate change will have effects on our residents, public infrastructure, natural environment and employees. Signing the City of Nedlands Climate Change Declaration demonstrates the City's commitment and leadership with respect to climate change management.

Attachments

1. City of Nedlands Declaration on Climate Change

D63.11	City of Nedlands Carbon Inventory and Management Report Baseline Year 2009–2010
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Committee	8 November 2011
Council	22 November 2011

Applicant	City of Nedlands
Owner	City of Nedlands
Officer	Phoebe Huigens - Sustainability Officer
Director	Carlie Eldridge - Director Development Services
Director Signature	
File ref.	M11/19537
Previous Item No's	N/A
Disclosure of Interest	No officer involved in the preparation of this report had any interest which required it to be declared in accordance with the provisions of the <i>Local Government Act (1995)</i> .

Purpose

To endorse the City's Carbon Inventory and Management Report Baseline Year 2009–2010, herein referred to as the Report, as a first step towards creating targets for carbon reduction within the City.

Recommendation to Committee

Council:

1. **Receives the Carbon Inventory and Management Report Baseline Year 2009–2010 as recommended by the Sustainable Nedlands Committee.**
2. **Agrees to publish the Carbon Inventory and Management Report Baseline Year 2009–2010 on the City's website and be available to residents.**
3. **Endorses the development of draft Carbon Reduction Strategy and Action Plan for consultation with the community and consideration by Council.**
4. **Endorses future annual inventories be prepared and be published on the City's website and be made available to the community.**

Strategic Plan

- KFA 5: Governance
- 5.1 Manage the City's resources in a sustainable and responsible manner.

Background

The City of Nedlands joined the Cities for Climate Protection program in 1998, and remained committed to reducing its Greenhouse Gas emissions until the program's federal government funding ceased in 2009. The City then resolved to purchase the Greensense Reporting Platform in 2010/2011 to monitor our greenhouse emissions. This Platform, which is the preferred platform of WALGA, was purchased in January 2011 and has produced data for the 2009/2010 baseline year. The data is contained in the City's Carbon Inventory and Management Report Baseline Year 2009/2010.

Proposal Detail

Using the Greensense Reporting Platform, energy and fuel data has been collated for the City for 2009/2010 financial year to present. This Report has been developed using this data, to establish the City's baseline energy use. As a result of Council endorsing the Carbon Inventory and Management Report, Baseline year 2009/2010 the City can develop reduction targets and actions which will assist the City to reduce carbon emissions over time.

Consultation

Required by legislation: Yes ☐ No ☒

Required by City of Nedlands policy: Yes ☐ No ☒

Consultation type: Sustainable Nedlands Committee Dates: 3/10/11

Comments received:

The Sustainable Nedlands Committee at its meeting held on 3 October 2011 passed the following recommendation:

Committee Recommendation

That:

1. this report will be submitted to Elected Members following the receipt of the Sustainable Nedlands Committee's recommendations;
2. this report will be published on the City's website to be available to residents;
3. a Carbon Reduction Strategy or Action Plan is developed;
4. future annual inventories will be prepared each year and will be published on the City's website.

Legislation

There has been ongoing debate at a Federal government level relating to legislative and taxation changes that may result in increased costs to the City. It is anticipated that the taxation changes will relate directly to carbon emissions.

This report provides a record of how the City generates emissions and identifies areas and methods where they can potentially be reduced. This will provide a mechanism for the City to advise Council on methods to reduce these cost implications.

Budget/financial implications

Budget: Nil

Within current approved budget: Yes ☒ No ☐

Requires further budget consideration: Yes ☐ No ☒

Financial:

The accepting of the baseline data and endorsement of the preparation of an action plan and strategy has no cost as it will be completed with current resources available to the City. Any costs arising from a strategy is subject to future Council decisions.

Risk Management

The accepting of this report will provide increased certainty to Council in terms of our generation of carbon emissions. This will reduce risk to any taxation, cost or legislative changes that may impact the City financially, provide with an improved capacity to respond and decrease financial exposure to change.

Discussion

The City's Carbon Inventory and Management Report Baseline Year 2009–2010 gives the City a clear picture of how much carbon we are emitting from our council operations, and where these emissions are coming from. This information has been broken down and details the areas where Council's generation of emissions are highest. The City's measured footprint was 2569.07 tonnes of carbon dioxide equivalent emissions for the 2009–2010 financial year. This is equivalent to the carbon emissions released from 490 cars being on the road for a year.

The breakdown of these emissions are:

- Forty two percent (42 %) of these emissions were from streetlights.

- Forty one percent (41 %) were from other electricity use.
- Seventeen percent (17 %) from council vehicle emissions and natural gas used in council buildings.

Emissions included in this inventory were petrol fuel, diesel fuel, LPG, purchased electricity and natural gas. Some emission sources have been excluded from this inventory, but may be included in future years. Examples include water use, employee commuting, business travel, paper use and waste.

Paper has been excluded from this inventory, as there is currently no national standard for reporting paper use. Paper sent to landfill could be reported, however this does not include paper used and kept within the City, and does not account for the production and transportation of the product. Paper purchased by the City could be reported, however this does not take in to account paper sent for recycling or its primary source for manufacture.

Waste produced by council operations needs to be included in future inventories. Waste is a significant contributor to greenhouse gas emissions once it arrives at landfill. An audit of waste produced during council operations will need to be performed on waste produced by City operations so this can be included in future inventories.

Business travel has not been included in this inventory as the City currently has no consolidated record of business travel. Air travel is a huge contributor to greenhouse gas emissions, and needs to be included in future inventories. Taxi charges, although expected to be minimal, will also need to be included.

The City of Nedlands' carbon emission total is below the threshold set by the National Greenhouse and Energy Reporting Scheme (NGERS), therefore the City is not required to report to the Department of Climate Change and Energy Efficiency on its emissions. These reporting obligations may change in the future if Government decides to require local governments to report on their emissions.

From this report, the City has the opportunity to follow EPA Victoria's "Best Practice" In Carbon Management, which would require the City to identify ways to avoid or reduce emissions, switch to less energy-intensive fuel sources, and finally offset the residual emissions. This would require the creation of a carbon reduction plan or strategy to be developed by Council.

This report enables the City to develop future reduction targets and actions, and reduce emissions over time as part of the City's commitment to climate change. This baseline year can be compared to future years to monitor progress.

Conclusion

The City's Carbon Inventory and Management Report Baseline Year 2009–2010 measures the City's footprint to be 2569.07 tonnes of carbon dioxide equivalent, with the vast majority of the emissions coming from electricity use. By preparing this inventory, the City is well-placed to develop an emissions reduction strategy to reduce its emissions in the future.

There are areas that have not been included in the report which include water use, employee commuting, business travel, paper use and waste. Industry standards should be developed in the coming years which will assist in the City including these items within future reports and providing a more accurate representation of carbon inventory information.

Attachments

1. Carbon Inventory and Management Report Baseline year 2009–2010