



City of Nedlands

Planning and Development Reports

Committee Consideration – 9 February 2021

Council Resolution – 23 February 2021

Table of Contents

Item No.		Page No.
PD01.21	Strategic Planning Framework - Gaps Analysis	2
PD02.21	Establishment of a Design Review Panel, Final Adoption of the Design Review Panel Local Planning Policy and Appointment of Panel Members.....	7
PD03.21	Local Planning Policy, Primary Controls and Community Benefits for Apartment Developments	20
PD04.21	Broadway, Nedlands Town Centre and Waratah Village Context and Character Local Planning Policies	32

PD01.21	Strategic Planning Framework - Gaps Analysis
----------------	---

Committee	9 February 2021
Council	23 February 2021
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995 and section 10 of the City of Nedlands Code of Conduct for Impartiality.	Nil. “the author, reviewers and authoriser of this report declare they have no financial or impartiality interest with this matter. There is no financial or personal relationship between City staff and the proponents or their consultants. Whilst parties may be known to each other professionally, this relationship is consistent with the limitations placed on such relationships by the Codes of Conduct of the City and the Planning Institute of Australia”.
Director	Tony Free – Director Planning & Development
CEO	Mark Goodlet
Reference	Nil
Attachments	<ol style="list-style-type: none"> 1. Letter from Western Australian Planning Commission 2. Strategic Planning Framework Gaps Analysis 3. Community Working Group Minutes – 9 December 2020 4. List of Council decisions not in accordance with strategic planning program of works
Confidential Attachments	Nil

1.0 Executive Summary

This report is presented to Council to outline the City’s strategic planning framework gaps analysis which has been prepared by Administration in consultation with senior officers from the Department of Planning, Lands and Heritage (DPLH) and Council.

2.0 Recommendation to Committee

Council:

1. endorses the strategic planning gaps analysis (Attachment 2) which is consistent with advice from the Chair of the West Australian Planning Commission.
2. instructs the CEO to:
 - a) continue to undertake the nominated programme of “required investigations” as outlined in Attachment 2;

- b) liaise and collaborate with the Department of Planning, Lands and Heritage to review the findings of the investigations, and collectively establish the need for and nature of any new planning tools, where deemed necessary, to address the gaps identified in the local planning framework;**
- c) ensure that where a strategic planning project is covered by the GAPS Analysis, all previous council decisions relating to timeframe deliverables be superseded with this resolution; and**
- d) defer the initiation of any further strategic planning proposals including scheme amendments and finalisation of local planning policies where the determination of the WAPC is required, until agreement has been established on the planning tool in accordance with point 2(b).**

3.0 Discussion/Overview

Since Local Planning Scheme No 3 (LPS3) was gazetted in April 2019, a number of 'gaps' have been identified by Administration in the City's strategic planning framework. These gaps have become apparent through the City's difficulty in negotiating outcomes in the Development Application process that are satisfactory in terms of the local areas context and character.

On 21 September 2020, representatives from the City's Planning team met with senior officers from the Department of Planning Lands and Heritage (DPLH) to discuss the challenges the City is facing in implementing the provisions of LPS3. Following this meeting, the City received a letter from the Chairman of the Western Australian Planning Commission (WAPC; included as Attachment 1) advising that the current approach to changing the strategic planning framework is untenable and 'is creating potentially unrealisable expectation in the community and uncertainty for development outcomes.' The letter identifies 'Local Planning Policy (LPP) – Interim Built Form Design Guidelines – Broadway Mixed Use Zone' and proposed Amendment No.7 to LPS 3 as two such strategic planning documents that are contributing to unrealistic expectation in the community and are not supported by necessary background investigations. The letter references the reactive manner in which Council resolved to prepare these documents, and the obvious lack of associated strategic intent and research. Attachment 4 highlights a number of decisions that have been made in a similarly reactive manner that have delayed or redirected the strategic planning teams program of works.

The WAPC recommended the City take an alternative path to resolving this matter:

- i. Undertake a strategic analysis to identify the key issues that arise from implementation of LPS3; and
- ii. Define what 'gaps' exist in the City's existing local planning framework and what planning instruments are best suited to support the implementation of the City's Local Planning Strategy and LPS3 – to deliver long term positive outcomes in the City – supported by appropriate investigations, such as the built form modelling currently being undertaken.

In accordance with this recommendation, Administration have prepared a 'Gaps Analysis' of the City's strategic planning framework in regular and iterative consultation with senior officers of the DPLH. The intent of the document is manifold; it seeks to secure agreement on the nature and associated objectives of perceived gaps. It also identifies the investigations required to substantiate the extent of the gap and demonstrate need for a new planning instrument to resolve the gap. It is also intended to establish an agreed priority of works (investigations and potential planning instruments, where there is demonstrated need). The Gaps Analysis focusses on four key areas of deficiency in the planning framework being built form, vegetation, traffic/ parking and land use/ centres. The Gaps Analysis document is included as Attachment 2.

After a final review of the Gaps Analysis document, the City received advice from DPLH on the 4 December 2020 advising that:

"The Department supports the strategic approach that the City is now taking in review of its local planning framework. The approach provides a clearer understanding of the potential implications that arise from implementation of Local Planning Scheme No.3; and importantly, how they can be responded to by properly prepared and appropriate planning instruments.

We have provided advice on the content of the Gap Analysis on a number of occasions, and the 'Items' (column 1 and 2) are acknowledged as being the City's priority issues for resolution; albeit not all will require the involvement of the Western Australian Planning Commission (WAPC).

In undertaking the Required Investigations (column 3) we reiterate that the findings of the investigative work would need to clearly demonstrate need for a new planning instrument, as foreshadowed by the 'Available Tools...' (column 4), if these are to be supported by the Department and/or WAPC. The investigations should serve as the 'evidence base' that we have discussed with the City previously. This is particularly important where the City seeks to replace or amend the acceptable outcomes of the R-Codes, or augment the objectives of the R-Codes, in accordance with 1.2.2; 1.2.3; or 1.2.4 of that document.

We note that the priority for consideration at this stage is columns 1-3 of the Gap Analysis and that any potential tools (column 4) that would appropriately refine, and/or guide the implementation of LPS 3, will be the subject of future separate discussion with the Department.

To provide support of the City's review in the future, the Department will give focus to planning instruments deriving from the GAP Analysis."

After receiving confirmation of DPLH's support of the proposed strategic approach to the City's planning framework, Administration presented the Gaps Analysis to Council for endorsement at the December 2020 OCM. At this OCM, Council unanimously resolved to defer the item for further discussion at the 9 February 2021 Committee Meeting. After discussion at this Committee Meeting, Administration now presents the GAPS analysis to Council for their endorsement.

In providing support for this document, Council is indicating their agreement to undertake the nominated investigations and review the outcomes of the investigations in consultation with DPLH to determine the need for and nature of any future specific planning instruments that are appropriate to resolving the identified gaps. Filling these gaps will become strategic priorities for the City's Planning team, and the support from DPLH provides a clearer pathway to approval, where required.

4.0 Consultation

Administration presented a draft version of the Gaps Analysis to a Council Briefing Session on the 15 October 2020 to discuss and receive feedback on the proposed draft items. The document has undergone rigorous work since this Briefing to ensure that the gaps are captured succinctly and to accurately identify perceived deficiencies in the framework that require additional investigations and possibly, depending on the investigative findings, additional specific planning instruments.

The Gaps Analysis concept was initially introduced to the Community Working Group on the 25 November 2020 and was presented to them for a more in-depth discussion on the 9 December 2020. The minutes from the Community Working Group meeting are included as Attachment 3.

5.0 Strategic Implications

How well does it fit with our strategic direction?

The Gaps Analysis identifies weaknesses and gaps in the City's strategic planning framework. The items on this list are central to the City's strategic planning direction and filling these gaps will be pivotal in the built form outcomes that the City experiences because of LPS3.

Who benefits?

The community will benefit from robust planning instruments that work for the City, providing a well-researched and evidence-based framework from which positive planning outcomes can be reasonably obtained.

Does it involve a tolerable risk?

The Gaps Analysis is not considered to pose a strategic risk to the City, as it is intended to reduce the risk the City is exposed to through a lackluster planning framework.

Do we have the information we need?

Yes.

6.0 Budget/Financial Implications

Can we afford it?

There are no costs associated with developing the Gaps Analysis, beyond standard administrative costs such as staff time. Investigations required to address the gaps identified may result in additional costs, and these will be budgeted for accordingly.

How does the option impact upon rates?

No impact.

7.0 Conclusion

A strategic planning framework must be built upon evidence-based research and thorough investigations. Reactive planning decisions and documents do not optimally serve the City's community, Council or Administration, particularly as they are often not supported by DPLH and therefore cannot be implemented at a statutory level. The work undertaken on the Gaps Analysis by Administration, in regular consultation with DPLH and Council, seeks to bridge perceived gaps in the planning framework that limit the potential of LPS3 to govern planning outcomes within the City in an appropriate and effective manner.

Administration advises that Council resolve to support the recommendation to endorse the Gaps Analysis document as found in Attachment 2.



Enquiries: Dale Sanderson 6551 9787

Mark Goodlet
Chief Executive Officer
City of Nedlands
By email: Mark.Goodlet@nedlands.wa.gov.au

Dear Mr Goodlet

CITY OF NEDLANDS – LOCAL PLANNING FRAMEWORK

I write following our meeting on 17 September 2020 and appreciated the opportunity to discuss the challenges the City of Nedlands (the City) is currently facing in the implementation of Local Planning Scheme No.3 (LPS 3).

The City and Department of Planning, Lands and Heritage (the Department) are both devoting considerable time and resources to the City's attempts to develop a local planning framework to supplement LPS 3. However, the approach to much of these efforts is creating potentially unrealisable expectation in the community and uncertainty for development outcomes.

In this respect, I understand that the Department is writing to you separately in relation to the City's 'Local Planning Policy (LPP) – Interim Built Form Design Guidelines – Broadway Mixed Use Zone' and proposed Amendment No.7 to LPS 3 which have been forwarded to the Department for assessment.

The Department has identified these as examples of proposals that have been initiated by the City ahead of the necessary background investigations being undertaken, for example, the built form modelling that is currently being prepared for the City.

Further, the LPP and Amendment No.7 appear to have been prepared in a reactive manner rather than with strategic intent and in the absence of a strategic review that would identify the key issues that arise from implementation of LPS 3, for example, the management of transition between areas of differing density.

As a result, I recommend that the City:

- (i) undertake a strategic analysis to identify the key issues that arise from implementation of LPS 3; and then
- (ii) define what 'gaps' exist in the City's existing local planning framework and what planning instruments are best suited to support the implementation of the City's Local Planning Strategy and LPS 3 – to deliver long term positive outcomes in the City – supported by appropriate investigations, such as the built form modelling currently being undertaken.

In this respect, I confirm that LPS 3 is fundamentally appropriate to guide future development and land use in the City.

The City could then develop a programme of investigations and properly formulated planning instruments, such as precinct plans, local planning policies and minor scheme amendments (where applicable), to support the implementation of LPS 3.

In doing so, I recommend the City work with the Department in finalising the programme to ensure the City's intended direction is achievable in the context of the state planning framework and would appropriately refine, and/or guide the implementation of, LPS 3. I envisage that Council endorsement of this programme would be sought.

The agreement of the City's administration, Council and the Department is fundamental to the success of the proposed process. Accordingly, Council endorsement of the works programme will also be necessary. The Department will then focus on working with the City on the agreed programme.

I and officers of the Department are also available to speak to the City's Elected Members in the coming months.

Yours sincerely

A handwritten signature in black ink, appearing to read 'D. Caddy', with a stylized flourish at the end.

David Caddy
Chairman
Western Australian Planning Commission

21 September 2020

Item	Objective	Required Investigations	Available tools (to be reviewed, in conjunction with DPLH, once required investigations have been completed)
BUILT FORM			
1. Building envelope and massing – local areas 2. Context and character	Respond to the Community’s perceived loss of amenity in lower coded areas where they abut higher density areas Manage built form transitions between higher and lower density codes. Define ‘desired future character’ for local areas. Develop localised planning controls to guide ‘existing’ and ‘desired future’ character expectations under R-Codes V2.	Review Medium Density Policy. Built form transitions to be established through: 1. Local distinctiveness study 2. Context analysis 3. Built form modelling 4. Review built form modelling outcomes against housing diversity objectives under the Local Planning Strategy Modelling will involve the testing of SPP7.3 and subsequent identification of any gaps that exist because of locational context and/or geographic features unique to Nedlands. The modelling will not seek to model typologies and dwelling yields with a view to rezoning or limiting development potential.	<ul style="list-style-type: none"> Precinct Structure Plan Local Planning Policy
VEGETATION			
3. Loss of existing trees on private land 4. Deep soil and canopy tree planting (Single houses and Grouped dwellings).	Promote canopy tree retention and provision of new landscaping and canopy for new developments. Reinforce Nedlands’ green, leafy character by encouraging deep soil areas and canopy tree planting in low to medium density developments.	Review Medium Density Policy. If necessary, mapping and analysis of existing tree canopy across the City – identify significant trees worthy of retention via significant tree register. Built form modelling to account for significant tree retention. Consider development incentives for canopy tree retention across entire City of Nedlands. Continue work on City’s POS strategy. Investigate and review other local government planning instruments (LPP’s, Scheme text) e.g. City of South Perth, Town of Bassendean Draft LPS11, City of Canning.	<ul style="list-style-type: none"> Local Planning Policy (These objectives may be achieved through the Medium Density Design Code)
TRAFFIC AND PARKING			
5. Car parking and traffic	Ensure adequate car parking is provided for new development without unreasonable adverse impact on the existing traffic network. Support alternative (non-motorised) modes of transport.	The following investigations will be required: <ul style="list-style-type: none"> Integrated transport strategy City-wide traffic model Discussions with PTA, DoT and MRWA. Car parking strategy 	<ul style="list-style-type: none"> Integrated Transport Strategy adopted into the Local Planning Strategy, on its review. Precinct traffic models (The above tools can then be used to inform the development of precinct structure plans and/or Local Planning Policy)
6. Streetscape and Vehicle Access	Encourage consolidated vehicle access to optimise opportunities for on-street parking, traffic safety, canopy tree planting and urban greening of the public realm.	Review Medium Density Policy. If necessary, investigate planning controls including tenure (easements, laneways) and design-based solutions.	<ul style="list-style-type: none"> Scheme amendment and Local Policy Planning (These objectives may be achieved through the Medium Density Design Code)
LAND USE/CENTRES			
7. Land use permissibility (Mixed Use Zone)	Review the extent of the Mixed-Use Zone and consider in areas where the Centre zone, or other zones, might be more appropriate.	Detailed site and context analysis to investigate the extent of the Mixed-Use Zone and whether alternative zone/s may be better. Investigate the merit of a Centre Zone for Nedlands Town Centre.	<ul style="list-style-type: none"> Scheme amendment Local Planning Policy to guide discretion and built form Precinct Structure Plan
	Review LPS3 for anomalies.	Review LPS3 for anomalies or operation issues. Focus on site specific provisions (Additional Use/Special Controls) to confirm relevant planning controls are in place.	<ul style="list-style-type: none"> Omnibus Amendment (if required)



City of Nedlands

Minutes

Community Working Group Meeting

9 December 2020

ATTENTION

This is a Community Working Group which may only make recommendations to Council. No action should be taken on any recommendation contained in these Minutes. The Council resolution pertaining to an item may be made at the next Ordinary Meeting of Council following this meeting

Table of Contents

Declaration of Opening	3
Present and Apologies	3
1. Disclosures of Financial and/or Proximity Interest	4
2. Disclosures of Interests Affecting Impartiality	4
3. Declarations by Members That They Have Not Given Due Consideration to Papers	4
4. Confirmation of Minutes	4
4.1 Community Working Group Meeting 25 November 2020	4
5. Items for Discussion	5
5.1 Local Planning Scheme No. 3 - Gaps Analysis	5
Declaration of Closure	7

City of Nedlands

Notice of a meeting of the Community Working Group held in the City of Nedlands Meeting Room, 71 Stirling Highway, Nedlands on Wednesday 9 December 2020 at 6.00 pm.

Community Working Group Agenda

Declaration of Opening

The Deputy Chairperson declared the meeting open at 6.00 pm.

Present and Apologies

Working Group Members

Councillor Rebecca Coghlan (Deputy Chairperson)	Melvista Ward
Felicity Zimmerman	
James Trevelyan	
Ryan Vitali	
Sally Ferguson	
Rita Brooks	
Des Marsh	Present on "Teams"

Staff

Bonnie Hall	Snr Planning Officer Urban Planning
Fiona Atkins	Strategic Planning & Place Officer Urban Planning
Ms K Malloch	Administrative Officer

Apologies

Cr L J McManus (Chairperson)	Coastal Districts Ward
Katie Weir	
Claire Sullivan	

1. Disclosures of Financial and/or Proximity Interest

The Chairperson to remind Councillors, Community Members and Staff of the requirements of Section 5.65 of the *Local Government Act* to disclose any interest during the meeting when the matter is discussed.

A declaration under this section requires that the nature of the interest must be disclosed. Consequently, a member who has made a declaration must not preside, participate in, or be present during any discussion or decision-making procedure relating to the matter the subject of the declaration.

However, other members may allow participation of the declarant if the member further discloses the extent of the interest. Any such declarant who wishes to participate in the meeting on the matter, shall leave the meeting, after making their declaration and request to participate, while other members consider and decide upon whether the interest is trivial or insignificant or is common to a significant number of electors or ratepayers.

There were no disclosures of financial interest.

2. Disclosures of Interests Affecting Impartiality

The Chairperson reminded Councillors, Community Members and Staff of the requirements of Council's Code of Conduct in accordance with Section 5.103 of the *Local Government Act*.

Councillors and staff are required, in addition to declaring any financial interests to declare any interest that may affect their impartiality in considering a matter. This declaration does not restrict any right to participate in or be present during the decision-making procedure.

There were no disclosures affecting impartiality.

3. Declarations by Members That They Have Not Given Due Consideration to Papers

Nil.

4. Confirmation of Minutes

4.1 Community Working Group Meeting 25 November 2020

Moved: Rita Brooks
Seconded: Sally Ferguson

The Minutes of the Community Working Group held 25 November 2020 be confirmed.

CARRIED UNANIMOUSLY 7/-

5. Items for Discussion

5.1 Local Planning Scheme No. 3 - Gaps Analysis

The purpose of this Community Working Group meeting is to provide its members with an overview of the City's Urban Planning Services, the various facets that underpin the City's Urban Planning decision-making and policy development and highlighting the key priorities into 2021 for Urban Planning at the City of Nedlands.

A presentation was made by the City's Urban Planning staff. The key elements discussed, were as follows:

- Built Form
- Vegetation
- Traffic and Parking
- Land Uses/Centres
- Built Form

Ms Bonnie Hall and Ms Fiona Atkins presented a detailed power point presentation "Strategic Planning Framework - Gaps Analysis" It considered of nine slides and a copy of these slides will be placed in the Community Working Group Portal.

Local Planning Scheme No 3 was gazetted in April 2017 and since this time a number of 'gaps' have been identified by Administration in the City's strategic planning framework.

In September 2020 representatives from the City's Planning team met with officers from the Department of Planning, Lands and Heritage to discuss the challenges the City is facing in implementing the provisions of Local Planning Scheme No 3 (LPS3). As an outcome of this meeting, the City received a letter from the Western Australian Planning Commission on the 21 September 2020 advising the City to prepare a 'Gaps Analysis' of the City's strategic planning framework so that an agreed timeline of works can be achieved to create planning instruments that fill these gaps. The Department of Planning, Lands and Heritage have met with the City's officer's a number of times to ensure that the approach is agreed upon by those that the City will need to seek ultimate approval from.

The gaps analysis allows us to identify existing gaps and strategically plan how to address them.

Discussion by Members

Collaboration has occurred between the Council and senior officers from the Department of Planning, Lands and Heritage – several meetings have taken place each month.

Gaps in the LPS 3 have been identified – there needs to be discussion on what instruments are best placed to address them.

The Joint Development Assessment Panel (JDAP) has identified the “process” was not correct – the “Strategic Planning Framework - Gaps Analysis” addresses gaps in the implementation of the planning scheme.

Tools need to be identified to facilitate the assessment of the planning scheme.

Legal framework is set by WAPC. The plan was put together to control development but cannot be utilized until it is approved. WAPC declined to endorse plan as it did not have the backing of research and investigations.

The Gaps Analysis focuses on four core gaps-

1. Built Form
2. Vegetation
3. Traffic and Parking
4. Land Uses/Centres
5. Built Form

CWG Member Discussion:

Built Form

The community is greatly concerned about a perceived loss of amenity of properties in the lower coded areas, especially where they abut properties in the higher density areas. Many of these properties are not seeking re-development and will probably remain the same.

A planning character or “desired future character” has not yet been defined for Nedlands. It requires planning to maintain the balance between the different codes.

There is a landscaping option – “green walls” in blocks to break up areas, may succeed in creating a balance but may be difficult to maintain.

Vegetation

The renewal of trees is considered a priority – when trees are removed, they should be replaced tree retention in new landscaping and development plans should be promoted.

A system needs to be established to protect vegetation and expand the “green leafy character” to all densities, especially the higher density which needs to retain a balance between nature and buildings.

This system should also include car parks and encourage deep soil areas for canopy tree planting.

Discussion by members included considering the types of trees used for planting on streets and differing areas, and a focus on the trees on private land should be promoted.

Traffic and Parking

The presenters informed the members that the traffic analysis is presently being conducted by the Technical Services department and Main Roads, looking at traffic densities, traffic flows and cumulative traffic impacts.

Adequate car parking needs to be addressed. There should be adequate provision in planning and developments for “on street” parking”, “enbayment” parking, visitor parking, dedicated parking spaces for particular use that do not cause any adverse impact on the existing traffic network.

Members agreed that not enough allocation for car parking is included in many developments, causing parking to become illegal, unsafe, and/or encroaching onto unsuitable land or streets.

The safety aspect is of considerable concern. Consolidated vehicle access should be encouraged to optimize traffic safety, tree and verge planting and maintenance, building/road development and the increasing volume of traffic.

Mention was made of the changing and developing technology around the eventual and inevitable, replacement of combustion powered engines, increasing use of electric vehicles and other modes of transport. More awareness and allocation for alternative modes, of transport (especially non-motorised) should be an integral part of planning and development.

Land Uses/Centres

The members agreed there needs to be more clarity, differentiation, and guidance around the “Mixed-Use Zone.”

Each zone will have tangible assets in the area, different density codes and permissibility of uses and characteristics.

The extent and anomalies of the Mixed-Use Zone need to be considered; various areas may be more appropriate for a specific use e.g. a “Centre-Zone.”

Gathering research from overseas may assist in achieving a broader more specific over-view of planning and development for Nedlands in the future.

Declaration of Closure

There being no further business, the Chairperson declared the meeting closed at 7.20 pm.

**List of Council decisions not in accordance
with strategic planning program of works**

Decision	Action	Outcome
Primary Controls LPP for Apartments NOM December 2020 OCM Item 14.4	<p>Prepare an LPP which has very specific instructions stepped out in adopted NOM.</p> <p>Present the Draft LPP for the end of January Council Briefing as well as have the LPP written and tabled for the February OCM which has a report deadline of January 20.</p>	<p>LPP has had to be prepared by the Manager Urban Planning as we are short staffed over the Christmas Break. A comprehensive LPP required to be produced in 11 business days.</p> <p>Administration have recommended against prioritising this task over preparation of core deliverables such as Precinct Plans.</p>
Waratah Village Precinct Structure Plan Council Decision Nov 2020 SCM Item 6	<p>Administration to prepare a Draft Precinct Structure Plan to be presented to Council by March 2021.</p>	<p>The Planning and Development (Local Planning Schemes) Regulations 2015 and associated amendments to include Precinct Structure Plans as a Planning Instrument were announced on 18th December (after this decision was made by Council) were to become active on 15th February 2021. On 17th December 2020 the Minister for Planning Lands and Heritage release the State Planning Policy Precinct Design. With Council reports being due on 17th February 2020 and the amendments to the regulations only planned to be finalised on the 15th February, Administration has 2 days to prepare and finalise a Precinct Structure Plan as a Draft for consideration for adoption to advertise. A Precinct Structure Plan (with all research and background work complete) is likely to take a minimum of 3 months to refine and complete as a draft to a suitable standard. The production of planning instruments is also subject to agreement of the WAPC as part of the GAPS</p>

Decision	Action	Outcome
		analysis which requires their consent.
Advertising Requirements for Form 2 JDAP Applications – Modified Plans NOM – Cr Mangano Item 14.6	<p>Administration to advertise all Form 2 applications where a development has been previously approved, in the same manner as if it were a new application.</p>	<p>This decision requires the amendment of the City's LPP Consultation of Planning Proposals, however this did not form part of the instruction from Council. This motion is contrary to Clause 5.9.1 of the Policy which requires modified plans only to be readvertised in the same manner as the original application where the modifications have a greater impact, such as increased height, increased overlooking, increased bulk and scale. This decision of Council requires for example for 93-95 Broadway which is an approved JDAP application, that an internal modification to car parking allocation, which has no impact or material external change to the building, to undergo a full complex re-advertising process. This includes new signs on site, community information sessions, advertising in the newspaper and letters to all previous submitted, in this case over 200 letters. This is resource intensive and in most cases is unwarranted and will not change the outcome of a Form 2 as those applications only deal with the amendment item not the substantive DA.</p>
Hassell Built Form Modelling Additional resolution to Item 57.20 December 2020 By Cr Youngman	<p>Administration is required to compel Hassell as the City's consultant for Built form Modelling to produce an interim report for the Nedlands Town Centre and Broadway Precincts by the 15th January 2021. The resolution also states that</p>	<p>Administration has provided Council with a Memorandum on 18th December 2020 outlining that we have requested additional scope to be delivered by Hassell regarding property analytics to firm up the assumptions applied in terms of housing</p>

Decision	Action	Outcome
	Sufficient data and documentation including a suite of design guidance and built form control documents that will assist the City's planners and Council to better assess development proposals.	<p>typology and dwelling yields. This is critical to the built form modelling outcomes as it will determine whether or not it is likely that the City will over or under deliver on minimum dwelling targets as per Perth to Peel @ 3.5 million and subsequent sub-regional framework objectives.</p> <p>A further interim report can be provided, however the second deliverable from this resolution requires this work to be completed first, and Hassell have indicated, that based on using a sub-consultant, this work is unlikely to be completed until the early-mid 2021. The production of planning instruments is also subject to agreement of the WAPC as part of the GAPS analysis which requires their consent.</p>
Scheme Amendment No.4 – Fast Food Outlets. Resolution to initiate new Scheme Amendment 16 prohibiting fast food outlets in all zones. October OCM – Item 47.20	<p>Council refused to adopt the advertised version of the amendment, which was an amended version from the administration original amendment which was to prohibit.</p> <p>Council modified the amendment before consenting to advertise which included a 200m2 NLA limit and only to be located on Stirling Highway. This was refused by Council.</p>	<p>Scheme Amendment 16 will be brought back to Council at the February 2021 Council meeting following this resolution of October 2020. It will start the amendment process back from the beginning to the original officer recommendation which is to 'X' in all zones. However, following that original initiation, feedback provided by the DPLH informally was that there was no support for this amendment in that format. Therefore, it is unlikely to be supported as a new amendment in that same format. Administration suggests that a Fast Food Built Form Requirements LPP is a better planning mechanism to handle the impacts of Fast Food Outlets with Drive Through.</p>

Decision	Action	Outcome
Scheme Amendment 7 South Broadway – Down Coding Complex Amendment 25 Feb 2020 OCM – Item 14.3	<p>The City received a letter from David Caddy and the WAPC on the 23 September 2020. This letter outlined that the Scheme Amendment was not a Standard Amendment as adopted by Council and that the amendment was Complex as previously advised by the City's Administration.</p> <p>The amendment was therefore required to be readvertised until the end of January 2021.</p>	<p>A resolution of Council on the 28 July 2020 OCM required that the submissions received during the advertising period be expedited to the Committee Meeting on the 11 August, despite having only closed on the 25 July.</p> <p>Administration summarised 252 submissions and presented them to Council by the 11 August, pulling staff away from other work within the strategic programme.</p> <p>When the Amendment was forwarded to the WAPC for final decision, the WAPC advised the Council that the amendment was Complex, not Standard as previously advised by Administration. Scheme Amendment No 7 was therefore required to be readvertised. Advertising will finish on the 31 January 2021.</p>
Scheme Amendment 8 Alexander Road Dalkeith – Down Coding – Standard Amendment May 2020 OCM item 19.20	<p>At the May 2020 OCM, Council resolved for Administration to immediately initiate a Local Planning Policy to establish a 10-metre height limit in Alexander Road and 26, 28, 29, 31, 33 & 35 Philip Road, Dalkeith. Scheme amendment No. 10 was also initiated to reduce the zoning of all recently upcoded properties on Alexander Road from R60 and R80 to R35; as well as properties on Waratah Avenue and Philip Road</p> <p>Following advertising, Scheme Amendment presented to Council at SCM on 19 November 2020 for final decision to support the amendment or</p>	<p>Awaiting WAPC and Minister decision on Scheme Amendment No. 10. Indications verbally from DPLH is that they do not support the amendment.</p>

Decision	Action	Outcome
	<p>not to support the amendment</p> <p>Council adopted amendment with modification at the 19 November 2020 SCM.</p>	
Scheme Amendment 9 – Deep Soil Planting Areas October 2020 OCM item	<p>At the May 2020 OCM, Council resolved to adopt Standard Scheme Amt No.9 for advertising following a NOM from Council.</p> <p>Following advertising Council resolved at the October 2020 OCM to support the amendment without modifications and send to the WAPC and Minister for a decision.</p>	<p>The Amendment is premature of the Medium Density Codes which seeks to control the issue of deep soil planting for Grouped Dwellings.</p> <p>The NOM and wording for the Amendment has flaws in that it only speaks to a Deemed to Comply pathway and does not have an associated Design Principle therefore it is unlikely to create the desired outcome.</p>
LPP Residential Aged Care Facilities 4 August 2020 SCM – Item 6	<p>At the 28 April 2020 OCM, Council resolved to adopt LPP Residential Aged Care Facilities.</p> <p>At the 28 July 2020 OCM Council resolved to revoke the existing LPP and prepare a new LPP relating to Residential Aged Care Facilities.</p> <p>The new LPP was endorsed for advertising at the 4 August 2020 SCM, and finally adopted at the 3 September SCM.</p>	<p>The changes to the LPP appear reactionary in response to a single Development Application for Residential Aged Care Facility within the City. This undermines the integrity of the LPP within the judicial system during the Development Application process.</p>
LPP Doonan – Jenkins Laneway August 2020 OCM item 40.20	<p>Administration initiated LPP to activate scheme clause to require ceding of land and construction of a laneway to circumvent a developer proposing up to 5 crossovers into what is currently one lot.</p> <p>Adopted for advertising at April 2020 OCM.</p> <p>Following advertising, presented back to Council for final adoption.</p>	<p>At the August 2020 OCM, Council resolved not to proceed with the LPP.</p>
LPP Smyth Gordon Laneway	<p>Administration initiated LPP to activate scheme clause to</p>	<p>Council revoked this policy at the December 2020</p>

Decision	Action	Outcome
15 December 2020 OCM item 14.3	<p>require ceding of land and construction of a laneway to circumvent a developer proposing up to 5 crossovers into what is currently one lot.</p> <p>Adopted for advertising at March 2020 SCM.</p> <p>Following advertising, adopted by Council at June 2020 OCM.</p>	<p>OCM. Council's justification for revoking point to other measures to avoid negative streetscape impacts, such as amalgamated crossovers and basement parking.</p>
Initiation of a Community Working Group – May 2020	<p>CWG established and commenced in November 2020</p>	<p>Fortnightly meeting which requires strategic planners to present policy and scheme amendment items to a group of community members.</p> <p>CWG has no statutory decision making and is a referral to a community group who provide submission to those items which will be reported in Council reports accordingly.</p>

PD02.21	Establishment of a Design Review Panel, Final Adoption of the Design Review Panel Local Planning Policy and Appointment of Panel Members
----------------	---

Committee	9 February 2021
Council	23 February 2021
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995 and section 10 of the City of Nedlands Code of Conduct for Impartiality.	Nil. “the author, reviewers and authoriser of this report declare they have no financial or impartiality interest with this matter. There is no financial or personal relationship between City staff and the proponents or their consultants. Whilst parties may be known to each other professionally, this relationship is consistent with the limitations placed on such relationships by the Codes of Conduct of the City and the Planning Institute of Australia”.
Director	Tony Free – Director Planning & Development
CEO	Mark Goodlet
Previous Item	PD14.19 - OCM 23 April 2019 Item: 16.1 – OCM 17 December 2019 Item: 7 – SCM 30 January 2020 Item: 14.4 – OCM 30 March 2020 Item: 14.1 – OCM 28 July 2020 Item: 13.9 – OCM 15 December 2020
Attachments	1. Design Review Panel – Local Planning Policy 2. Summary of comments from Office of the Government Architect
Confidential Attachments	1. Design Review Panel – Candidate Cumulative Scoring Sheet 2. Design Review Panel – Interview Forms (Collated) 3. Overview of Design Review Panel members interviewed 4. Design Review Panel – Recorded Interviews (MP4 video format)

1.0 Executive Summary

The purpose of this report is for Council to:

1. Appoint the recommended members for the City of Nedlands inaugural Design Review Panel (DRP); and
2. Adopt the DRP Local Planning Policy.

The DRP will be appointed to provide independent expert design review advice for complex planning proposals received by the City.

This matter was last considered by Council at its 22 September 2020 meeting, where it was resolved to adopt the draft DRP Terms of Reference, with modifications, and to advertise the draft DRP Local Planning Policy for a period of 21 days. Council also resolved to progress with a call for expressions of interest for membership on the

DRP, with final appointment of members being made by Council upon its adoption of the draft DRP Local Planning Policy.

During October 2020, invitations for expressions of interest for membership on the DRP were advertised. A total of 25 expressions of interest were received. Using selection criteria drawn from the DRP Terms of Reference, 13 of these applicants were shortlisted and interviewed. The interview panel members included the Manager Urban Planning, a Principal Planner and Senior Urban Planners. All interviews were recorded, with applicant consent. These recorded interviews have been made available to Council as a confidential attachment.

Final selection of the recommended panel members for the DRP was made by collating scores given for meeting the selection criteria and performance in the interview. A total of eight panel members are recommended to Council for consideration and appointment. This includes six general members and two specialist members, as prescribed by the DRP Terms of Reference.

The Draft DRP Local Planning Policy was also advertised for 21 days, following Council's 22 September 2020 resolution. During this time, no submissions were received, and consequently no modifications have been made to the DRP Local Planning Policy post advertising.

At its 22 September meeting, Council resolved for the draft DRP Terms of Reference to be adopted, subject to a number of modifications. These modifications have now been made to the DRP Terms of Reference.

This Council report recommends adoption of the DRP Local Planning Policy and appointment of the recommended panel members to sit on the City of Nedlands inaugural DRP.

2.0 Recommendation to Committee

Council:

- 1. proceeds to adopt the Design Review Panel - Local Planning Policy, as set out in Attachment 1, in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2, Part 2, Clause 4(3)(b)(i);**
- 2. in accordance with Clause 2 of the Design Review Panel - Terms of Reference, appoints, for a period of two years, the following Design Review Panel members:**
 - a) General members:**
 - Tony Blackwell
 - Dominic Snellgrove
 - Samuel Kloppe
 - Munira Mackay
 - Philip Gresley
 - Hans Oerlemans
 - b) Specialist members:**
 - Graham Agar
 - John Taylor

3. **Instructs the CEO to review the Design Review Panel Local Planning Policy and funding model after six months of the operation of the Panel.**

3.0 Discussion/Overview

Background

The City continues to experience a significant number of large-scale and complex development applications following the gazettal of Local Planning Scheme No.3, which saw the introduction of higher residential densities throughout the City. These applications have a higher impact on the City's urban form and character and are subject to the new State Planning Framework of Design WA. The input of expert design advice, such as architecture, heritage, landscape design and sustainability, supports the City to effectively assess development applications under this framework. A DRP comprising of experts in these design fields can assist with improving design outcomes and mitigating any potential impact on established neighbourhoods. Whilst the DRP will not have any decision-making power, the relevant decision maker will need to have due regard to its advice.

Key Relevant Previous Council Decisions:

This matter was first considered at the Ordinary Meeting held on 23 April 2019, at which Council resolved not to establish a DRP. This matter was re-tabled for consideration at the City's December 2019 Ordinary Council meeting (Item 16.1) where the following was resolved:

"That Council reconsider its decision PD14.19 dated 23 April 2019 'That Council does not establish a Design Review Panel' and resolves to:

- 1. Instructs the CEO to recommend to Council a Design Review Panel Terms of Reference for the purposes of providing independent expert design review advice for complex planning proposals;*
- 2. Instructs the CEO to prepare a Local Planning Policy outlining the types of development, policies and projects that will be referred to the Panel, a set of Design Principles that the panel will use for a basis for review and relevant operations and procedures for the panel;*
- 3. The cost of the Design Review Panel be borne by the applicants;*
- 4. That the Design Review Panel be reviewed in 9 months from the date of establishment; and*
- 5. That the CEO investigates opportunities for a cooperative arrangement with other Western Suburbs Councils to share the use of a Design Review Panel if established. "*

A recommendation to Committee was subsequently prepared and put to Council on 30 January 2020 at a Special Council Meeting, where Council resolved to adopt the officer's recommendation, subject to amendments as outlined below:

"Regulation 11(da) - Council determined that the amendments better reflected the earlier intent.

That Council:

1. *Adopts the City of Nedlands Design Review Panel Terms of Reference for the purposes of providing independent expert design review advice for complex planning proposals as per attachment 2;*
2. *Prepares and advertises Design Review Panel Local Planning Policy for a period of 21 days, in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2, Part 2, Clause 4 as per attachment 1;*
3. *Instructs the Chief Executive Officer to call for expressions of interest for six (6) members for the City of Nedlands Design Review Panel, with appointment to the Panel to be made by Council upon its adoption of the Design Review Panel Local Planning Policy;*
4. *Instructs the Chief Executive Officer to:*
 - a. *refer the options for funding of a Design Review Panel to a Councillor Workshop to assess costs, benefits and risks, and report back to Council in March 2020 for a decision on funding; and*
 - b. *make arrangements for complex planning proposals to be considered by another Western Suburbs Design Review Panel at the proponent's cost as an interim measure prior to the establishment of the City of Nedlands Design Review Panel.*
5. *Notes that a budget amount of \$30,000 is to be set aside in the Mid-Year Review to allow for the operation of the Design Review Panel from February – June inclusive; and*
6. *Instructs the Chief Executive Officer to make arrangements for complex planning proposals to be considered by another Western Suburbs Design Review Panel at the proponent's cost as an interim measure prior to the establishment of the City of Nedlands Design Review Panel"*

At the 31 March 2020 Ordinary Meeting of Council, the Design Review Panel process ceased, with Council resolving as follows:

1. *"does not support the introduction a City of Nedlands Design Review Panel;*
2. *instructs the CEO to cease new referrals to Design Review Panels of other Local Governments and the State Design Review Panel; and*
3. *instructs the CEO to cease all work related to implementation of a Design Review Panel;*
 - a. *for the City of Nedlands; and*
 - b. *as a cooperative arrangement for the Western Suburbs Local Governments."*

At the July 28 2020 Ordinary Meeting of Council, Council resolved to proceed with the DRP process. Council resolved as follows:

1. *"resolves to establish a Design Review Panel; and*
2. *instructs the CEO to; Review and revise the City of Nedlands Previously Draft Design Review Panel Terms of Reference in light of the Advice Notes below;*
3. *review and revise the Previously Draft Design Review Panel Local Planning Policy in light of the Advice Notes below;*
4. *review and reschedule a call for expressions of interest members for the City of Nedlands Design Review Panel, with appointments to the Panel made by Council following its adoption of the Design Review Panel Local Planning Policy;*
5. *Council requires funding options (Clause 4) to include 100% cost recovery for development applications, from the applicant; and*

6. *refer Design Review modes and thresholds options to a Councillor Workshop, that is based on “Design Review Guide Chapter 7” where levels of escalation and the role of a City Architect are contemplated;*
7. *Make arrangements, where appropriate, for complex planning proposals to be considered by another Western Suburbs Design Review Panel or the State Design Review Panel at the proponent’s cost as an interim measure prior to the establishment of the City of Nedlands Design Review Panel; and*
8. *Give due regard to the following Advice Notes concerning the implementation and management of a Design Review Panel for the City of Nedlands.*

Advice Notes:

- a. *Council requires a Design Review Panel member to be connected to the City as either a ratepayer, resident or elector;*
- b. *Council expects the Design Review Panel presiding member to be highly regarded in their profession and respected by the community;*
- c. *Council requires final approval of panel members.*
- d. *Council requires modes and thresholds options (Clause 5) to include:*
 - i. *a tiered approach to Design Review Panel involvement diminishing with large, medium and small developments;*
 - ii. *consideration of a part-time City Architect role; and*
 - iii. *consideration of Community Reference Group role.*
- e. *present a re-scoped recommendation to the September 2020 Council meeting.”*

Based on the 28 July 2020 Council resolution, the revision of the Terms of Reference, Local Planning Policy, expressions of interest for Panel members and opportunity for an interim solution was progressed.

At the 22 September 2020 Ordinary Meeting of Council, Council resolved to proceed with the DRP process. Council resolved as follows:

1. *“adopts the City of Nedlands Draft Design Review Panel Terms of Reference for the purposes of providing independent expert design review advice for complex planning proposals subject to the following amendments:*
 - a. *at the end of Clause 1 add the words “including in the TOR an additional paragraph ‘Code of Conduct - All panel members are required to abide by the local government’s Code of Conduct.”;*
 - b. *amend the TOR by adding an additional clause 2.11 to read “A chair and deputy chair will be appointed by the election of the panel.”;*
 - c. *amends clause 4.2 of the TOR to remove the words “as nominated by the Director of Planning & Development”;*
 - d. *in clause 2.7 of the TOR the word “preferably” be added to after the word “shall”; and*
2. *advertises the Draft Design Review Panel Local Planning Policy for a period of 21 days, in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2, Part 2, Clause 4 subject to the removal of headings under 4.0;*
3. *instructs the Chief Executive Officer to call for expressions of interest for the City of Nedlands Design Review Panel, with appointment to the Panel to be made by Council upon its adoption of the Design Review Panel Local Planning Policy; and*
4. *notes that a budget amount of \$20,500 is to be set aside in the mid-year Review to allow for the operation of the Design Review Panel, for strategic matters, for the remainder of the financial year up to June 2021 inclusive.”*

The DRP Local Planning Policy was presented to the 15 December 2020 Council Meeting for final adoption. The report to this meeting also included a recommendation to appoint eight DRP members, following a rigorous selection process. At this meeting, Council resolved to defer the item to the February Council Meeting.

Comments from the Office of the Government Architect

The Office of the Government Architect (OGA) provided comments to the City on the draft DRP Local Planning Policy and Terms of Reference on 17 September 2020. These comments were received too late to be included in the report to the 22 September 2020 Council meeting, and so are summarised below:

1. The draft DRP Local Planning Policy and Terms of Reference are generally well developed.
2. The focus on residents and ratepayers as DRP members is not supported.
3. The fully proponent-funded model is not supported.
4. Consideration should be given to reducing the threshold for grouped dwellings being presented to the DRP from ten to six to eight dwellings.

A more detailed summary of these comments, together with Administration's response, is included as **Attachment 2**.

Design Review Panel Selection and Appointment Process

In response to Council's 22 September 2020 resolution, the City advertised for expressions of interest for membership on the DRP. The advertising period ran for 21 days, ending 23 October 2020.

The City received 25 applications during the expression of interest period. An evaluation panel, comprising the Manager Urban Planning, Principal Planner and a Senior Urban Planner undertook a review of all applications received. The selection criteria used in the assessment of applications is discussed below.

Selection Criteria

In assessing the applications received, the City's officers were guided by the DRP Terms of Reference, as well as the Office of Government Architect's Design Review Guide which outlines the following considerations:

- appropriate qualifications and demonstrated expertise in the relevant professional area.
- ability to work in a multi-disciplinary team.
- highly regarded among professional peers.
- demonstrated expertise in design review, design critique or the provision of strategic advice on design quality issues.
- knowledge or understanding of the State's Planning Framework, relevant local government policies, development controls and design issues in the local area.
- ability to analyse, evaluate and offer objective and constructive feedback on complex design quality issues in design review, for evaluation of complex development applications and on strategic planning matters.

- good written and verbal communication to ensure that advice provided to proponents is clear and concise.
- where relevant, it is desirable that the applicant is eligible for registration with an appropriate professional body or organisation in Western Australia and/or holds good standing with the relevant professional body.

Based on the above criteria, a scoring system was devised which considered expertise and general experience. Additional points were awarded for residents and/or ratepayers within the City of Nedlands, which was included as a preference in Council's 22 September 2020 resolution (i.e. it is not a mandatory requirement for a DRP member to be a resident and/or ratepayer).

Additional points were also awarded for specific experience with design review panels. Providing design advice on large and complex planning proposals in a panel setting is a skillset in and of itself, and so selecting members with previous DRP experience will increase the likelihood of the City's DPR running efficiently and effectively. Noting that the participation in multiple DRPs may present a capacity issue for members, candidates were queried in the interviews as to their ability to contribute to the City's DRP in addition to other commitments. All recommended members indicated that they had capacity to take on the time commitment of the City's DRP.

Based on the above considerations, the following point system was used in the selection process:

- Expertise = 10 points
- General experience = 10 points
- DRP experience = 5 points
- Resident/ratepayer = 2 points

Expertise and general experience were assigned the highest scores (10 points each), in recognition of the considerations outlined in the Office of Government Architect's Design Review Guide. DRP-specific experience was awarded 5 points, noting that it is not as critical as general design experience and expertise. Being a resident/ratepayer attracted an additional 2 points, noting that this criterion is a preference only and is not a mandatory prerequisite. There is also potential risk for a panel being comprised of solely residents due to the higher potential of conflicts of interest.

Using this scoring system, the top thirteen applicants were invited to participate in an interview. A synopsis of each candidate who was interviewed has been provided to Council as a confidential attachment.

In the interviews, each candidate was asked the following questions to enable them to demonstrate the value they would bring to the DRP.

- Q1. *Please tell us a bit about your design expertise – what type of projects have you worked on, your areas of expertise, and whether you have been involved in design review previously.*
- Q2. *Being a Design Review Panel member requires excellent communication skills and the ability to provide advice to many different people including industry colleagues and lesser experienced applicants who may not understand*

architectural and design language. Please tell us about your communication skills and whether you think you have the communication skills to provide design advice within a panel format.

- Q3. *The City of Nedlands deals with a diverse range of development, including multi-residential, mixed use and commercial. These are the type of applications which may be referred to our DRP. Do you have suitable experience and knowledge to provide expert design advice to the City of Nedlands for these types of development? And as an additional question, can you please provide an overview of how you might deal with a conflict of interest – both perceived and real? (Please prompt to support their response with examples)*
- Q4. *Are you interested in acting as the Chair or Deputy Chair of the Design Review Panel? If yes, please provide examples of how you have operated in a Chair position previously.*

All interviews were conducted via MS Teams and were recorded, with the interviewees' consent. The interview panel was comprised of a combination of the Manager Urban Planning, Principal Planner and Senior Urban Planners. Council has been provided with the completed interview forms and recorded interviews as confidential attachments to this report.

Scoring

Following completion of the interviews, the interview panel reviewed and combined all scores for each candidate. These final interview scores were then added to the initial selection criteria score, resulting in a total overall score out of 55. A summary of the breakdown of scores and the overall scoring has been provided to Council as a confidential attachment to this report.

Recommended Members

From the 13 candidates interviewed, the following eight members are recommended based on their overall score:

- a) General members:
- Tony Blackwell
 - Dominic Snellgrove
 - Samuel Klopper
 - Munira Mackay
 - Philip Gresley
 - Hans Oerlemans
- b) Specialist members:
- Graham Agar
 - John Taylor

Of these recommended members, three meet the criteria of being a resident, ratepayer or elector. The other five are from outside the City of Nedlands, but still scored higher than the remaining interviewed candidates. Three resident/ratepayer DRP candidates who were interviewed are not included in the recommended list, as

their overall scores from the selection criteria and interview scores were lower than those candidates that are recommended.

Consistent with the Office of Government Architect's Design Review Guide, the City's Administration acknowledges that *"while local knowledge is useful, a balance between local and subject expertise from outside the local government area should be sought in order to optimise the range and calibre of expertise available"*.

All disciplines listed below are represented on the recommended DRP, except for Transport Planning and Civil and/or Structural Engineering:

- Architecture
- Landscape Architecture
- Urban Design
- Heritage
- Sustainability and Environmental Design
- Service Engineering
- Accessibility
- Transport Planning
- Planning
- Public Art
- Civil and/or Structural Engineering

Of the 25 applications received, one demonstrated experience in Transport Planning, and another demonstrated experience in Civil and/or Structural Engineering. These scored towards the bottom of the overall list of applicants however, and therefore, were not considered appropriate for consideration on the DRP.

Alternate Recommendation

Based on the selection process undertaken by Administration, the eight members listed above are a recommendation only. As per the Design Review Panel Terms of Reference, members are to be appointed by Council. This means that Council can make a different selection of eight DRP members from the applications received.

Council have been provided with an alternate recommendation within this report, which provides an alternative list of DRP members based on a greater score being awarded for resident/ratepayers (six points awarded instead of two). Whilst this modified scoring system results in a greater number of resident/ratepayers on the DRP (five instead of three), it results in a reduction in landscape architecture expertise on the DRP (one member with landscape architecture expertise instead of two). Council have been provided with a candidate scoring sheet based on increased weight being given to resident/ratepayers.

Managing Potential Conflicts of Interest

Council have previously raised concern with the potential for conflicts of interest amongst a DRP. The Office of Government Architect's Design Review Guide contemplates such risks to the integrity of a DRP, and notes the following methods to manage the risk:

- All DRP members are to disclose any actual or perceived conflicts of interest in writing for the record. Where an interest exists, the member must:

- Disclose the interest to the Chair as soon as possible, and before the meeting to ensure there is a quorum for all items;
 - If the interest is a pecuniary interest, the member must not take part in the consideration or discussion of the matter.
- DRP member induction should be used as an opportunity to confirm member responsibility to declare any conflicts of interests and other governance requirements including media protocols; and
- Meeting minutes are to record any conflicts of interest.

Reflective of this guidance, the DRP Terms of Reference clearly set out the responsibility of DRP members to declare any financial, proximity and/or impartiality interests in accordance with the City's Code of Conduct at the start of the DRP meeting. Where an interest exists, the member must disclose the interest to the DRP Chairperson as soon as possible, and before the meeting to ensure there is a quorum for all items. The DRP Terms of Reference also require the meeting minute taker to record any declarations of interest.

As noted in the Selection Criteria section of this report, handling of conflicts of interest also formed part of the interview questions for DRP membership candidates. During the induction of the DRP members appointed by Council, members will be required to formally agree to the DRP Terms of Reference.

Administration is of the view that these measures will sufficiently manage the risk of conflicts of interest amongst a DRP.

4.0 Consultation

Design Review Panel Local Planning Policy

The DRP Local Planning Policy was previously advertised for a period of 21 days, ending 7 March 2020. During this time, a total of 62 submissions were received. As Council resolved to cease establishment of a DRP following the advertising period, these submissions were not reported to Council.

The draft DRP Local Planning Policy was subsequently modified before being presented back to Council at the 22 September 2020 meeting. In accordance with the resolution from this meeting, the draft DRP Local Planning Policy was advertised for a period of 21 days. During this second advertising period, no submissions were received. No modifications have been made to the DRP Local Planning Policy post advertising.

5.0 Statutory Implications

The DRP Local Planning Policy has been prepared in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2, Part 2, Division 2.

When appointed, the advice of the DRP is to be given due regard in the consideration of applications for development approval, in accordance with Clause 67 (zc) of the *Planning and Development (Local Planning Schemes) Regulations 2015* which forms

part of Schedule 1 – Supplemental provisions of LPS3, Matters to be considered by local government; (zc) any advice of the Design Review Panel.

6.0 Strategic Implications

How well does it fit with our strategic direction?

The establishment of a DRP is considered to achieve the following Planning Principles outlined in the City's Local Planning Strategy:

- Protect and enhance local character and amenity;
- Respect the community vision for the development of the district;
- Achieve quality residential built form outcomes for the growing population; and
- Respond to the local physical and climatic conditions.

Who benefits?

As outlined below, the establishment of a DRP will benefit the community, decision makers, and Council/Administration.

Community

- Gaining assurance that new developments will make a positive contribution to the public realm, adjacent development, and the surrounding community.

Decision maker benefits

- Gaining expert, independent advice on the design quality of a proposal.
- Enabling the recognition of good design outcomes and, when exercising discretion, the appropriate weight that might be applied to outstanding or innovative solutions that benefit the area.
- Having confidence in resisting poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Council/Administration

- Signals importance of good design to developers.
- Great learning experience for the Planners, who can attend and gain insight into design review which will help with future complex assessments.
- By encouraging design considerations pre-lodgement, time is saved on revision of plans post-lodgement.
- Applications that are lodged are more resolved and this reduces the number of times an item has to go to JDAP and often assists in resolving design Issues which may then end up in SAT.

Does it involve a tolerable risk?

The risks associated with not having a DRP include the following:

- Complex applications will not be reviewed by a panel of built form design experts relating to new assessment criteria as prescribed by State Planning Policy 7.0;

- There is no ability for Council or JDAP to refuse an application based on peer review comments. The only mechanism for a decision-maker to refuse an application based on design advice is through an appointed DRP in accordance with 67 (zc) of the City's Planning Scheme.
- Previous complex development applications were able to lodge without being subject to prior design review. This results in additional work as applicants make multiple changes during the application process to address design or planning issues. Each iteration of the plans must be reviewed by multiple internal departments and represents a significant cost to the City; and
- Without a DRP, expert advice in the areas of architecture, sustainability / energy efficiency, landscape architecture and arborists amongst others need to be engaged separately to adequately address the complex assessment items required to be vetted by the City as part of Design WA.

Do we have the information we need?

Administration's approach to establishing a DRP has been informed by the Office of the Government Architect's Design Review Guide.

7.0 Budget/Financial Implications

The Council resolved at the 28 July 2020 Ordinary Meeting of Council to pursue a proponent-funded model. The proponent is required to pay for the full costs associated with holding a DRP meeting, excluding the City's Administrative costs. This means that for a typical meeting, the total cost borne by the City would be approximately \$530 (Administrative costs), and the total cost borne by the proponents would be approximately \$4,200 (DRP member costs). Noting the comments received from the Office of the Government Architect regarding this funding model, discussed further in **Attachment 2**, Administration recommends that this approach be reviewed after six months of DRP operation.

A detailed breakdown of these costs is provided under the Budget/Financial Implications section of the 22 September 2020 report to Council (PD45.20).

There may be instances where Council wishes to refer projects of a strategic nature to the DRP. For example, DRP review of a local planning policy or precinct plan would assist in providing best practice knowledge and understanding of context, history and future desired character of the locality. As detailed in the Budget/Financial Implications section of the 22 September 2020 report to Council (PD45.20), the estimated financial implications of the assessment of strategic proposals by the DRP is \$41,000 excluding GST per annum. The Council resolved at the 22 September 2020 Ordinary Meeting of Council to allocate a half-yearly budget of \$20,500 for the purpose of funding the operation of the Design Review Panel for strategic matters.

8.0 Alternative Recommendation to Council

As discussed above, Council is provided with the following alternative recommendation, which is based on greater preference being given to resident/ratepayer members on the DRP:

Council:

- 1. proceeds to adopt the Design Review Panel - Local Planning Policy, as set out in Attachment 1, in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2, Part 2, Clause 4(3)(b)(i);**
- 2. in accordance with Clause 2 of the Design Review Panel - Terms of Reference, appoints, for a period of two years, the following Design Review Panel members:**
 - a) General members:**
 - **Dominic Snellgrove**
 - **Samuel Thomas Klopper**
 - **Craig Melville Smith**
 - **Tony Blackwell**
 - **Munira Mackay**
 - **Andrew Hagemann**
 - b) Specialist members:**
 - **John Taylor**
 - **Graham Agar**
- 3. instructs the CEO to review the Design Review Panel Local Planning Policy and funding model after six months of the operation of the Panel.**

9.0 Conclusion

Up-coded areas within the City are likely to experience high levels of redevelopment as a result of LPS 3. This is already being experienced with a large volume of applications lodged and a large 'pipeline' of proposals that are expected to be lodged in the coming months and years.

Establishing a DRP to provide independent expert architectural and design advice on large-scale and complex development that can impact the community is considered a vital step in the assessment of such proposals. As the City moves into an increasingly sophisticated planning assessment process including an increase in more intensive density and varied development typologies, the DRP becomes increasingly important. Therefore, it is imperative that the City and Administration are adequately equipped with professional expertise.

An alternative recommendation has been provided to Council, which is based on greater preference being given to resident/ratepayer members on the DRP. Whilst this modified scoring system results in a greater number of resident/ratepayers on the DRP, it results in a reduction in landscape architecture expertise.



LOCAL PLANNING POLICY – DESIGN REVIEW PANEL

1.0 PURPOSE

- 1.1 The purpose of this policy is to outline the operation of the City of Nedlands Design Review Panel.
- 1.2 This policy is to be read in conjunction with the Terms of Reference for the Design Review Panel, as adopted by Council.

2.0 ROLE OF DESIGN REVIEW PANEL

- 2.1 The Design Review Panel is advisory only and does not have a decision-making function.
- 2.2 The role of the Design Review Panel is to:
- a) Provide independent and impartial recommendations to the City on the architectural and design aspects of any planning proposal or related matter;
 - b) Improve the design quality and functionality of new development within the City, and ensure new development is consistent with the objectives and intent of the City's policies and strategies; and
 - c) Provide expert advice to the City to assist in the formulation of recommendations to the Council or Joint Development Assessment Panel on particular applications for planning approval, or in determining proposals under delegated authority.

3.0 OBJECTIVE OF DESIGN REVIEW PANEL

- 3.1 The Design Review Panel is to provide technical advice and recommendations to the City on the design and site planning of complex planning proposals.

4.0 POLICY MEASURES

Referral to Design Review Panel Prior to Lodgement of Application

- 4.1 Development which meets one or more of the following criteria is required to be referred to the Design Review Panel for review *prior* to the lodgement of a development application:
- a) Development of multiple dwellings;
 - b) Development of ten or more grouped dwellings;
 - c) Development that is three or more storeys in height, excluding single houses;



- d) Major extensions or amendments to those proposals referred to in a), b) or c) above, which in the opinion of the City would benefit from review by the Design Review Panel*;
- e) Mandatory Joint Development Assessment Panel (JDAP) proposals (excluding public or private schools and works by Government agencies and public authorities that do not involve a built form component);
- f) Optional 'opt-in' JDAP proposals, unless written confirmation is received from the City, prior to lodgement of a development application, that the proposal is not considered to require review by the Design Review Panel*; and
- g) Any amendment to a JDAP approval, which in the opinion of the City would benefit from a review by the Design Review Panel*.

* Proponents are encouraged to contact the City prior to lodgement to discuss whether the proposal should be referred to the Design Review Panel.

- 4.2** If development is of a type referred to in Clause 4.1 of this policy, and has not been referred to the Design Review Panel prior to the lodgement of a development application, the applicant may be requested to agree to a time extension in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* for the processing of the development application, to enable a design review meeting to be undertaken.

Referral to Design Review Panel After Lodgement of Application

- 4.3** Development, not of the kind referred to in Clause 4.1 of this policy, but which, in the opinion of the City is:

- a) Of a complex or contentious nature;
- b) Likely to be of a significant interest to the community;
- c) Likely to have a significant impact on the existing or planned future streetscape, or as viewed from the public domain;
- d) Of strategic significance; or
- e) Likely to benefit from a referral to the Design Review Panel,

may be referred to the Design Review Panel either prior to or following the lodgement of a development application.

- 4.4** Planning proposals in the following categories may be referred to the Design Review Panel, where the City would likely benefit from a referral to the Panel:

- a) Proposed Structure Plans / Precinct Plans, or amendments to Structure Plans / Precinct Plans;
- b) Proposed Local Development Plans, or amendments to Local Development Plans; or



- c) Local Planning Policies which influence or affect built form controls.

Process Prior to Lodgement of Application

- 4.5** Information required to be submitted by the proponent to the City for assessment by the Design Review Panel must be submitted to the City a minimum of 10 clear working days prior to the date of the Design Review Panel meeting. Failure for this to occur may result in the proposal being rescheduled to the next available meeting.
- 4.6** Minutes summarising the agreed actions, and relevant comments and recommendations from the Design Review Panel are to be prepared by the City and provided to the applicant within 10 working days of the meeting occurring.
- 4.7** The proponent is responsible for funding Design Review Panel meetings for a proposal prior to its lodgement as a formal application.
- 4.8** Subsequent Design Review Panel meetings for a proposal referred to in Clause 4.1 of this policy prior to the lodgement of an application are at the proponent's cost.

Process After Lodgement of Application

- 4.9** Proposals that are formally submitted as a development application to the City following consideration by the Design Review Panel must be accompanied by a statement detailing how, and the extent to which, the comments made from the Design Review Panel have been addressed, in accordance with Clause 63(1)(d) of the Deemed Provisions of Local Planning Scheme No. 3.
- 4.10** Proposals will be considered by the Design Review Panel following the lodgement of a development application to make a recommendation to the City regarding the elements of the design that are supported and those elements that would benefit from further consideration.
- 4.11** The proponent is responsible for funding 100% of the cost of any Design Review Panel meeting post lodgement of the application.
- 4.12** Subsequent Design Review Panel meetings required for an application post lodgement are at the proponent's cost.

5.0 MATTERS TO BE CONSIDERED BY DESIGN REVIEW PANEL

- 5.1** In providing any advice and recommendations, the Design Review Panel shall take into account matters including, but not limited to:
- a) The relevant planning framework; and
 - b) The ten design principles outlined in Schedule 1 of *State Planning Policy 7.0 Design of the Built Environment*.



6.0 INFORMATION REQUIRED FOR DESIGN REVIEW PANEL MEETINGS

6.1 **Appendix 1** contains the information required to be submitted to the City by the applicant for assessment by the Design Review Panel.

6.2 **Appendix 2** contains the schedule of fees for holding a Panel meeting.

7.0 DEFINITIONS

7.1 For this policy the following definitions apply:

Definition	Meaning
City	City of Nedlands
Council	Council of the City of Nedlands
JDAP	Joint Development Assessment Panel

Council Resolution Number	
Adoption Date	
Date Reviewed/Modified	



Appendix 1 - Information to be Provided by the Applicant

Prior to the formal lodgement of a development application defined in Clause 4.1 of this policy, the applicant is required to submit material to enable a design review, unless otherwise waived by the City. The material required for design review is to sufficiently illustrate site analysis, site design response and the intended design proposal. This includes, but is not limited to the following:

1. Site analysis

Understanding the site context is important for the Design Review Panel to assess how well a proposal responds to its site and context.

The key elements of a site analysis include:

- a) Site location / wider context plan;
- b) Aerial photograph;
- c) Local context plan (showing surrounding land uses);
- d) Site context and survey plan; and
- e) Elevations/pictures of the existing streetscape and other influencing factors.

2. Site design response

The proponent should provide sufficient information to clearly articulate the considerations that have informed the broader site design approach.

The key elements of a site design response include:

- a) Assessment of site opportunities;
- b) Building massing studies to consider the quantity and arrangement of built form within the three-dimensional boundary within which development can occur;
- c) Car parking strategy (for mixed use proposals or where departures from parking standards are proposed);
- d) Energy and resource reduction strategy (for multiple dwellings);
- e) Orientation study, including winter sun paths and overshadowing of site and adjoining properties;
- f) Prevailing breezes and ventilation strategies (for multiple dwellings);
- g) Relationship to public domain and surrounding properties;
- h) Investigation of amenity provided for occupants and neighbouring developments;
- i) Retention of existing trees and vegetation;
- j) Landscape design approach (deep soil zones, location and species of trees);
- k) Communal open spaces;
- l) Consideration of culturally relevant or heritage elements; and
- m) Any relevant specialist advice.



3. Design proposal

Sufficient drawing material should be presented to outline the intended design proposal.

The key elements of a pre-development application design proposal include:

- a) Development details;
- b) Design quality statement outlining how the proposal responds to the ten design principles contained in Schedule 1 of *State Planning Policy 7.0 Design of the Built Environment*;
- c) Precedents that have informed the design proposal;
- d) Site plan;
- e) Floor plans;
- f) Elevations of the proposal in context;
- g) Sections of the proposal in context; and
- h) 3D images or visualisations.

Appendix 2 – Schedule of Fees for Design Review Panel Meeting

The below fee schedule is based on a maximum of four (4) Panel members being paid at an hourly rate of \$205 per hour (excluding GST) and the Panel Chairperson being paid at an hourly rate of \$227 per hour (excluding GST).

The actual meeting cost may be lower if less than the maximum 5 members, including the Chairperson, attend.

Schedule of Fees			
Role	Hourly Rate (excl. GST)	Panel Meeting Cost Per Hour (excl. GST)	Preparation Cost (excl. GST)
Panel Member (x4)	\$205	\$820	\$820
Panel Chairperson (x1)	\$227	\$227	\$227
Sub-total		\$1,047	\$1,047
Total (1 hour meeting)		\$2,094	
Total (2 hour meeting)		\$3,141	
Total (3 hour meeting)		\$4,188	

Summary of comments from Office of the Government Architect

Office of the Government Architect Comment	Administration Response
<p>Generally, the City's draft LPP and TOR are well developed. Strengths include;</p> <ul style="list-style-type: none"> • A proposed pool of 8 members (6 core panel members and 2 specialists) • The Panel is advisory only • The Panel is independent; chaired by a Panel member. • The process refers to the Design Review Guide criteria for evaluating EOI. 	<p>Noted.</p>
<p>The documents indicate that EOIs will be sought only from interested parties who are <u>residents and ratepayers only</u>. The Design Review Guide encourages some local members; however, this restriction will greatly reduce the pool of appropriately skilled design review expertise while presenting potential for perceived and actual conflicts of interest. During stakeholder engagement for Design WA, many developers and designers voiced concern regarding this approach (used by only a few LGs at the time) due to risks of subjectivity and conservatism. The OGA is concerned this will reduce the ability of the City to attract the best available expertise.</p>	<p>When the DRP Terms of Reference were considered at the 22 September 2020 Council meeting, Council resolved the modify the document to make this a preferable criterion, rather than a mandatory one.</p> <p>The City received applications from both resident/ratepayers and non-resident/ratepayers for membership on the DRP. Similarly, the recommended members for the DRP comprise a mix of resident/ratepayers and non-resident/ratepayers.</p>
<p>The LPP indicates a <u>fully proponent funded model</u>. The majority of Local Governments have found a centrally funded model to be the most successful, as it encourages proponents to seek feedback early, before too many project variables are set, and consultant hours spent. Early engagement in design review more often results in a positive, proactive process that is well-received as the early feedback is appreciated. Where a fee is charged, there is the tendency to seek design review post-lodgement, or once the design is well progressed. At this point, recommendations for change are more costly to implement and proponents' teams take a more defensive stance which can take time and effort for the local government to resolve. Presently there are a few local governments that charge a fee; however it is generally nominal and has a sliding scale depending on project size. The fees proposed in the Nedlands LPP would far exceed any other local</p>	<p>Noted. The Council resolved at the 28 July 2020 Ordinary Meeting of Council to pursue a fully proponent funded model. Therefore, the proponent is required to pay for the full costs associated with holding a DRP meeting, excluding the City's Administrative costs. Noting the comments received from the Office of the Government Architect regarding this funding model, Administration recommends that this approach be reviewed after six months of DRP operation.</p>

<p>government fee charged, does not encourage repeat reviews (cost is per review) and is an hourly rate regardless of project scale or complexity.</p> <p>Note also that it is advantageous to the City for proposals to return to the DRP to evaluation the responses to prior recommendations. A total of three reviews is recommended, and if a proponent has engaged collaboratively in design review, the third review should simply be confirmation and endorsement by the Panel, with reporting included in the RAR report. If a proponent is reluctant to incur the cost of a final design review, then this responsibility may fall to a planning officer.</p>	
<p>Integrate criteria from the Design Review Guide to declare up-front the importance of suitably experienced design review expertise.</p>	<p>The DRP Terms of Reference note that all expressions of interest shall include a professional profile addressing the selection criteria detailed in part 5.6 of the <i>Design Review Guide</i> published by the Office of the Government Architect. These criteria were subsequently used through the application review and interview stages to select the recommended DRP members.</p>
<p>The LPP uses some unusual terminology such as “impartial” and suggests a design review panel offers “technical” advice. Refer to the DRG or model TOR for well accepted descriptions of the role of design review panels.</p>	<p>Noted.</p>
<p>Consider setting a recurring regular review placeholder timeslot, that can be used or relinquished if not required.</p>	<p>Noted. Scheduling of meetings will be organised following appointment of the DRP members.</p>
<p>Consider reducing the project threshold for design review to 6-8 grouped dwellings. The Design WA medium density policy aims to encourage a diversity of medium density typologies so we may see more activity in that market.</p>	<p>The Design WA medium density policy has now been released for public comment, which closes 16 April 2021. Noting these comments from the Office of the Government Architect, Administration recommends that this threshold for grouped dwellings be reviewed after six months of DRP operation.</p>

PD03.21	Local Planning Policy, Primary Controls and Community Benefits for Apartment Developments
----------------	--

Committee	9 February 2021
Council	23 February 2021
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995 and section 10 of the City of Nedlands Code of Conduct for Impartiality.	The author, reviewers and authoriser of this report declare they have no financial or impartiality interest with this matter. There is no financial or personal relationship between City staff and the proponents or their consultants. Whilst parties may be known to each other professionally, this relationship is consistent with the limitations placed on such relationships by the Codes of Conduct of the City and the Planning Institute of Australia.
Director	Tony Free – Director Planning & Development
CEO	Mark Goodlet
Attachments	1. Draft Local Planning Policy, Primary Controls and Community Benefit for Apartment Developments
Confidential Attachments	1. Legal Advice dated 11 January 2021

1.0 Executive Summary

The purpose of this report is for Council to prepare (adopt for advertising) Local Planning Policy – Primary Controls and Community Benefits for Apartment Developments (the Policy) provided as **Attachment 1**.

Administration prepared Draft Local Planning Policy in response to a resolution of Council. A copy of this Draft LPP was provided to the City's Legal representatives along with the Council resolution of 15 December 2020. A copy of the legal advice dated 11 January 2021 received is marked as **Confidential attachment 1**.

The Council resolution, according to the legal advice seems to indicate that the foreshadowed Local Planning Policy should provide for there to be no capacity to exceed the development standards set out in the Primary Controls Table within Part 2 of the R-Codes Volume 2. The City is advised that a Local Planning Policy cannot achieve that outcome. Even if the policy is not in its terms expressed to amend or replace any Element Objective, if it purports to set an absolute development standard incapable of variation, or a method of assessment different to the Element Objectives, it will be inconsistent with the Element Objectives and therefore inoperative.

The proposed local planning policy seeks to address the intent of the Council resolution, which is to seek more certainty where the decision maker is exercising discretion, including but not limited to Element 2.8, Part 2, R Codes Volume 2, Development incentives for community benefit.

2.0 Recommendation to Committee

Council:

1. prepares and advertises for a period of 21 days, in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*, Schedule 2, Part 2, Clause 4, Local Planning Policy – Primary Controls and Community Benefits for Apartment Developments; and
2. makes the legal advice attached to this report non-confidential.

3.0 Discussion/Overview

With the gazettal of Local Planning LPS3 No. 3 (LPS 3) in April 2019, density code increases were implemented across sections of the City of Nedlands. The density increases are concentrated around the areas of the City now known as Precincts, being Town Centre, Stirling Highway East and West, Broadway, Hampden Road and Waratah Avenue.

Following the gazettal of LPS3 the State Government has introduced Design WA – a suite of State Planning Policies including two volumes of Residential Design Codes and State Planning Policy 7.0 – Design of the Built Environment. Of particular relevance to this report is the operation and function of SPP 7.3 Residential Design Codes, Volume 2 Apartments.

It was stated in the justification provided by Cr Bennett in support of his Notice of Motion that this LPP will provide a planning framework for all Nedlands where there are currently policy gaps under LPS3 that create uncertainty for residents, developers, and decision-makers, which in many areas is creating community dissatisfaction.

The City acknowledges that there are Gaps in the City's Local Planning Framework and has established a collaborative pathway with the Department of Planning Lands and Heritage (DPLH) following meeting held in September 2020 with Chairman, David Caddy, of the Western Australian Planning Commission (WAPC). The aim of the GAPS analysis is to identify the policy gaps that exist within the local framework and to determine a clear pathway to resolving those issues with the ultimate decision makers being the WAPC and in many cases the Minister for Planning, Lands and Heritage. To do so the DPLH have requested that the City of Nedlands Council adopt a proposed GAPS analysis which will then be presented to the WAPC for further consideration. This analysis will identify the priorities and where there currently is insufficient framework at the local context level.

This proposed local planning policy seeks to resolve some of the uncertainty, however, cannot fully operate as per the resolution of Council.

Legal Advice

The City sought legal advice on the 4th January 2021 and received a final letter from McLeod's Lawyers on the 11th January 2021. (See Confidential Attachment 1)

In reference to the justification section of the notice of motion tabled to Council in December 2020, 'Section 1.2.2 of SPP7.3 Volume 2 specifies that all of Part 2 may be amended or replaced by local government, and where consistent with the Element Objectives, local governments may prepare and adopt local planning policies and local development plans that amend or replace the Acceptable Outcomes.' Section 1.2.2 of the R-Codes Volume 2 states:

1.2.2 Sections that may be amended or replaced by local government

Where consistent with the Element Objectives, local governments may prepare and adopt local planning policies and local development plans that amend or replace the Acceptable Outcomes of the following sections of the R-Codes Volume 2:

- *All of Part 2*
- *3.6 Public domain interface*
- *3.7 Pedestrian access and entries*
- *3.8 Vehicle access*
- *4.10 Façade design*
- *4.11 Roof design*
- *4.13 Adaptive reuse'*

Section 1.2.2 provides that the City can amend or replace the *Acceptable Outcomes* within all of Part 2. The other provisions in part 2 – that is, the Element Objectives – cannot be amended or replaced.

The Council resolution makes a distinction between Part 2 of the R-Codes Volume 2 on the one hand, and Parts 3 and 4 on the other, seemingly as a justification for the policy to mandate compliance with the default values in the Primary Controls Table. While it is correct that there are differences between Part 2 and Parts 3 and 4, it remains the case that when development is assessed against the Design Elements of Part 2, it must ultimately be assessed against the performance based provisions of the Element Objectives, and not against the Primary Controls Table.

What is also relevant is that the structure and legal effect of the R-Codes Volume 2 allows the City to influence built form outcomes by setting what might be called the desired or planned character of an area via local planning instruments which amend or replace certain specified Acceptable Outcomes. As addressing the Acceptable Outcomes is likely to achieve the associated Element Objective, developers will tend to attempt to 'comply' with the Acceptable Outcomes. But, as the City is unable to amend or replace the Element Objectives, it cannot hold a developer to compliance with the standards set by the Acceptable Outcomes. The ultimate assessment must always be carried out against the performance-based Element Objectives.

4.0 Detail

This policy applies to all residential and mixed use development whereby the R Codes Volume 2 applies. That includes all apartment development in areas coded R40 and above within mixed use and residential areas.

Response to Council's Resolution

Item 1

'that the CEO will draft a Nedlands Local Planning Policy – Primary Controls that shall adopt the default limits for the Primary Controls listed in Part 2 of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments for all relevant development applications, unless varied by another specific planning instrument of the City of Nedlands.'

The City's administration has prepared a Draft LPP which seeks to establish a position with respect to primary controls, however, these primary controls are already read as part of LPS 3, therefore adding them into an LPP provides no further statutory weight in development assessments.

Item 2 a)

'the draft policy will include all of the State Planning Policy guidance in the following points a) through to j), as well as any further supplementary information provided to the City by Council, so that a draft policy will be prepared for a Councillor briefing in late January ready for consideration in the first Council Committee Meeting and Ordinary Council Meeting scheduled in 2021.'

This Policy applies to all Development Applications submitted to the City of Nedlands to be assessed under State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (SPP 7.3 Vol 2), being for development of multiple dwellings (apartments) in areas coded R40 and above. This Policy will apply unless there is already a properly implemented Nedlands local planning instrument that varies the Primary Controls from the default values specified in SPP 7.3 Vol 2. (NB. This Local Planning Policy is to be read in conjunction with SPP 7.3 Vol 2)'

Item 2 has been actioned and is presented as part of Attachment 1 to this report. No further supplementary information has been provided to the City by Council at the date of writing this report. The briefing of Council has been scheduled for the 27 January 2021.

Item 2 b)

'The SPP 7.3 Vol 2 provides for Primary Controls in Part 2 and defines default values for Acceptable Outcomes (in Tables 2.1 and 2.2) to apply in the absence of local calibration or variance by local planning instruments. Primary controls manage the form and scale of new development appropriate to the context, and the existing or planned character of an area, while moderating impacts on neighbouring properties.' No actions are set in item 2b) of the resolution.

Item 2c)

'Element Objectives for each Primary Control are provided in sections 2.2 – 2.7 of Part 2 of SPP 7.3 Vol 2. The Primary Controls Table (reference Table 2.1) sets out the default Acceptable Outcomes for building height, street and boundary setbacks and plot ratio under this policy. The Primary Controls as defined and specified in Part 2 of SPP 7.3 Vol 2 and the default values for Acceptable Outcomes will apply in all

cases throughout the City of Nedlands and are not to be exceeded, unless calibrated or varied by another local planning instrument of the City of Nedlands.'

In accordance with the legal advice received, the statement of 'not to be exceeded', cannot be fulfilled by the operation of a local planning policy. Advice received has stated that a policy which attempts to set a standard which is incapable of variation would also be legally ineffective for that purpose, as while a local planning policy can guide the exercise of a discretionary power, it cannot fetter the power. It is an error of law to treat a policy as if it is binding. Where the standards in the Primary Controls Table are not met by a development, the standards cease to become directly relevant, as the assessment is focussed on the performance-based provisions of the applicable Element Objective.

Item 2d)

'The default values prescribed in the Acceptable Outcomes for Primary Controls however are not a "deemed to comply" pathway, and other aspects of the development proposal will be assessed against the Element Objectives, to ensure delivery of an overall good design in terms of context and character.'

Administration agrees with this statement and note that there are no actions required of this clause of the resolution.

Item 2e)

'SPP 7.3 Vol 2 is a performance-based policy and applications for development approval need to demonstrate that the design achieves the objectives of each design element. The policy document is arranged in Part 2 (Primary Controls), Part 3 (Siting the Development) and Part 4 (Designing the Building), each dealing with different aspects of building size, mass, siting, and design.'

Administration agrees with this statement and notes that there are no actions required of this clause of the resolution. Whether or not a particular aspect of a proposed development 'complies' with the Acceptable Outcomes for that Design Element, does not determine whether that aspect of the development is acceptable. Rather, in each case a determination must be made as to whether the Element Objective is achieved. This is true of all the various Design Elements, whether they are located in Parts 2, 3 or 4 of the R-Codes Volume 2.

Item 2f)

'Part 2 outlines the Element Objectives and the Primary Controls to achieve these, but the Guidance section only provides guidance to local government in preparing their local planning framework. There is no attempt to provide additional guidance (apart from the default values for the Acceptable Outcomes), to assist designers or decision-makers in making or assessing proposals.'

Administration acknowledges the structure of the R Codes Volume 2 policy instrument. Clause 2.1.1 Setting the local planning framework sets out the emphasis on developing a local planning framework which may amend or replace the Primary Controls. It goes on to emphasise the importance of Context and Character, which is also one of the 10 Design Principles in SPP 7.0.

A desired character should be determined in the precinct planning process for new or major redevelopment areas. In the context of Nedlands, LPS3 has been delivered and pre-determines the desired character in line with the assigned density coding and associated streetscape typologies of Appendix A2 of R Codes Volume 2. It is the utmost priority for the City to establish desired future character statements for each of its areas of upcoding.

Item 2g)

‘Parts 3 and 4 on the other hand contain information on design elements and the Guidance section is for a different stakeholder group, being the proponents, design reviewers and decision-makers, to assist them in the design process and subsequent assessment, based either on Acceptable Outcomes or an alternative performance-based solution to achieve the design Element Objectives.’

Administration agrees with this statement and notes that there are no actions required of this clause of the resolution.

Item 2h)

‘In the absence of any guidance for performance assessment of the Primary Controls from SPP 7.3 Vol 2, the City of Nedlands policy is entirely consistent with the Primary Control Element Objectives in Part 2 of SPP 7.3 Vol 2, and provides clarity and certainty to both residents, developers and decision-makers by mandating compliance with the default values, unless varied by another local planning instrument of the City of Nedlands.’

The City cannot mandate compliance with default values as per the legal advice provided as Confidential Attachment 1. The City through local planning policy cannot augment the Element Objectives of the R Codes Volume 2, which still apply regardless of whether or not the Acceptable Outcomes are complied with. This item cannot be fulfilled by administration.

Item 2i)

‘The development proposal will still be assessed against the 10 Design Principles as defined in SPP 7.0 Design of the Built Environment, and Element Objectives from SPP 7.3 Vol 2, Part 3 and 4 will need to be achieved by either meeting the Acceptable Outcomes or via an alternative performance solution as framed in the Design Guidelines of SPP 7.3 Vol 2, Parts 3 and 4.’

Administration agrees with this statement and notes that there are no actions required of this clause of the resolution.

Item 2j)

‘Development incentives for community benefit as specified in SPP 7.3 Vol 2, Part 2 will only be considered where the City of Nedlands has developed a specific local planning policy for these, to provide a framework to guide assessment of community value, and whether the development entitlement is commensurate with any specific and tangible benefit to the Nedlands community in terms of public amenity, open space, culture or recreational facilities, which can be transparently achieved and

measured. There should not be the expectation that incentives are a 'default' development standard.'

As Element 2.8 Development Incentives for Community Benefit forms an element of Part 2 of the R Codes which forms part of the currently operational Part 2 of Volume 2 R Codes. The City can create local planning policy for this primary control without the approval of the WAPC in accordance with Clause 1.2.2 of R Codes Volume 2. It was therefore prudent to include this policy provision within this policy as it forms part of the primary controls in which this resolution is seeking to provide further guidance and certainty and is considered to be requested through this resolution item.

Development Incentives for Community Benefit

As part of the justification for item 14.4 it was stated that 'Development incentives for community benefit are not a 'default' development standard and will only be considered where the City of Nedlands has developed a specific local planning policy to guide assessment of any tangible and measurable community benefit'.

Element 2.8 of the R Codes Volume 2 currently forms part of the LPS3. There is currently no further local planning framework in place in which to guide development incentives, therefore developers currently do not have any further guidance from the local government. This policy seeks to provide that guidance, and to set the limits on what the City believes are acceptable trade-offs within a performance based planning framework. Council has made its position known that it does not accept a recent Mosman Park JDAP example, where a tree was retained, and additional height was achieved. The policy seeks to define what Council would deem to be acceptable and uses the planning guidance provided in Element 2.8 of the R Codes Volume 2 to set the baseline for community benefits.

The Policy also seeks to define what community benefit, to determine whether a development is genuinely giving back to the local community in terms of tangible benefit. The policy also seeks to increase the level of detail required for applicants to substantiate and justify their position relating to community benefit up front, so that the community, through engagement can provide their feedback on this specific component of the assessment.

Proposed clause 4.9.3 of the policy provides a list of guided incentives which would see a higher level of community benefit to the City of Nedlands. This list of course can be further refined with feedback from the community and elected members. It seeks to cover areas such as tree retention, public open space, public electric vehicle charging, protection of heritage, universally design dwellings, energy efficiency and green star ratings, dwelling diversity, affordable housing, and water conservation.

It must be noted that community benefits in the sense of providing public realm such as the proposed Florence Plaza are not related to this clause or this policy. As such, Precinct Structure Plans and Development Contribution Plans which the City is currently working on will define Community Needs and Infrastructure for specific areas within the City. This policy provision specifically looks at what a development is giving back in terms of trade off for seeking additional development potential which is achievable currently with or without this local planning policy.

Defining the Acceptable Building Envelope

Figure 2.2a and Figure 2.2b of R Codes Volume 2 identify the building envelope in which proposals should follow with respect to maximum building height. Where there are no adopted local planning policies or precinct structure plans this policy will see to introduce the following measure:

Clause 4.3.1

'In the absence of any local planning policy or precinct structure plan being adopted for a specific area, the building heights (number of storeys) of Table 2.1 in accordance with R Codes Vol.2 shall apply as a default. Any variance to the height limit may only be supported by the City if predominant compliance is met with SPP7.0 Design Review (80% or greater) and those matters are considered by a Design Review Panel. This will then be considered in accordance with the Supplemental Provisions of LPS3, Clause 67 Matters to be considered by local government (zc) any advice of the Design Review Panel.'

The draft policy provides clear linkages back to the 10 design Principles of State Planning Policy SPP 7.0 which is guided by a Design Review Panel Process.

Administration have sought to introduce a design threshold or benchmark which requires an 80% compliance with the 10 design principles in order for the City to support any additional height outside of the default primary control. This offers the developer and the community with a baseline level of assurance; however, it will be the decision makers ultimate decision in terms of its exercise of discretion as this Local Planning Policy will only be a due regard consideration.

Key Relevant Previous Council Decisions:

At the 15th December 2020 Council Meeting, Item 1.4 Council resolved the following:

“Council resolves:

1. that the CEO will draft a Nedlands Local Planning Policy – Primary Controls that shall adopt the default limits for the Primary Controls listed in Part 2 of State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments for all relevant development applications, unless varied by another specific planning instrument of the City of Nedlands.
2. the draft policy will include all of the State Planning Policy guidance in the following points a) through to j), as well as any further supplementary information provided to the City by Council, so that a draft policy will be prepared for a Councillor briefing in late January ready for consideration in the first Council Committee Meeting and Ordinary Council Meeting scheduled in 2021.

This Policy applies to all Development Applications submitted to the City of Nedlands to be assessed under State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (SPP 7.3 Vol 2), being for development of multiple dwellings (apartments) in areas coded R40 and above. This Policy will apply unless there is already a properly implemented Nedlands local

planning instrument that varies the Primary Controls from the default values specified in SPP 7.3 Vol 2. (NB. This Local Planning Policy is to be read in conjunction with SPP 7.3 Vol 2)

- a. The SPP 7.3 Vol 2 provides for Primary Controls in Part 2 and defines default values for Acceptable Outcomes (in Tables 2.1 and 2.2) to apply in the absence of local calibration or variance by local planning instruments. Primary controls manage the form and scale of new development appropriate to the context, and the existing or planned character of an area, while moderating impacts on neighbouring properties.
- b. Element Objectives for each Primary Control are provided in sections 2.2 – 2.7 of Part 2 of SPP 7.3 Vol 2. The Primary Controls Table (reference Table 2.1) sets out the default Acceptable Outcomes for building height, street and boundary setbacks and plot ratio under this policy. The Primary Controls as defined and specified in Part 2 of SPP 7.3 Vol 2 and the default values for Acceptable Outcomes will apply in all cases throughout the City of Nedlands and are not to be exceeded, unless calibrated or varied by another local planning instrument of the City of Nedlands.
- c. The default values prescribed in the Acceptable Outcomes for Primary Controls however are not a “deemed to comply” pathway, and other aspects of the development proposal will be assessed against the Element Objectives, to ensure delivery of an overall good design in terms of context and character.
- d. SPP 7.3 Vol 2 is a performance-based policy and applications for development approval need to demonstrate that the design achieves the objectives of each design element. The policy document is arranged in Part 2 (Primary Controls), Part 3 (Siting the Development) and Part 4 (Designing the Building), each dealing with different aspects of building size, mass, siting, and design.
- e. Part 2 outlines the Element Objectives and the Primary Controls to achieve these, but the Guidance section only provides guidance to local government in preparing their local planning framework. There is no attempt to provide additional guidance (apart from the default values for the Acceptable Outcomes), to assist designers or decision-makers in making or assessing proposals.
- f. Parts 3 and 4 on the other hand contain information on design elements and the Guidance section is for a different stakeholder group, being the proponents, design reviewers and decision-makers, to assist them in the design process and subsequent assessment, based either on Acceptable Outcomes or an alternative performance-based solution to achieve the design Element Objectives.
- g. In the absence of any guidance for performance assessment of the Primary Controls from SPP 7.3 Vol 2, the City of Nedlands policy is entirely consistent with the Primary Control Element Objectives in Part 2 of SPP 7.3 Vol 2, and provides clarity and certainty to both residents,

developers and decision-makers by mandating compliance with the default values, unless varied by another local planning instrument of the City of Nedlands.

- h. The development proposal will still be assessed against the 10 Design Principles as defined in SPP 7.0 Design of the Built Environment, and Element Objectives from SPP 7.3 Vol 2, Part 3 and 4 will need to be achieved by either meeting the Acceptable Outcomes or via an alternative performance solution as framed in the Design Guidelines of SPP 7.3 Vol 2, Parts 3 and 4.
- i. Development incentives for community benefit as specified in SPP 7.3 Vol 2, Part 2 will only be considered where the City of Nedlands has developed a specific local planning policy for these, to provide a framework to guide assessment of community value, and whether the development entitlement is commensurate with any specific and tangible benefit to the Nedlands community in terms of public amenity, open space, culture or recreational facilities, which can be transparently achieved and measured. There should not be the expectation that incentives are a 'default' development standard."

5.0 Consultation

If Council resolves to prepare the draft *Local Planning Policy – Primary Controls and Community Benefit for Apartment Developments*, it will be advertised for 21 days in accordance with Schedule 2, Part 2, Division 2, Clause 4 of the Regulations, and the City's Local Planning Policy – Consultation of Planning Proposals. This will include a notice being published in the newspaper and details being included on the City's website (Your Voice engagement portal), a letter posted to all residents and property owners in the Policy area and a social media post.

Following the advertising period, the policy will be presented back to Council for it to consider any submissions received and to:

- a. Proceed with the policy without modification;
- b. Proceed with the policy with modification; or
- c. Not to proceed with the policy.

Council Briefing

As per Council's resolution of 15 December 2020, a Council briefing session has been scheduled for the 27 January 2021.

Community Working Group Consultation

As part of the advertising period specified, the Draft Local Planning Policy will be tabled to the next available CWG for consultation.

6.0 Strategic Implications

How well does it fit with our strategic direction?

This Policy provides design guidance for all R Codes Volume 2 assessments for Apartments whilst facilitating urban growth as identified in the Strategy. This Policy aims to achieve urban growth in a manner that minimises undue impact on the existing streetscape and character and amenity in areas which have been upcoded as part of LPS3.

Who benefits?

The City and its residents will benefit from this Policy. The Policy is intended to manage the impact of apartment developments on the existing streetscape and local amenity and will establish a baseline benchmark for design excellence for the area. This Policy work is critical in balancing the transition from low density to medium/high density without undue impact on the existing character in the upcoded areas of LPS3.

Does it involve a tolerable risk?

The Policy is proposed to mitigate the risks to the City and its residents associated with uncontrolled infill development.

Do we have the information we need?

Through the establishment of a Design Review Panel, the City will have greater guidance on development as well as providing a measured and collaborative response to applicants who wish to seek additional development potential or flexibility in their applications.

7.0 Budget/Financial Implications

The Cost of legal advice in this instance is estimated at \$2,200.00. The cost of officer time is approximately \$3,000.00.

Can we afford it?

The costs associated with this Policy relate to advertising and, community engagement, all of which are included in the current year budget.

How does the option impact upon rates?

Nil

8.0 Conclusion

The draft *Local Planning Policy – Primary Controls and Community Benefit for Apartment Developments* proposes to implement design guidance that will establish an emphasis on a measured approach to performance based assessment as well as setting the parameters to which the City defines Community Benefit.

Local Planning Policy – Primary Controls and Community Benefit for Apartment Developments aims to ameliorate the concerns of the community and provide more certainty for applicants with regard to the Primary Controls.

The City is unable to fulfill the resolution requests of item 2b) and 2h) as per legal advice provided, whereby Primary Controls are assessed in accordance with the performance based policy parameters, rather than a fixed default control. The City has sought to create policy measures which best meet the intent of the resolution which is to provide greater clarity around the exercise of discretion by decision makers, and to properly define the parameters in which development incentives being achieved as measured and qualified.

It is recommended that Council endorses Administration's recommendation to prepare (consent to advertise) the *Local Planning Policy – Primary Controls and Community Benefit for Apartment Developments*.



LOCAL PLANNING POLICY – PRIMARY CONTROLS AND COMMUNITY BENEFITS FOR APARTMENT DEVELOPMENTS

1.0 PURPOSE

- 1.1 To guide the decision-maker in the use of its discretion when considering whether an apartment development on land coded R40 or above meets the Element Objectives of Part 2, inclusive of sections 2.1-2.8 of State Planning Policy 7.3 - Residential Design Codes Volume 2 - Apartments (R Codes Vol.2).
- 1.2 To establish a clear position for residents, developers and decision-makers with respect to the application of R Codes Vol.2 Primary Controls as Acceptable Outcomes in the assessment of Apartments within the City of Nedlands.
- 1.3 To confirm the City's preference for apartment development to be consistent with the R Codes Vol.2 Acceptable Outcomes of Primary Controls in the context of a performance-based State Planning Policy.
- 1.4 To clearly establish the City's position regarding development incentives for community benefit, to define community value and to provide measures which can be transparently achieved with respect to public amenity, open space, cultural and or recreation facilities.

2.0 APPLICATION OF POLICY

- 2.1 This policy applies to all development which is subject to assessment in accordance with R Codes Vol.2.
- 2.2 This Policy is to be read in conjunction with the City of Nedlands Local Planning Scheme No.3 (the Scheme). Where this Policy is inconsistent with the Scheme, the Scheme shall prevail, to the extent of the inconsistency.
- 2.3 The default primary control applies unless augmented by a local planning instrument of the City of Nedlands.
- 2.4 The City acknowledges that the R Codes Vol.2 is a performance-based State Planning Policy. Applications for Development Approval need to demonstrate that the design achieves the outcomes of each Element Objective. While addressing the Acceptable Outcomes is likely to achieve the Element Objectives, they are not a 'deemed-to-comply' pathway and the proposal will be assessed in context of the entire design solution to ensure the Element Objectives are achieved.
- 2.5 Proposals may also satisfy the Objectives of R Codes Vol.2 via alternative means or solutions. Part 2 Primary Controls, Acceptable Outcomes are default provisions to assist in satisfying the Element Objectives. In order to achieve the Element Objectives, proposals may require additional and/or alternative design solutions in response to site conditions, streetscape and design approach where specified in the local planning framework.



3.0 OBJECTIVES

- 3.1 To ensure that the built form outcomes of new development do not result in an unreasonable adverse impact on the amenity of adjoining neighbours and wider locality.
- 3.2 To ensure that where possible, development ameliorates adverse amenity impacts such as visual bulk and scale, visual and acoustic privacy, odours overshadowing, ventilation and loss of tree canopy.
- 3.3 Departures from the default Acceptable Outcomes are to achieve predominant compliance with State Planning Policy 7.0 Design of the Built Environment as determined by a Design Review Panel.
- 3.4 To promote good design in terms of future desired context and character.

4.0 POLICY MEASURES

Primary Controls

- 4.1 The default Primary Controls extracted from Part 2, of State Planning Policy 7.3 - Residential Design Codes Volume 2 - Apartments (R Codes Vol.2) are set out below.



Table 2.1 Primary controls table

	Applies to R-Code areas, default settings apply unless alternative provisions defined in local planning instruments						Applicable where designated by local government in local planning scheme, activity centre plan, structure plan, local development plan, local planning policy					
Streetscape contexts and character <i>refer A2</i>	Low-rise		Medium-rise		Higher density residential		Neighbourhood centre	Mid-rise urban centres	High density urban centres		Planned areas	
Site R-Coding	R40	R50	R60	R80	R100	R160	R-AC4	R-AC3	R-AC2	R-AC1	R-AC0	
Building height (storeys) <i>refer 2.2</i>	2	3	3	4	4	5	3	6	7	9	Refer to local planning scheme, local dev plan and/or precinct controls as applicable	
Boundary wall height (storeys) ^{1,2} <i>refer 2.4</i>	1 ³		1 ³	2 ³	2 ³		2	3	4			
Minimum primary and secondary street setbacks <i>refer 2.3</i>	4m ⁴	2m	2m		2m		2m or Nil ⁵	2m or Nil ⁵	2m or Nil ⁵			
Minimum side setbacks ⁶ <i>refer 2.4</i>	2m	3m	3m		3m		Nil					
Minimum rear setback <i>refer 2.4</i>	3m		3m		6m		6m	Nil	Nil			
Average side setback where building length exceeds 16m <i>refer 2.4</i>	2.4m	3.5m	3.5m	3.5m	3.5m	4.0m	NA	NA	NA			
Plot ratio ⁷ <i>refer 2.5</i>	0.6	0.7	0.8	1.0	1.3	2.0	1.2	2.0	2.5	3.0		
Notes	<p>¹ Wall may be built up to a lot boundary, where it abuts an existing or simultaneously constructed wall of equal or greater proportions</p> <p>² Where the subject site and an affected adjoining site are subject to different density codes, the length and height of any boundary wall on the boundary between them is determined by reference to the lower density code</p> <p>³ Boundary wall only permitted on one boundary, and shall not exceed 2/3 length.</p> <p>⁴ Minimum secondary street setback 1.5m</p> <p>⁵ Nil setback applicable if commercial use at ground floor</p> <p>⁶ Boundary setbacks will also be determined by provisions for building separation and visual privacy within this SPP and building separation provisions of the NCC.</p> <p>⁷ Refer to Definitions for calculation of plot ratio</p>											

Source: State Planning Policy SPP7.2 R Codes Volume 2 (WAPC)

- 4.2 In order to guide the exercise of discretion in a performance-based assessment of apartment development against the Design Element Objectives of Part 2, the following provisions are to be addressed.



4.3 Context and Character

4.3.1 Consistent with clause 2.1.1 of R Codes Vol.2 - Setting the local planning framework, in the absence of an endorsed local planning policy or precinct structure plan, applicants are to demonstrate how the proposed design responds to the context and character of the local area by providing a detailed assessment identifying the following (but not limited to) key deliverables:

- a) How the proposed development responds to attributes and needs of the local area. This could include an analysis of the local area in relation to location and accessibility to jobs, services, and open space.
- b) How the proposed development responds to precinct level planning for the area and any draft or adopted Precinct Plan, Local Planning Policy or Precinct Structure Plan.
- c) How the proposed development responds to increased levels of demand on local roads and movement network. How the proposal will respond to multi-modal transport shift or encouragement of use of other means of transport other than by motor vehicle.
- d) How the height, bulk, scale, and setback of the proposal respond to the existing local character and local neighbourhood identity.
- e) How the proposal responds to land uses and streetscape activation and interaction with neighbouring properties and the community.
- f) How the development responds to the open, 'leafy-green' Nedlands context in terms of tree retention, tree planting and landscaping.

4.3.2 The applicant as part of compliance with the above requirements is to demonstrate how the development achieves compatibility with the context and character of the area and may choose to submit additional information such as streetscape elevations, site and context mapping and detailed renders or 3D renders or models.

4.4 Building Massing

4.4.1 Applicants are to clearly demonstrate how the proposed development performs in terms of building bulk and arrangement of built form within the building envelope on the subject site as governed by Element 2.5 Plot Ratio, 2.6 Building Depth and 2.7 Building Separation of R Codes Vol.2.

4.4.2 Applicants are required to provide clear statements regarding building massing and how it relates to passive heating, cooling and daylight. Applicants must demonstrate how the development optimises climatic performance and reduces energy demand.

4.4.3 Building Envelope diagrams are required to be submitted to demonstrate the 3D volume 'container' and establish the maximum extent of a development. Any application for development outside of this building envelope as established by the R Codes Vol.2 or a local planning policy or precinct structure plan, is strongly discouraged unless supported by a Design Review Panel.

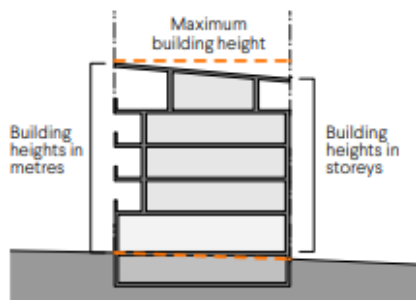


Figure 2.2a The total height of a building informs the number of storeys possible in a development. Floor to ceiling heights vary depending on the use. Shops and offices are typically higher than residential apartments.

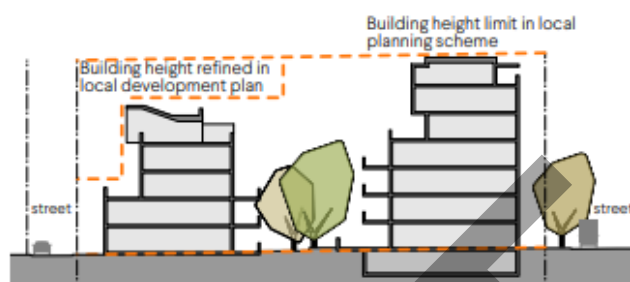


Figure 2.2b Building height should reflect the existing or desired future character of an area. The diagram shows how height controls can be locally modified to respond to the desired characteristics of respective streetscapes.

Source: State Planning Policy SPP7.2 R Codes Volume 2 (WAPC)

4.5 Building Height

4.5.1 The height of buildings for apartment developments in accordance with Table 2.2 of R Codes Vol.2, (Page 16) shall apply, other than for Stirling Highway where Clause 26 (3)(a) of Local Planning Scheme No.3 (the Scheme) applies. *“in relation to land coded R-AC1, Clause A2.2.1 in the building height element of the primary controls in the R Codes is replaced by (a) the default Acceptable Requirement for building height limit (storeys) as set out in Table 2.1 Primary Controls Table does not apply”.*

4.5.2 In the absence of any local planning policy or precinct structure plan being adopted for a specific area, the building heights (number of storeys) of Table 2.1 in accordance with R Codes Vol. 2 shall apply as default. Any variance to the default height may only be supported by the City if predominant compliance is achieved with SPP7.0 Design of the Built Environment. Predominant compliance is achieved where at least 8 of the 10 design principles are ‘supported or supported with conditions’ by a Design Review Panel (DRP).

Of the 8 design principles being either supported or supported with conditions, these must include the following principles:

- a) Context and character
- b) Built form and scale
- c) Amenity and
- d) Landscape quality

4.5.3 Clause 4.11 Development Incentives for Community Benefit of this policy applies.

**Table 2.2 Indicative building height**

Storeys	Indicative overall building height in metres
2	9
3	12
4	15
5	18
6	21
7	24
8	27
9	30
10	33

- Overall building heights are set by adding together the floor to ceiling heights for the desired number of storeys, with a nominal allowance of 4m for the ground floor and 3m for subsequent floors. Add at least 2m to the total to allow for rooftop articulation.

- Building height limits for higher density typologies: These default heights are provided as a conservative baseline and higher building height limits may be appropriate subject to detailed local planning.

Source: State Planning Policy SPP7.2 R Codes Volume 2 (WAPC)

4.6 Street setbacks

4.6.1 In the absence of any local planning policy or precinct structure plan being adopted for a specific area, the street setbacks of Table 2.1 in accordance with R Codes Vol.2 shall apply as the default Acceptable Outcome or where required, augmented in accordance with the requirements of Clause 4.6.3 to provide a deep soil planting area.

4.6.2 Applicants shall demonstrate in the development proposal how the development contributes to the open, 'leafy-green' Nedlands streetscape context.

4.6.3 Applicants shall demonstrate tree retention within the front setback area where a large or medium tree(s) exists within that front setback area.

Where existing trees are to be removed, these trees are to be:

- Supported by an arborist report which substantiates that the trees are not viable for retention and /or
- A tree species which is unlikely to survive proximate to construction works and /or
- Unsuitable for its location in context of the redevelopment proposed.



- 4.6.4 Where an existing tree is not retained or cannot be retained in accordance with Clause 4.6.3, applicants shall demonstrate, that a deep soil planting area is capable of providing a minimum of one medium tree in the front setback area in accordance with and specifications of Table 3.3b of with R Codes Vol.2.

Table 3.3b Tree sizes

Tree size	Indicative canopy diameter at maturity	Nominal height at maturity	Required DSA per tree	Recommended minimum DSA width	Minimum DSA width where additional rootable soil zone (RSZ) width provided ¹ (min 1m depth)	Indicative pot size at planting
Small	4-6m	4-8m	9m ²	2m	1m (DSA) + 1m (RSZ)	100L
Medium	6-9m	8-12m	36m ²	3m	2m (DSA) + 1m (RSZ)	200L
Large	>9m	>12m	64m ²	6m	4.5m (DSA) + 1.5m (RSZ)	500L

¹ Rootable areas are for the purposes of determining minimum width only and do not have the effect of reducing the required DSA.

Source: State Planning Policy SPP7.2 R Codes Volume 2 (WAPC)

4.7 Side and Rear Setbacks

- 4.7.1 In the absence of any local planning policy or precinct structure plan being adopted for a specific area, the side and rear setbacks of Table 2.1 in accordance with R Codes Vol.2 shall apply as the default Acceptable Outcome.
- 4.7.2 Where an applicant seeks to depart from the default Acceptable Outcome for Side and rear setbacks, Applicants are encouraged to:
- Provide greater setbacks to side and rear boundaries where adjacent to a lower density coding or where the orientation of the proposed development creates overshadowing to a southern adjoining property.
 - Maintain landscaped and vegetated backyard spaces. Applicants are encouraged to provide a greater rear setback in order to facilitate deep soil planting areas, retain existing large canopy trees, achieve new canopy tree planting and provide consistent areas of free of overshadowing.
 - Provide greater setbacks to side and rear boundaries where major openings or balconies are proposed to maintain the neighbouring amenity and reduce visual bulk impacts to adjoining properties. Those greater setback areas should facilitate landscaping outcomes which provide visual buffers between sites.

4.8 Plot Ratio

- 4.8.1 In the absence of any local planning policy or precinct structure plan being adopted for a specific area, the plot ratio of Table 2.1 in accordance with R Codes Vol.2 shall apply as the default Acceptable Outcome; and



- 4.8.2 Where an applicant seeks to exceed the default Acceptable Outcome for plot ratio, the development is to achieve predominant compliance with SPP7.0. Predominant compliance is achieved where 8 of the 10 design principles are 'supported or supported with conditions' by a Design Review Panel (DRP).

Of the 8 design principles being either supported or supported with conditions, these must include the following principles:

- a) Context and Character
- b) Built form and scale
- c) Amenity and
- d) Landscape quality

- 4.8.3 Clause 4.11 Development Incentives for Community Benefit of this policy applies.

4.9 Building Depth

- 4.9.1 In the absence of any local planning policy or precinct structure plan being adopted for a specific area, proposed developments are to meet A2.6.1 of R Codes Vol.2 as a default provision. Where an applicant does not meet the default Acceptable Outcome for Building depth, Applicants are to demonstrate that dwelling layouts achieve the Acceptable Outcomes for Natural ventilation and Solar and daylight access. Building depth, building separation and plot ratio are the measures for massing, while the envelope is informed by height, and street and side setbacks.

4.10 Building Separation

- 4.10.1 In the absence of any local planning policy or precinct structure plan being adopted for a specific area, proposed developments are to meet A2.7.1 of R Codes Vol.2 as a default provision. Where an applicant does not meet the default Acceptable Outcome for Building separation, the development is to achieve good internal amenity for residents and minimise external amenity impacts.

4.11 Development Incentives for Community Benefit

4.11.1 Community Benefit defined

A development that has benefit to the community is one that has components which provide positively contributes to community wellbeing in a way that is clear and meaningful.

Community benefit is defined in SPP 7.2 Precinct Design as:

The public good that a proposal delivers as indicated but not limited to the following:

Productivity – does the proposal contribute to increasing and/ or diversifying employment and the local economy and improving equal opportunity?



Quality of Life – does the proposal provide new, or improve on existing services like education, healthcare, community facilities that could improve quality of life for community members?

Environmental Sustainability – does the proposal contribute to a sustainable urban environment through improvements to air and water quality, reduced emissions, or protecting / enhancing vegetation?

Infrastructure Development – does the proposal provide needed, or improve existing infrastructure such as transport, utilities and recreation that benefits the local area?

Equity and Social Inclusion – does the proposal help address issues of poverty, social isolation and contribute towards the creation of equitable communities through improved opportunities for minority and vulnerable groups?

When an applicant is articulating community benefit, it is important to detail how it will provide public good as well as the following:

- **What** benefit will occur and how important the benefit will be
- **Who** in the community are expected to experience the benefit?
- **How** much benefit is expected?

Planning Guidance 2.8.1 and 2.8.2 as set out under Element 2.8 of R Codes Vol.2 provide examples of how to measure the value a development has within the community. The City defines its measurables which include multiple public good incentives, as follows.

4.11.2 Where an applicant is seeking to exceed the default Acceptable Outcome plot ratio or building height provisions.

- a) A community benefit shall be clearly demonstrated as part of any development application for apartments in accordance with Clause 4.11 in order for the City to provide support. The community benefit is to be in accordance with Clause 4.11.2 (c) of this Policy.
- b) The default planning objectives of Element 2.8 of the R Codes Vol.2 shall apply where no local planning policy or precinct structure plan or local development plan has been adopted.
- c) Applications must demonstrate **two or more** of the following measurables:

Spaces and Places: An exceptional contribution to the public realm and/ or areas that support social interaction and community engagement. This may include new, or improvements to, infrastructure for recreational purposes and or enhancements to public spaces that improve amenity and connectivity. Such improvements or spaces shall be on or within close proximity to the proposed development site.

Economic Development: where development results in significant opportunities for the local economy of the immediate area. This could be a catalyst for further business,



increased local employment and/or training, or a space for business to locate and incubate.

Community Development: where proponent seek to deliver processes, activities, and structures to support and enhance the community in and around the local area / precinct. This may include partnerships between the proponent and local organisations, and the provision of public art and venues supporting cultural practice and expression.

Provision of public vehicle amenities: including public car parking, public electric vehicle charging or public bicycle parking on site or adjacent to the proposed development.

Retention of significant mature or native vegetation: beyond the default provisions of Acceptable Outcomes 3.3 Tree Canopy and deep soil areas of R Codes Vol 2, including provisions to ensure its long-term viability and sustainability.

Universal Accessible Dwellings: Provision for a greater level of universal designed dwellings, exceeding the default requirement of A4.9.1 of R Codes Vol.2, providing more than 20% of all dwellings meeting Silver level requirements as defined in the Liveable Housing Design Guidelines (Liveable Housing Australia) or greater than 5 per cent of dwellings design to Platinum Level as defined by the Liveable Housing Design Guidelines (Liveable Housing Australia). All apartments not accessible from the ground level are to be serviced by an elevator / lift.

Heritage: The retention and conservation of a place listed on the State Registers of Heritage Places, a local planning scheme register of the Local Government, or Local Government Heritage Inventory (Survey) under the Heritage of Western Australia Act 1990 (or the equivalent under the Heritage Act 2018) or a place that is located within a heritage area designated under the local planning scheme.

Energy Efficient design: where a proposal exceeds the minimum NATHERS requirements by 1 star or more.

Provision of affordable housing: delivered in partnership with an approved housing provider for no more than 10% of the dwellings approved. The provider is to be recognised by the Housing Authority as a not-for-profit organisation.

Dwelling diversity: to be provided for within a development in terms of a mix of dwelling types, for example aged and dependent persons dwellings or single bedroom dwellings, and / or a diversity in the number of bedrooms and/or bathrooms of a dwelling in a development. Dwelling diversity to include dwellings that are both large and small but maintain compliance with Table 4.3a Minimum floor areas for dwelling types and Table 4.3b Minimum floor area and dimensions for habitable rooms.

Water Conservation measures: demonstrating exceptional water management and conservation including a significant reduction in mains water use.

**Table 4.3a** Minimum floor areas for dwelling types

Dwelling type	Minimum internal floor area
Studio	37m ²
1 bed	47m ²
2 bed × 1 bath ¹	67m ²
3 bed × 1 bath ¹	90m ²
¹ An additional 3m ² shall be provided for designs that include a second or separate toilet, and 5m ² for designs that include a second bathroom.	

Table 4.3b Minimum floor areas and dimensions for habitable rooms

Habitable room type	Minimum internal floor area	Minimum internal dimension
Master bedroom	10m ²	3m
Other bedrooms	9m ²	3m
Living room – studio and 1 bed apartments	N/A	3.6m
Living room – other dwelling types	N/A	4m
¹ Excluding robes		

Source: State Planning Policy SPP7.2 R Codes Volume 2 (WAPC)

5.0 RELATED LEGISLATION

5.1 This policy has been prepared in accordance with Schedule 2 Part 2 Clause 4 of the Planning and Development (Local Planning Schemes) Regulations 2015.

5.2 This policy should be read in conjunction with the following additional planning instruments and its requirements apply unless specifically stipulated elsewhere in any of the below:

- Planning and Development Act 2005
- Planning and Development (Local Planning Schemes) Regulations 2015
- Local Planning Scheme No. 3
- State Planning Policy 7.0 Design Review
- State Planning Policy 7.2 Precinct Design
- State Planning Policy 7.3 - Residential Design Codes - Volume 2 - Apartments

5.2.1 With reference to State Planning Policy 7.2, Clause 7.2 of that policy applies where in considering subdivision or development proposals within a precinct. Where a precinct structure plan or local development plan has not yet been prepared, the responsible authority should also consider the objectives, measures and outcomes of this policy, the objectives and considerations of the Precinct Design Guidelines, and any other relevant requirements. In response to this, any development application for apartments within the identified precinct areas of Appendix 1, will be required to submit a SPP7.2 Objectives, Measures and Outcomes assessment. The SPP7.2 assessment will be given due regard by the responsible authority in the assessing the application.



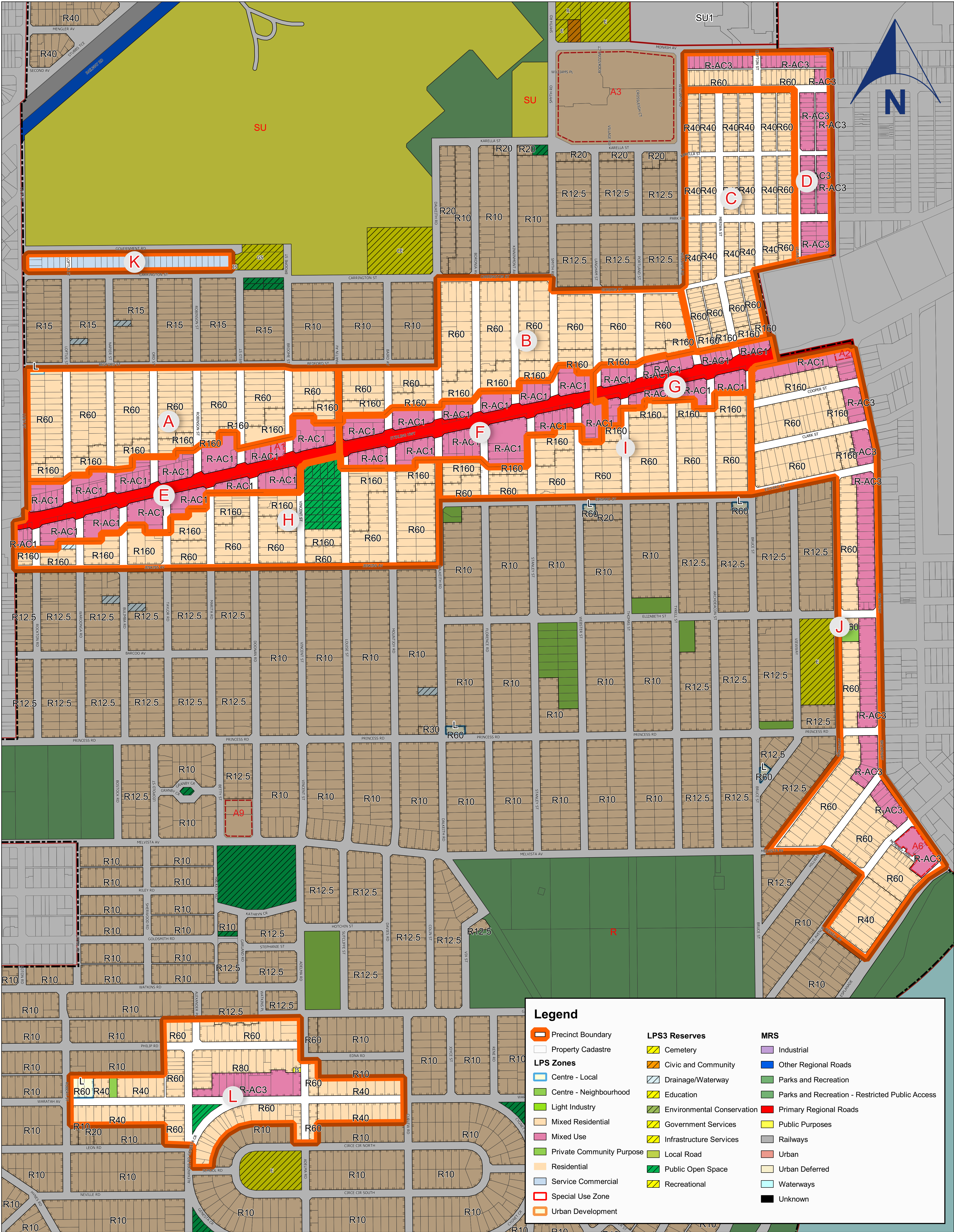
6.0 DEFINITIONS

6.1 For this policy, the following definitions apply:

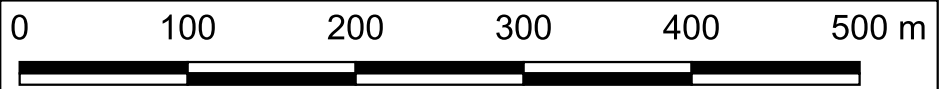
Definition	Meaning
Affordable Housing	<p>“Affordable Housing refers to dwellings which households on low-to-moderate incomes can afford, while meeting other essential living costs. It includes public housing, not-for-profit housing, other subsidised housing under the National Rental Affordability Scheme (NRAS) together with private rental and home ownership options for those immediately outside the subsidised social housing system.’</p> <p><i>Source the DPLH State Affordance Housing Strategy 2010-2020</i></p>
Community Benefit	A development that has value has components which provide benefit to the community in a way that is clear and meaningful. A benefit to the community should contribute and improve upon the local context and amenity.
Context and Character	<p>As defined in Clause 2.1.1 of R Codes Vol.2.</p> <p><u>Context</u> is defined by the broader environment within which the development occurs with a focus on transport, land uses, economic activity, local services, and open spaces as well as demographic and socio-economic factors.</p> <p><u>Character</u> is an important aspect of local identity created through the combined effect of:</p> <ul style="list-style-type: none"> ○ The height, scale, setback, style, and conditions of buildings. ○ Land uses and street-based activity. ○ The physical form of the street including widths and function, verges, and footpaths. ○ Landscaping of the public and private realm.
Design Review Panel	A panel of experts on the built environment, that make an independent and impartial evaluation of the design of a proposal. The panel must be appointed by the City of Nedlands or State Government.
Desired Future Character	Cues can be taken from the context and character of surrounding areas to determine a street grid and hierarchy of lot sizes, building typologies and building envelopes that together will create the desired suburban or urban character.
NATHERS	National Housing Energy Rating Scheme https://www.nathers.gov.au/

6.2 A word or expression that is not defined in the Policy has the same meaning as it has in the Residential Design Codes.

Council Resolution Number	PDXX
Adoption Date	OCM XX XXXX XX (e.g. 24 September 2019)
Date Reviewed/Modified	OCM XX XXXX XX (e.g. 24 September 2019)



- A - Hollywood West Transition Area
- B - Hollywood Central Transition Area
- C - Hollywood East Transition Area
- D - Hampden Road Activity and Transition Area
- E - Stirling Highway Activity West
- F - Nedlands Town Centre
- G - Stirling Highway Activity East
- H - Rose Garden Transition Area
- I - Melvista Transition Area
- J - Broadway Activity and Transition Area
- K - Carrington Road Service Commercial Area
- L - Waratah Village Activity and Transition Area



Scale 1:4500 @ A1
Created By: Ashley Trant, 11.06.2020

COPYRIGHT
THE CONCEPTS AND INFORMATION CONTAINED ON THIS DOCUMENT ARE THE PROPERTY OF THE CITY OF NEDLANDS AND SHALL NOT BE REPRODUCED IN WHOLE OR PART WITHOUT THE WRITTEN PERMISSION OF THE CITY OF NEDLANDS. ANY UNAUTHORISED REPRODUCTION CONSTITUTES INFRINGEMENT OF COPYRIGHT.

PD04.21	Broadway, Nedlands Town Centre and Waratah Village Context and Character Local Planning Policies
----------------	---

Committee	9 February 2021
Council	23 February 2021
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995 and section 10 of the City of Nedlands Code of Conduct for Impartiality.	<p>Nil</p> <p>The author, reviewers and authoriser of this report declare they have no financial or impartiality interest with this matter. There is no financial or personal relationship between City staff and the proponents or their consultants. Whilst parties may be known to each other professionally, this relationship is consistent with the limitations placed on such relationships by the Codes of Conduct of the City and the Planning Institute of Australia</p>
Director	Tony Free – Director Planning & Development
CEO	Mark Goodlet
Attachments	<ol style="list-style-type: none"> 1. Draft Broadway Precinct Context and Character Local Planning Policy 2. Draft Nedlands Town Centre Precinct Context and Character Local Planning Policy 3. Draft Waratah Village Precinct Context and Character Local Planning Policy

1.0 Executive Summary

The purpose of this report is to present the following three draft local planning policies to Council for adoption to advertise:

1. Draft Broadway Precinct Context and Character Local Planning Policy
2. Draft Nedlands Town Centre Precinct Context and Character Local Planning Policy
3. Draft Waratah Village Precinct Context and Character Local Planning Policy

2.0 Recommendation to Committee

Council:

1. prepares, and advertises for a period of 21 days, in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2, Part 2, Clause 4, the:
 - a) Draft Broadway Precinct Context and Character Local Planning Policy;
 - b) Draft Nedlands Town Centre Precinct Context and Character Local Planning Policy; and the
 - c) Draft Waratah Village Precinct Context and Character Local Planning Policy.

3.0 Discussion/Overview

Built Form Modelling

The City has engaged Hassell to undertake built form modelling for the Broadway, Nedlands Town Centre and Waratah Village precincts. This work is comprised of the following deliverables:

1. Local distinctiveness study
2. Context analysis
3. Modelling and built form controls

The local distinctiveness studies and context analyses for each precinct have been completed and were presented to Council at the 25 August 2020 Ordinary Council Meeting. At this meeting, Council resolved as follows:

- “1. Receives the local distinctiveness studies and context analyses for the Broadway, Nedlands Town Centre and Waratah Village precincts;
1. Instructs the CEO to include reference to the local distinctiveness studies and context analysis in assessment of development applications, and where relevant current scheme amendments, within these precincts to inform assessment of existing local character; and
2. Notes that the local distinctiveness studies and context analyses will inform the development of the built form modelling.”

As per this Resolution, assessments of development applications and proposed scheme amendments within these precincts have been drawing on the relevant local distinctiveness studies and context analyses.

Future Planning Instruments

The third component of Hassell's scope of works, modelling and built form controls, is still being finalised and is expected to be delivered in the early to mid-2021. Once complete, Administration intends to use this work to inform the following future planning instruments:

1. Built form local planning policies for each precinct, supported by scheme amendments where appropriate.
2. Precinct structure plans for Nedlands Town Centre and Waratah Village, following the framework set out in State Planning Policy 7.2 – Precinct Design. The preparation of precinct structure plans for these precincts will require agreement from the Western Australian Planning Commission (WAPC) through the Gaps Analysis process, a report for which is also being considered at this Council Meeting. If agreement is reached with the WAPC, further investigations will be required to inform the preparation of the precinct structure plans. These further investigations will likely require additional budget approval. Updates on this process will be provided to Council in due course.

3. The QEII/UWA Specialised Activity Centre Plan will likely include most, or all, of the Broadway Precinct. The City of Perth, in partnership with the Department of Planning, Lands and Heritage (DPLH), is leading the project to develop this plan. The City of Perth is in the process of undertaking similar built form modelling work on their side of Broadway, and so these two pieces of work will be able to be brought together to inform the plan. Noting that this higher-level plan will likely include the Broadway precinct, it is unlikely that the WAPC will agree to the preparation of a precinct structure plan for the precinct.

Proposed Context and Character Local Planning Policies

In order to formalise the components of the Hassell scope of works which have already been completed, being the local distinctiveness studies and context analyses, Administration is now presenting Council with three local planning policies ahead of the preparation of the future planning instruments identified above. The Draft Context and Character Local Planning Policies are included as **Attachment 1** (Broadway), **Attachment 2** (Nedlands Town Centre) and **Attachment 3** (Waratah Village).

These policies include the following:

- Existing character of the precinct in the form of the Local Distinctiveness Study and Context Analysis prepared by Hassell; and
- A statement of policy position for the local government regarding the desired future character of the precinct, based on precinct-specific strategies outlined in the City's Local Planning Strategy. The Local Distinctiveness Study and Context Analysis prepared by Hassell also identifies urban design principles for each precinct which will assist in preserving a unique local sense of place. These urban design principles have also been used to inform the desired future character for each precinct.

It is recommended that Council adopt these three policies for the purpose of advertising. Following advertising, the final adoption of these policies would provide the community and developers with greater clarity on how new developments within the precincts should be designed in the context of the existing character, and also consideration of the desire for how the precinct should be developed into the future within the context of the existing zoning.

These policies will also assist in the assessment and determination of development applications against the Residential Design Codes Volume 2 (R-Codes Volume 2). There are a number of element objectives within the R-Codes Volume 2 which require consideration of the existing and future character of the locality. By clearly defining the existing and future desired character, these policies will provide clarity for assessment and determination of new developments within each precinct.

As outlined in the Future Planning Instruments sections above, built form local planning policies will be prepared for each precinct once built form modelling has been finalised. These policies will incorporate the existing and desired future character for each precinct, as set out in the Context and Character Local Planning Policies. If the built form local planning policies are adopted, the Context and Character Local Planning Policies can therefore be revoked at the same time with

provisions being merged into one comprehensive policy instrument. Given the urgency to establishing the local planning framework the administration is seeking to put forward the local character policy first to ensure that there is a due regard local planning instrument available to assessors and decisions makers when assessing and determining development applications in each of these precincts.

4.0 Consultation

Community Reference Groups (CRGs) have been established for each precinct. Engagement with these CRGs will take place to inform the built form local planning policies. At this stage, engagement with the CRGs can test the desired future character statement established for each precinct and refine, as necessary.

At the time of writing this report, the proposed local planning policies are scheduled to be presented to the City's Community Working Group on 10 February 2021.

If adopted, the policies will be advertised for 21 days in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*.

5.0 Strategic Implications

How well does it fit with our strategic direction?

The draft local planning policies align with the following Intention / Strategy from the City's Local Planning Strategy:

5.8 – Urban Design, Character and Heritage: *“Retain and enhance the character and streetscape of the City's existing residential areas whilst promoting best practice urban design principles in targeted infill areas. Maintaining and enhancing high quality streetscapes will be of the utmost importance to decision making, and developments will need to respond to the unique character of each precinct.”*

Who benefits?

The City, the community and applicants for development will benefit by having a clear position on the existing and desired future character for each precinct.

Does it involve a tolerable risk?

The risk of not having these policies in place is that assessments of new developments within the three precincts will not be informed by a formalised existing and desired future character statement.

Do we have the information we need?

The proposed local planning policies are informed by the local distinctiveness studies and context analyses for each precinct, which were prepared by Hassell. The policies were also informed by the City's Local Planning Strategy.

6.0 Budget/Financial Implications

Can we afford it?

The proposed local planning policies are informed by the local distinctiveness studies and context analyses for each precinct, which were prepared by Hassell. The budget for this work has already been approved.

How does the option impact upon rates?

See above.

7.0 Conclusion

The purpose of this report is to present Council with Character and Context Local Planning Policies for the Broadway, Nedlands Town Centre and Waratah Village precincts. Until such time as the built form modelling body of work has been completed, these proposed policies will be able to guide the assessment and determination of new development, ensuring that such development appropriately considers both the existing and desired future character within these precincts.



LOCAL PLANNING POLICY – BROADWAY PRECINCT CONTEXT AND CHARACTER

1.0 PURPOSE

- 1.1 To establish the existing and desired future character of the Broadway Precinct.
- 1.2 For the desired future character statement to inform the assessment of development applications within the Broadway Precinct.
- 1.3 To encourage good design and ensure that development responds appropriately to the site, context and identified local character and qualities.

2.0 APPLICATION OF POLICY

- 2.1 This Policy applies to all development within the Broadway Precinct. The Broadway Precinct is identified in **Appendix 1**.
- 2.2 This Policy is to be used to inform the preparation of the Site Analysis and Design Response, as required by Element 3.1 of the Residential Design Codes Volume 2.
- 2.3 This Policy is to be read in conjunction with the Residential Design Codes Volume 1 and 2.
- 2.4 Where this Policy is inconsistent with the Residential Design Codes Volume 1 and 2, the provisions of the Residential Design Codes Volume 1 and 2 shall prevail, to the extent of the inconsistency.

3.0 OBJECTIVES

- 3.1 To ensure that applications for new development are accompanied by a Site Analysis and Design Response which demonstrates how the design of new development takes consideration of the existing and desired future character of the Broadway precinct.
- 3.2 To ensure that new development provides an appropriate transition from the mixed-use, high density development along Broadway, to the low density single residential housing to the west.
- 3.3 To facilitate high-quality development that has an appropriate interface to the street, maintains the landscape character of the area where appropriate and minimises adverse amenity impacts on surrounding development.

4.0 POLICY MEASURES

Existing Character

- 4.1 The existing local **character** of the Broadway Precinct is set out in the Broadway Local Distinctiveness Study and Context Analysis, which is included in **Appendix 2**.



4.2 Where the Residential Design Codes refers to any of the following, applicants are to refer to the Broadway Local Distinctiveness Study and Context Analysis:

- Existing character of the area;
- Existing landscape character/landscape character of the area;
- Existing streetscape pattern;
- Streetscape, topography and site attributes; and
- Character of the local area.

4.3 In preparing the Site Analysis and Design Response in accordance with Element 3.1 of the Residential Design Codes Volume 2, applicants shall consider the Broadway Local Distinctiveness Study and Context Analysis.

Desired Future Character

4.4 Where the Residential Design Codes refers to any of the following, applicants are to refer to the Desired Future Character Statement, as outlined in 4.5 of this Policy:

- Desired future scale and character of the street and local area;
- Desired future streetscape character; and
- Desired streetscape character.

4.5 Desired Future Character Statement

1. The Broadway Precinct will provide for more diverse housing options for residents within high amenity and attractive streetscapes.
2. Landscaping and deep soil areas in new developments will contribute to the leafy-green sense of place, appropriate to the density of each site.
3. Built form and landscaping will be designed to provide appropriate transitions from areas of higher density to areas of lower density.
4. New development will reference the traditional built form character of the area through the integration of design elements and a high-quality palette of materials and finishes.
5. Mixed-use and non-residential development along Broadway will be focussed around existing nodes of activity.
6. New development will interact with the street to enhance the pedestrian environment.
7. Land uses will take advantage of the adjacency of the UWA-QEII Specialised Activity Centre.

4.6 In preparing the Site Analysis and Design Response in accordance with Element 3.1 of the Residential Design Codes Volume 2, applicants shall consider the Desired Future Character Statement, as outlined in 4.5 of this Policy.

5.0 RELATED LEGISLATION

5.1 This Policy has been prepared in accordance with Schedule 2 Part 2 Clause 4 of the Planning and Development (Local Planning Schemes) Regulations 2015.

5.2 This Policy should be read in conjunction with the following additional planning instruments and its requirements apply unless specifically stipulated elsewhere in any of the below:



- Planning and Development Act 2005
- Planning and Development (Local Planning Schemes) Regulations 2015
- Local Planning Scheme No. 3
- State Planning Policy 7.0 – Design of the Built Environment
- State Planning Policy 7.2 – Precinct Design Guidelines
- State Planning Policy 7.3 - Residential Design Codes Volume 1
- State Planning Policy 7.3 – Residential Design Codes Volume 2

6.0 Definitions

- 6.1 Words and expressions used in this policy have the same meaning given to them in the Residential Design Codes and Local Planning Scheme No. 3.

Council Resolution Number	PDXX
Adoption Date	OCM XX XXXX XX
Date Reviewed/Modified	OCM XX XXXX XX



Appendix 1 – Map of Broadway Precinct





Appendix 2 – Broadway Local Distinctiveness Study and Context Analysis

DRAFT

BROADWAY

LOCAL DISTINCTIVENESS STUDY AND CONTEXT ANALYSIS



Hassell
Level 1 Commonwealth Bank Building
242 Murray Street
Perth WA
Australia 6000
hassellstudio.com
@hassell_studio

Contact
Robina Crook
Senior Associate, Planning
rcrook@hassellstudio.com
+61 8 6477 6143
+61 432 013 097

1.	Introduction	1
2.	Context Plans	2
3.	Built Environment	7
4.	Public Realm	25
5.	Movement	34
6.	Urban Design Principles	38
7.	Context Analysis	40

Document Control			
Rev	Date	Approved By	Description
01	28.04.2020	Robina Crook	For review
02	13.06.2020	Robina Crook	For review
03	03.08.2020	Robina Crook	For review
04	10.08.2020	Robina Crook	For approval
05	21.08.2020	Natalie Busch	Final

1. INTRODUCTION

Local distinctiveness is the positive features of a place and its communities which contribute to its special character and sense of place (CABE, 2000)

The City of Nedlands is experiencing an unprecedented level of development interest in response to the gazettal of the City's Local Planning Scheme 3 (LPS3) in April 2019.

The new scheme rezoned and recoded core Growth and Transition areas within the City, of which Broadway is one such Precinct. The intent is for the City to refine the built form controls within these growth and transition areas to better reflect the local context and support a unique sense of place. The City has also prepared an interim Built Form Design Guidelines – Broadway Mixed Use Zone Local Planning Policy in the aid of guiding the rezoned and recoded land.

Before revised planning provisions are established, it is fundamental to understand the current local distinctiveness of the Precinct, which can inform the future character of the place.

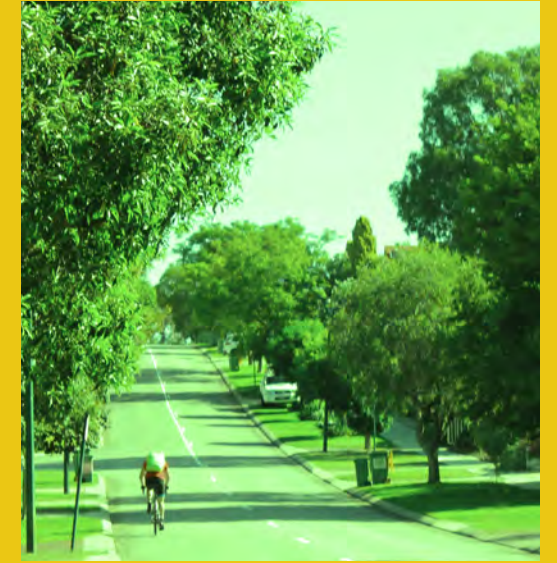
In 2000, the UK's Commission for Architecture and the Built Environment (CABE) prepared the "By Design - Urban design in the planning system: towards better practice" which highlighted the importance of local distinctiveness in assisting in defining and informing planning provisions. The study described local distinctiveness as "the positive features of a place and its communities which contribute to its special character and sense of place".

This local distinctiveness study is not a formal assessment of architectural style or heritage; it is a review of the characteristics of the existing built form that inform the character of the place. The focus has been to uncover elements that make a positive contribution to local distinctiveness and the opportunities for enhancement.

The key urban design features that impact local distinctiveness have been derived from an understanding of the State Planning Policy 7.0 Design of the Built Environment, which advocates for higher quality design outcomes. The qualities of place are influenced by the following design principles of context and character, landscape quality, built form and scale, functionality and build quality, sustainability, amenity, legibility, safety, community and aesthetics.

The study addresses the design elements within the broad categories of the built environment and the public realm to identify opportunities to inform and enhance local distinctiveness.

To complement the study, an extensive audit of the Precinct was undertaken. The review includes a block-by-block, on-the-ground survey of the existing built form within the Precinct. The analysis has also been informed by the ten design principles of State Planning Policy 7.0 Design of the Built Environment.



2. CONTEXT PLANS

The Broadway Precinct site including its Sub-Precinct, Regional, Sub-Regional and Local Contexts.



SITE AND SUB-PRECINCTS PLAN

This map shows the Broadway Precinct site and its Sub-Precincts referred to throughout this study.

The Broadway Precinct occupies approximately 26.8ha of land area with 231 lots ranging from 219m² to 3,818m².

It is important to note that these Sub-Precincts do not imply built form pasterns or groups, but are for illustrative purposes in this document only.

NORTHERN SUB-PRECINCT

→ North of Edward Street

CENTRAL SUB-PRECINCT

→ Located between Edward Street and Princess Road

SOUTHERN SUB-PRECINCT

→ South of Princess Road

Legend:

- Precinct Boundary
- - - Sub-Precinct Boundary

Aerial map sourced from Nearmap (file dated 2020)



Figure 1: Precinct Plan

REGIONAL CONTEXT

The Broadway Precinct is located within the central sub-region of the Perth Metropolitan area. The State Planning Policy 4.2 - Activity Centres for Perth and Peel, outlines that activity centres are hubs of activity and support mixed use, including retail, commercial and residential land uses integrated with a high-frequency public transport system.

The objective is to ensure a suitable distribution of activity centres to meet different levels of community need and enable employment, goods and services to be accessed efficiently and equitably by the community. Activity centres are hubs of activity and support mixed use, including retail, commercial and residential land uses integrated with a high-frequency public transport system. The Broadway Precinct is surrounded by a number of activity centres that meet the different needs of the community.

The Precinct is a large Neighbourhood Centre that encompasses retail, commercial and educational land uses within 5.5km of the Perth Central Business District. The Precinct is located 2km from the Claremont Secondary Centre and 4km of the Subiaco Secondary Centre.

The Broadway Precinct is comprised of three nodes of activity. To the north, two areas are addressing neighbourhood needs, and a smaller mixed use centre mainly addresses local needs to the south. Importantly, the Precinct plays an essential role as an interface to the larger UWA-QEII Specialised Activity Centre to the east and the low-density residential areas to the west.

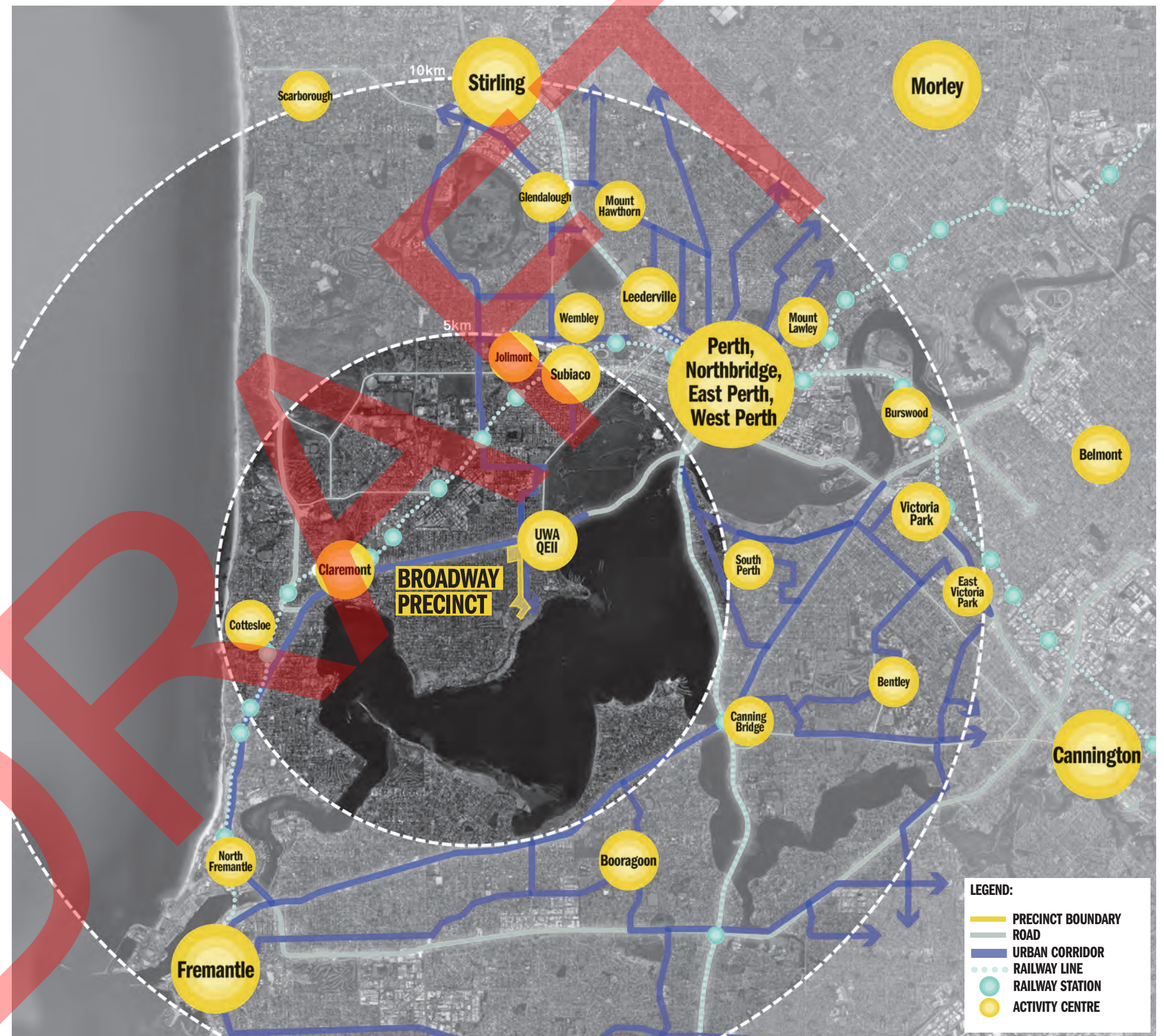


Figure 2: Regional Context

SUB-REGIONAL CONTEXT

The City of Nedlands is an inner-city local government within the greater Perth Metropolitan area. Nedlands is situated 5.5km from the Perth central business district (CBD), and covers approximately 20km².

The City has four distinct areas namely the Coastal, Hollywood, Melvista and Dalkeith wards. The City is well serviced with recreational facilities such as the HBF Stadium, Cottesloe Golf Club, Swanbourne Beach and

picturesque parks along the Swan River. Primary and secondary schools, including the John XXIII College, provide high-quality education services. Large areas of the City are traditional, low-rise residential development, nestled within tree-lined streets.

The Broadway Precinct is located between the larger activity centres of Claremont, Subiaco and the Perth CBD. At the eastern interface of the City there are key state

destinations such as the University of Western Australia and QEII Medical Campus and Hospital. Nedlands is bounded by the local government areas of Perth, Subiaco, Cambridge, Cottesloe and Claremont.

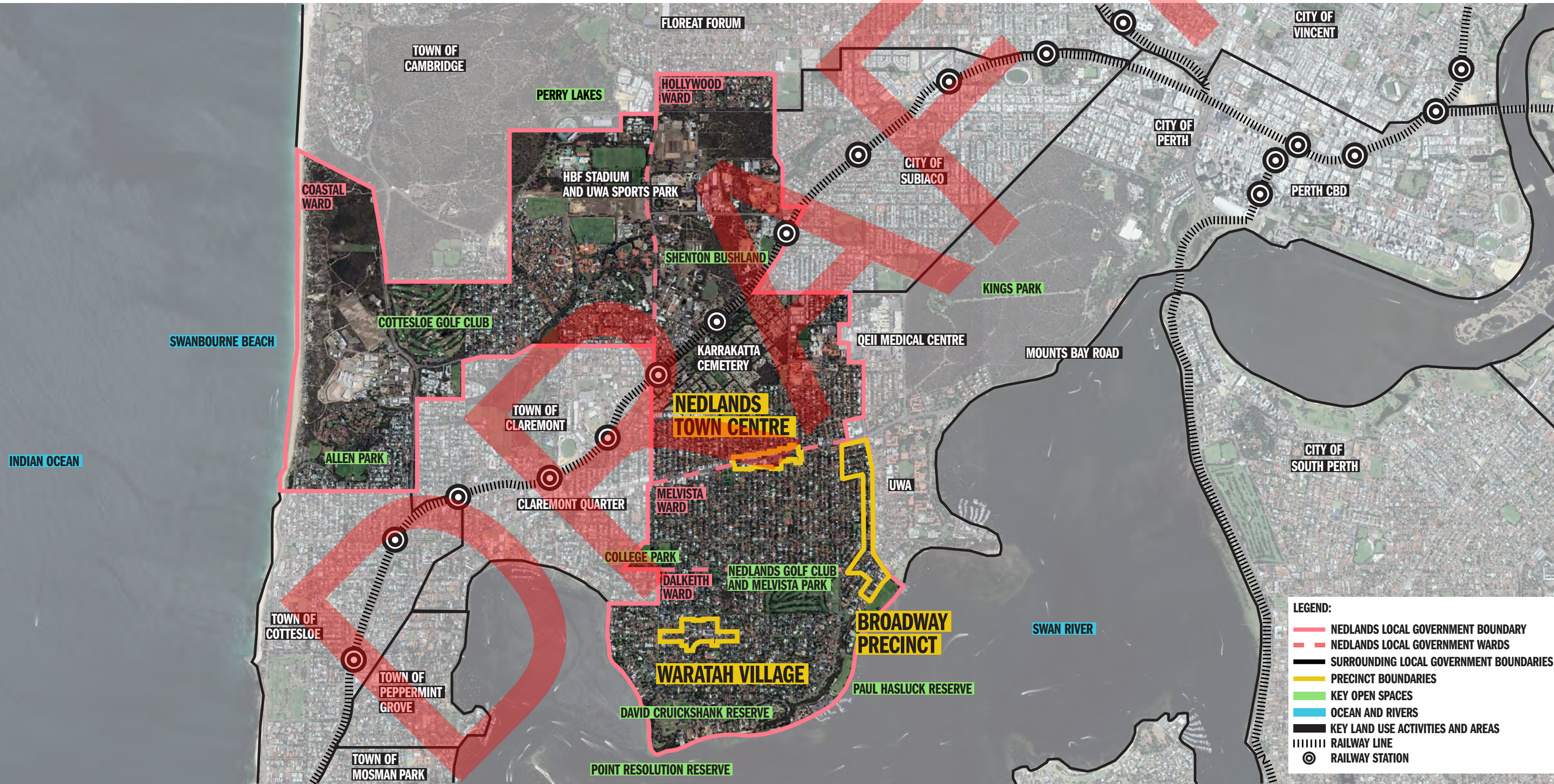


Figure 3: Sub-Regional Context

LOCAL CONTEXT

The Broadway Precinct is located within the City of Nedlands' Melvista and Dalkeith wards, bounded by the roads of Stirling Highway and Broadway. The Broadway Precinct is a low to medium rise urban growth area that provides a transition to the lower development intensity of the surrounding Precincts. The City's Local Planning Strategy identifies the Precinct as an integral element of the Nedlands area that accommodates a range of uses including the UWA-QEII Specialised Centre's health, education and research functions that are particularly knowledge based.

The QEII Medical Centre is situated directly north of the Broadway Precinct, with UWA to the east and the Claremont Secondary Activity Centre to the west. In general, the Precinct is surrounded by single residential dwellings on large lots with well-established tree-lined streets situated on an undulating topography. Retail and commercial uses are dispersed throughout the Precinct, primarily at the northern and southern ends of Broadway. Surrounding activity centres influence the scale of retail and commercial land use within the Precinct. The State Planning Policy 4.2 - Activity Centres for Perth and Peel identifies the UWA-QEII as a specialised activity centre.

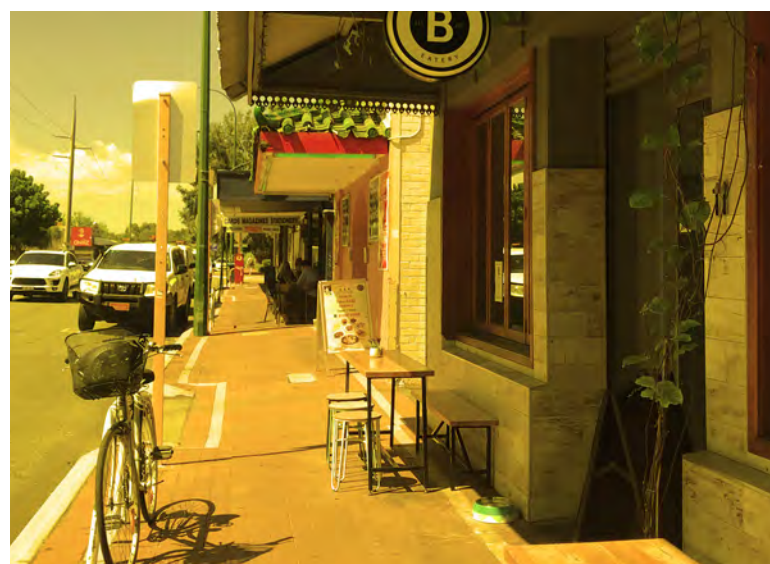
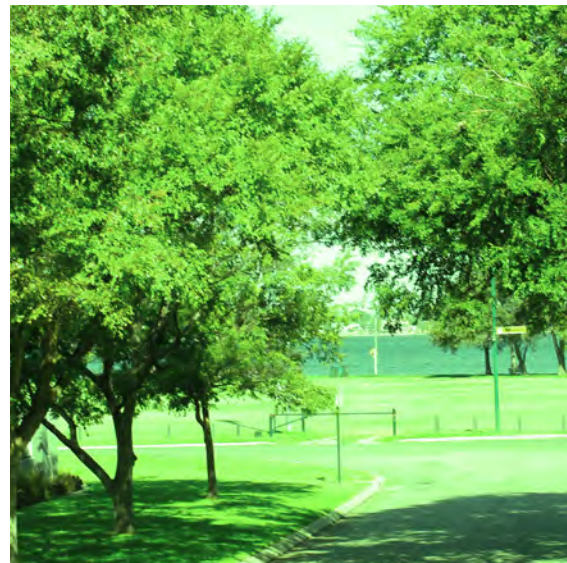
As the Broadway Precinct is situated adjacently south and west of this centre, the Precinct must support the centre through the development of complementary activities that support the primary function of the health, education and research. Due to this, the Broadway Precinct provides for a mix of retail and commercial uses as well as knowledge based and educational uses which support the aims of the UWA-QEII Specialised Centre. The Precinct also includes low to medium rise residential uses, with medium to high scale residential uses at the southern end of the Precinct with views of the Swan River.



Figure 4: Local Context

3. BUILT ENVIRONMENT

An exploration of the elements that form the built environment within the Precinct.



ACTIVITY AND LAND USE

Well-loved places can generate higher levels of activity as people are willing to dwell and enjoy what a place has to offer. The activity within a Precinct is usually a reflection of the level of land-use diversity. Greater diversity results in more housing options, increased retail and commercial opportunities, higher levels of social interaction, reduced concerns relating to crime and improved access to transport. Land use and transport options within a Precinct should meet the diverse needs of the community.

Quality Precincts provide a mix of land uses that meet the current and future needs of the community. Residential, commercial, retail and civic uses should be integrated and designed in such a way as to support active transport options, reflecting the Precincts hierarchy within the City's network of activity centres. Research indicates that mixed land use development can enhance the economic vitality and perceived security of an area by increasing the number of people on the street and in public spaces.

Within the Precinct, higher levels of activity are located along Broadway and Stirling Highway, taking advantage of the higher-order movement networks. In several locations, low to medium rise office use abuts residential use. There are generally three areas that specifically respond to local needs:

- Cafés at the intersection of Stirling Highway and Broadway
- The Broadway Fair Shopping Centre (albeit outside of the Precinct area)
- Cafés close to the intersection of Hillway and Broadway.

Significant areas of the Precinct accommodate single residential development, with multi-residential and mixed use located to the south of the Precinct.

Opportunities within Broadway are:

- To more clearly define the nodes of higher levels of activity within the Precinct
- Provide provisions to ensure built form provides for fine grain, active ground plane within activity nodes
- Locate increased development potential in areas that are already displaying increased levels of activity
- Ensure suitable interface, and edges treatments between different land use within the Precinct
- Increased diversity of housing typologies
- Ensure land use integration with current and future transport outcomes, with a pedestrian first focus.

AREAS OF INCREASED ACTIVITY

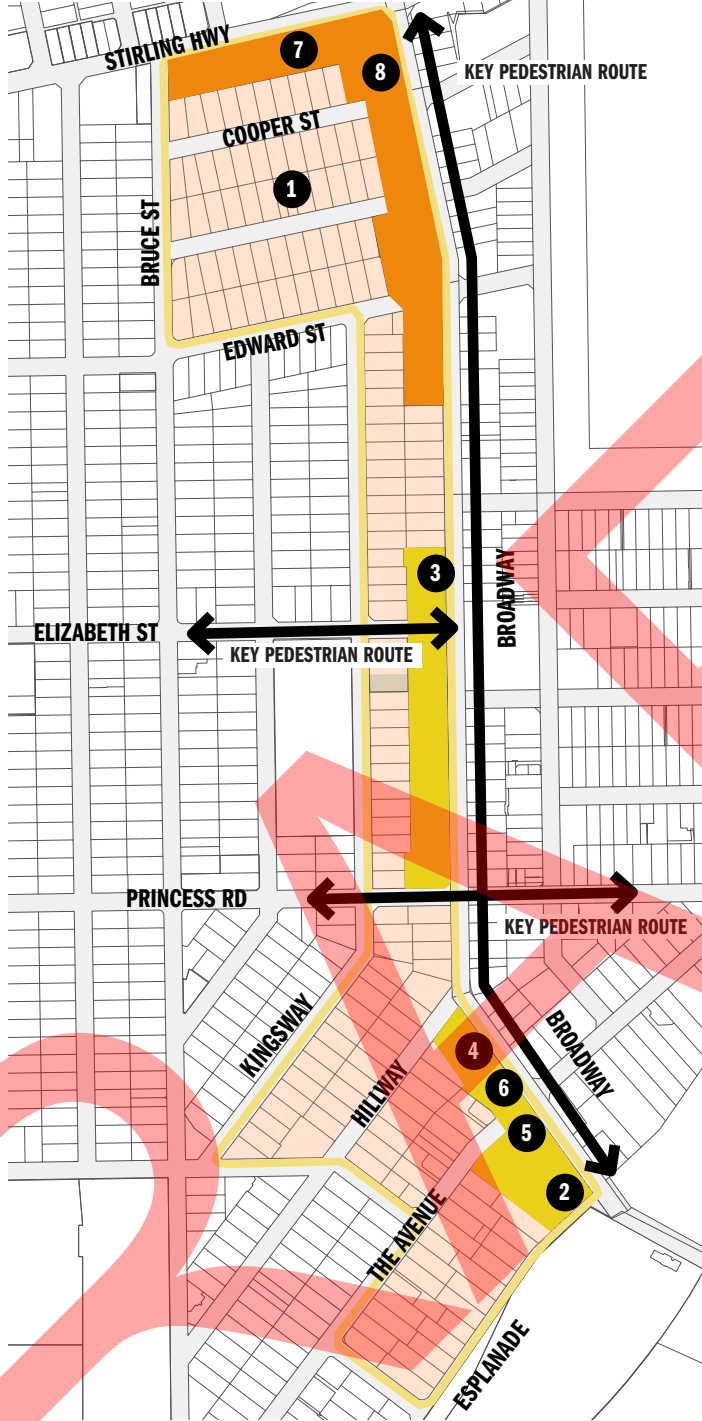
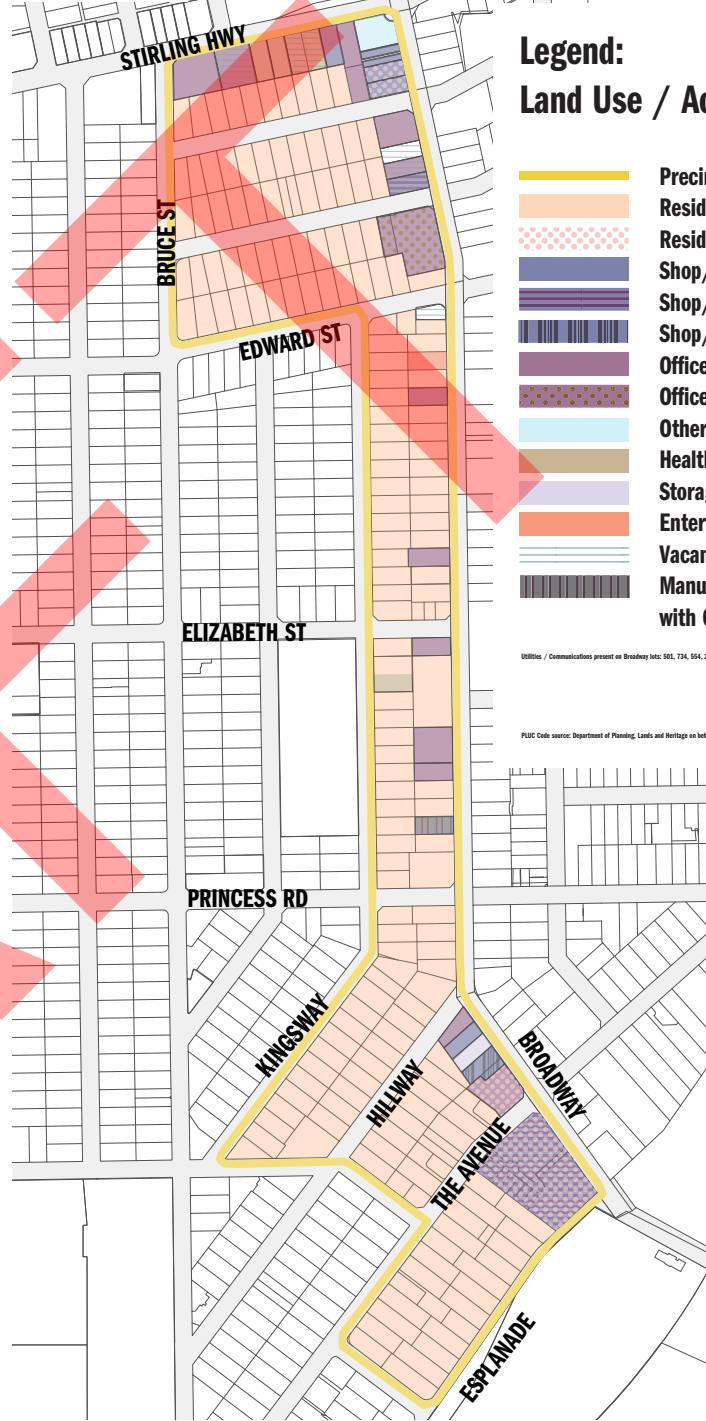


Figure 5: Areas of Increased Activity

LAND USE



Legend: Land Use / Activity (PLUC Codes)

- Precinct Boundary
- Residential
- Residential (above other land uses)
- Shop/Retail
- Shop/Retail with Office/Business
- Shop/Retail with Manufacturing/Processing/Fabrication
- Office/Business
- Office/Business with Health/Welfare/Community Services
- Other Retail
- Health/Welfare/Community Services
- Storage/Distribution
- Entertainment/Recreation/Culture
- Vacant Floor Area
- Manufacturing/Processing/Fabrication with Office/Business

Utilities / Communications present on Broadway lots: 102, 724, 554, 2, 544, 1, 541, 9 and 11.

PLUC Code source: Department of Planning, Lands and Heritage on behalf of the Western Australian Planning Commission (2011/17).

Figure 6: Land Use

ACTIVITY

LOW

RESIDENTIAL



- Single-residential
- Low level of activity



- Multi-residential
- Low to moderate level of activity

MODERATE

OFFICE SPACE



- Real estate agent, dentist and data analysis company and the consulate of France
- Moderate level of activity

CAFE



- Shop and Retail
- Moderate level of activity

HOTEL



- Shop and Retail with Office and Business
- Moderate level of activity

MIXED USE COMPLEX



- Shop and Retail with Office and Business and Residential above
- Moderate level of activity

HIGH

HIGHWAY COMMERCIAL



- Health and office uses
- Moderate to high level of activity abutting Stirling Highway

LOCAL CAFÉS



- Shop and retail, café, office and service station uses
- High level of activity

TOPOGRAPHY

The topography of a place is the arrangement of the natural and artificial physical features of an area; an essential factor is the natural ground levels. The level of the ground before any excavation or filling of a site is referred to as the 'natural ground level', whereas the 'finished ground level' is once development has 'finished' with building floor plate, paving, asphalt or landscape. Importantly, the natural ground levels and undulation of a site can impact the style of development that can be proposed in an area.

The undulation of the land within the site can profoundly impact the ability to develop buildings. If the gradient of the site is too steep, then it may adversely affect the ability to develop the land, through restrictions on access, poor amenity outcomes or high financial cost. Alternatively, a sloping site may support a creative approach to inspire innovative architecture.

There is significant change in topography across the Broadway Precinct (Section A). Along the length of Broadway, the land rises between Edward and Elizabeth Street before falling again at Hillway (Section A and H). The natural ground level then continues to fall toward the Esplanade and the Swan River (Section H). A natural ridgeline running north-south provides differences in natural ground levels from Bruce Street and Kingsway to Broadway (Section D, E, F, G and H). Importantly the topography of land abutting Broadway has a significant impact on built form (Section D, E, F and G). Sites to the west of Broadway general rise above the road reserve and sites to the east are generally lower. The gradient is significant with access to lots on the west of Broadway being impacted. There are areas where the gradient of the site has resulted in a poor interface between Broadway and private development.

At a site scale, the challenges to development can be significant, with the design of built form needing to respond to the primary street interface, refine access and contemplate appropriate setbacks. In some circumstances, the proposed development may result in the excavation of the site, and any adverse impacts would need to be ameliorated. Across the Precinct, however, the change in gradients provides urban framing opportunities and ability to take advantage of sightlines across the Precinct and beyond.

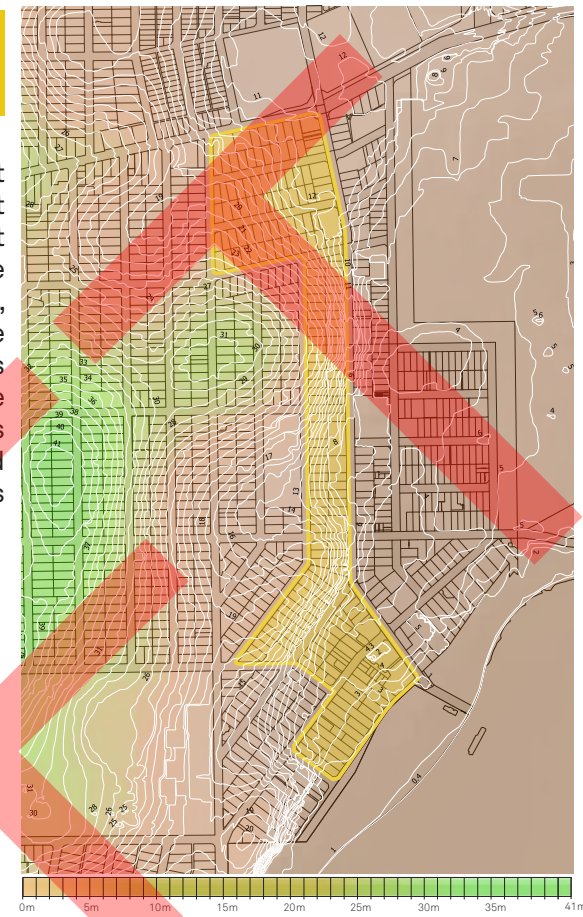


Figure 8: 1m Contours Across the Broadway Precinct

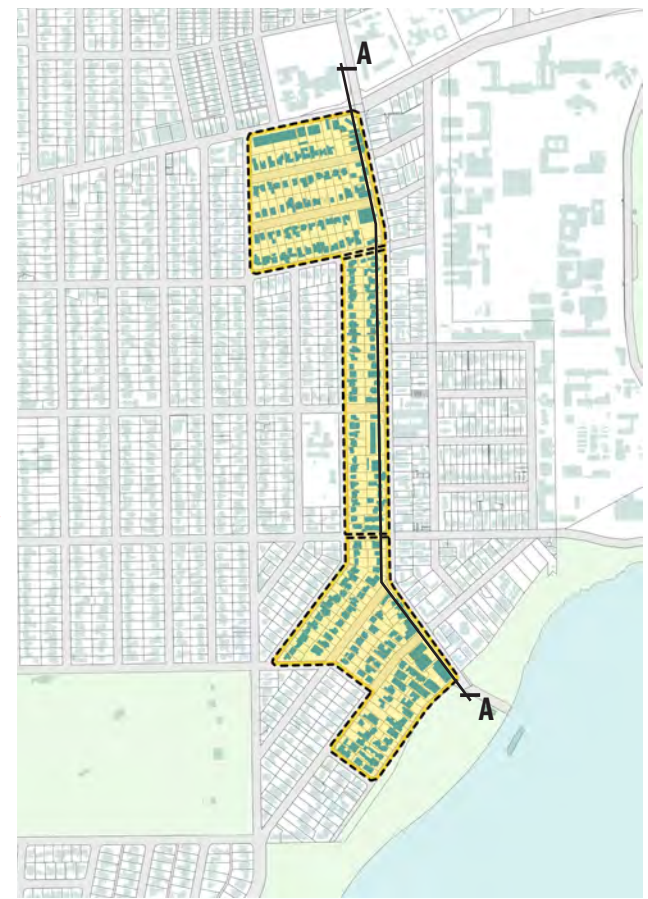


Figure 9: Location of Cross Section A

Figure 7: Topography - Section A

SECTION A - TOPOGRAPHY OF THE PRECINCT ALONG BROADWAY, IDENTIFYING EXISTING BUILDING HEIGHTS



UWA SCHOOL OF
POPULATION AND GLOBAL
HEALTH

Legend: Sections

- Precinct Boundary
- Natural Ground Level
- Sea Level
- Existing Built Form Within The Precinct
- Existing Built Form External To Precinct

TOPOGRAPHY

Figure 10: Topography - Section A1

SECTION A1 - TOPOGRAPHY OF THE PRECINCT WITHIN NORTHERN SUB-PRECINCT, IDENTIFYING EXISTING BUILDING HEIGHTS

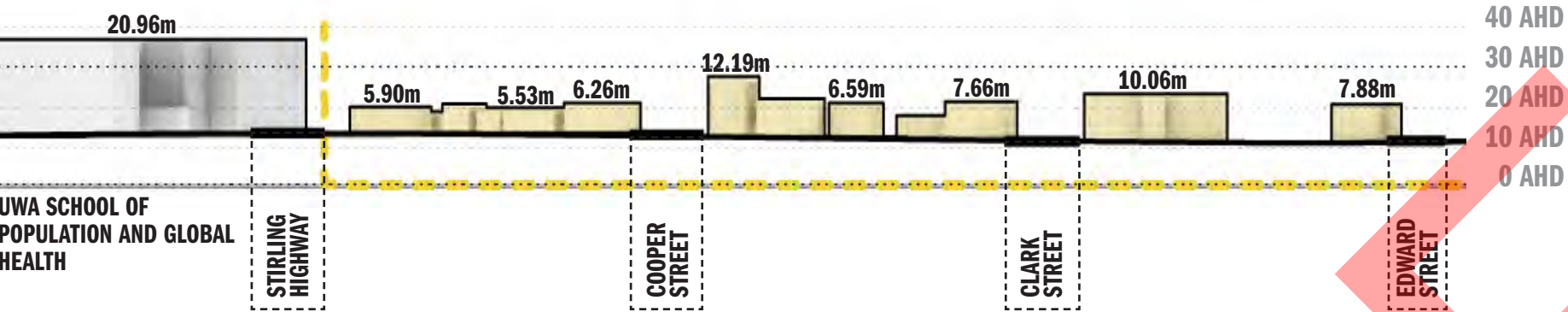


Figure 11: Location of Cross Section A1

Figure 12: Topography - Section A2

SECTION A2 - TOPOGRAPHY OF THE PRECINCT WITHIN CENTRAL SUB-PRECINCT, IDENTIFYING EXISTING BUILDING HEIGHTS

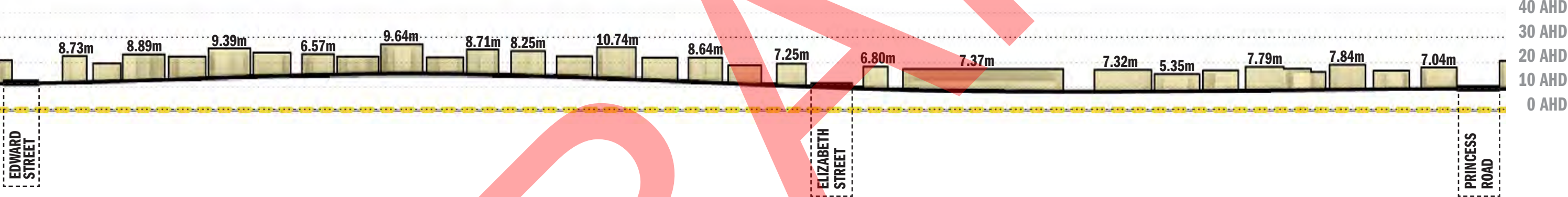


Figure 13: Location of Cross Section A2

Figure 14: Topography - Section A3

SECTION A3 - TOPOGRAPHY OF THE PRECINCT WITHIN SOUTHERN SUB-PRECINCT, IDENTIFYING EXISTING BUILDING HEIGHTS

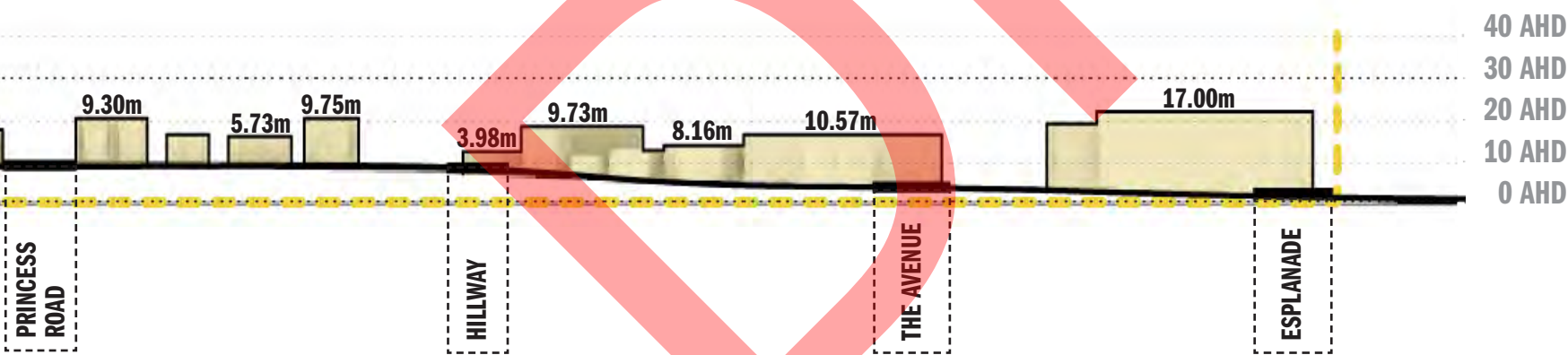


Figure 15: Location of Cross Section A3

Legend: Sections

- Precinct Boundary
- Natural Ground Level
- Sea Level
- Existing Built Form Within The Precinct
- Existing Built Form External To Precinct
- Building Heights

Legend:

- Precinct Area
- Sub-precinct Boundary
- Existing Building Footprint Within Precinct
- Existing Building Footprint External To Precincts

Building data sourced from the City of Nedlands Building Footprints (file dated 2013), Data WA Building Heights (file dated 2018) and Sea Level Data sourced from City of Nedlands Topography Data (file dated 2017)

TOPOGRAPHY

Figure 16: Topography - Section B

SECTION B – TOPOGRAPHY OF THE PRECINCT WITHIN NORTHERN SUB-PRECINCT, IDENTIFYING EXISTING BUILDING HEIGHTS

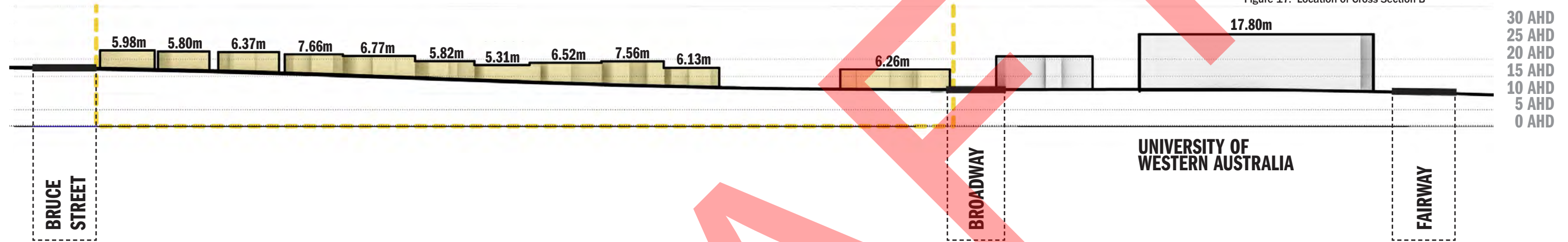


Figure 17: Location of Cross Section B



Figure 18: Topography - Section C

SECTION C – TOPOGRAPHY OF THE PRECINCT WITHIN NORTHERN SUB-PRECINCT, IDENTIFYING EXISTING BUILDING HEIGHTS

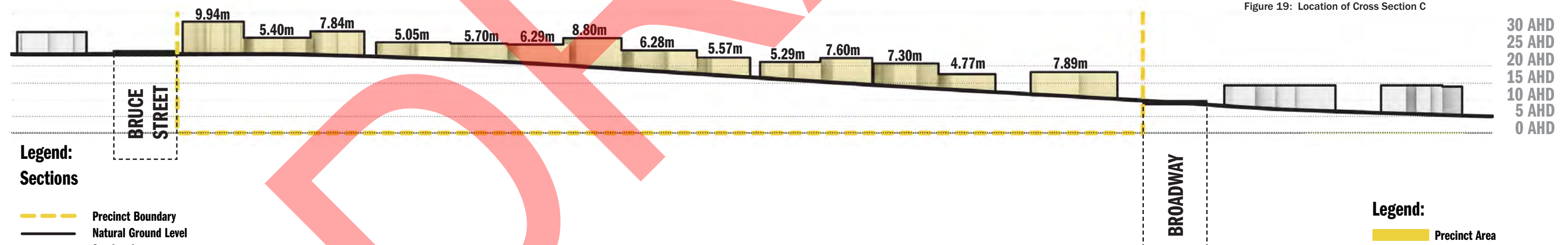


Figure 19: Location of Cross Section C



Legend: Sections

- Precinct Boundary
- Natural Ground Level
- Sea Level
- Existing Built Form Within The Precinct
- Existing Built Form External To Precinct
- 8.16m Building Heights

Legend:

- Precinct Area
- Sub-precinct Boundary
- Existing Building Footprint Within Precinct
- Existing Building Footprint External To Precincts

Building data sourced from the City of Nedlands Building Footprints (file dated 2013), Data WA Building Heights (file dated 2018) and Sea Level Data sourced from City of Nedlands Topography Data (file dated 2017)

TOPOGRAPHY

Figure 20: Topography - Section D

SECTION D – TOPOGRAPHY OF THE PRECINCT WITHIN CENTRAL SUB-PRECINCT, IDENTIFYING EXISTING BUILDING HEIGHTS

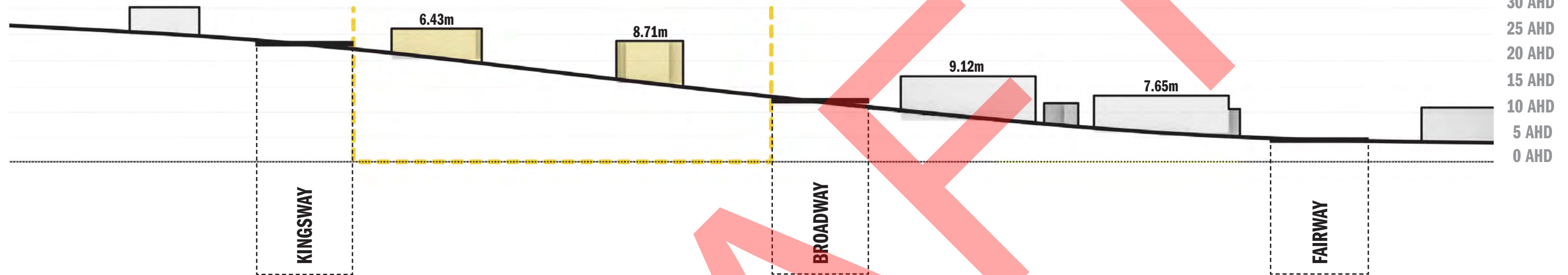


Figure 21: Location of Cross Section D



Figure 22: Topography - Section E

SECTION E – TOPOGRAPHY OF THE PRECINCT WITHIN CENTRAL SUB-PRECINCT, IDENTIFYING EXISTING BUILDING HEIGHTS

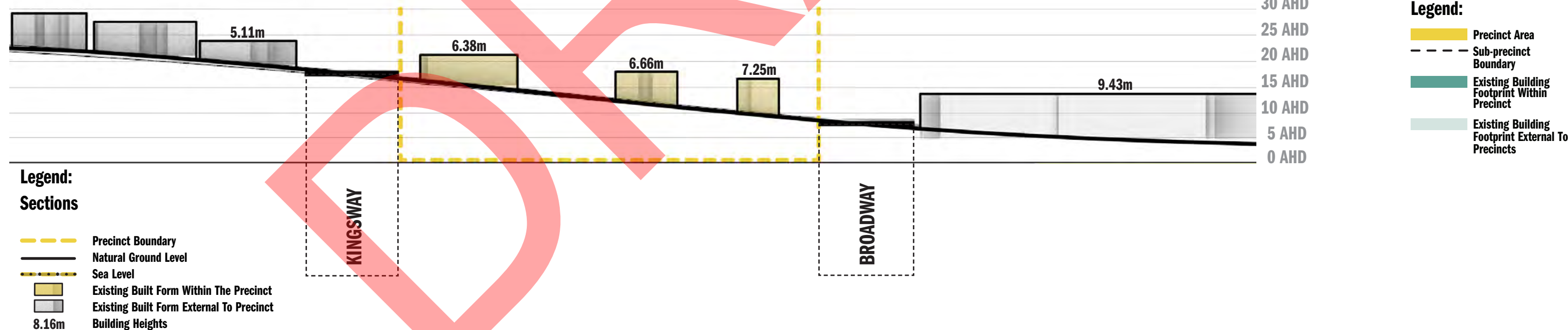


Figure 23: Location of Cross Section E



TOPOGRAPHY

Figure 24: Topography - Section F

SECTION F – TOPOGRAPHY OF THE PRECINCT WITHIN CENTRAL SUB-PRECINCT, IDENTIFYING EXISTING BUILDING HEIGHTS

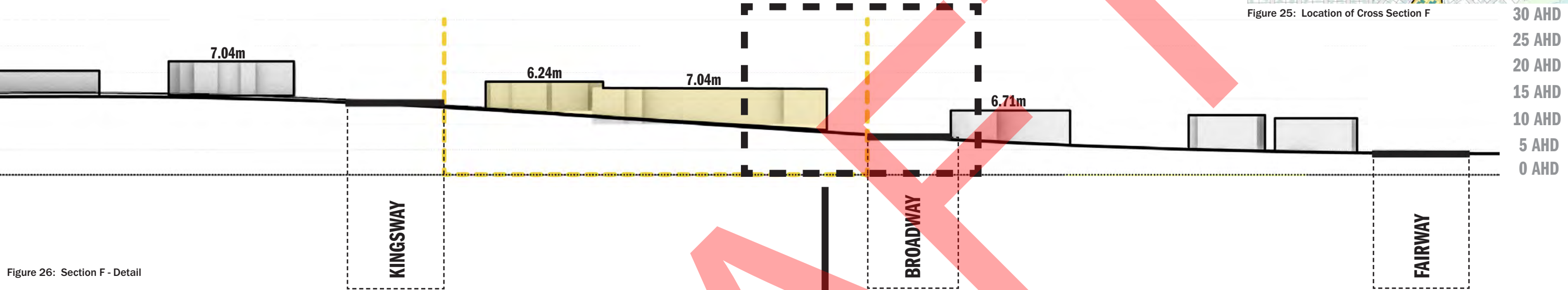
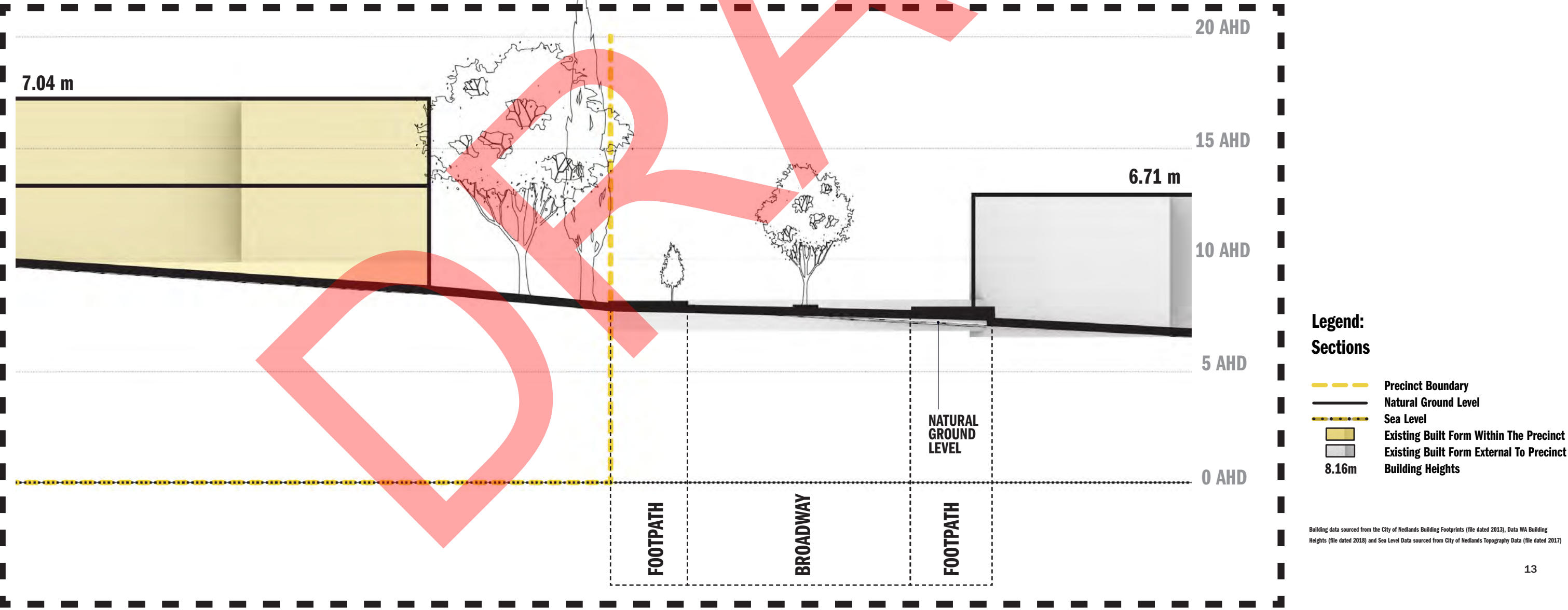


Figure 26: Section F - Detail

SECTION F – DETAIL



TOPOGRAPHY

Figure 27: Topography - Section G

SECTION G – TOPOGRAPHY OF THE PRECINCT WITHIN SOUTHERN SUB-PRECINCT, IDENTIFYING EXISTING BUILDING HEIGHTS

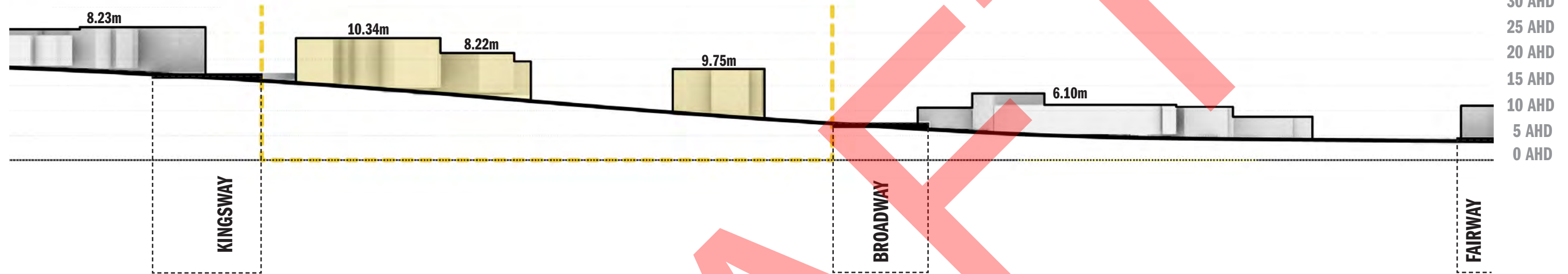


Figure 28: Location of Cross Section G



Figure 29: Topography - Section H

SECTION H – TOPOGRAPHY OF THE PRECINCT WITHIN SOUTHERN SUB-PRECINCT, IDENTIFYING EXISTING BUILDING HEIGHTS

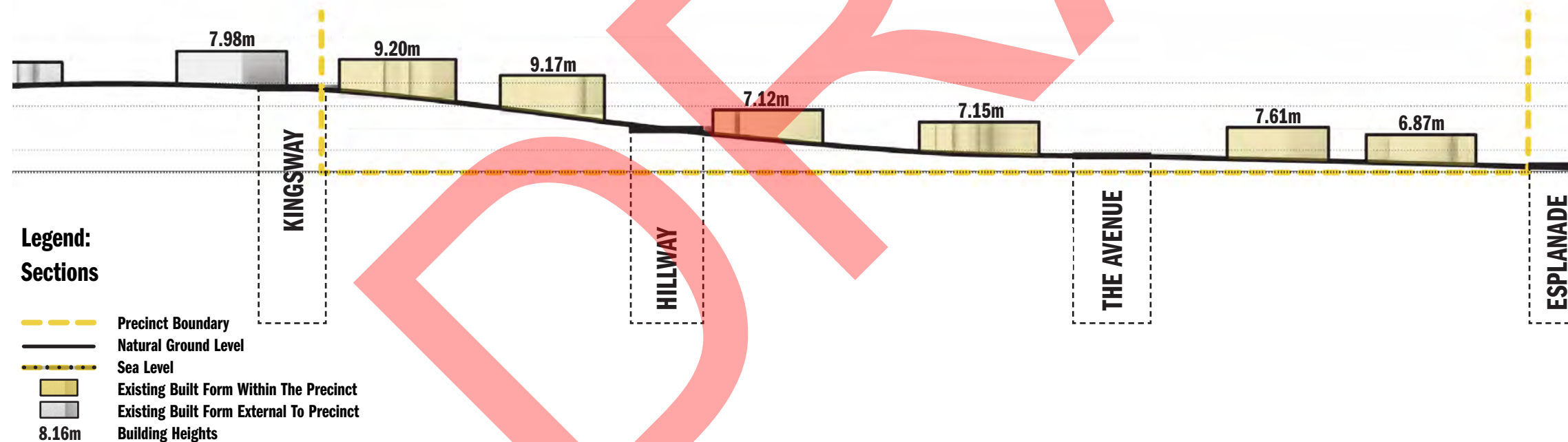


Figure 30: Location of Cross Section H



Legend:

- Sections**
- Precinct Boundary
 - Natural Ground Level
 - Sea Level
 - Existing Built Form Within The Precinct
 - Existing Built Form External To Precinct
 - Building Heights

Legend:

- Precinct Area
- Sub-precinct Boundary
- Existing Building Footprint Within Precinct
- Existing Building Footprint External To Precincts

BUILT FORM

The mass, scale and height of buildings within the Precinct inform a local built form character. Building setbacks also establish the relationship with the street and perception of built form.

Quality built form outcomes should both support a sense of place and accommodate future land uses. Importantly, the bulk and scale of buildings should also respond to interfaces and edge qualities between land uses.

The built form of Broadway responds to different land uses, topography and access to Swan River views. Larger scale commercial buildings to the north, contrast the fine grain, main street-style development toward the intersection of Stirling Highway and Broadway. In addition, low density, single residential development on larger lots dominates the Precinct, contrasted with the medium-rise multiple residential development complexes that are located to the south of the Precinct.

The built form plans provide an overview of the diversity of the existing built environment within the Sub-Precincts.

Further plans provide analysis associated with the following existing building elements:

- Setbacks
- Heights
- Footprints.

These qualities will be considered along with streetscape character, landscaping, land use and a range of other built form elements that contribute to local distinctiveness.

With the gazettal of LPS3, there is an opportunity to provide nuanced built form provisions to address the transition and edges to abutting lower density residential developments and provide guidance as to height, setbacks and active ground floor use.

NORTHERN SUB-PRECINCT

COMMERCIAL

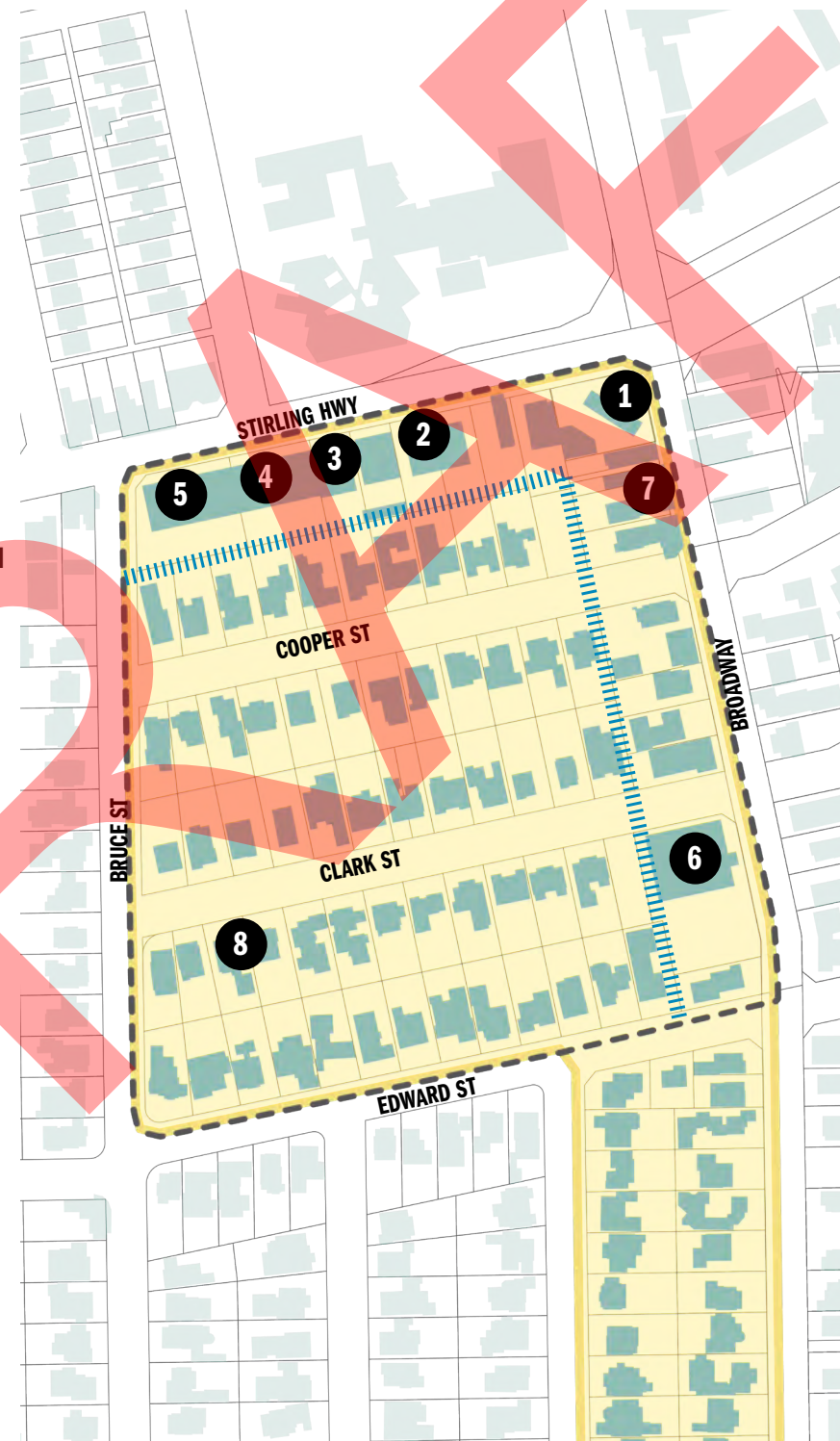


Figure 31: Built Form

RETAIL



→ Low-rise, fine grain, traditional shop front style development

RESIDENTIAL



→ Single residential dwellings
→ Low density, low-rise

Legend:

- Precinct Boundary
- Sub-precinct Boundary
- Existing transition between built form
- Existing Building Footprint Within Precinct
- Existing Building Footprint External To Precincts

Building data sourced from the City of Nedlands Building Footprints (file dated 2013)

BUILT FORM

CENTRAL SUB-PRECINCT

RESIDENTIAL



→ Single residential dwellings on undulating lot
→ Low density, low-rise



→ Two storey residential development throughout the Precinct
→ Low density, low-rise



→ Low-rise grouped dwellings



→ Single residential dwellings
→ Low density, low-rise

RETAIL

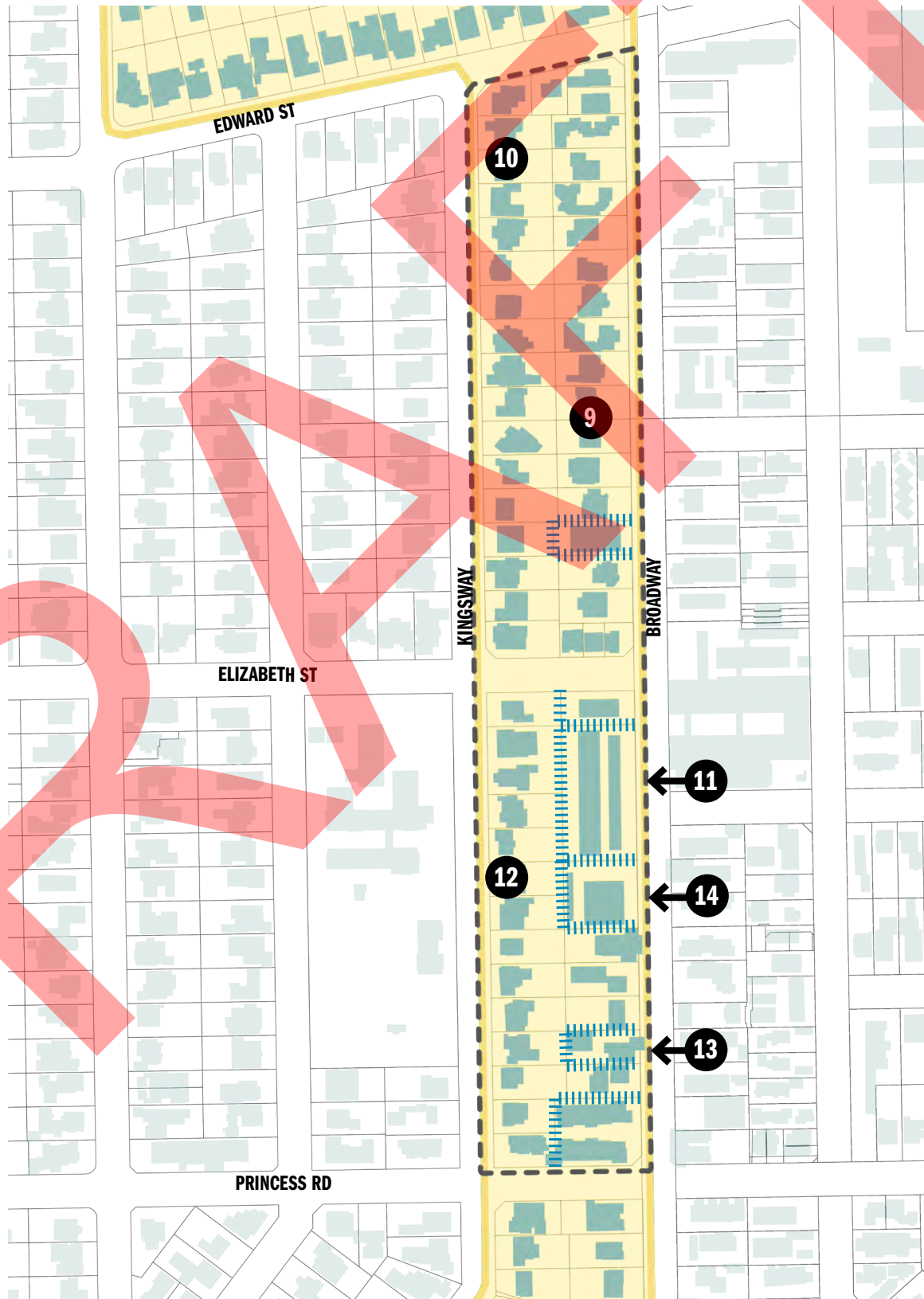


→ Low-rise retail

COMMERCIAL



→ Low-mid rise commercial



- Legend:**
- Precinct Boundary
 - Sub-precinct Boundary
 - Existing transition between built form
 - Existing Building Footprint Within Precinct
 - Existing Building Footprint External To Precincts

Building data sourced from the City of Nedlands Building Footprints (file dated 2013)

Figure 32: Built Form

BUILT FORM

SOUTHERN SUB-PRECINCT

RESIDENTIAL

15



→ Single dwellings on undulating sites

16



→ Multiple dwellings
→ Mid-high rise

17



→ Two storey residential development
→ Low density, low-rise

18



→ Two storey residential development overlooking the Swan River
→ Low density, low-rise

RETAIL

19



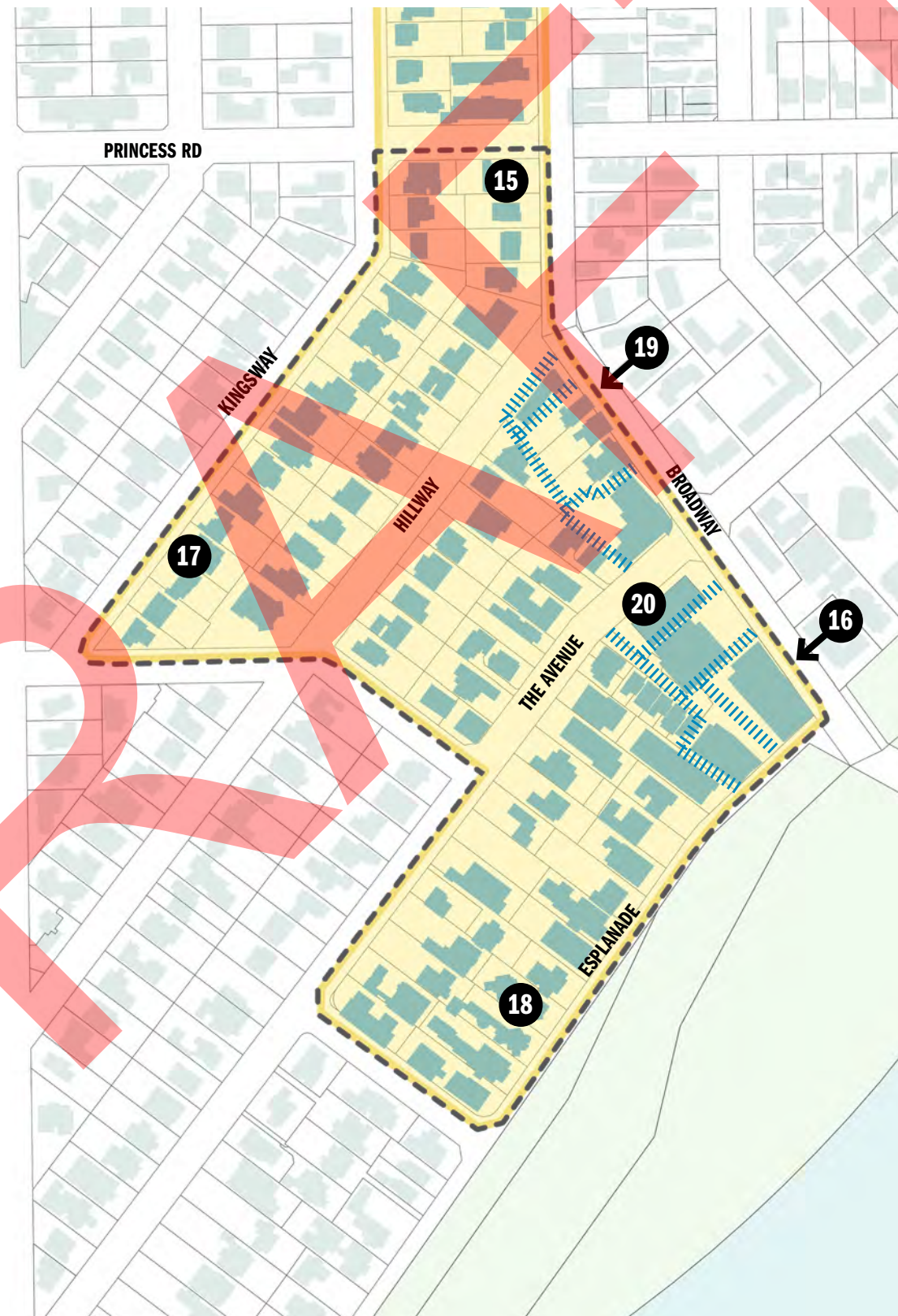
→ Alfresco dining
→ Low-rise retail

MIXED USE

20



→ Low-mid rise mixed use



Legend:

- Precinct Boundary
- Sub-precinct Boundary
- Existing transition between built form
- Existing Building Footprint Within Precinct
- Existing Building Footprint External To Precincts

Building data sourced from the City of Nedlands Building Footprints (file dated 2013)

Figure 33: Built Form

BUILDING HEIGHTS

The predominant building height is a distinguishing feature of any Precinct, and a highly visible element in the landscape. While there is the physical height of a building, the perception of height can be ameliorated in many different ways, through the manipulation of setbacks, bulk, topography and introduction of landscaping. The built form, and how the building is oriented, can also contribute to a responsive urban landscape.

A building’s height should respond to current and future contexts and uses. Interfaces and edges to different uses and zones are also important considerations when determining the maximum height of a building. Heights should facilitate an effective built form that enables not only a pleasant internal environment but also respond to the streetscape.

In general, the Precinct is currently low-rise in nature reflecting the existing, single residential uses and previous planning provisions under TPS2. There are however areas to the north and south of the Precinct that exhibit a grander scale. Commercial buildings fronting Stirling Highway provide for a medium to high rise typology. Three storey commercial development north of Edward Street signals the beginning of the commercial and retail node that stretches north to Stirling Highway. Some of the tallest buildings are located to the south of the Precinct and accommodate multi-residential dwellings. To the east and external to the Precinct, there are larger-scale buildings located within the UWA grounds, with heritage and faculty buildings reflecting the tallest structures in close proximity to the Broadway Precinct.

The gazettal of LPS3 has provided for increased building heights-ranging from 2 storeys within the R40 zone through to 6 storeys within the R-AC3 zone. Section 26 Modifications to R-Codes, Clause (3) of the LPS3 stipulates that the SPP 7.3 v2 default acceptable outcome of 9 storey building height for the land coded R-AC1 does not apply.

There is an opportunity to provide greater guidance as to appropriate maximum building heights throughout the Precinct via the preparation of a local planning policy, with particular attention being paid to the edges of zones.

LOW-RISE

RETAIL



RESIDENTIAL



MEDIUM-RISE

COMMERCIAL



MEDIUM TO HIGH-RISE

RETAIL AND COMMERCIAL



RESIDENTIAL

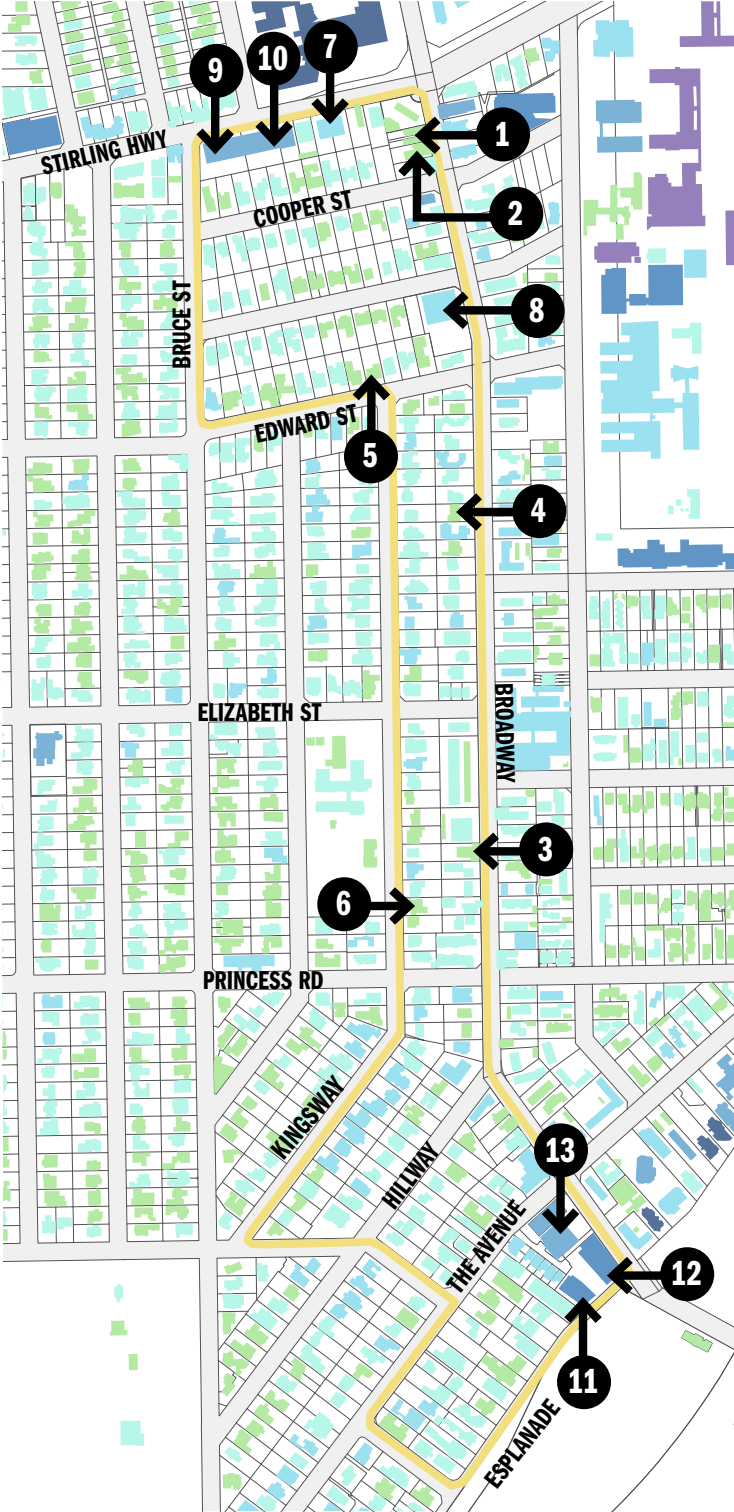


MEDIUM TO HIGH-RISE

MIXED USE



Figure 34: Building Heights



- Legend:**
- Building Heights**
- Precinct Boundary
 - Below 6m
 - 6m - 9m
 - 9m - 12m
 - 12m - 15m
 - 15m - 18m
 - 18m - 21m
 - 21m +

BUILDING FOOTPRINT

The building footprint is the area the structure occupies on the site. It is important to understanding local distinctiveness as the building footprint can reflect the bulk of a building. The built form within the Precinct will respond to the land uses and activities. Commercial building footprints tend to be larger in scale and occupy a greater area of the site. Commercial footprints are also found to provide for parking and vehicle access to the rear of their built form. Single residential building footprints provide areas for private recreation and respond to site cover provisions of related planning frameworks. The nature of multiple dwellings and mixed use development provides opportunities for private recreation, which can occur within building footprint or above the structure.

Within the Broadway Precinct, larger-scale building footprints are located to the north and south of the Precinct. Most residential lots tend to have a site cover of 45-55% or below based on historic planning provisions, providing for a balance between built form and green private open space. There is a moderate increase in building footprints associated with the larger, single residential dwellings overlooking the Swan River and even larger footprints are associated with the multiple dwellings and mixed use development to the south of the Precinct, fronting Broadway and Esplanade.



RESIDENTIAL FOOTPRINT

- Low-rise
- Low site cover
- Approx. 55% open space on site



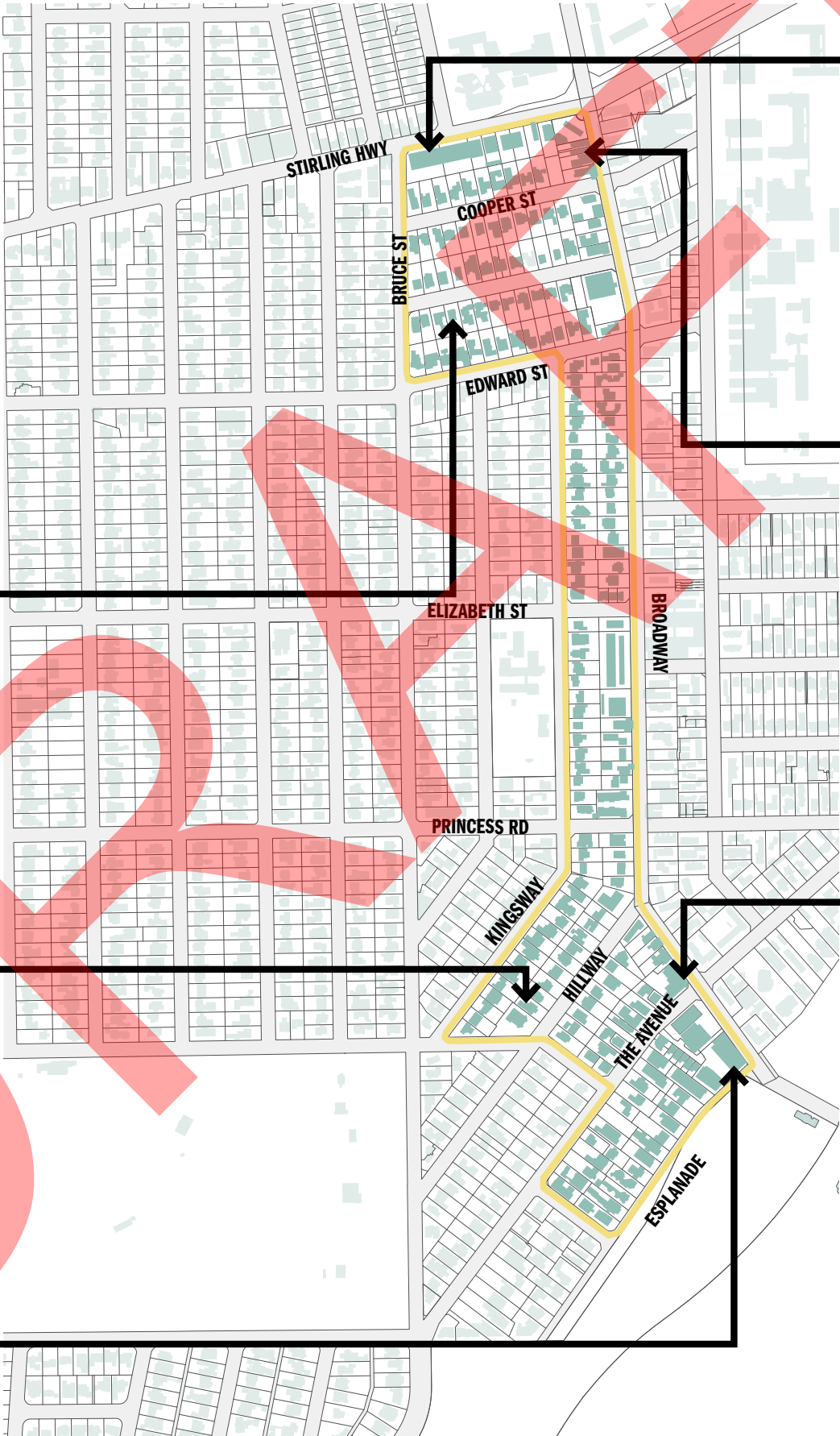
RESIDENTIAL FOOTPRINT

- Medium rise
- Medium site cover
- Approx. 45% open space on site



RESIDENTIAL FOOTPRINT

- Medium-high rise
- High site cover
- Approx. 20% open space on site



COMMERCIAL FOOTPRINT

- Medium rise
- Medium site cover
- Approx. 45% open space on site



RETAIL FOOTPRINT

- Low-rise
- Medium site cover
- Approx. 40% open space on site



COMMERCIAL FOOTPRINT

- Medium rise
- Medium site cover
- Approx. 40% open space on site



Legend: Building Footprints

- Precinct Boundary
- Existing Building Footprints Within Precinct
- Existing Building Footprints External to Precinct

Figure 35: Building Footprint

Buildings data sourced from the City of Maitland Building Footprints (June 2022) & Data WA Building Heights Information (June 2018)

BUILDING SETBACKS - PRIMARY STREET

The dominant setbacks to built form influence the perception of character and streetscape. A setback refers to the horizontal distance between an external wall or building and an adjacent lot boundary, measured at right angles (90 degrees) to the boundary. Well-considered setbacks are responsive to physical characteristics of the site (such as landform, views, prevailing breezes and environmental features) and manage constraints and opportunities to create optimal amenity outcomes. The proposed development should provide for setbacks that positively contribute to the streetscape.

Setbacks to retail and commercial buildings in the Broadway Precinct are relatively similar. The majority of the commercial uses have nil or reduced setback from the primary street, including both the traditional and the more modern forms of development. Somelarger-scale,north-facingdevelopments on Stirling Highway are setback to provide a landscape strip providing for 3m to 9m primary setbacks. A node of commercial activity located on Broadway between Hillway and Esplanade is characterised by nil setbacks associated with an activated ground plane. There are several low-rise commercial use buildings dispersed along Broadway with larger, domestic scale setbacks, integrating with the current street character. At three points along Broadway, low-rise retail uses have nil setbacks with traditional shopfront building typology, with awnings contributing to an improved pedestrian experience:

- Shops and cafés between Stirling Highway and Cooper Street

- A node external to the Precinct near Princess Road
- Restaurants on Broadway between Hillway and The Avenue contribute to local nodes of activity.

Large areas of the Broadway Precinct are low-rise domestic dwellings, with residential setbacks primarily 6m to 10m, reflecting the land use planning provisions of the Residential Design Codes Volume 1 and the previous City of Nedlands Town Planning Scheme No. 2 (TPS2). A number of lots along Cooper Street have setbacks between 6m to 10m. With primary setbacks adjacent to the Nedlands Primary School on Kingsway also reduced to 6m to 10m. Towards the southern end of the Precinct, closer to the Swan River, some residential developments have more significant setbacks of up to 22m. These larger setbacks are located along Hillway and are responding to the highest points of elevation within the Broadway Precincts undulating topography.

Development along Broadway between Elizabeth and Edward Street also reflect setbacks of up to 22m. At the intersection of Broadway and Esplanade, the medium-high scale developments have reduced residential setbacks. The reduced setbacks at the corner of the Esplanade and Broadway contrast the single residential development along the Esplanade which has large setbacks (ranging from 6m to 22m) accommodating private gardens forward of the lot. These setbacks provide an uninterrupted view of Charles Court Reserve and the adjoining Swan River. There is an opportunity to provide more detailed setback guidance, reflecting activity nodes and ameliorating bulk and scale of the proposed development.

Legend:

Building Setbacks

Precinct Boundary

Primary Setbacks

- Nil to 3m Setback - Residential
- 4m to 6m Setback - Residential
- 6m to 10m Setbacks - Residential
- Up to 22m - Residential

- Nil to 3m Setback - Commercial
- 3m to 9m - Commercial
- Up to 22m - Commercial

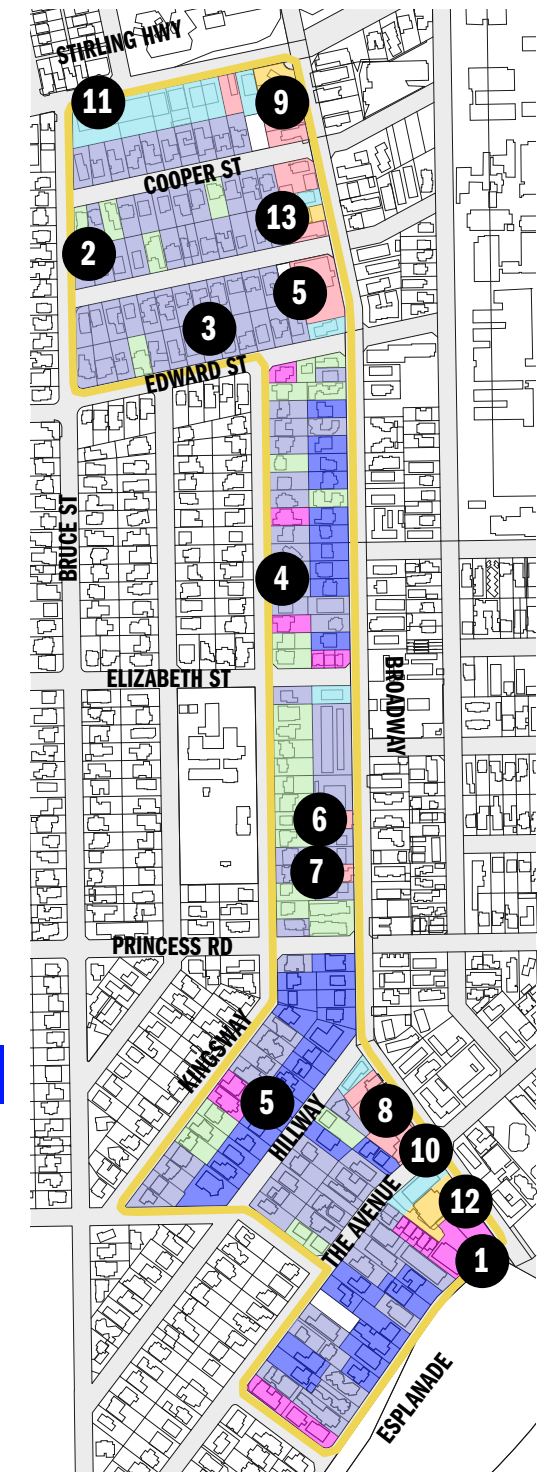


Figure 36: Building Setback - Primary

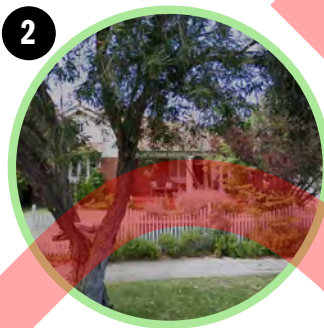
NIL TO 3M SETBACKS - RESIDENTIAL

→ Minimal setbacks characterised by trees and vegetated planting beds



4M TO 6M SETBACK - RESIDENTIAL

→ Setbacks characterised by large front yards and driveway access



6M TO 10M SETBACK - RESIDENTIAL

→ Setbacks influenced by undulating topography and access to the site



UP TO 22M SETBACK - RESIDENTIAL

→ Setbacks influenced by undulating topography



NIL TO 3M SETBACKS - RETAIL AND COMMERCIAL

→ Nil setback creates opportunities for alfresco dining and vegetated planting beds in the adjoining road reserve



3M TO 9M SETBACKS - COMMERCIAL

→ Setbacks characterised by trees and vegetated planting beds and alfresco dining



UP TO 22M SETBACKS - COMMERCIAL

→ Setbacks characterised by primary street car parking within the lot boundary



BUILDING SETBACKS - SIDE

Side setbacks relate to the interface between developments along a shared boundary. Appropriate setbacks can assist in maintaining levels of existing amenity. Side setbacks can also moderate the extent of built form and are used for a range of uses including contributing to open space, courtyards and landscaping.

In terms of residential dwellings, the Broadway Precinct includes a mixture of side setbacks that are both less than 2m and greater than 2m. Predominately, greater than 2m side setbacks, are found at the northern location of the Precinct along

Cooper Street and Clark Street. While also being prevalent along southern streets such as Hillway and The Avenue. Side setbacks that are less than 2m are found along the central core of the Precinct abutting Broadway and Kingsway. North west facing residential development along Kingsway, The Avenue and south-facing development along the Esplanade have side setbacks that are less than 2m.

In terms of commercial side setbacks, most developments have setbacks that are less than 2m. A small percentage of lots demonstrate one side setback greater than 2m.

Commercial developments which are located on corner lots (such as Stirling Highway and Broadway, Clark Street and Broadway, Elizabeth Street and Broadway, and finally The Avenue and Broadway) have side setbacks that are greater than 2m. This is due to the provision of parking and alfresco dining.

LESS THAN 2M SIDE SETBACK



GREATER THAN 2M SIDE SETBACK



Legend:
Side Setbacks

- Precinct Boundary
- Less than 2m
- Greater than 2m
- Commercial Development

Buildings data sourced from the City of Nedlands Building Footprints (dated 2013)



Figure 37: Building Setback – Side

BUILDING SETBACKS - REAR

Rear setbacks are used to define building envelopes through a minimum distance in metres between the building and a cadastral site boundary. Rear setbacks moderate the extent of the built form and effectively provide site area for open space, courtyards, driveways, stormwater run-off management, tree planting and landscaping.

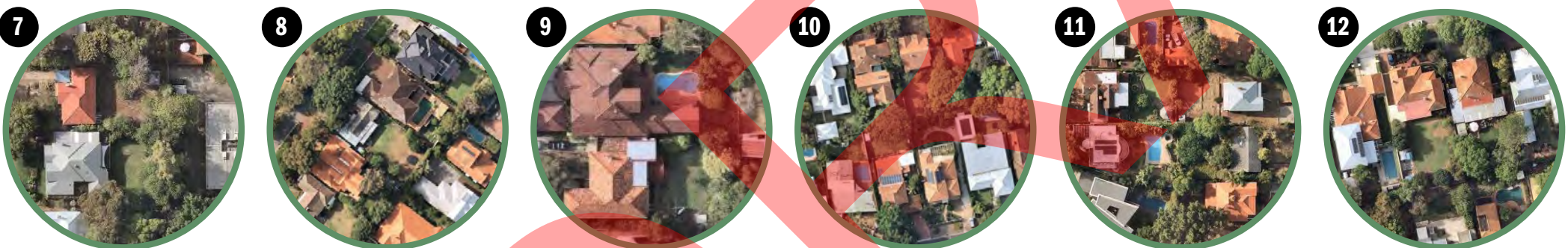
In terms of residential dwellings, the Broadway Precinct includes rear setbacks that are predominately greater than 6m. These larger setbacks are found throughout the whole Precinct area. Some dwellings, located along Esplanade and overlooking the Swan River, have rear setbacks that are less than 6m. These dwellings are found at the corners of Broadway of Esplanade and Esplanade and Bessell Avenue.

In terms of commercial setbacks, most developments located along Broadway between Stirling Highway and Edward Street have rear setbacks that are less than 6m. Development fronting Stirling Highway has built form with rear setbacks that are greater than 6m, to accommodate car parking. This rear setback character is reflected in commercial development along Broadway between Hillway and The Avenue.

LESS THAN 6M REAR SETBACK



GREATER THAN 6M REAR SETBACK



Legend:
Rear Setbacks

Precinct Boundary

Less than 6m

Greater than 6m

Commercial Development



Figure 38: Building Setback - Rear

FACADES AND MATERIALS

The materials and textures of building and public realm features combine to inform and reflect a local sense of place. Much of the current materiality reflect the heritage character of the area and the different stages of development. The many homes within the City have diverse architectural styles. After World War I, the Federation Cottage and Bungalow styles were widespread, and variants of the California Bungalow and Old English style homes were also popular (1). The materials associated with these dwellings are typically brick, tile with a rich red brick and terracotta colouring with off white and cream features (2). The Inter-War Spanish Mission residential buildings are brick and tile with a rendered finish (3). Typically, the built form had hipped, tile roofs, and rough rendered and painted walls often with a band of face brick below the eaves with timber frames windows.

Buildings such as the former Nedlands Park Hotel reflect the Inter-War Spanish architectural style and contribute to the local character of the area.

Late-twentieth century international style focused on pristine form influenced by cubic modernism constructed of brick or rendered masonry with clean white and off white colouring (4). More contemporary modern commercial buildings have made reference to the rich restrained colours and diversity of materials and textures (5, 6 and 7). New materials, cladding and larger areas of glazing have influenced the design outcomes (8).

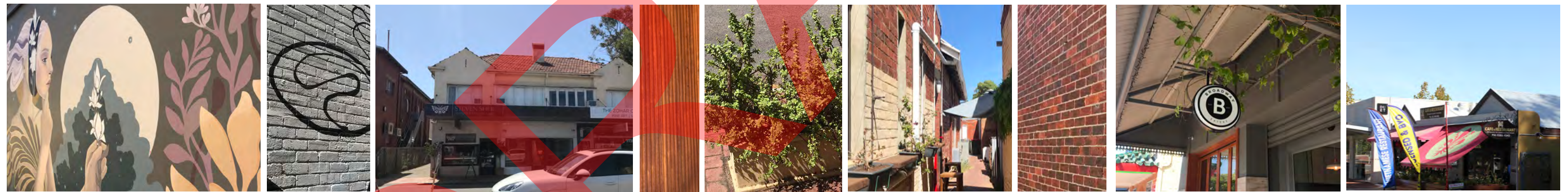
Any new built form should embrace a diverse mix of the highest quality building materials. There is an opportunity for a contemporary interpretation of the existing materiality and rich, sophisticated colouring. The choice of materials can contribute to environmental sustainability with an opportunity to encourage enduring, robust materials with a recycled component. Natural warm-toned materials, including stone and timber, should be integrated into design outcomes.

In the right locations, the meaningful integration of locally inspired artworks would also contribute to a thoughtful, more inclusive local sense of place.

The design of built form should consider the constraints of the site, and provide highly articulated forms with elegant, vertical proportions. Blank imposing façades should be avoided, with consideration for an appropriate interface with the public realm and adjoining properties.



COMMERCIAL



RETAIL AND HOSPITALITY



RESIDENTIAL - SINGLE DWELLING

RESIDENTIAL - MULTI STOREY

Figure 39: Façades and Materials

HERITAGE AND CHARACTER

The character and heritage qualities of buildings and places within a Precinct are important to an enduring sense of place. There are however distinct differences between heritage and character. A heritage place has a formal recognition that it is of cultural heritage significance (either at a Local or State level). The process of listing a property ensures that any proposed changes respect and retain those qualities and characteristics that make the place significant. Heritage Significance is defined in terms of aesthetic, historic, scientific, social or spiritual value for all past, present and future generations. Determining Heritage Significance is a detailed process where places of different age, condition and style are reviewed by a heritage expert. Character relates to the uniqueness of the urban landscape, including the private built environment as well as public spaces. It is complex to define as it includes the accumulation and interaction of many elements such as vegetation, scale and bulk of built form, size of verges, street trees, setbacks and use of materials.

33 Broadway is a State Heritage Place No. 13655 and also included in the City of Nedlands Heritage List. The striking structure currently houses the Royal Australian Institute of Architects and is a prominent feature within the Precinct. In addition, six properties are identified within the City of Nedlands' Municipal Inventory listings and while not being afforded any protection under the LPS3 the character of the buildings subtly informs the sense of place. The majority of these category B and C heritage management places were primarily built in the Inter-War Functionalist and Late-Twentieth Century International architectural styles and constructed in the years between 1910-1969.

Any proposed development provisions will need to accommodate appropriate processes associated with preserving places of heritage significance.

STATE HERITAGE LISTINGS AND CITY OF NEDLANDS HERITAGE LIST

→ State Heritage Listings

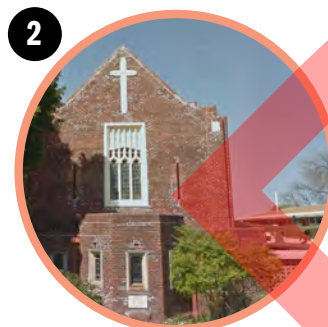
The State Register of Heritage Places is a statutory list of places that have been assessed by the Heritage Council of WA and are considered to have cultural heritage significance for Western Australia. There are a number of State-listed places within the City of Nedlands.

→ City of Nedlands Heritage List

The City of Nedlands has a Heritage List containing a small number of properties that have statutory protection under the planning framework.



- 33 Broadway
- Royal Australian Institute of Architects
- Constructed in 1964
- Late-Twentieth Century International style



- 58 Tyrell Street
- St. Margaret's Anglican Church
- Constructed in 1936
- Inter-War Art Deco with Gothic Style elements



- 121 Bruce Street
- Nedlands Tennis Club
- Constructed in 1938
- Inter-War Functionalist Style

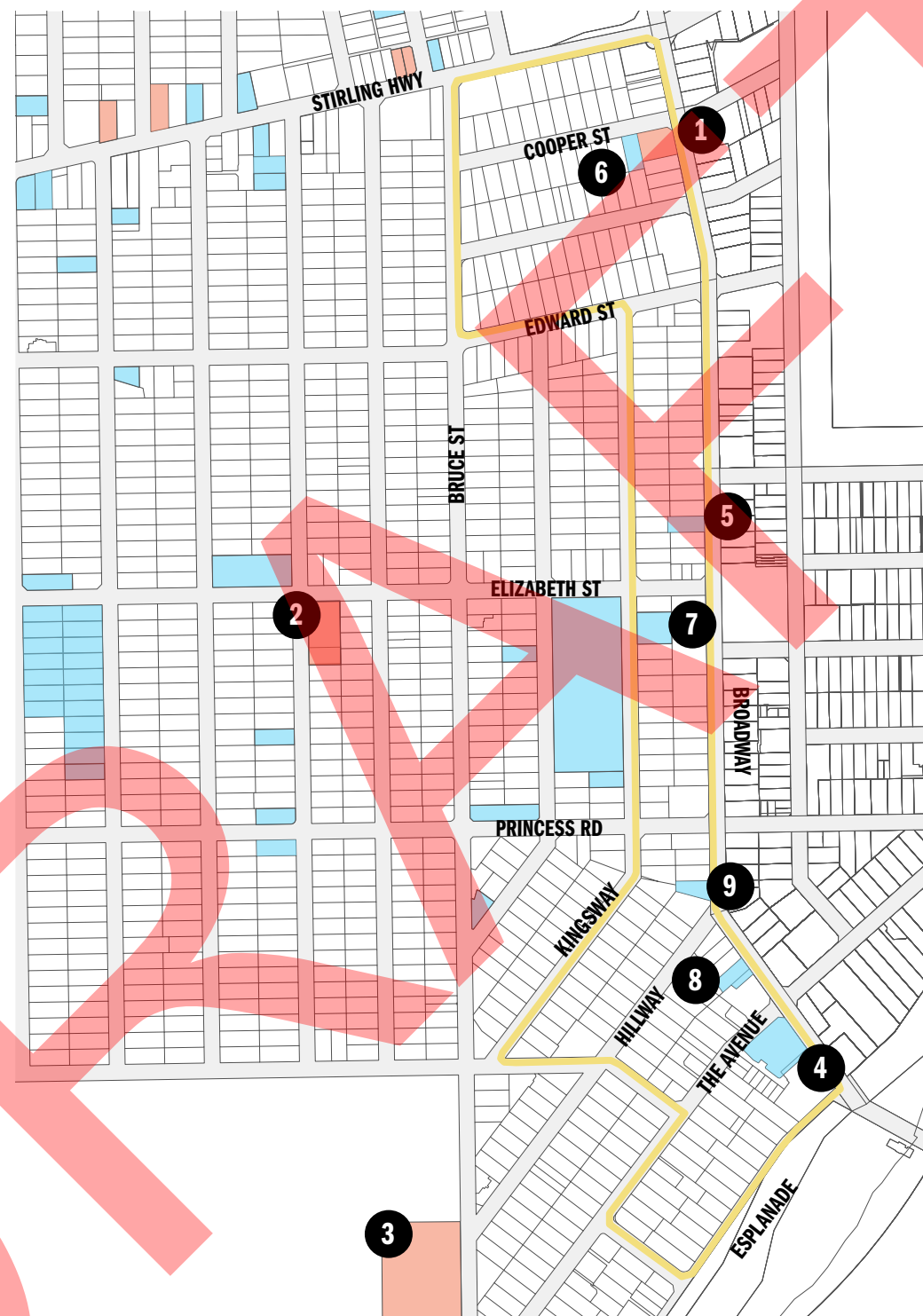


Figure 40: Heritage and Character

Legend: Heritage Sites

- Precinct Boundary
- State Heritage Listings and City of Nedlands Heritage List
- Municipal Inventory Listings

MUNICIPAL INVENTORY LISTINGS

→ Municipal Inventory Heritage Listings

The Heritage of Western Australia Act 1990 requires all local governments to compile a Municipal Inventory (MI). The City of Nedlands MI was originally compiled in 1999 and adopted in 2001. An updated version of the Municipal Inventory was endorsed by Council in October 2018 and includes 5 heritage classifications from A-E as per the City of Nedlands Management Categories document.



- 30 The Avenue
- Category B heritage management
- Constructed in 1908
- Former Nedlands Park Hotel



- 97 Broadway
- Category B heritage management
- Constructed in 1969
- Late-Twentieth Century International style



- 14 Cooper Street
- Category C heritage management
- Constructed c. 1930s
- Inter-War Spanish Mission



- 38 Kingsway
- Category B heritage management
- Constructed in 1955
- Chinese Methodist Church



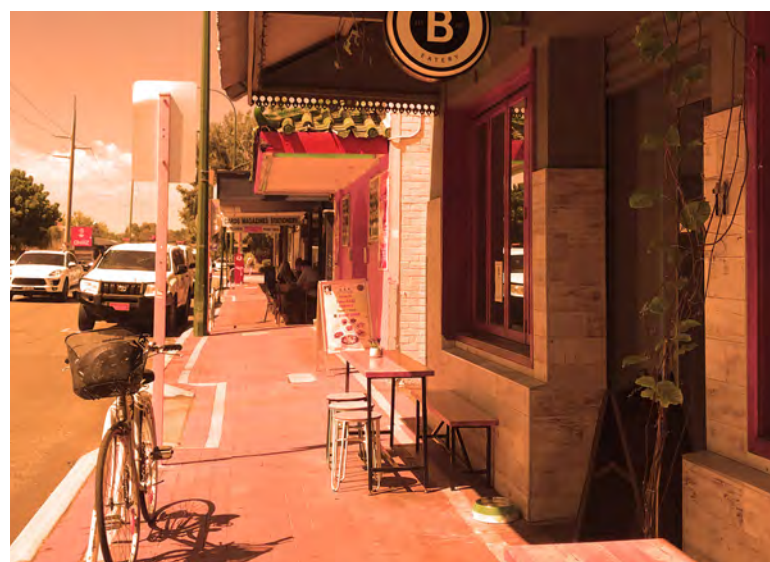
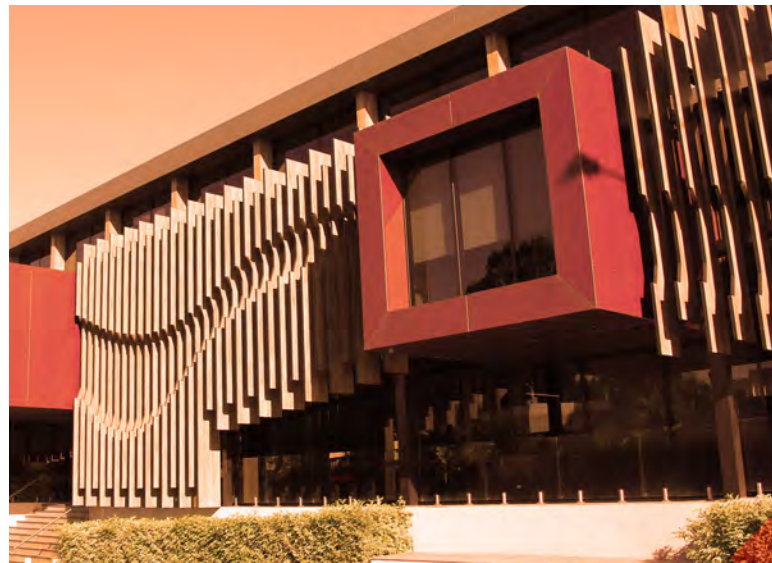
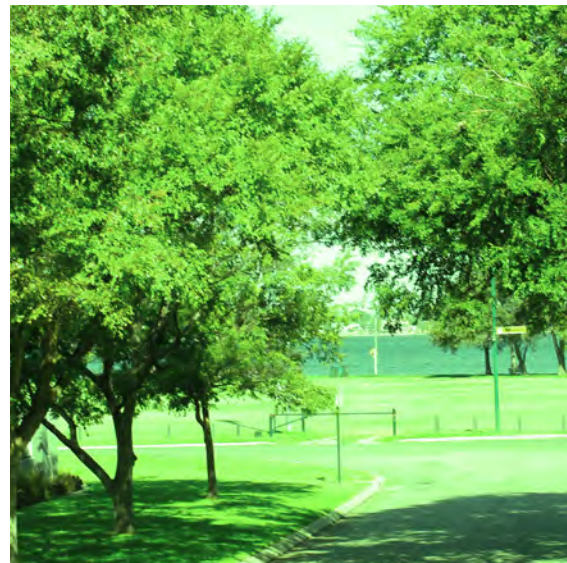
- 161 to 165 Broadway, Nedlands
- Category C heritage management
- Constructed c. 1910-1914



- 139 Broadway
- Category C heritage management
- Constructed c. 1920s
- Two storey residence

4. PUBLIC REALM

A review of the elements within the public realm that combine to create a unique sense of place.



EXISTING LANDSCAPE CHARACTER

The existing landscape character is established by a combination of many elements including trees, vegetation, hardscape, paving, planters and amenities in the street. It relates to a distinct pattern of recognisable features.

The highest quality landscape will support a pleasant micro-climate, active transport options, and opportunities for green spaces throughout the public and private areas of the Precinct.

Importantly, the choice of plants and materials can contribute to an authentic sense of place.

There are several existing landscape character areas within the Broadway Precinct. The first impressions of the Precinct are dominated by the mature street trees, contributing to a striking sense of nature. The streets that are residential in character are green and leafy that are pleasant to be within. The mature trees in the Broadway road reserve complement those of the residential areas and reinforce a sense of leafy-green along with the key movement network of the Precinct. The commercial area fronting Stirling Highway has limited landscaping resulting in reduced pedestrian amenity outcomes. Traditional main street type development and low-rise commercial nodes along Broadway provide areas for alfresco dining with associated planters.

There are opportunities to improve the public-private interface along the length of Broadway where the topography has heavily impacted access to lots. Providing well-designed soft and hard landscape are well-considered and integrated access to sites would also improve amenity outcomes. Subject to the location within the Precinct, new development could propose an appropriate soft landscape within the primary setback to contribute to the leafy-green character of the Precinct. The ongoing maintenance and preservation of existing mature street trees will also support the distinctive local sense of place.

MAIN STREET

- Nil or reduced setbacks provide limited capacity for vegetation within front setback
- No trees in the median strip



MATURE TREES

- Mature trees in road reserve provide shade and contribute to an improved streetscape quality
- Semi mature trees centrally located to the road reserve will contribute to amenity in the future
- Existing street tree species are noted on a separate plan



UNDULATING TOPOGRAPHY

- Impacts the framing of the streetscape and connectivity with the street
- Impacts the design and orientation of built form



NORTHERN SUB-PRECINCT

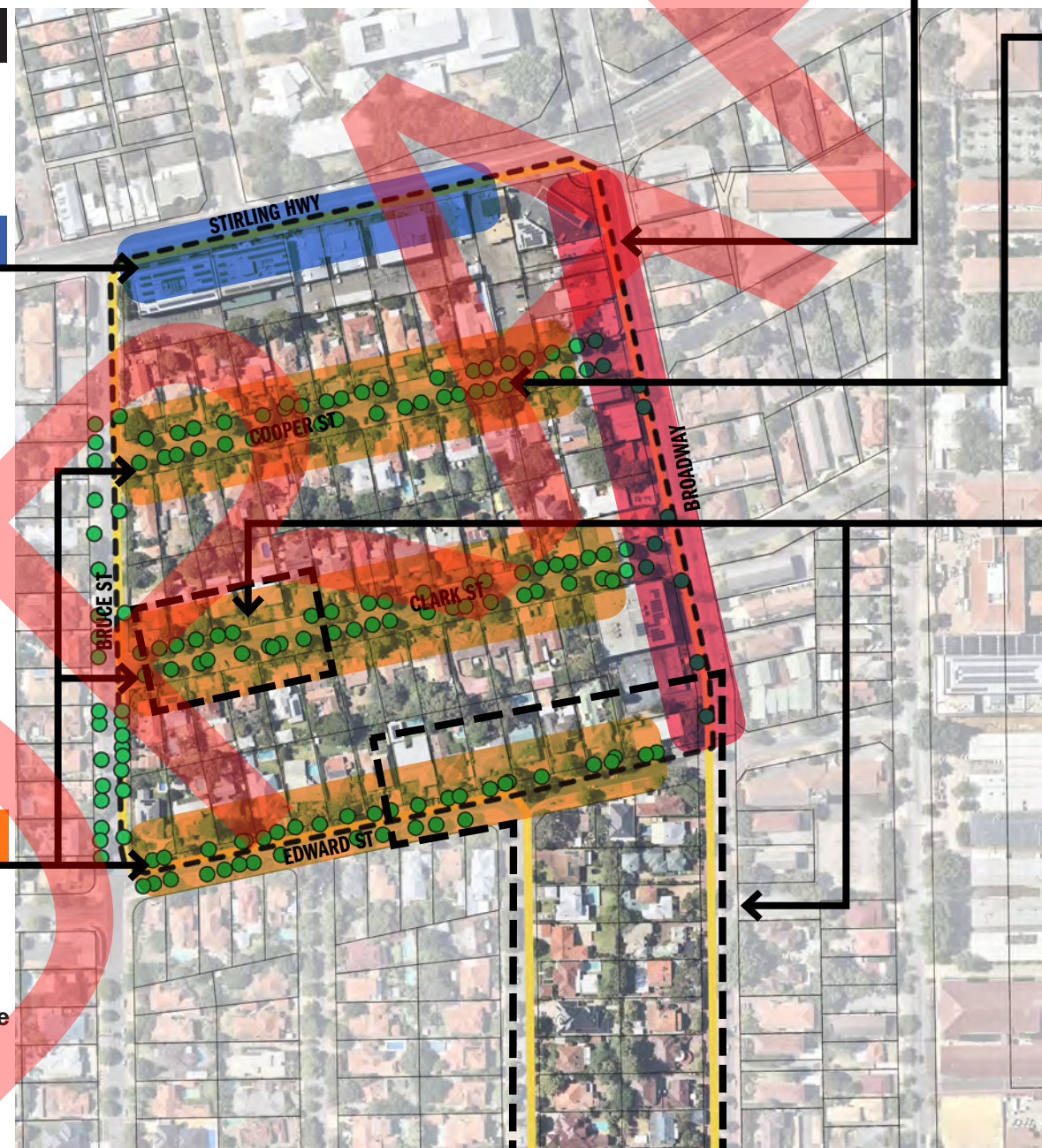
COMMERCIAL STRIP

- Modest landscaping strips with small trees and shrub provide an interface between road and buildings



RESIDENTIAL SINGLE DWELLINGS

- Established grass verges with large, shady street trees in the road reserve
- Well kept, green domestic gardens
- A diversity of fencing delineating the private and public spaces



Legend:

- Precinct Boundary
- Sub-Precinct Boundary
- Mixed Use
- Cafes
- Residential (Single Dwellings)
- Larger Scale Residential
- Steep Gradient
- Tree Location

Lot Boundaries data sourced from the City of Nedlands Property Cadstral Data (file dated 2020)

Figure 41: Existing Landscape Character

EXISTING LANDSCAPE CHARACTER

CENTRAL SUB-PRECINCT



RESIDENTIAL SINGLE DWELLINGS

- Established grass verges with large, shady street trees in the road reserve
- Well kept, green domestic gardens
- A diversity of fencing delineating the private and public spaces



MATURE TREES

- Mature trees in road reserve provide shade and contribute to an improved streetscape quality
- Semi mature trees centrally located to the road reserve will contribute to amenity in the future
- Existing street tree species are noted on a separate plan



TRADITIONAL SHOP FRONTS

- Nil setbacks provide reduced capacity for vegetation



Figure 42: Existing Landscape Character

RESIDENTIAL

- Reduced number of street trees
- Mature trees within the primary setback of lots
- A diversity of fencing delineating the private and public spaces



LOCAL SHOPPING CENTRE

- Semi mature trees in the road reserve
- Limited soft landscape
- Areas of hardscape set aside for vehicle access and car parking
- Large scale, free-standing signage



Shopping centre-external to Precinct yet abutting the Precinct boundary

STEEP GRADIENT

- Undulating natural ground levels result in private lots located above or below the level of the road reserve
- Undulating topography can impact passive surveillance in the streetscape



Legend:

- Precinct Boundary
- Sub-Precinct Boundary
- Mixed Use
- Cafes
- Residential (Single Dwellings)
- Larger Scale Residential
- Steep Gradient
- Tree Location

Lot Boundaries data sourced from the City of Nedlands Property Cadastral Data (file dated 2020)

EXISTING LANDSCAPE CHARACTER

SOUTHERN SUB-PRECINCT



STEEP GRADIENT

- Undulating natural ground levels result in private lots located above or below the level of the road reserve



RESIDENTIAL SINGLE DWELLINGS

- Established grass verges with large, shady street trees in the road reserve
- Well kept, green domestic gardens
- A diversity of fencing delineating the private and public spaces



RESIDENTIAL SINGLE DWELLINGS

- No street trees
- The diminished landscape within private lots to ensure uninterrupted views of the Swan River
- Low-rise fencing delineating the private and public spaces

Legend:

- Precinct Boundary
- Sub-Precinct Boundary
- Mixed Use
- Cafes
- Residential (Single Dwellings)
- Larger Scale Residential
- Steep Gradient
- Tree Location

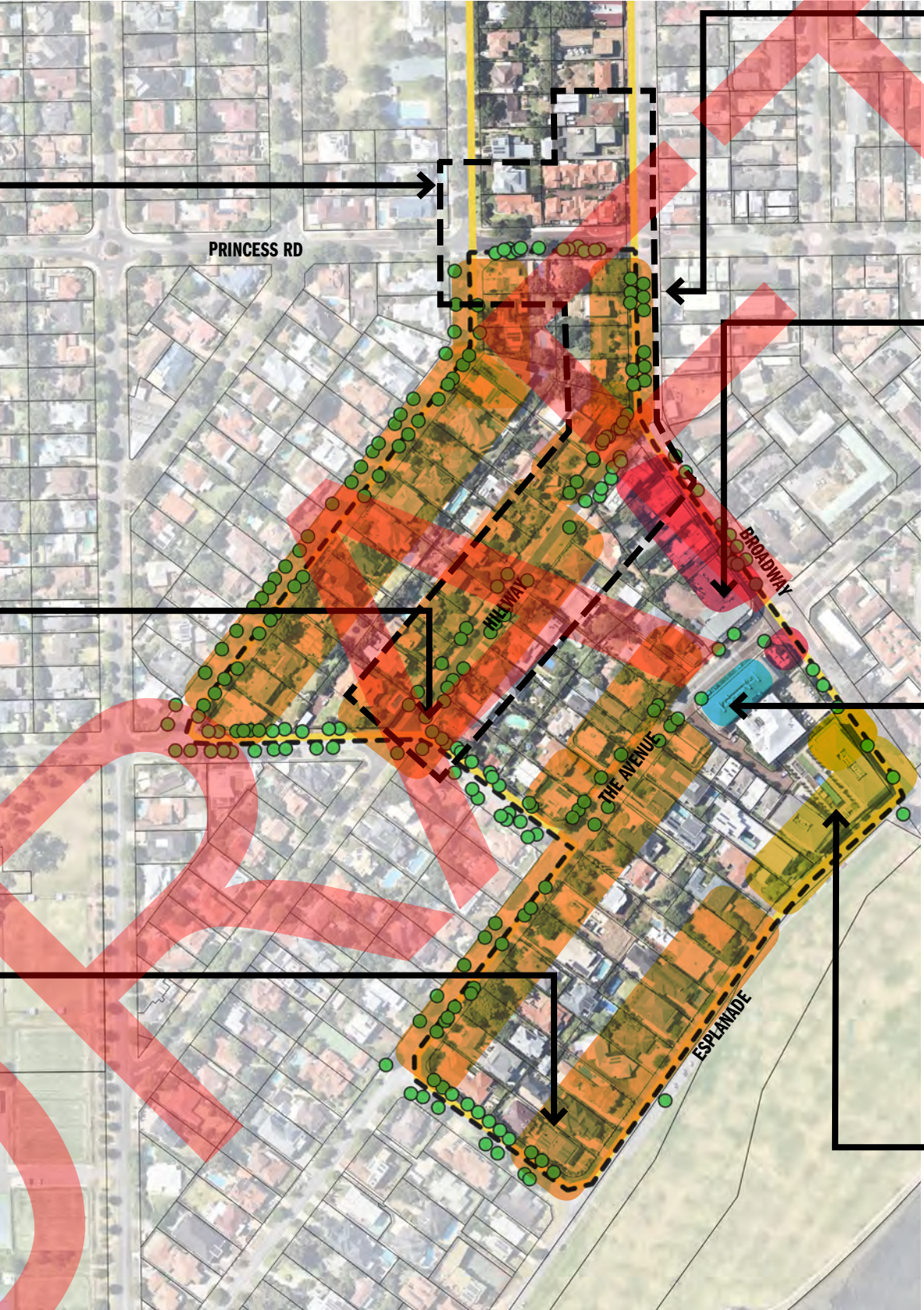


Figure 43: Existing Landscape Character

MATURE TREES

- Mature (and semi-mature) trees in road reserve provide shade and contribute to an improved streetscape quality
- Existing street tree species are noted on a separate plan



CAFÉS

- Alfresco dining softens the streetscape
- Planters contribute to the amenity
- Mature trees on the eastern side of road reserve provide ample shade
- Awnings provide for a pleasant micro-climate



MIXED USE

- Alfresco dining softens the streetscape
- Planters contribute to the amenity
- Mature trees on the eastern side of road reserve provide ample shade



LARGER SCALE RESIDENTIAL

- Minimal landscape strip at the interface between public and private spaces
- Poor pedestrian footpath connectivity on Esplanade
- Semi mature trees in Broadway road reserve



TREE SPECIES

Trees are a positive contribution to the streetscape. They are highly visible and appealing. Trees and shrubs provide shade, habitat, improve the micro-climate while contributing to the aesthetics of a place. Importantly, research also tells us both physical and mental health outcomes are supported by access to nature.

Selecting native tree species can contribute to an authentic sense of place, but it is also important to complement and contribute to an established landscape approach. The trees identified are located within the road reserve and complement the mature vegetation within the private properties. They are a combination of native and exotic trees.

The leafy-green character of Nedlands is an enduring quality that is loved by the community. There is an opportunity to enhance areas that have reduced tree canopy coverage both within the road reserve and private lots.

NORTHERN SUB-PRECINCT

BOX SCRUB



LOPHOSTEMON CONFERTUS

CHINESE ELM



ULMUS PARVIFOLIA

BLUE GUM



EUCALYPTUS LEUCOXYLON

POHUTUKAWA



METROSIDEROS EXCELSA

PEPPERMINT MYRTLE



AGONIS FLEXUOSA

AMERICAN SWEETGUM



LIQUIDAMBAR STYRACIFLUA

CAESIA



EUCALYPTUS CAESIA 'SILVER PRINCESS'

IRONBARK



EUCALYPTUS SIDEROXYLON

MARRI



CORYMBIA CALOPHYLLA

JACARANDA



JACARANDA MIMOSIFOLIA

FLAMBOYANT



DELONIX REGIA

RED FLOWERING GUM



CORYMBIA FICIFOLIA



Figure 44: Tree Species

LILLY-PILLY



ACMENA SMITHII

Legend:

- Precinct Boundary
- Sub-Precinct Boundary
- Species

Aerial map sourced from Nearmap (file dated 2020). Tree species data sourced from the City of Nedlands (file dated 2020). Species photos sourced from the websites: <https://www.benararseries.com/>, <https://www.metrosideros-excelso-vibrance.com/>, <https://ellenbytreefarm.com/> and <https://www.ala.org.au/>

TREE SPECIES

CENTRAL SUB-PRECINCT

BOX SCRUB



LOPHOSTEMON CONFERTUS

CHINESE TALLOW TREE



SAPIUM SEBIFERUM

FIRE TREE



STENOCARPUS SINUATUS

FIDDLE WOOD



CITHAREXYLUM SPINOSUM

PEPPERMINT MYRTLE



AGONIS FLEXUOSA

NATIVE FRANGIPANI



HYMENOSPORUM FLAVUM

EVERGREEN ASH



FRAXINUS GRIFFITHII

IRONBARK



EUCALYPTUS SIDEROXYLON

FLAMBOYANT



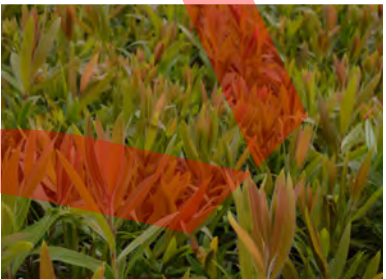
DELONIX REGIA

JACARANDA



JACARANDA MIMOSIFOLIA

CREEK BOTTLEBRUSH



CALLISTEMON VIMINALIS

RED FLOWERING GUM



CORYMBIA FICIFOLIA

Figure 45: Tree Species



CHINESE ELM



ULMUS PARVIFOLIA

Legend:

- Precinct Boundary
- - - Sub-Precinct Boundary
- Species

Aerial map sourced from Nearmap (file dated 2020), Tree species data sourced from the City of Nedlands (file dated 2020), Species photos sourced from the websites: <https://www.benarumseries.com/metrosideros-excelsa-vibrance>, <http://ellenbytreefarm.com/> and <https://www.alb.org.au/>

TREE SPECIES

SOUTHERN SUB-PRECINCT

BOX SCRUB



LOPHOSTEMON CONFERTUS

PEPPERMINT MYRTLE



AGONIS FLEXUOSA

UMBRELLA TREE



SCHEFFLERA ACTINOPHYLLA

CHINESE TALLOW TREE



SAPIUM SEBIFERUM

OLD WORLD SYCAMORE



PLATANUS ORIENTALIS

JACARANDA



JACARANDA MIMOSIFOLIA

FIRE TREE



STENOCARPUS SINUATUS

FIG



FICUS RUBIGINOSA

CREEK BOTTLEBRUSH



CALLISTEMON VIMALIS

BLUE GUM



EUCALYPTUS LEUCOXYLON

OLIVE



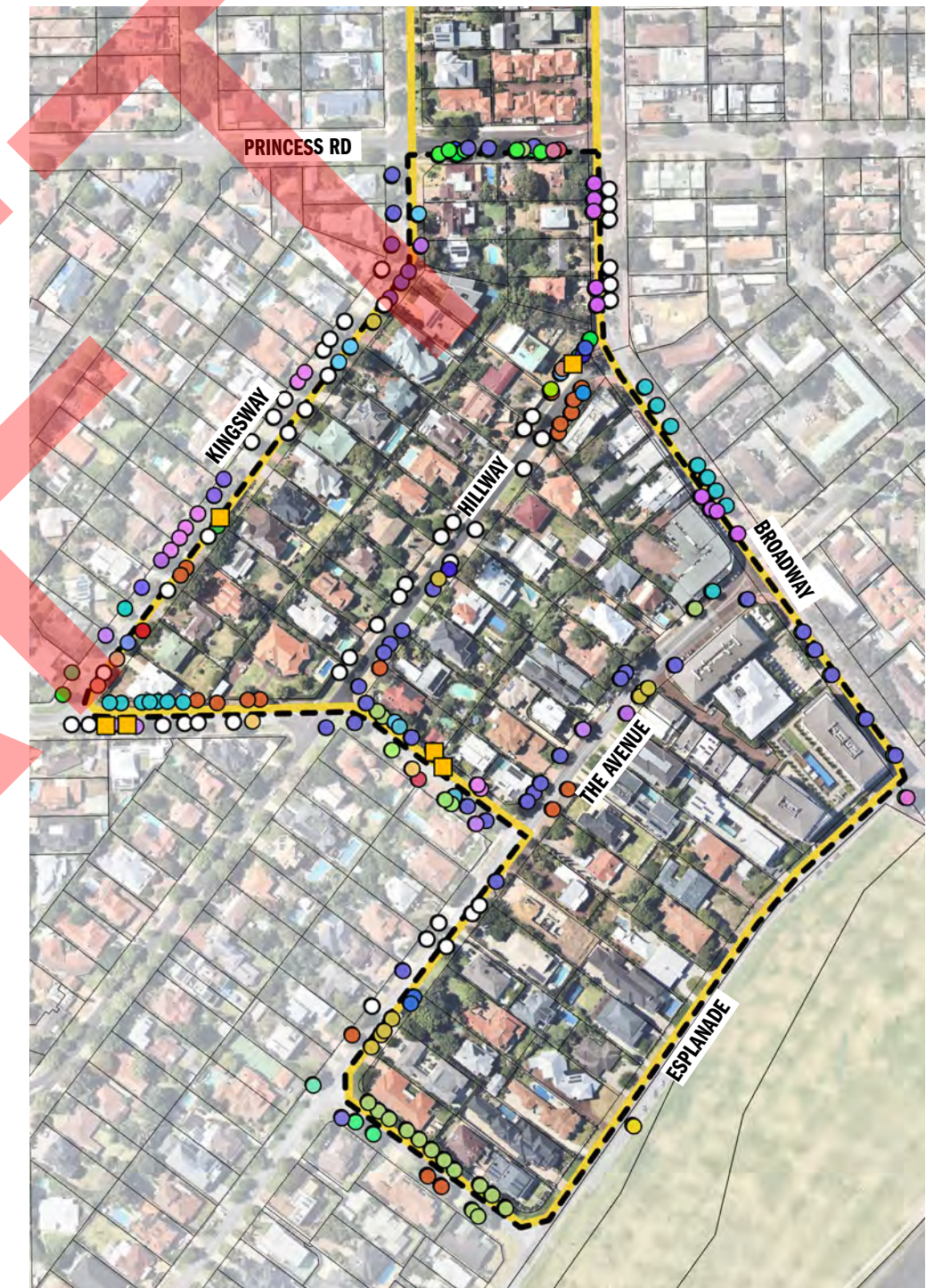
OLEA EUROPAEA

RED FLOWERING GUM

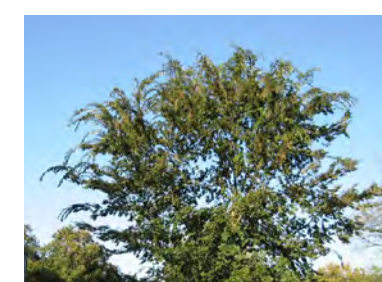


CORYMBIA FICIFOLIA

Figure 46: Tree Species



CHINESE ELM



ULMUS PARVIFOLIA

Legend:

- Precinct Boundary
- - - Sub-Precinct Boundary
- Species

Aerial map sourced from Nearmap (file dated 2020), Tree species data sourced from the City of Nedlands (file dated 2020), Species photos sourced from the websites: <https://www.bonarrnurseries.com/metrosideros-excelso-vibrance>, <http://ellenhytreefarm.com/> and <https://www.ala.org.au/>

TREE SPECIES



Figure 47: Tree Heights - Plan A



Figure 48: Tree Heights - Plan B



Figure 49: Tree Heights - Plan C

Legend:

— Precinct Boundary

Tree Heights:

- Below 4m
- 4m-6m
- 6m-9m
- 9m and above

PUBLIC REALM AND OPEN SPACES

Public spaces and plazas are provided for the community in order to support a range of active and passive recreation opportunities. These opportunities include the use of parks for leisure, sporting facilities, and recreation, spiritual and civic buildings. Public spaces can range in character and attract a number of users, with the best places adopting an intergenerational approach. Tree-lined streets can also contribute to the public realm and positively contribute to a distinctive sense of place.

Successful public spaces meet the diverse needs of the local community and support a local distinctiveness through references to local historical events and sensitive integration of cultural understanding. Successful spaces are social, activated and universally accessible to all members of the community.

Other places can support quiet contemplation. The Broadway Precinct abuts regional open space to the south overlooking the Swan River. It is also close to UWA's grounds to the east, and spaces for primary education and active recreation to the west. Two churches within, and close to, the Precinct provide worshipping options for the community. Cafés and restaurants within the Precinct to the north and south provide for alfresco dining, in a semi-public environment. Mature trees within most streets provide for inviting streetscapes, yet no local public open space is located within the Precinct.

There is an opportunity to identify nodes of activity that could be supported by a local plaza or meeting place. Simple actions like replacing missing street trees will also support the unique Nedlands sense of place.

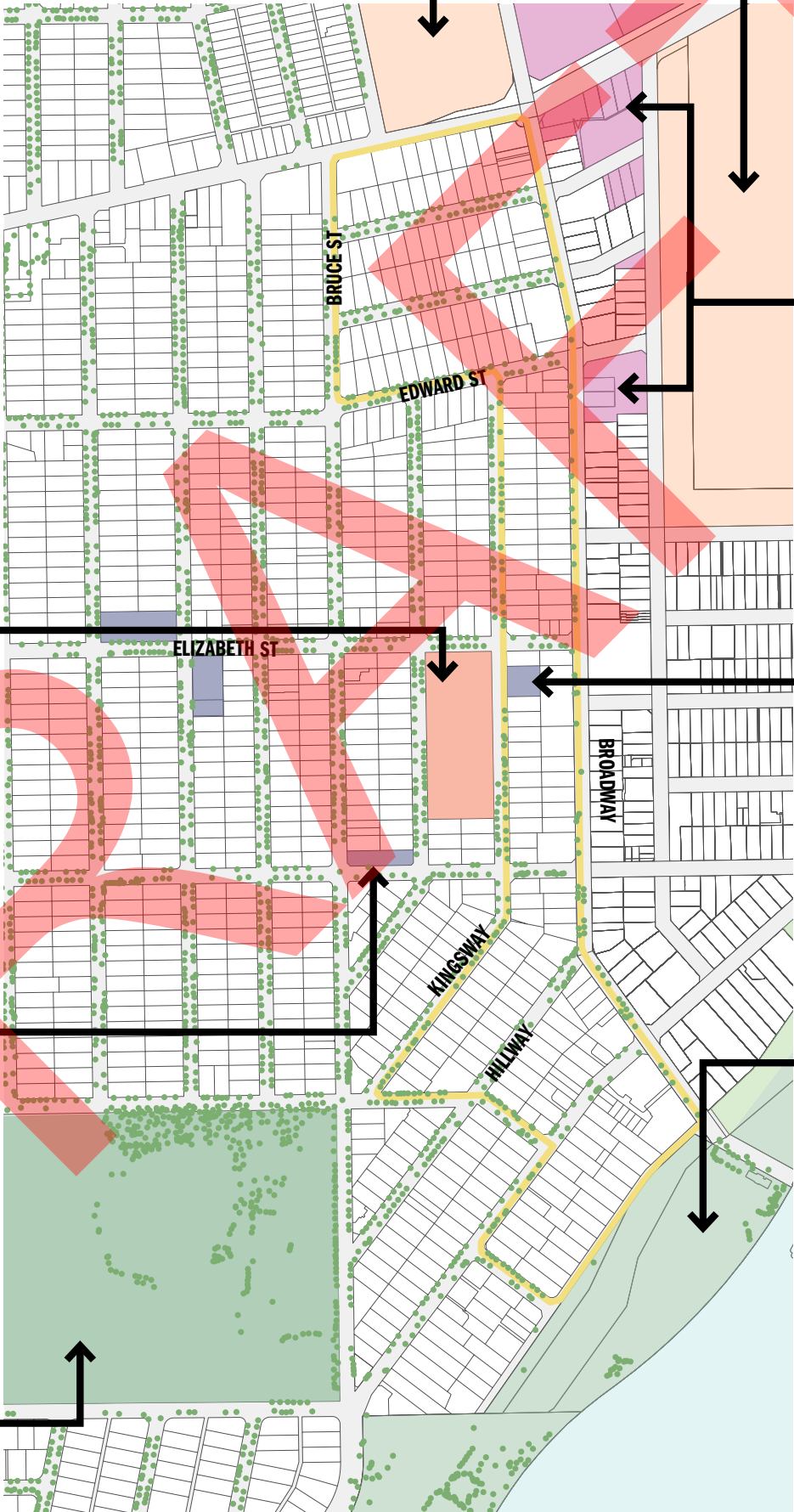


Figure 50: Public Realm and Open Spaces

MRS PUBLIC PURPOSES - UNIVERSITY

- The University of Western Australia (UWA) is one of five universities in the state
- Includes the main open spaces of James Oval, the Sunken Gardens and Whitfeld Court



PUBLIC PURPOSES UNIVERSITY - TPS4 RESERVE (CITY OF SUBIACO)

- UWA open spaces and buildings that include the IELTS Test Centre, Electrical & Electronic Engineering Centre and the Ken and Julie Michael building
- Note: The City of Perth administers this scheme area



PRIVATE COMMUNITY PURPOSE ZONE

- Kingsway Methodist Church
- 38 Kingsway, Nedlands



MRS PARKS AND RECREATION

- Charles Court Reserve and Swan River



EDUCATION - LPS3 RESERVE

- Nedlands Primary School
- The school provides education to students from Kindergarten to Year 6



PRIVATE COMMUNITY PURPOSE ZONE



MRS PARKS AND RECREATION - RESTRICTED

- Melvista Park including the Nedlands Golf Club, Tennis Club and Croquet Club



Legend:

Public Spaces

MRS Reserves

- MRS Public Purposes - University
- MRS Parks and Recreation
- MRS Parks and Recreation - Restricted

Local Planning Scheme Zones and Reserves

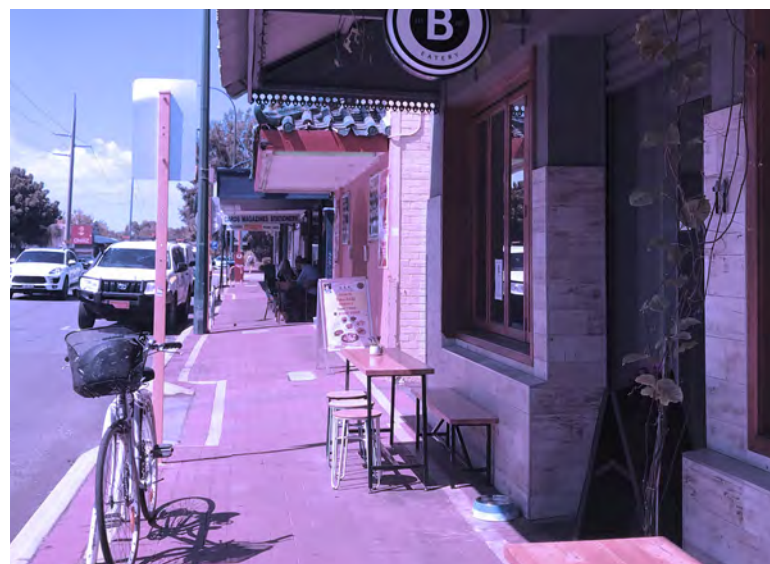
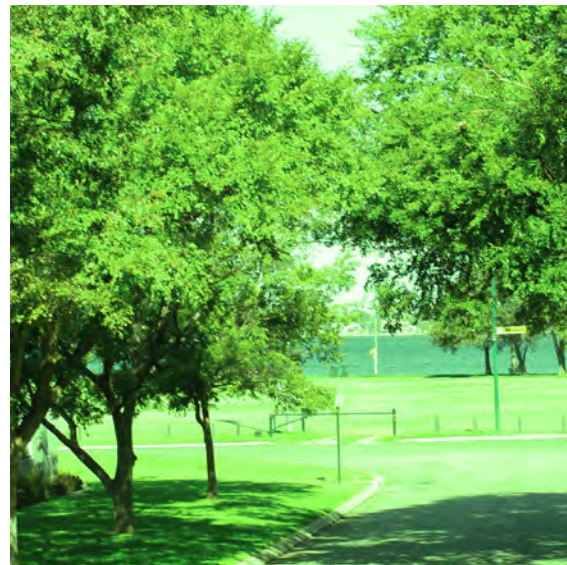
- Private Community Purposes - LPS3 Zone (Cty of Nedlands)
- Public Purposes University - TPS4 Reserve (City of Subiaco)
- Open Space - TPS4 Reserve (City of Subiaco)
- Education - LPS3 Reserve (City of Nedlands)

- Precinct Boundary
- Swan River

- Trees (species as per tree species map)

5. MOVEMENT

A study of the movement networks within and connecting to the Precinct.



MOVEMENT NETWORKS

Movement networks are an interconnected system of streets, roads and pathways that assist pedestrians, cyclists, public transport patrons and private vehicle users in meeting their daily transport needs. The community's proximity to transport options influences how regularly they walk or take public transport.

A successful movement network prioritises active transport modes including walking, cycling and public transport to complement private motor vehicle movements. Prioritising active transport provides tangible benefits. These benefits are associated with increased physical activity levels for community members, reduced greenhouse gas emissions from decreased private motor vehicle usage and improved amenity.

A frequent bus network supports the Broadway Precinct. The Precinct is serviced by routes 24 and 96 along Broadway and routes 102, 103, 107, 998 and 999 along Stirling Highway. Bus route 23 moves throughout the Precinct along Bruce Street and Cooper Street. The bus routes of 998 and 999 are identified as high-frequency along Stirling Highway, whereas routes 23, 24, 96 operate at a lower frequency.

In terms of pedestrian movement and cycling, the Broadway Precinct features a prominent pathway to both sides of the street along Broadway. Although, most roads in the Precinct only have a pathway to one side of the street such as seen along Kingsway, Hillway, The Avenue, and Cooper, Clarke and Edward Streets.

At the southern end of the Precinct, the Esplanade and Bessell Avenue do not have pathways on either side of the street. This reveals potential pathway connectivity issues in the area. The Broadway Precinct is also shown to lack cycling infrastructure with no dedicated cycling features or pathways along any of the street networks.

The Broadway movement network is characterised by a predominately north-south orientation via Broadway and supported by Bruce Street and Kingsway. The majority of private vehicle movements occur along Broadway, Kingsway and The Avenue as they are residential in nature, or have a low-rise of retail and commercial development, the streets have a speed limit of 50 km/hr. Traffic is slowed at key retail and commercial locations such as the corner of Hillway and Broadway also The Avenue and Broadway. Traffic calming measures respond to the retail and commercial development at the northern end of the Precinct—the signalised intersection of Stirling Highway (a Primary Regional Road) and Broadway.

In terms of parking, the Precinct has a large amount of on-street parking located along Broadway, Esplanade and Princess Road albeit with time restrictions to address any overflow implications from adjoining uses such as UWA. Some low-moderately scaled car parks can be found along Broadway at the front or side of retail and commercial developments, which ensures convenient access to businesses and services. Residential streets within the Precinct have limited formal car parking spaces with visitors parking within the road reserve.

The Broadway Precinct has the opportunity to improve active transport connections through considering dedicated cycle paths and enhancing pedestrian paths along Kingsway, Cooper Street, Clarke Street and Edward Street.

Legend:

Movement Networks

Precinct Boundary

Sub-Precinct Boundary

Primary Regional Road (Stirling Highway)

Broadway

400m Walkable Catchment

Local Bicycle Friendly Route

Footpath

Public Transport Route

Bus Stop

Traffic Lights

Pedestrian Crossing

Bike Parking

Bike Stand

Public Seating

Car Parking

On-street Car Parking

Existing Building Footprint Within Precinct

Existing Building Footprint External To Precinct

Open Spaces

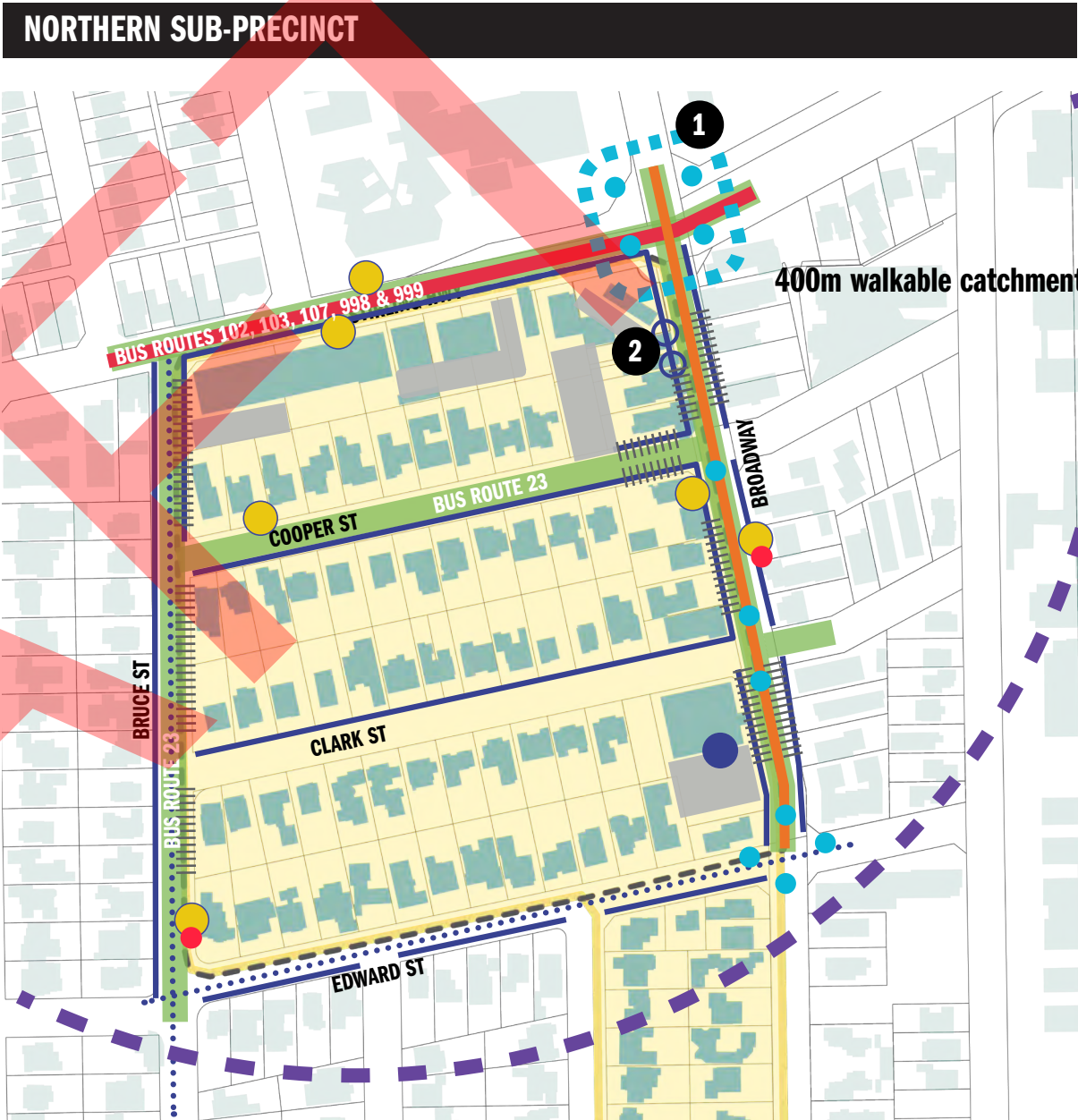


Figure 51: Movement Networks



→ Traffic lights at Stirling Highway and Broadway intersection



→ Bike facilities within the retail node

Building data sourced from the City of Nedlands Building Footprints (file dated 2013), Public transport data sourced from the UWA/Nedlands - Public Transport Information map (file dated 2019)

MOVEMENT NETWORKS

CENTRAL SUB-PRECINCT



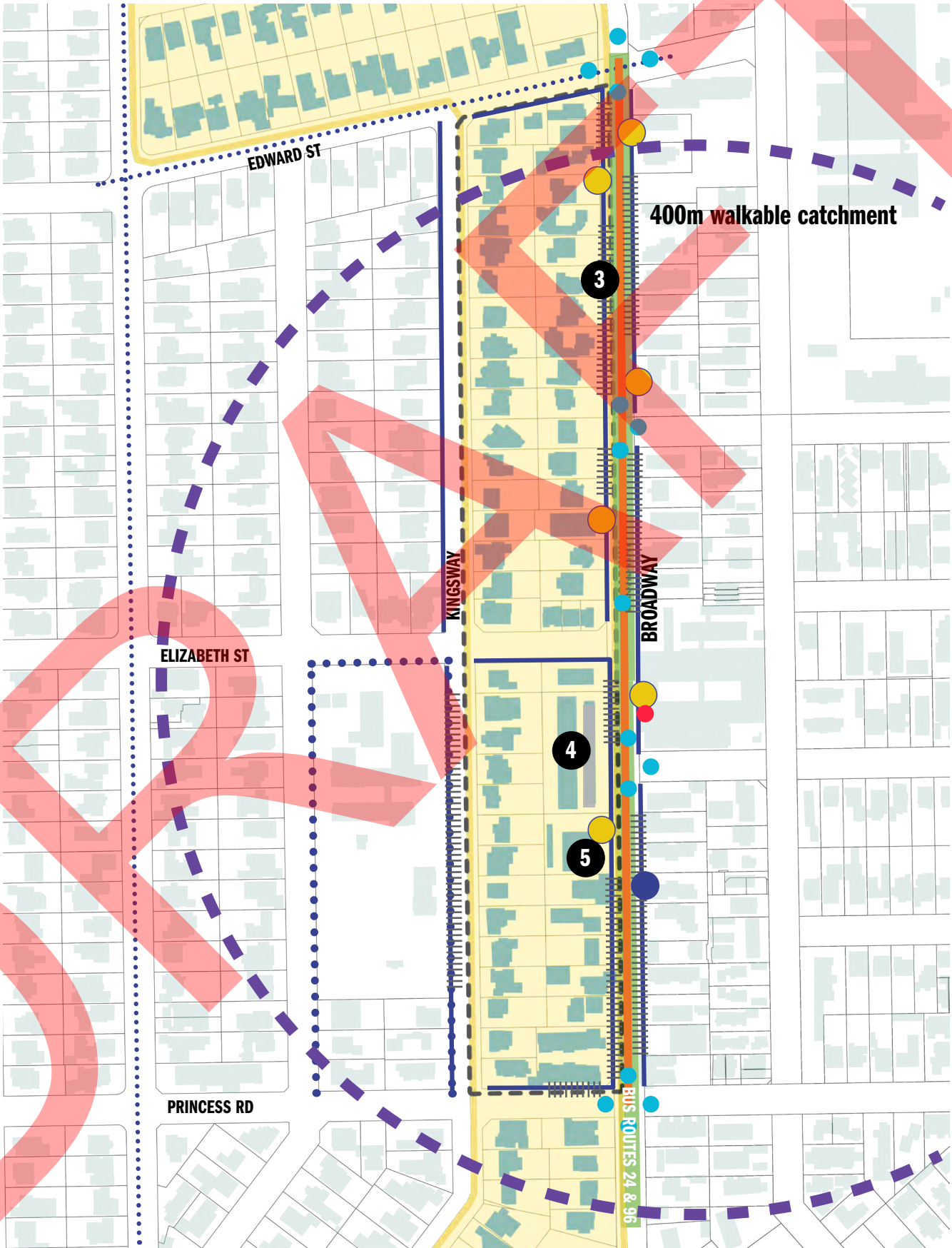
→ On-street car parking along Broadway



→ Car parking residential purposes within the front setback



→ Bus shelter located in close proximity to local supermarket



- Legend:**
Movement Networks
- Precinct Boundary
 - Sub-Precinct Boundary
 - Broadway
 - 400m Walkable Catchment
 - High-quality Shared Path (Bikes & Pedestrians)
 - Local Bicycle Friendly Route
 - Footpath
 - Public Transport Route
 - Bus Stop
 - Pedestrian Crossing
 - Bike Parking
 - Public Seating
 - Car Parking
 - On-street Car Parking
 - Existing Building Footprint Within Precinct
 - Existing Building Footprint External To Precinct
 - Open Spaces

Building data sourced from the City of Nedlands Building Footprints (file dated 2013). Public transport data sourced from the UWA/Nedlands - Public Transport Information map (file dated 2019)

Figure 52: Movement Networks

MOVEMENT NETWORKS

SOUTHERN SUB-PRECINCT



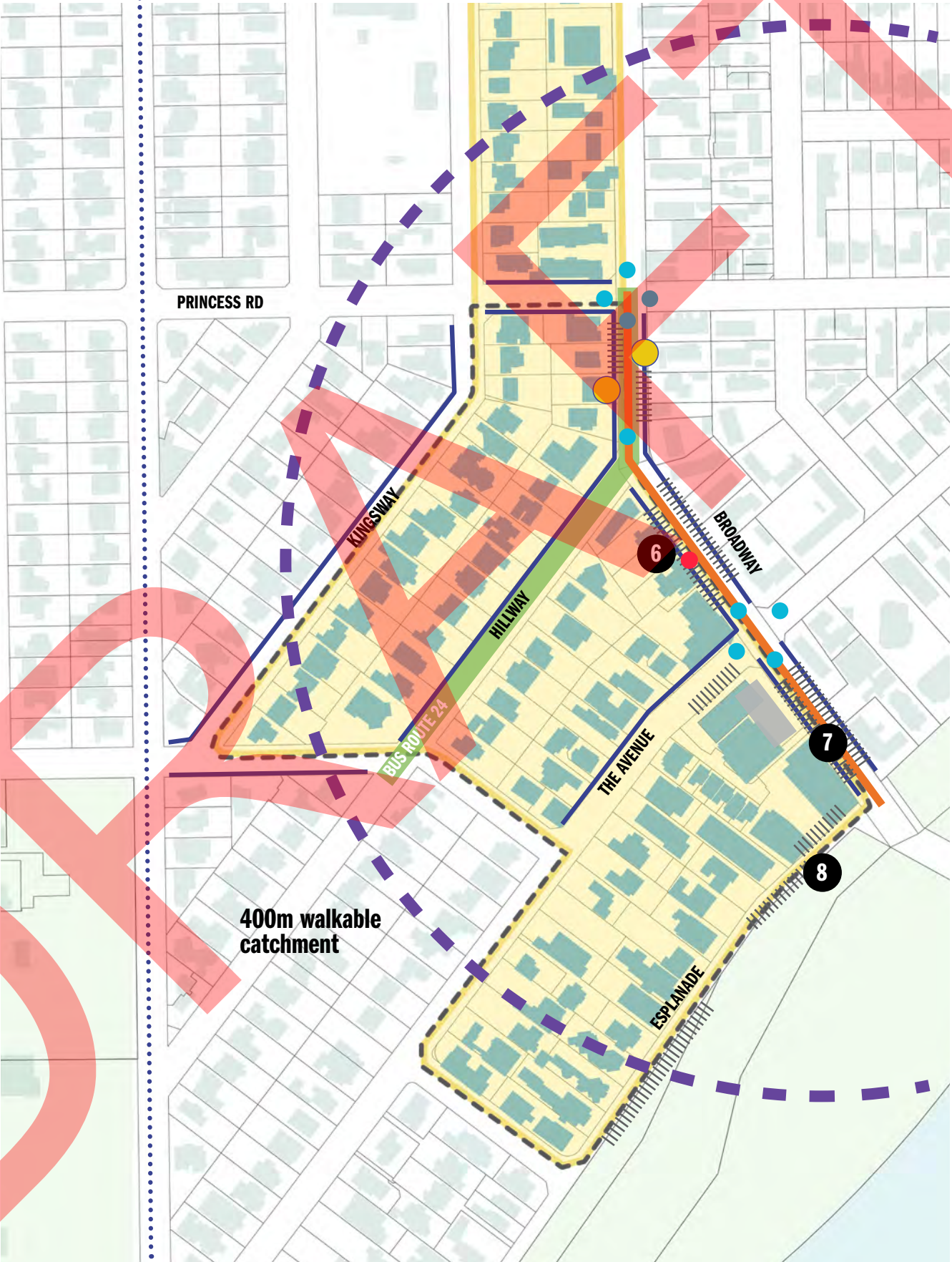
→ On-street car parking servicing retail and commercial offer



→ On-street car parking co-located with multi-residential buildings and public open space



→ On-street car parking abutting public open space



Legend:

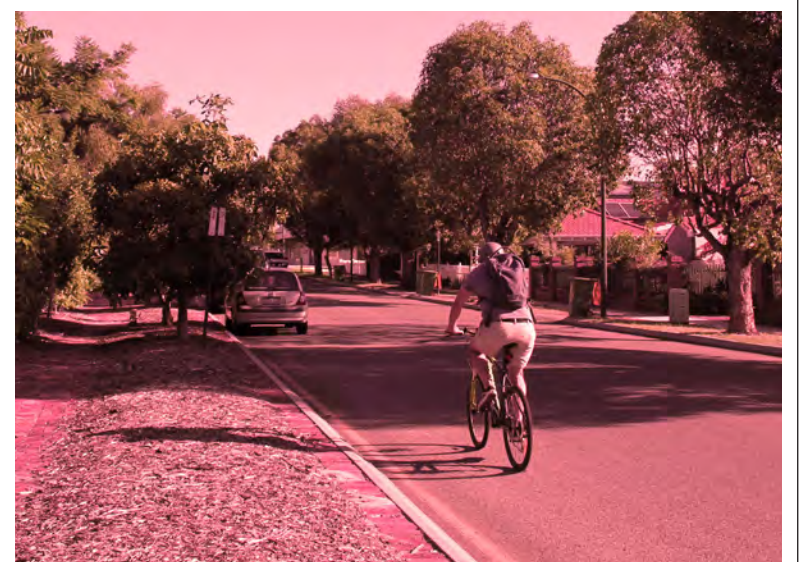
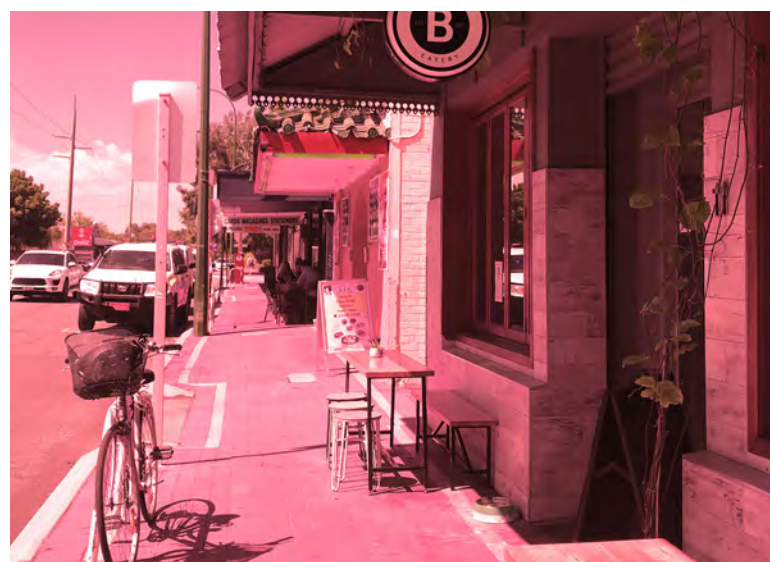
Movement Networks

- Precinct Boundary
- Sub-Precinct Boundary
- Broadway
- 400m Walkable Catchment
- Local Bicycle Friendly Route
- Footpath
- Public Transport Route
- Bus Stop
- Pedestrian Crossing
- Public Seating
- Car Parking
- On-street Car Parking
- Existing Building Footprint Within Precinct
- Existing Building Footprint External To Precinct
- Open Spaces

Figure 53: Movement Networks

Building data sourced from the City of Nedlands Building Footprints (file dated 2013), Public transport data sourced from the UWA/Nedlands - Public Transport Information map (file dated 2019)

6. URBAN DESIGN PRINCIPLES



URBAN DESIGN PRINCIPLES

A review of the Precinct has identified the urban design principles that will assist in preserving a unique local sense of place and assist in defining local distinctiveness as the Precinct experiences unprecedented development pressure. The gazettal of LPS3 has attributed increased development intensities across the Precinct. By understanding the underlying fundamentals, detailed planning provisions will assist in guiding the best possible development outcomes for the existing and future communities.



→ Establish nodes of activity, supporting a diversity of mixed uses, in key locations along Broadway



→ Support fine-grain development and street-level activity in key nodes



→ Identify opportunities for public places and plazas



→ Co-locate nodes of activity with current and future transport options



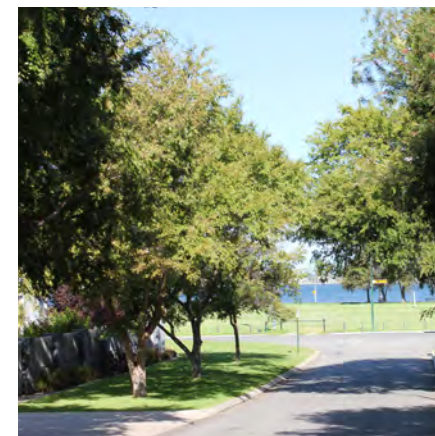
→ Enhance pedestrian amenity by improving the interface between private lots and public streets along Broadway



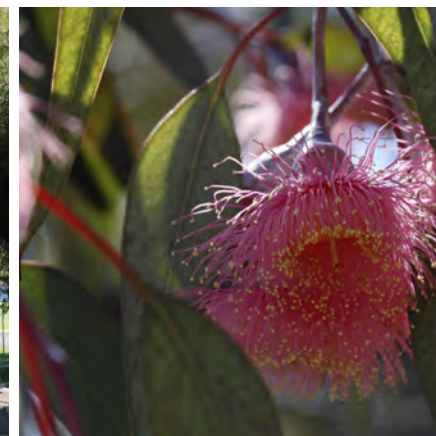
→ Carefully consider the interfaces or edges of the Precinct and uses within the Precinct



→ Identify opportunities to respond to the adjacency of the UWA-QEII Specialised Activity Centre and the local context

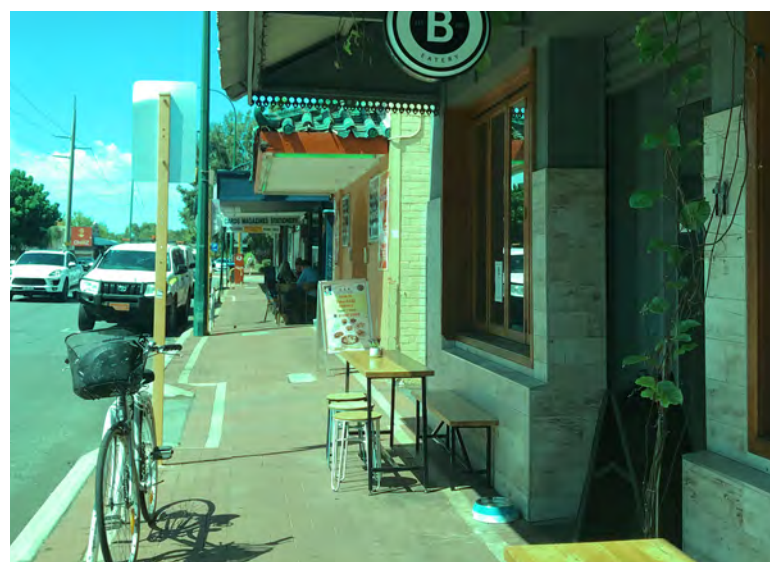
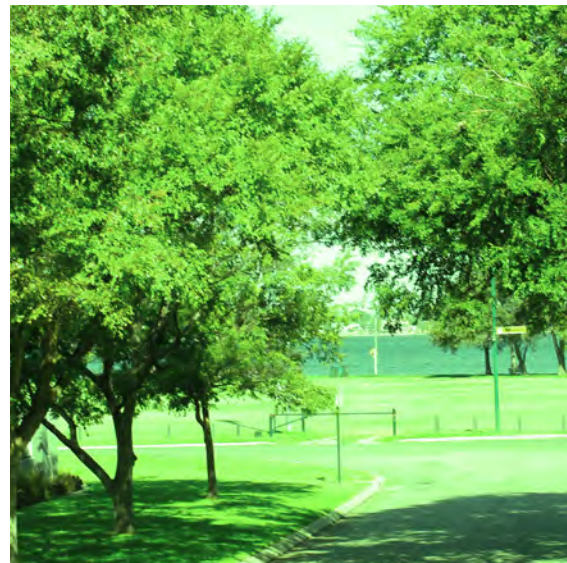


→ Identify ways to contribute to a leafy-green sense of place



7. CONTEXT ANALYSIS

An overview of the community, governance and planning context.



COMMUNITY CONTEXT

CULTURE, VALUES AND IDENTITY

The City of Nedlands is a highly desirable location to live and work, with a passionate and engaged community. In the preparation of the Nedlands 2018-2028 Strategic Community Plan, 213 people attended open days and the City received 420 surveys and submissions. The dominant streetscape character of Nedlands is a leafy-green suburb with high-quality, low-rise, single residential homes. These homes are typically nestled within mature gardens which complement the high-quality tree-lined streets.

The adoption of the City's Local Planning Scheme No. 3 in April 2019 resulted in low-rise residential areas being up coded to high-density urban residential areas and higher density urban centres.

The rezoning and up-coding of areas within the City of Nedlands has necessitated the development of more refined, built form controls, with a focus on targeted infill areas and the surrounding transition areas. These targeted infill areas are located along high transit routes (namely Stirling Highway and Broadway) and co-located with the existing Neighbourhood and Local Centres across the City. To prepare nuanced built form controls a detailed appreciation of local character is essential. Part of that process is to understand the community's values and local sense of identity.

A community engagement process informed the Nedlands Strategic Community Plan (2018-2028), which identified the following priorities:

- Retain the existing character of Nedlands whilst still including appropriate development along activity corridors. Specifically, identifying the need for a "Town Centre", and new developments to include canopy trees
- Encourage Sustainable Building - prioritising buildings that are made of quality and sustainable materials is key to the City of Nedlands
- Renewal of Community Infrastructure – maintaining roads, footpaths, cycling and drainage
- Plant more native vegetation, especially in public areas
- Preserve heritage sites
- Allow for an efficient transport network that contributes to a more environmentally-friendly, safer City for both business and community activities
- Establish a City for both business and community activities.

Derived from the community's priorities identified within Our Vision 2030, and subsequent Nedlands Strategic Community Plan (2018-2028) process created the following vision:

"Our overall vision is of a harmonious community. We will have easy access to quality health and educational facilities and lively local hubs consisting of parks, community and sporting facilities and shops where a mix of activities will bring people together, strengthening local relationships. Our gardens, streets, parks will be well maintained, green and tree-lined and we will live sustainably within the natural environment. We will work with neighbouring Councils and provide leadership to achieve an active, safe, inclusive community enjoying a high standard of local services and facilities. We will live in a beautiful place."

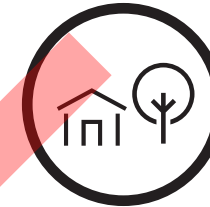
Informed by the vision, the strategic drivers impacting the City of Nedlands have been captured in the City's Local Planning Strategy and translated into planning principles. The principles seek to address the state planning framework that affects the City and provide clarity on how the City seeks to respond to the requirements of the State.

Planning Principles:

- Protect and enhance local character and amenity
- Respect the community vision for the development of the district
- Achieve quality residential built form outcomes for the growing population
- To develop and support a hierarchy of activity centres
- To integrate land uses and transport systems
- Facilitate improved multi-modal access into and around the district
- Maintain and enhance the network of open space.
- Facilitate good public health outcomes
- Facilitate a high-quality provision of community services and facilities
- Encourage local economic development and employment opportunities
- To maintain, protect and enhance natural resources.
- Respond to the local physical and climatic conditions.
- Facilitate efficient supply and use of essential infrastructure.

NEDLANDS STRATEGIC COMMUNITY PLAN (2018-2028)

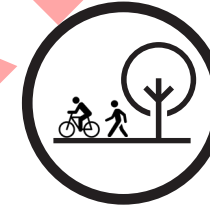
KEY PRIORITIES



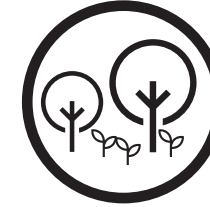
RETAIN THE EXISTING CHARACTER OF NEDLANDS



ENCOURAGE SUSTAINABLE BUILDING



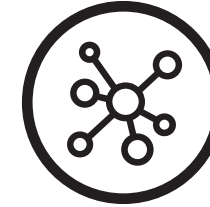
RENEWAL OF COMMUNITY INFRASTRUCTURE



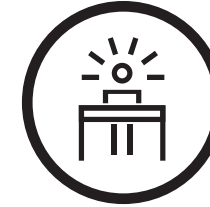
NATIVE VEGETATION



PRESERVATION OF HERITAGE SITES



EFFICIENT TRANSPORT NETWORK



A CITY FOR BUSINESS AND COMMUNITY ACTIVITIES

CULTURE, VALUES AND IDENTITY

The City's Local Planning Strategy goes on to identify the intent for a range of strategic areas including population and housing, retail and commerce, physical features, climate and natural areas, recreation and open space, community facilities, traffic and transport, infrastructure services, urban design, character and heritage.

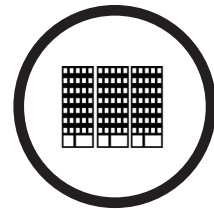
Importantly the City's intent associated with housing and local character is detailed through a number of planning strategies.

Population and Housing – To strongly encourage the development of additional diverse dwelling types within the targeted infill areas. Allowing the conservation and enhancement of the quality of the City of Nedlands' existing attractive residential neighbourhoods.

Strategies:

- Locate high-intensity development within Urban Growth Areas (particularly Stirling Highway)
- Develop appropriate Transition Zones adjacent to Urban Growth Areas to maintain separation from existing high-quality, low-density residential areas
- Facilitate quality development in targeted infill areas and along transit corridors
- Facilitate redevelopment opportunities for medium density residential development within Neighbourhood Centres
- Appropriately scaled residential densities located within and in the immediate vicinity of Neighbourhood Centres, responding to the local context
- Facilitate greater housing diversity, specifically higher density multiple and grouped dwelling developments in targeted infill areas to accommodate changes in population trends
- Establish controls for key sites to ensure the existing residential character is protected long term and development is focused in these locations
- Maintain established residential urban areas to ensure the retention of the existing residential character and lot configurations.

POPULATION AND HOUSING



**HIGH-INTENSITY
DEVELOPMENT IN URBAN
GROWTH AREAS**



**DEVELOP
TRANSITION
ZONES**



**QUALITY INFILL
DEVELOPMENT**



**REDEVELOPMENT
OPPORTUNITIES IN
NEIGHBOURHOOD CENTRES**



**FACILITATE
GREATER
HOUSING
DIVERSITY**



**APPROPRIATELY SCALED
DEVELOPMENT**



**MAINTAIN
ESTABLISHED
RESIDENTIAL AREAS**



**ESTABLISH
CONTROLS**

Urban Design, Character and Heritage – To retain and enhance the character and streetscape of the City's existing residential areas whilst promoting best practice urban design principles in targeted infill areas. Ensure that proposed development responds to the unique character of each Precinct and preserve quality streetscapes.

Strategies:

- Adopt development controls to retain and enhance the existing character of each identified Precinct
- Promote best practice urban design outcomes in areas experiencing change and in areas of transition
- Improve public realm within Urban Growth Areas and Transition Zones
- Understand the elements that contribute to streetscapes to inform statutory controls
- Protect and promote places of heritage significance through the City.

URBAN DESIGN, CHARACTER AND

HERITAGE



**DEVELOPMENT
CONTROLS TO
RETAIN EXISTING
CHARACTER**



**PROMOTE BEST
PRACTICE OUTCOMES**



**IMPROVED PUBLIC
REALM**



**UNDERSTAND
STREETSCAPE
CHARACTER TO
INFORM CONTROLS**



**PROMOTE PLACES
OF HERITAGE
SIGNIFICANCE**

PEOPLE, EMPLOYMENT AND HOUSING

The 2016 ABS Census identified the City of Nedlands having a population of 21,121 people. Some 53% of them worked full time, in the areas of management (17%) or a profession (45%), earning a median weekly household income of \$2,708, with an average of two children.

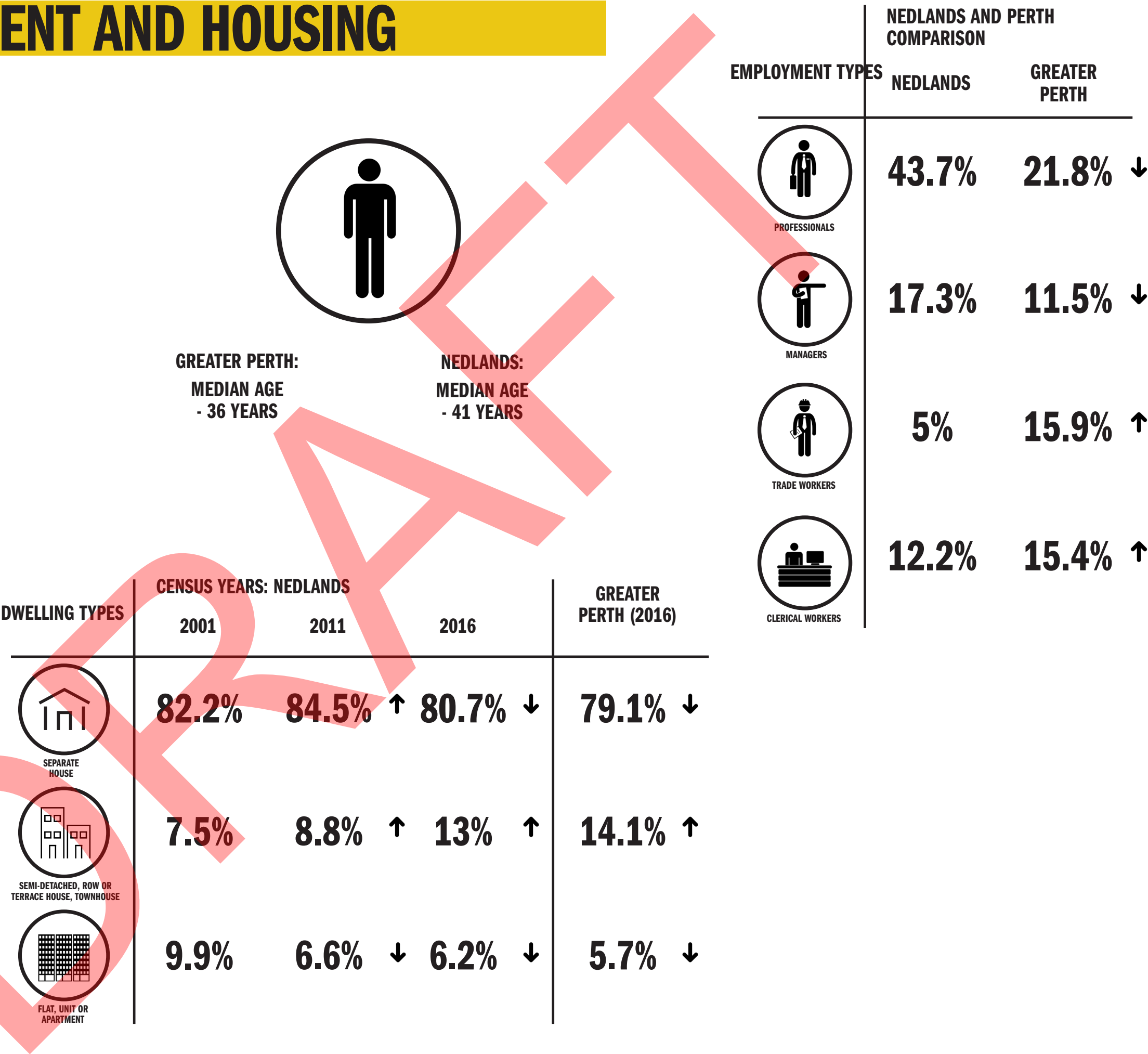
The City’s Local Planning Strategy identifies Nedlands as having a relatively higher proportion of its population born in: Australia, Malaysia, Singapore and USA. The 2011 ABS Census indicated a reasonably significant decline in the 35-44 and 75-84 age groups and some reasonably substantial increases in the 20-24, 55-64 and 65-74 age groups. Also, the ABS Census 2001 and 2011, identifies the population of Nedlands as a whole is older than the Greater Perth regional population. In 2016 this trend continued with Nedlands median age being 41 years, while the Western Australian median was 36 years.

When the City of Nedlands is compared to the Greater Perth area, there are some key employment differences. On average, Nedlands has a significantly lower proportion of households within the lower and middle-income groups compared to Greater Perth. For instance, the income groups that are \$2,500 and above are 43.1% for Nedlands and 23.3% for Greater Perth, where the difference between Nedlands and Greater Perth is evident in the high proportion of households making \$4,000 or more a week.

In terms of the labour force, residents in Nedlands have a higher proportion of professionals and managers, compared to Greater Perth. In comparison, the Greater Perth area has more technicians, trade workers, and clerical and administrative workers.

Housing diversity within the City of Nedlands is considered to be relatively low. According to the ABS, Nedland housing characteristics remained relatively static up to 2011, with 84.5% of dwellings described as separate houses. The 2016 ABS figures identified dwellings classified as separate houses had reduced to 80.7%, with separate houses slightly declining, while semi-detached, row and townhouses were increasing. Nonetheless, the separate house typology continues to be the dominant typology.

In proportional terms, Nedlands housing profile is much the same as the average for the Greater Perth area, with a slightly higher percentage of separate houses.



PEOPLE, EMPLOYMENT AND HOUSING

The City's Local Planning Strategy identifies the demographic and housing characteristics of Nedlands. Specifically, the Nedlands South Precinct is detailed in comparison to the City of Nedlands.

Nedlands South is largely a residential Precinct (mainly R10 and R12.5), with other community-focused uses such as local shops, churches and schools distributed across the suburb.

Commercial and retail development is located to the north along Stirling Highway and the east along Broadway. The Local Planning Strategy identifies the Nedlands South Precinct as “typical Nedlands” with only minor variations from the City's average in all the demographic indicators.

The Broadway Precinct aligns with the City's Local Planning Strategy which identified “potentially available land”, an area of land potentially available for development or redevelopment for the purposes of increasing dwelling numbers across the City.

The up-coding of the Broadway Precinct will also afford the opportunity to locate higher intensity development in close proximity to the UWA/QEII Specialised Activity Centre, a regional destination. Its proximity to University of Western Australia (UWA) has the potential to contribute to more diversity in cultural representation as well as possibly representing a younger population. UWA also has a significant international student population that could live near the university.

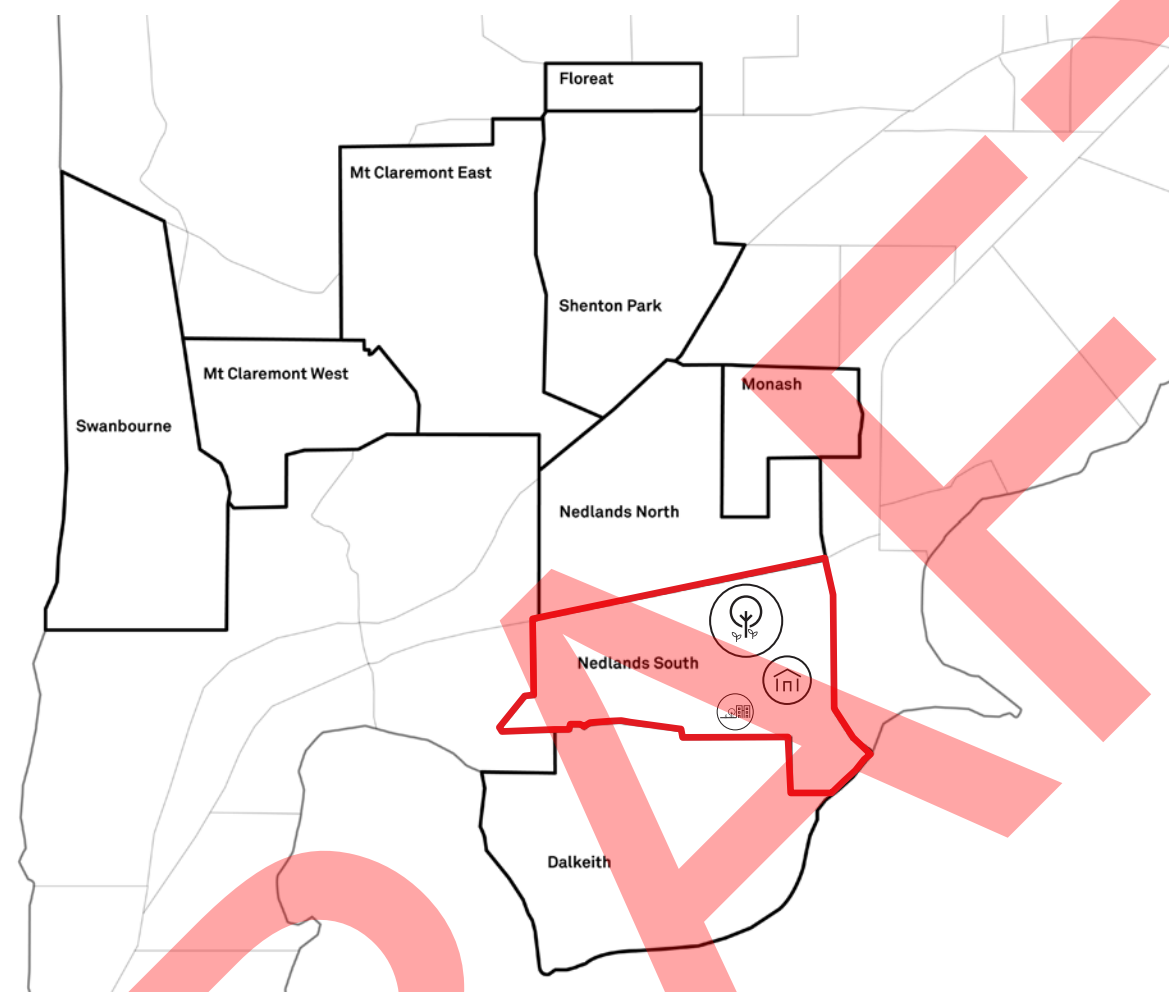


Figure 54: City of Nedlands Local Planning Strategy Precincts

HOUSING

The Western Australian Planning Commission's Perth and Peel @3.5million (2018) policy identifies a greater reliance on infill development with a target of 47 per cent for the Perth and Peel regions. The Central Sub-Regional Planning Framework also reflects a strong focus on guiding infill growth in the Central Sub-Region and establishes specific dwelling targets for all local governments. For Nedlands the targets indicate an additional 2,540 dwelling units to be developed by 2031 and 1,780 post 2031. The WAPC's 2013 Report Card identified the need for a further 1,860 dwellings to be developed between 2031 and 2050 to reach an overall target of 4,400 additional dwellings.

To assist in determining an appropriate response to these infill targets, the City of Nedlands has undertaken land requirement calculations outlined within the City of Nedlands Local Planning Strategy (2018). These calculations indicate that based on the various assumptions, the total land area required to satisfy the 2031 target ranges between 49 and 75 hectares. Between 2031 and 2050, the calculations indicate that, based on the various assumptions, the total land area required to satisfy the 2050 target ranges between 25 hectares and 46 hectares. Total land area, comprising both the 2031 and 2050 targets, therefore ranges between 74 and 121 hectares. As summarised within the City of Nedlands Local Planning Strategy, much of the medium and higher density housing requirement could be incorporated into mixed use developments.

The Broadway Precinct is identified as a local area that would be suitable for increased development intensity. The Local Planning Strategy identifies numerous sites as appropriate for targetted infill in the Hampden Road and Broadway area, resulting in an estimated total land area available for infill of 16.90ha. The Broadway Precinct, with its proximity to the UWA-QEII Specialised Activity Centre, is uniquely placed within the City of Nedlands to accommodate infill development through higher-density built form. With the up-coding of areas within the Precinct, there is an increased potential to provide diverse housing options, particularly relating to education, student accommodation and health and wellness professionals. Ultimately, this increase within the Broadway Precinct has the potential to support the dwelling targets set by the WAPC, in particular within the RAC1 and R-AC3 mixed use areas directly abutting Broadway and Stirling Highway.

The City of Nedlands Local Planning Strategy has identified how the 2011 to 2036 dwelling unit projections are likely to be distributed throughout Nedlands.

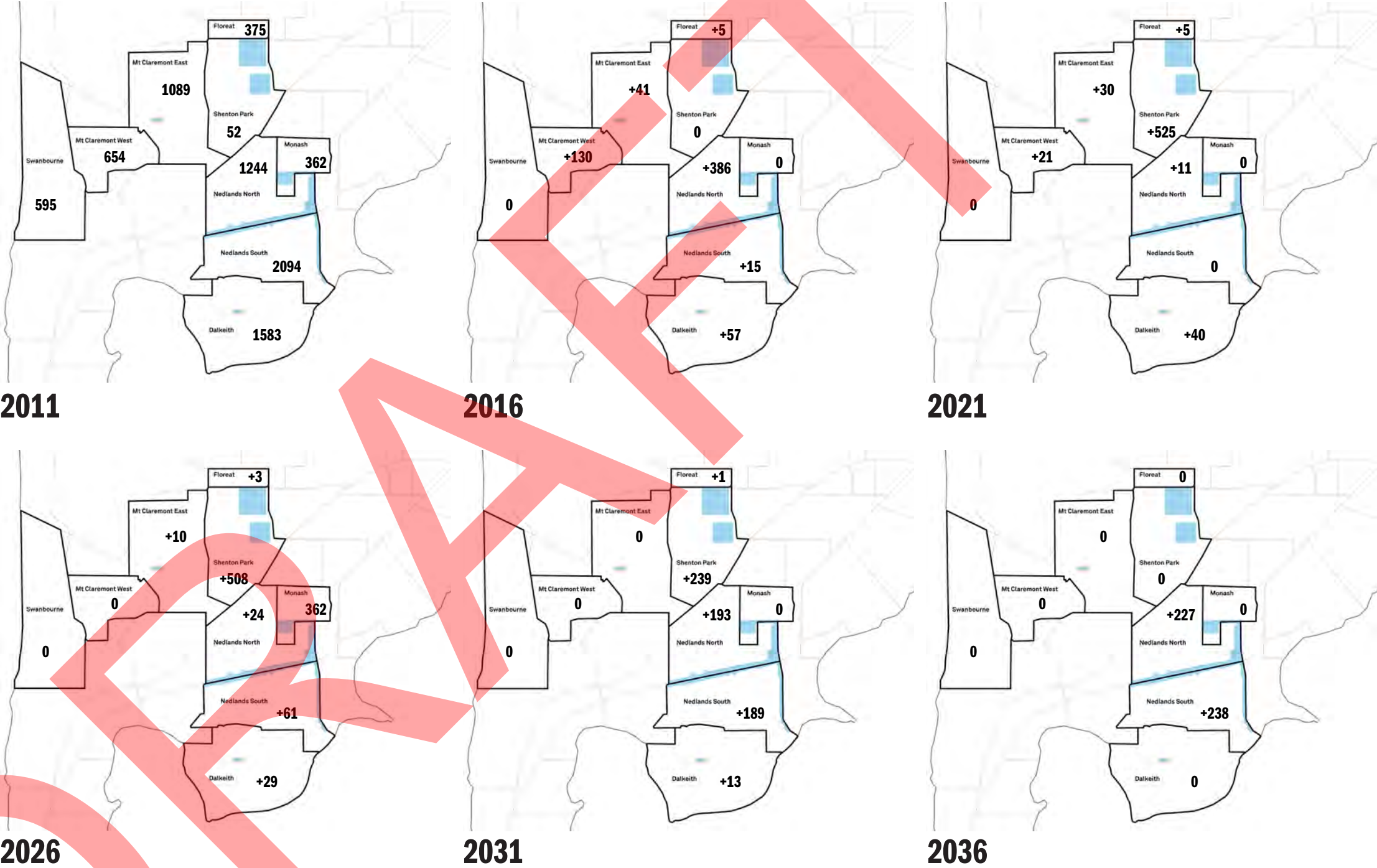


Figure 55: City of Nedlands Local Planning Strategy - Additional Dwellings 2011-2036

Legend:

- Planning Precincts
- Potentially Available Land

Additional Dwellings by 2036:	
Nedlands North	841
Nedlands South	503
Dalkeith	139

GOVERNANCE CONTEXT

STATE PLANNING FRAMEWORK

→ State Planning Strategy 2050

The WAPC's State Planning Strategy 2050 (2014) is the Government's strategic planning response to the challenges Western Australia is likely to face in the future. The strategy proposes that diversity, liveability, connectedness and collaboration must be central to the vision of sustained growth and prosperity. The Strategy takes into account what is known about the future and the expectations of Western Australians, to provide a guide for future land-use planning and development.

The strategy has six key principles that relate to all strategic development within the state, including the City of Nedlands and the Broadway Precinct. While the state level policy does not mention the Broadway Precinct specifically, the principles and aims are recognised in all development.

These six principles comprise:

- Community: Enabling diverse, affordable, accessible and safe communities
- Economy: Facilitating trade, investment, innovation, employment and community betterment
- Environment: Conserving natural assets through sustainable development
- Infrastructure: Ensuring infrastructure supports development
- Regional Development: Building the competitive and collaborative advantages of regions
- Governance: Building community confidence in development processes and practices.

Overview of the Western Australian planning system

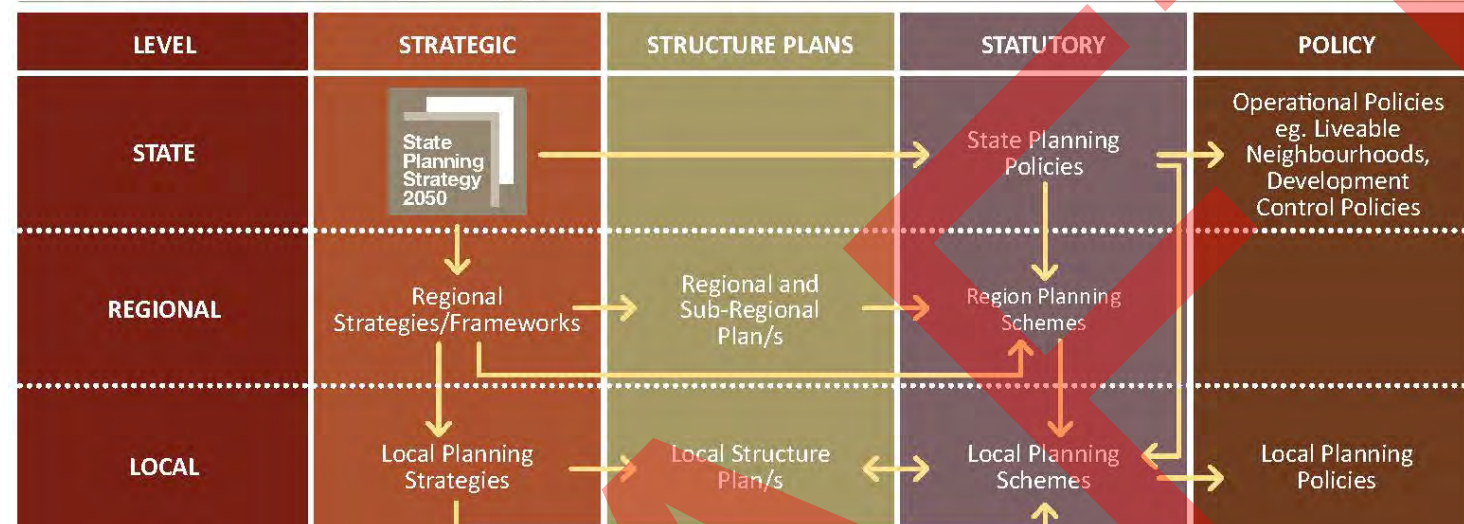


Figure 56: The State Planning Strategy 2050 highlights the planning response to address the challenges facing the State within the Western Australian planning system.



Figure 57: The State Planning Strategy 2050 highlights housing and urban form trends from 1850 to 2050.

STATE PLANNING FRAMEWORK

→ Perth and Peel @ 3.5 million and Central Sub-Regional Planning Framework

The Perth and Peel @ 3.5million land use planning and infrastructure frameworks aim to accommodate 3.5 million people by 2050. The WAPC's Central Metropolitan Sub-Regional Planning Framework (2018) is a localised infrastructure framework to help guide future urban growth and infill across the metropolitan region. The City of Nedlands and the Broadway Precinct are located within the Central Sub-Region area where the framework aims to:

- Achieve more consolidated urban form and development
- Meet long-term housing requirements
- Strengthen key employment centres
- Provide transport linkages that connect people with key centres of activity and employment, with access to areas beyond the Perth and Peel regions
- Facilitate and support a future regional infrastructure network including transport, service, community, social, health, tertiary education, regional sport and recreation infrastructure
- Encourage and guide increased connectivity between areas of open space or conservation and protect areas of value
- Identifying targeted increases in the density and diversity of mixed use development, housing and employment
- Ensure urban consolidation Precincts have access to existing and future high-frequency public transit
- Protect the green network of high-quality natural areas such as parks, rivers, beaches and wetlands and the linkages between these areas.



Figure 58: Nedlands is located within the Central Sub-Regional Planning Framework.

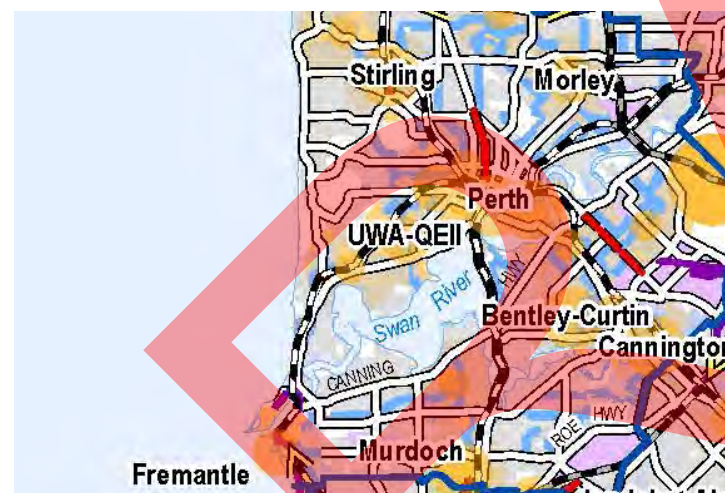


Figure 59: The spatial plan for Perth and Peel regions has been developed to deliver a more consolidated urban form to achieve a more efficient and cost-effective urban structure.

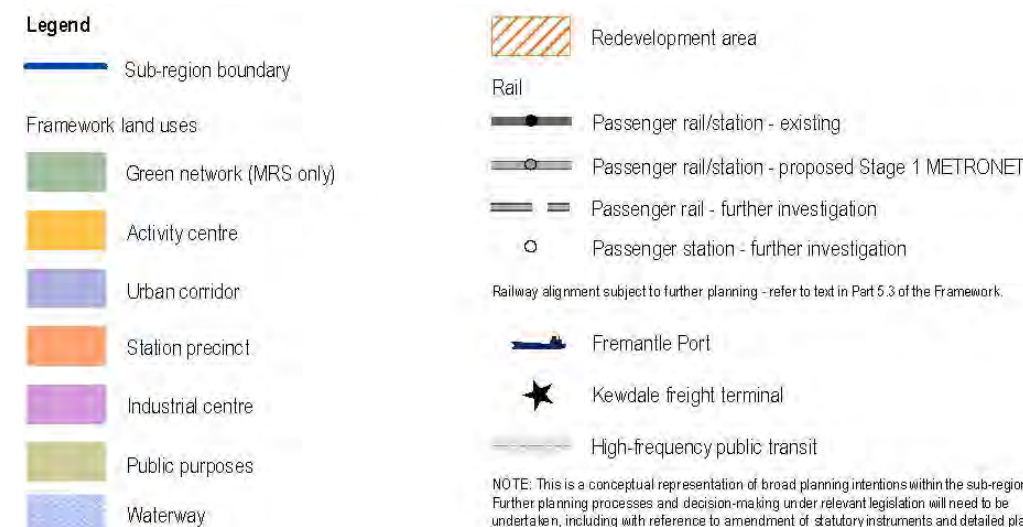
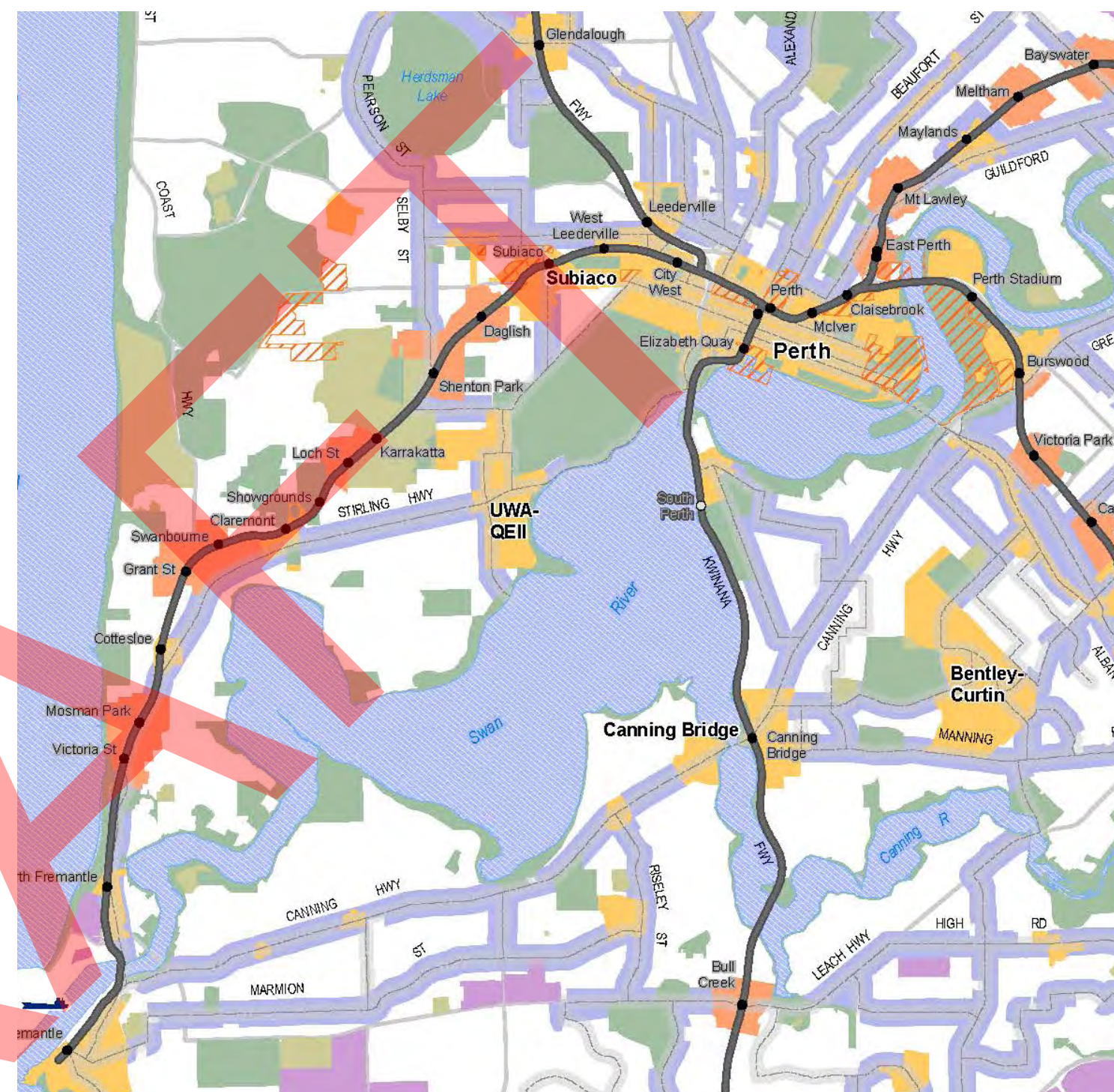


Figure 60: The Central Sub-Regional Planning Framework identifies Stirling Highway and Broadway as Urban Corridors. The principle is to focus infill within areas in close proximity to transit corridors and stations, activity centres and urban corridors. The framework identifies urban corridors in the Central Sub-Region alongside high-frequency public transit corridors.

STATE PLANNING FRAMEWORK

Central Metropolitan Sub-Regional Planning Framework (2018) references the Directions 2031 and Beyond policy, which sets infill targets (proportion of the total amount of additional dwellings) at 47 per cent for the Perth and Peel regions.

The target equates to approximately 380,000 new infill dwellings out of the estimated 800,000 dwellings that will be needed to accommodate the additional people expected by 2050.

Some 215,000 dwellings (56 per cent of the total amount of new infill dwellings) are identified as being delivered in the Central Sub-Region.

The framework identifies infill targets where Nedlands will accommodate an additional 4,320 dwellings and population of 9,500 by 2050. The up coded areas of the City of Nedlands Local Planning Scheme No. 3 (LPS3) provide for an increase in residential development within the Precinct.

Table 1: City of Nedlands' existing and projected dwellings and population 2011-2050 identified within the Sub-Regional Planning Framework.

Existing dwellings	Existing population	Additional dwellings	Additional population	Total dwellings	Total population
8,070	22,030	4,320	9,500	12,390	31,530

Table 2: For the City of Nedlands, the Sub-Regional Planning Framework identifies a residential infill timing projection, based on the draft framework scenario in five-year intervals, from 2011 to 2031 and Post 2031.

2011-16	2016-21	2021-26	2026-31	Total 2031	Post 2031	Total
880	860	400	400	2,540	1,780	4,320

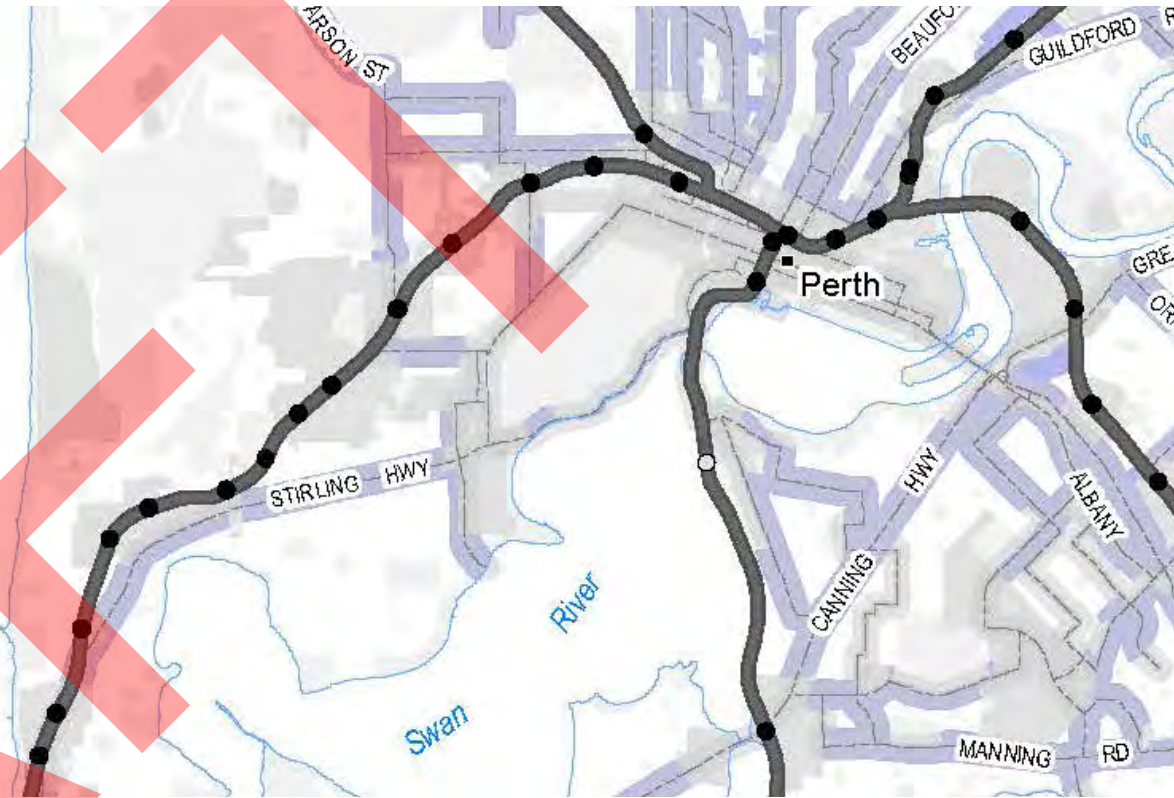
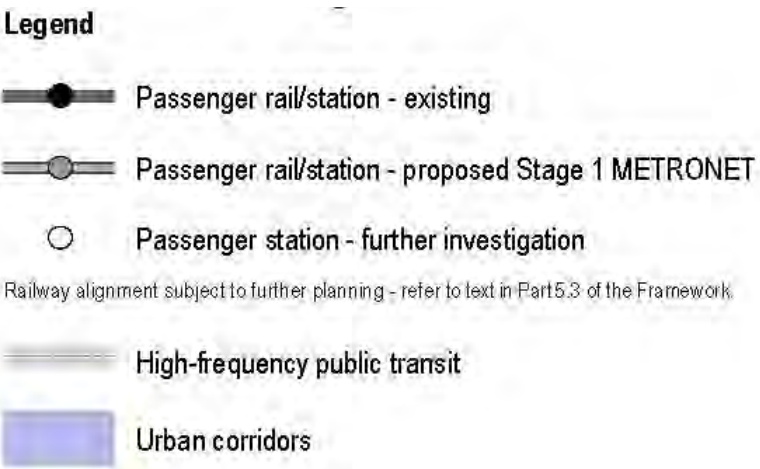


Figure 61: The Central Sub-Regional planning framework identifies urban corridors in the Central Sub-Region co-located with high-frequency public transit corridors.



STATE PLANNING FRAMEWORK



Corner of Albany Highway and Kent Street Victoria Park



Albany Highway Victoria Park



Corner of Canning Highway and Riseley Street, Ardross



Figure 62: The Central Sub-Regional Framework provides a number of visualisations of urban corridors from across the Perth Metropolitan area, demonstrating the existing and the future built form.

→ Directions 2031 and Beyond: Metropolitan Planning Beyond the Horizon

The WAPC's Directions 2031 and Beyond (2010) is a state level strategic framework that addresses urban growth needs and the consideration to protect natural ecosystems. The framework recognises the benefits of a consolidated city, along with the integration of historical urban growth patterns. The framework sets achievable goals that will promote housing affordability while providing for different lifestyle choices, sustainable urban transport, nodes for economic and social activity and a long-term coordinated approach to the provision of infrastructure. The vision for the framework is to create Perth and Peel into a world-class liveable city that is green, vibrant, compact and accessible, with a unique sense of place by 2031.

The framework identifies Nedlands within the Central Metropolitan Perth Sub-Region, where the area is characterised by a suburban settlement pattern and includes a high level of amenity due to its proximity to the river and the coast. The framework additionally identifies that a particular characteristic of the Central Metropolitan Sub-Region is the dominance of the traditional grid form of neighbourhood subdivision. This form provides important opportunities for targeted infill development and redevelopment to meet changing community needs. The Broadway Precinct is located within The University of WA (UWA) and Queen Elizabeth II (QEII) Specialised Activity Centre. This centre is a key strategic location for the Perth Metropolitan area. This location performs knowledge based and logistical roles, accompanied with general commercial and community services.

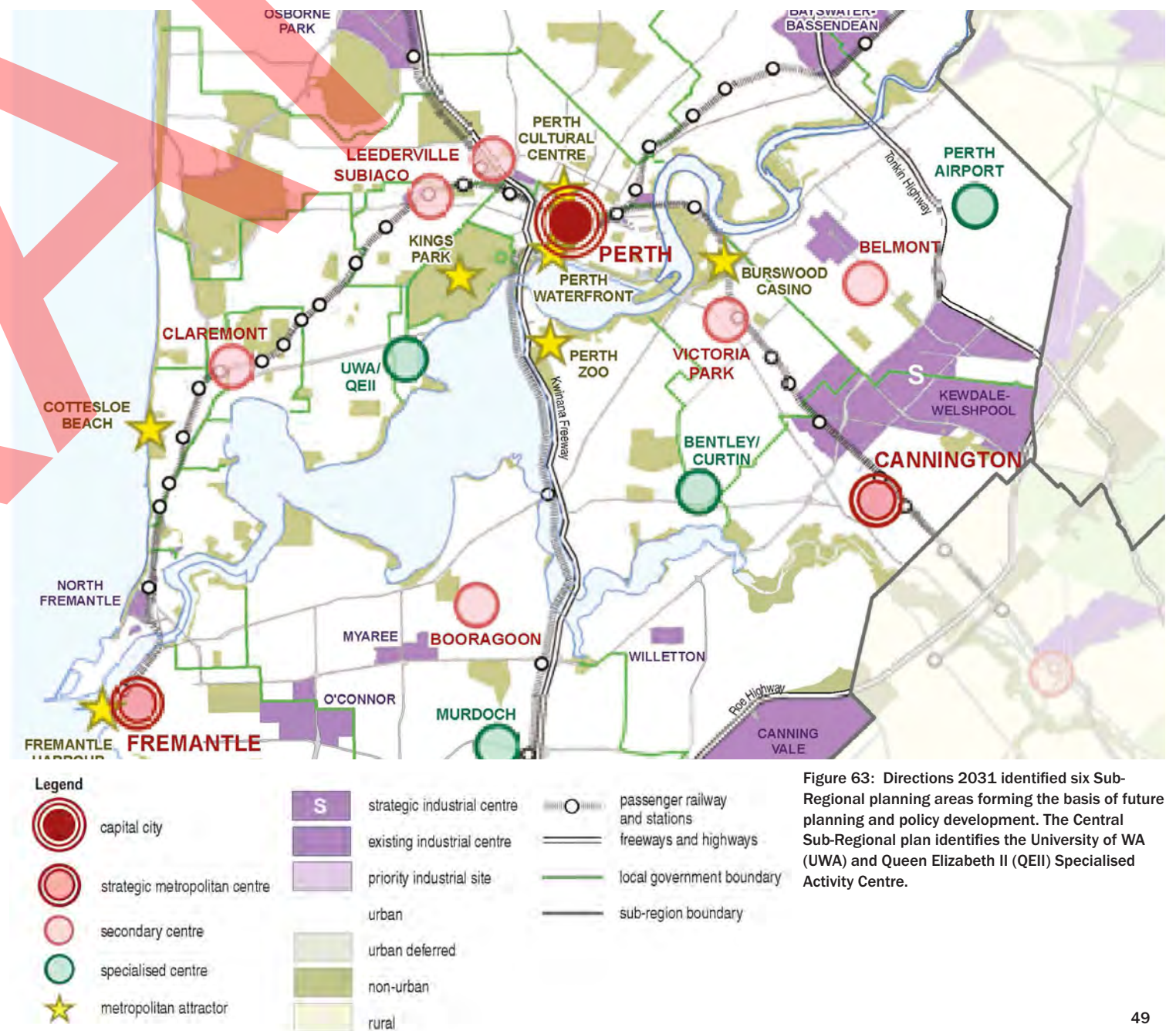


Figure 63: Directions 2031 identified six Sub-Regional planning areas forming the basis of future planning and policy development. The Central Sub-Regional plan identifies the University of WA (UWA) and Queen Elizabeth II (QEII) Specialised Activity Centre.

STATE PLANNING FRAMEWORK

→ Urban Growth Monitor and City Population Data

The WAPC's Urban Growth Monitor (2019) tracks zoned land supply and land consumption for development in the Perth Metropolitan, Peel and Greater Bunbury regions. In accordance with state level objectives, the Perth Metropolitan area is in a constant process of change and includes increased levels of urban infill development not previously seen. The WAPC attempts to understand this change through the collection of development related data and reporting through the Urban Growth Monitor.

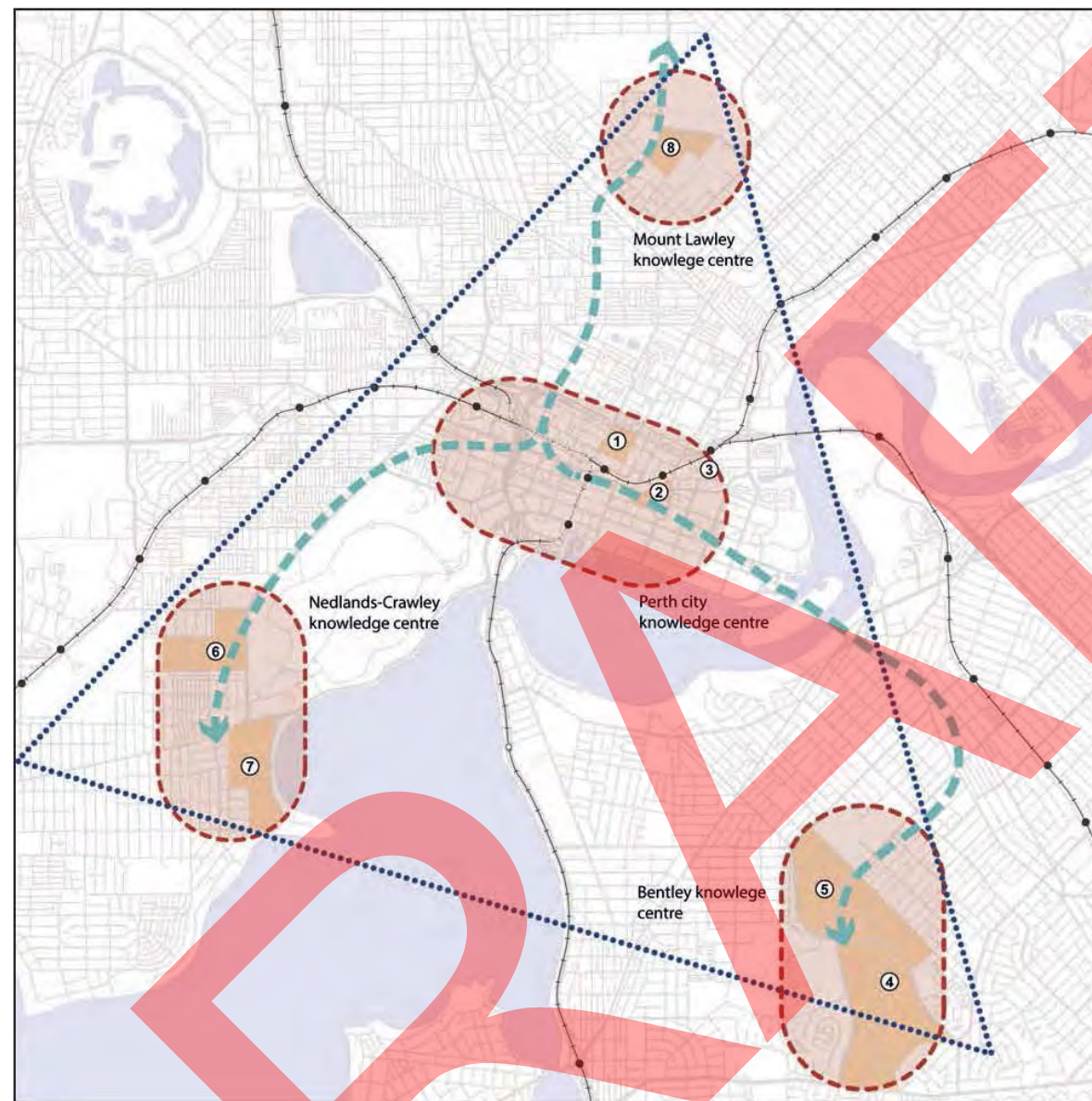
The January 2019 Urban Growth Monitor identifies that the net infill rate for the Perth Metropolitan and Peel regions in 2017 was approximately 42%, which is the highest net infill rate recorded since infill monitoring began in 2011, and the net infill dwellings for the area totalled 6,720. Of the 6,720 net infill dwellings, 4,650 were identified in the Central Sub-Region and 2,060 in the outer sub-regions of the Perth metropolitan and Peel regions. The Broadway Precinct is located in the Central Sub-Region area.

→ Capital City Planning Framework

The WAPC's Capital City Planning Framework (2013) provides a key planning strategy for Central Perth and sets out how it responds to its role as State Capital, and envisages a renewed sense of landscape character and connectivity. The Framework sets the spatial framework using a 12 kilometre by 12 kilometre area situated around the city centre. The framework indicates how the objectives of Directions 2031 and Beyond can be delivered in this focus area, and are guided by the policies implementation elements. The Nedlands-Crawley (UWA/QEII), which includes the Broadway Precinct area, is identified in the framework as a key activity centre for Perth and Peel. The framework states the centre is to develop as one of the primary places to foster the knowledge and cultural industries within central Perth. This location can additionally be shown as the foundation of a knowledge triangle for Perth's cultural and innovative industries. The Broadway Precinct has the opportunity to support housing diversity, employment and economic diversity, recreational opportunities and local entertainment nodes.

→ Metropolitan Region Scheme

The WAPC's Metropolitan Region Scheme (1963) is the state level framework that statutorily guides all future land use and development within the Perth Metropolitan Area. The scheme divides local government land into broad zones and reservations, which guide localised planning objectives and development outcomes. The Broadway Precinct's land area is zoned as urban. Other areas in the City of Nedlands are zoned and reserved as public purpose, urban, parks and recreation, parks and recreation – restructure public access, railways, primary regional roads and other regional roads.

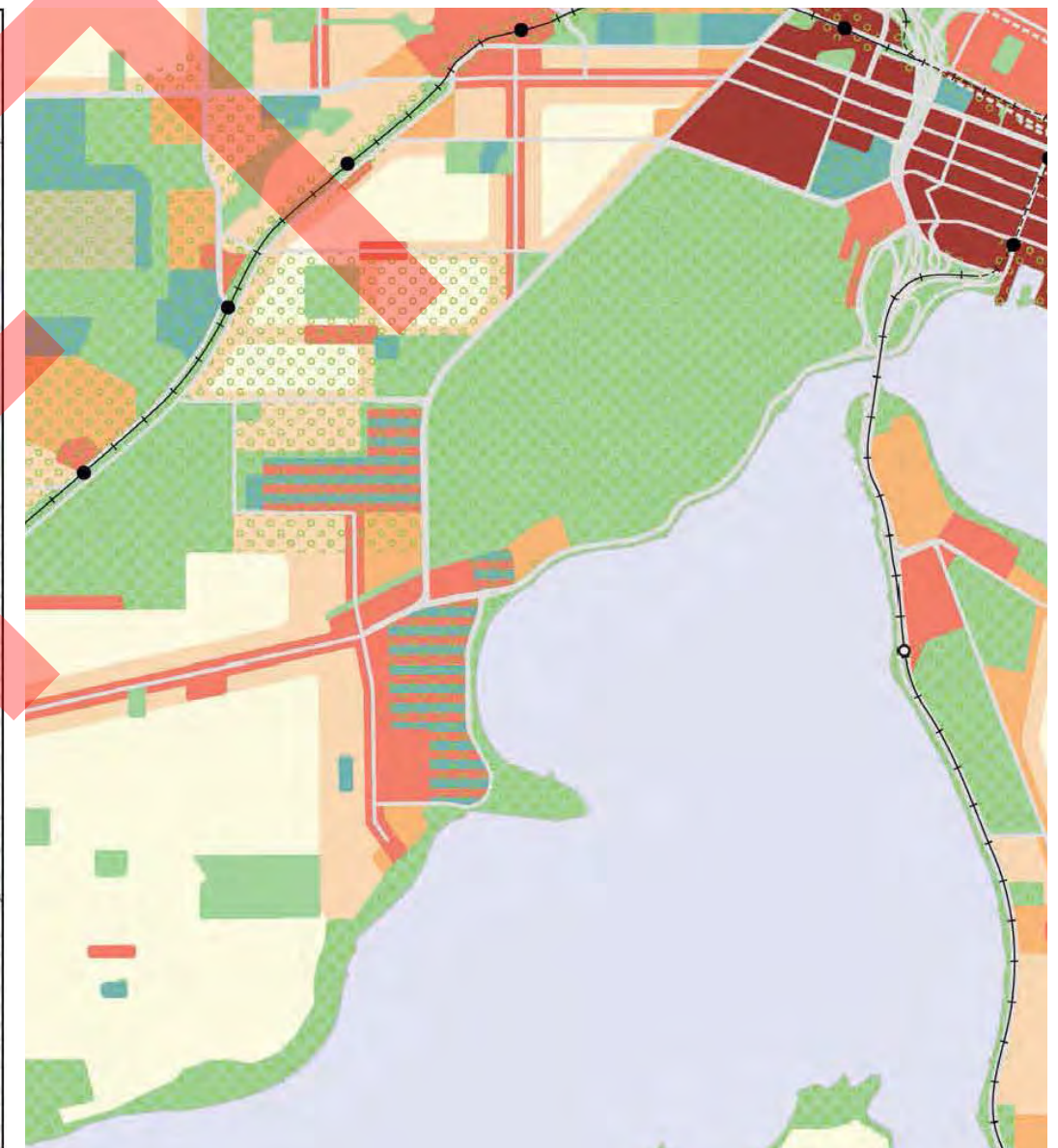


Knowledge triangle



- Significant knowledge places and precincts
1. Perth Cultural Centre & education precinct
 2. Royal Perth Hospital precinct
 3. Central Institute of Technology East Perth campus
 4. Curtin University of Technology
 5. Bentley Technology Park
 6. QEII Hospital
 7. University of Western Australia
 8. Edith Cowan University Mount Lawley campus

Figure 64: The Knowledge triangle between Nedlands-Crawley, Mount Lawley and Bentley Knowledge centre as identified within the Capital City Planning Framework.



Proposed urban form for central Perth

- City
- Urban
- Higher-intensity residential
- Medium-intensity residential
- Lower-intensity residential
- Building-in-landscape
- Urban / Building-in-landscape mix
- Service
- Open space
- Green infrastructure search area - refer to section 5.1.1

Notes for reading this plan

This plan is intended to identify strategic patterns for future development in the focus area, particularly to highlight opportunities for appropriate intensified development. It is not intended to be prescriptive with regards to any individual property, nor does it override local planning policies, physical constraints or other local factors. This plan provides high-level guidance for more detailed analysis and resolution in local planning schemes.

Figure 65: The Proposed Urban Form for Central Perth as identified within the Capital City Planning Framework.

STATE PLANNING FRAMEWORK

→ State Planning Policy 4.2 - Activity centres for Perth and Peel

The WAPC's State Planning Policy 4.2 (2010) is a regional planning framework that aims to:

- Reduce the overall need to travel
- Support the use of public transport as well as cycling and pedestrian services, facilities and employment
- Promote more energy efficient urban form.

This policy defines an activity centre as a community focal point that includes the activities of commercial, retail, higher density housing, entertainment, tourism, civic and community, higher education, and medical services supported by public transport. These activity centres can vary in size and diversity and are designed to be well-served by public transport.

While the policy does not mention the Broadway Precinct specifically, the Precinct is situated within the UWA/QEII Specialised Activity Centre. This policy identifies the UWA/QEII Specialised Activity Centre as a regionally significant health, education and research centre which generates multiple work and visitor trips that require a high level of transport accessibility. This specialised centre provides opportunities for the development of complementary activities, particularly knowledge-based businesses and commercial activities.

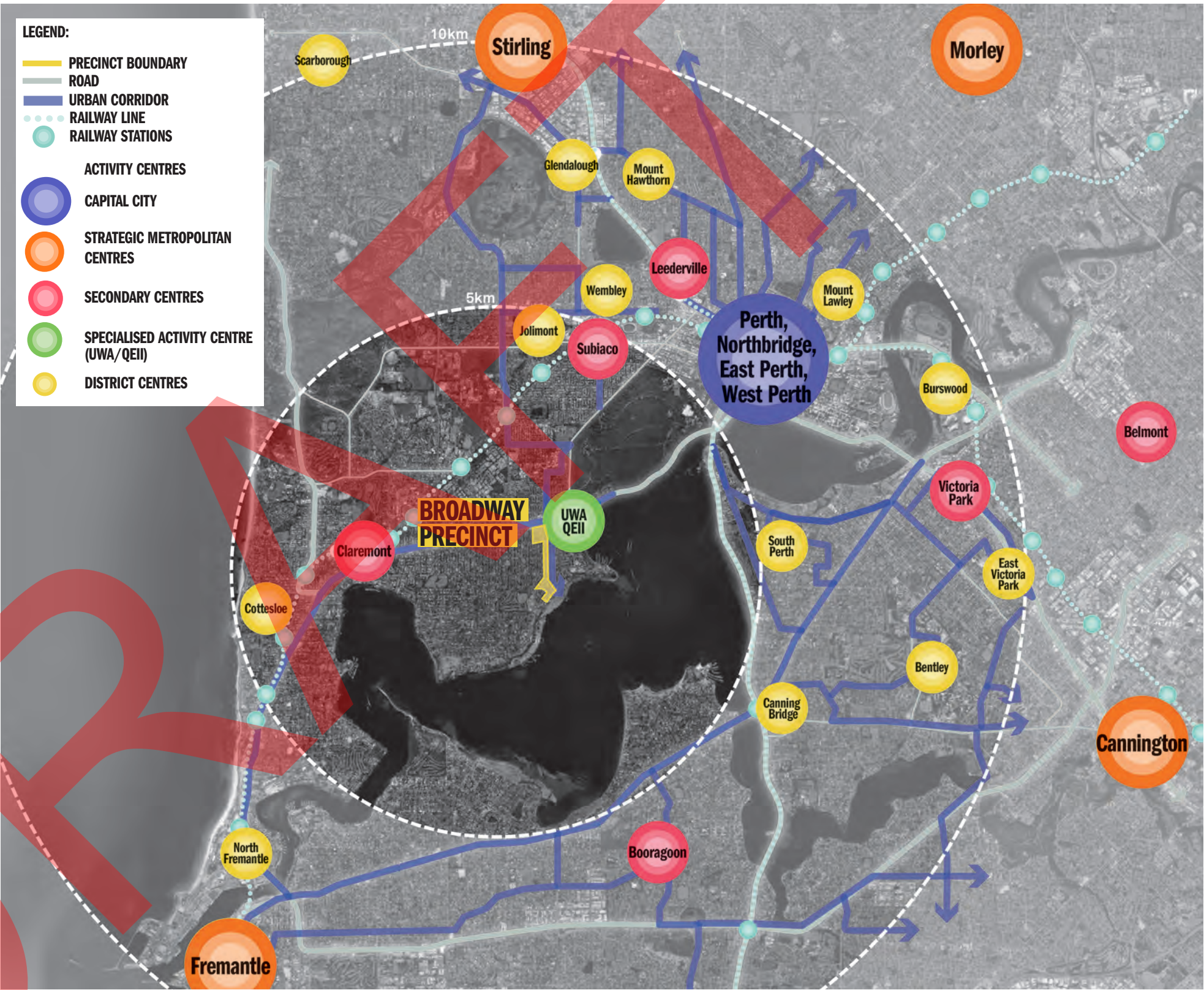


Figure 67: The SPP 4.2 Activity Centres Policy provides guidance for the functions, typical characteristics and performance targets of activity centres.

Activity centres within 5km of the Precinct.

Perth Capital City (Perth Northbridge, East Perth and West Perth)

Perth Capital City is the largest of the activity centres, providing the most intensely concentrated development in the region. It has the greatest range of high order services and jobs, and the largest commercial component of any activity centre.

Specialised Activity Centre (UWA/QEII)

The primary functions of the specialised centre is health, education and research activities. Specialised centres focus on regionally significant economic or institutional activities that generate many work and visitor trips, which therefore require a high level of transport accessibility.

Secondary Centre (Subiaco, Claremont)

Secondary centres share similar characteristics with strategic metropolitan centres but serve smaller catchments and offer a more limited range of services, facilities and employment opportunities. They perform an important role in the City's economy, and provide essential services to their catchments.

District Centre (Cottesloe, Jolimont)

District centres have a greater focus on servicing the daily and weekly needs of residents. Their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs of their catchments.

STATE PLANNING FRAMEWORK

→ State Planning Policy 7.0 Design of the Built Environment

The WAPC's State Planning Policy 7.0 (2019) is a regional planning framework that sets out objectives, measures, principles and processes that apply to the design and assessment of built environment proposals. The policy provides design quality guidance through the recognition of 10 design principles that include:

- Context and character
- Landscape quality
- Built form and scale
- Functionality and build quality
- Sustainability
- Amenity
- Legibility
- Safety
- Community
- Aesthetics.

Design WA's 10 design principles have informed the review of local distinctiveness and character within the Precinct. While the policy does not mention the Precinct specifically, the design principles are recognised in all new development within the City of Nedlands via the development assessment process.

→ Design WA Stage 2 – State Planning Policy 7.2 Precinct Design

The WAPC's State Planning Policy 7.2 (2019) is a planning framework that aims to apply good design quality, built form outcomes and guidance to Precinct planning based on the design elements of:

- Urban ecology
- Urban structure
- Movement
- Built form
- Land use
- Public realm
- Services and utilities.

This policy is to be read in conjunction with State Planning Policy 4.2 Activity Centres. This draft policy guides existing and future development in the UWA/QEII Specialised Activity Centre, where the Broadway Precinct is situated. The draft policy also guides other forms of centre development such as stations, urban corridors, residential infill and heritage areas.

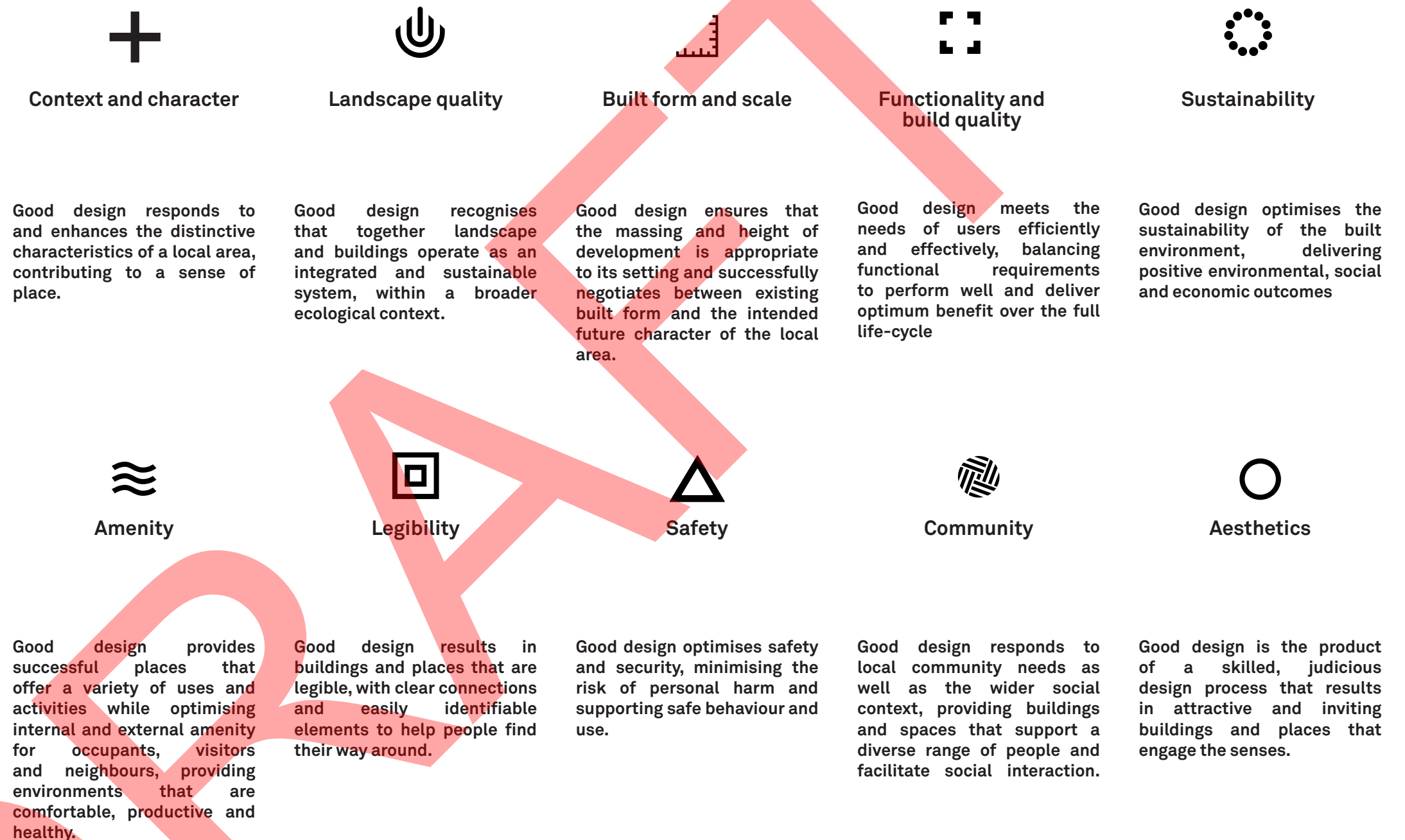


Figure 68: State Planning Policy 7.0 Design and the Built Environment

STATE PLANNING FRAMEWORK

→ State Planning Policy 7.3 Residential Design Codes - Volume 1

The WAPC's State Planning Policy 7.3 Residential Design Codes – Volume 1 (2019) aims to provide a comprehensive basis for the control of residential development throughout Western Australia. This policy specifically applies to all single houses, grouped dwellings and multiple dwellings (in areas with a coding of less than R40). This policy sets the following objectives for residential development:

- Provision of appropriately designed residential development in terms of purpose, tenure, density, context and scheme objectives
- Support for social, environmental and economic opportunities within new housing developments that respond to a local context
- Design that considers local heritage and culture
- Delivery of residential development that offers future residents opportunities for better living choices and affordability.

The policy also provides additional objectives for planning governance and development processes which include:

- Design that is responsive to site, size and geometry of the development site
- Variety and diversity that reflects context or scheme objectives
- A clear scope for scheme objectives to influence the assessment of proposals
- Timely assessments and determination of proposals consistently across State and Local governments.

→ State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments

The WAPC's State Planning Policy 7.3 Residential Design Codes – Volume 2 (2019) is a planning framework that aims to improve the design outcomes for apartments and mixed use development, replacing Part 6 of the R-Codes. This policy refers to multiple dwellings (apartments) that are coded R40 and above, within both mixed use development and activity centres. This policy encourages the:

- Provision of appropriately designed residential development in terms of purpose, tenure, density, context and scheme objectives
- Support for social, environmental and economic opportunities within new housing developments that respond to a local context
- Design that considers local heritage and culture
- Delivery of residential development that offers future residents the opportunities for better living choices and affordability as well as reduced operational costs and security of investment in the long term.

LOCAL PLANNING FRAMEWORK

STRATEGIES AND PLANS

→ Consolidated Growth Plan: Opportunities and Issues Analysis Report Working Draft (2016)

The City of Nedlands Consolidated Growth Plan: Opportunities and Issues Analysis Report (2016) informed the preparation of a comprehensive strategic plan for the redevelopment of the consolidated growth area identified within the City of Nedlands Local Planning Strategy. It details a vision and implementation plan that will accommodate mixed use and higher intensity redevelopment by the year of 2050.

The Broadway Precinct is described as a pedestrian-friendly environment, where the surrounding land use activities offer a variety of cafés, restaurants and shops with additional medium density residential development and office floor space. The Consolidated Growth Plan outlines there is a potential for greater building heights and intensity of development along the corridor, with an appropriate height transition moving into traditional suburban areas.

→ City of Nedlands Local Planning Strategy

The City of Nedlands Local Planning Strategy (2017), to be read in conjunction with the LPS3, is a strategic document that sets out the City's long term vision and principles for the local government, and seeks to address the state planning framework that affects the City. The Local Planning Strategy gives clarity on how the City seeks to respond to the requirements of the State, and has been prepared following the City's Our Vision 2030 project, which was an initiative designed to engage the community in a shared vision for the future.

The strategy identifies the Hampden and Broadway Precinct to be planned with medium intensity, low to medium rise urban growth within the City of Nedlands. The strategy also aims for the Precinct to include focused compatible development around identified residential and non-residential pockets (acknowledging that the intensity of redevelopment will vary in response to the predominant land use). Additional strategies encompassed by the policy, for the Hampden and Broadway Precinct, include:

- Provision of a Transition Zone abutting Hampden and Broadway, to quickly lower development intensity into the surrounding Precincts
- Consider short stay and alternative stay accommodation.
- Consider a range of uses and accommodation types (in appropriate and identified locations) that complement the adjacent health, education and research function of the UWA-QEII Specialised Centre, on a scale that will not detract from other centres in the hierarchy
- Ensure strategic planning of the adjacent UWA-QEII Specialised Centre is completed in partnership with the affected local governments and State government instrumentalities.

City of Nedlands Local Planning Strategy Vision:

“Our overall vision is of a harmonious community.

We will have easy access to quality health and educational facilities and lively local hubs consisting of parks, community and sporting facilities and shops where a mix of activities will bring people together, strengthening local relationships.

Our gardens, streets, parks will be well maintained, green and tree-lined and we will live sustainably within the natural environment.

We will work with neighbouring Councils and provide leadership to achieve an active, safe, inclusive community enjoying a high standard of local services and facilities.

We will live in a beautiful place.”

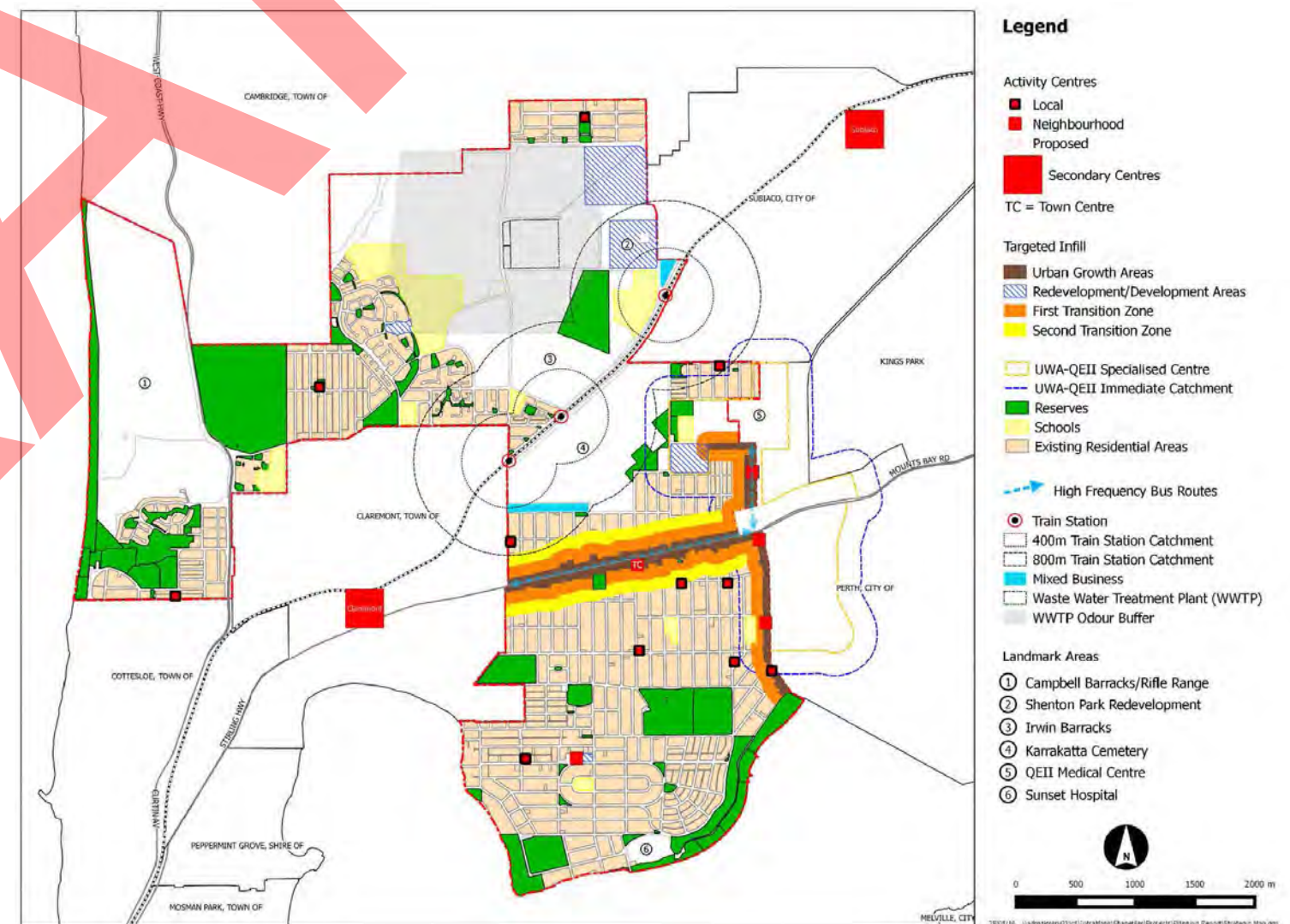


Figure 69: City of Nedlands Local Planning Strategy Map - Targeted infill along Stirling Highway and Broadway

STRATEGIES AND PLANS

→ City of Nedlands Strategic Community Plan 2018-2028

The City of Nedlands 2018-2028 Strategic Community Plan (2018), builds upon the previous 2023 Strategic Community Plan and identifies the City's new strategic vision for the area. It also identifies a desire to create a diverse community where people can live through the different ages and stages of their lives while enjoying the natural environment, efficient transport systems, cycling and walking facilities.

The City has eight key values associated with the Strategic Community Plan, these values include:

- Health and safety
- Enhanced natural and built environments
- High standards of services
- Quality governance and civic leadership
- Inclusive and connected communities
- Valued Precinct character identities
- A strong City business and economic base
- Preferred modes of transport to be accessible and easy to navigate around.

The long term concept map specifically identifies the Broadway Precinct as a key urban growth area with a potential light rail line. The Precinct is also identified as adjacent to a Major Education and Health Area, due to its proximity to the UWA/QEII Specialised Activity Centre.

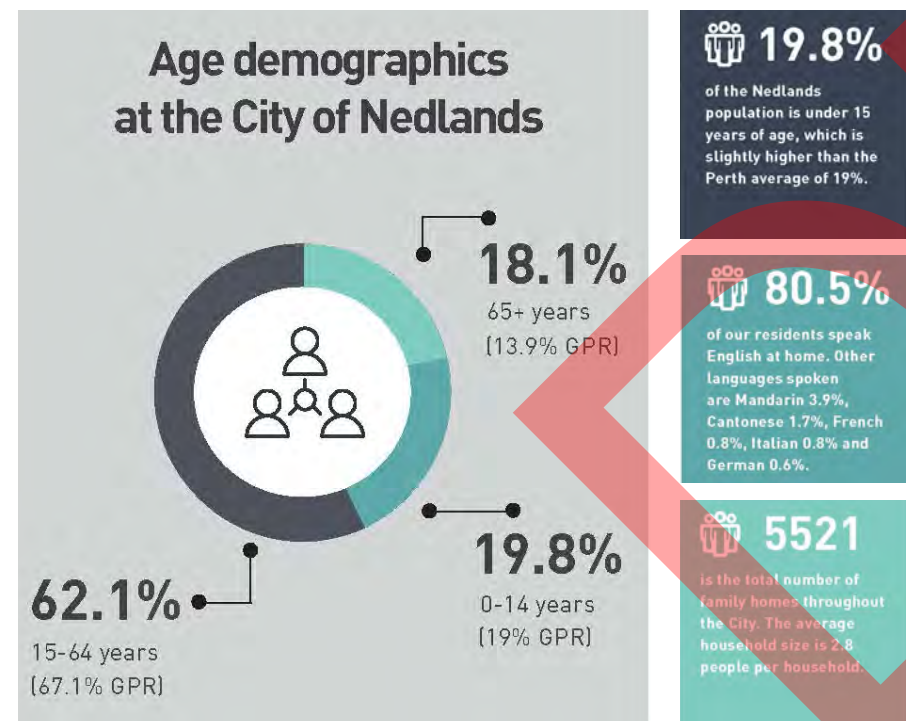


Figure 70: The 2016 ABS Census identified that Nedlands had 21,121 residents.

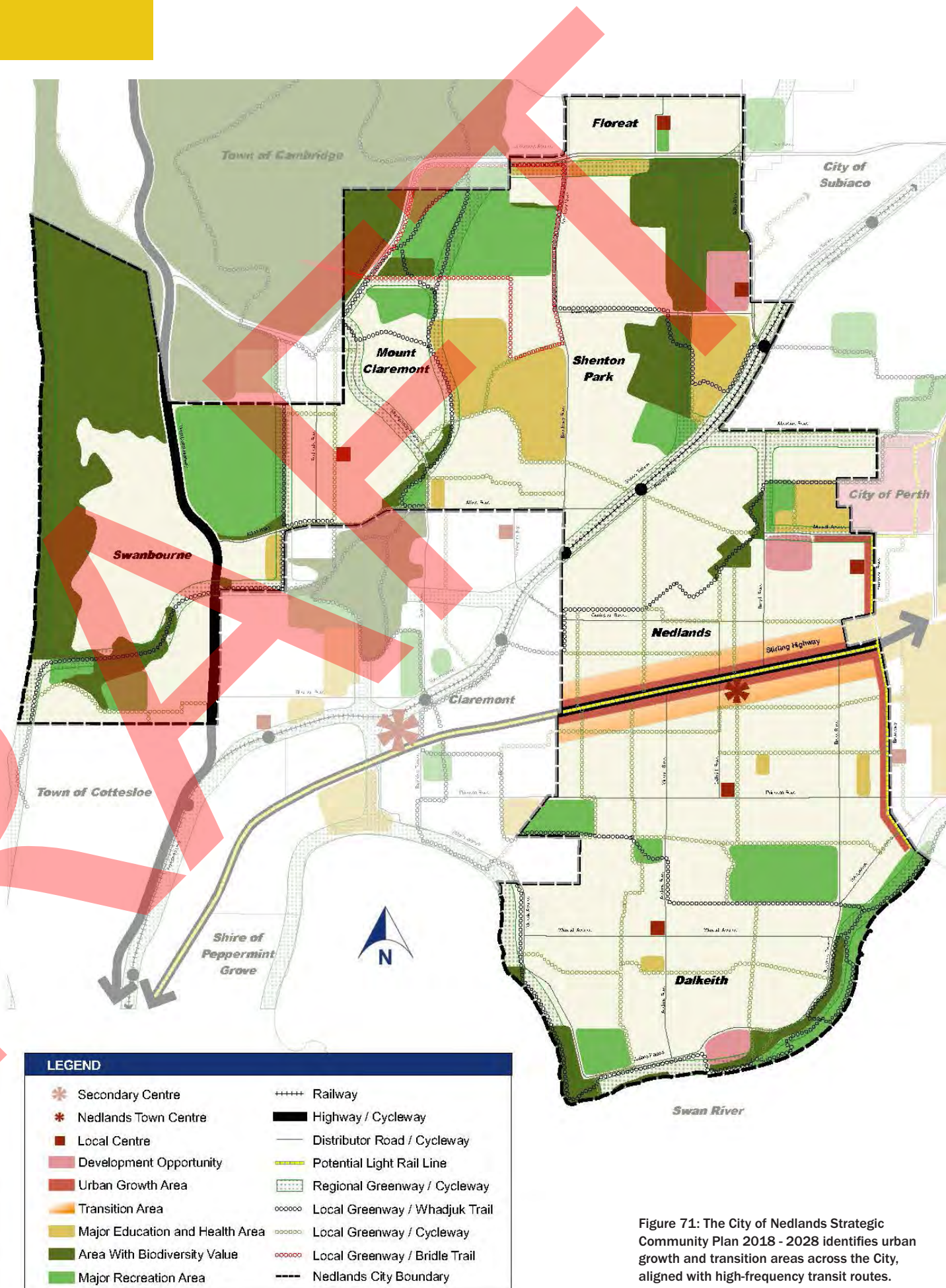


Figure 71: The City of Nedlands Strategic Community Plan 2018 - 2028 identifies urban growth and transition areas across the City, aligned with high-frequency transit routes.

STRATEGIES AND PLANS

→ City of Nedlands Strategic Recreation Plan 2010-2015

The City of Nedlands Strategic Recreation Plan 2010-2015 has the vision of creating a significant and sustainable contribution to the quality of life for the people living within, and who visit the City's municipal boundary through the support of a broad range of sport and recreation services, facilities and programs.

While the plan does not mention the Nedlands Town Centre Precinct specifically, the plan identifies six major sporting and recreation venues that will be focused on as part of the strategy. These locations include:

- College Park
- Allen Park
- Hollywood-Subiaco Bowling Club and Highview Park
- DC Cruickshank Reserve
- Nedlands River Foreshore
- Melvista Reserve.

No venues are in close proximity to the Nedlands Town Centre, although the closest major sporting and recreation venues are Highview Park (which caters for hockey, bowls, gridiron, volleyball and a range of unstructured community activities) and Melvista Reserve (which caters for cricket, hockey, AFL, golf and croquet with centralised social clubrooms).

The plan aims to enhance these nearby venues through:

- Floodlights to enable all users to participate throughout the year in the evenings and early mornings
- Additional facilities in the form of BBQ's, playground equipment and small local venues
- A network of linked and un-linked walking, and cycle paths for use by the community
- A network of trails around the four themes of bush, heritage, natural and coastal
- More specialised sporting venues that ensure that the community has access to a wide range of sporting activities
- Documented management and user agreements including maintenance, power, water and public liability insurance
- All facility specific groups to have documented leases.
- Two multi-use community centre's to better meet the community's use and needs patterns
- Policies in place detailing community standards and responsibilities for:

1. Fees
2. Signage
3. Floodlights
4. Facility development
5. Council community grants
6. Fences
7. Reserve utilisation
8. Lease and License user agreements.

→ City of Nedlands Urban Forest Strategy 2018-2023

The City of Nedlands Urban Forest Strategy 2018-2023 (2018) outlines the green spaces, trees and other vegetation that grow in the public domain of the Nedlands boundary area. The City additionally continues to monitor the condition of the trees on private land but however does not prescribe to control them within this strategy. This strategy has the 2023 vision of:

- Increasing the City's potential urban canopy by 10% towards the eventual target of 20% by 2028
- Replacing all deceased public trees (road reserves and public open space)
- Provision of street trees to all residents and ratepayers that have requested them
- Provision of infill street trees to all road rehabilitation projects
- Being recognised for quality customer service with respect to trees in the public domain
- Reported regularly to Council and the community on the progress of the urban forest strategy
- Deliver on greenway and bushland management plans
- Progress with the development of Enviro-scape Master Plans (EMP) for all public parks and reserves.

This strategy also has five key objectives which include:

1. Continue to increase the cover of the Urban Canopy to 20% greater than the original 2017 audit
2. Continue to support the operational activities with science-based decisions
3. Continue to progress with quality management practices in area of arboriculture and environmental conservation
4. Continue to develop and maintain documented plans or the maintenance of trees in all public open space
5. Continue to improve engagement with customers.

While the strategy does not mention the Broadway Precinct specifically, it identifies that the City of Nedlands landscape was originally characterised by a mosaic of Tuart, Jarrah, Marri and Banksia open forest and woodlands, which are still prevalent to this day. The City currently has 22,188 public trees consisting of 17,277 street trees and 4,911 trees within parks and reserves (excluding bushland). In addition, the City has planted some 760 trees per annum from 2015-2018 in the public domain. With an average of 570 trees per annum in road reserves and parks. The Broadway Precincts nearby park space of Charles Court Reserve, has not yet commenced an Enviro-scape Master Planning process.

→ Nedlands 2023 Making it Happen: 2013-2017 Corporate Business Plan

The City of Nedlands 2013-2017 Corporate Business Plan (2013), is a key part of the City's fulfilment of the Integrated Planning and Reporting Framework, implemented by the State Government's Local Government Reform Program. The Business Plan outlines a vision for a harmonious community that has access to quality health and education facilities, lively local hubs (consisting of parks, community and sporting facilities) and shops where a mix of activities bring people together and strengthen local relationships. It also identifies a desire to create a diverse community where people can live through their different ages and stages of their lives while enjoying the natural environment, efficient transport systems, and cycling and walking facilities. The Business Plan states that the Council's strategic priorities include:

- Protecting the City's quality living environment
- Renewal of community infrastructure such as roads, footpaths, community and sports facilities
- Underground power.
- Encouraging sustainable building
- Retaining remnant bushland and cultural heritage
- Strengthening local hubs and centres
- Providing for sport and recreation opportunities
- Managing parking
- Working with neighbouring Councils to achieve the best outcomes for the Western Suburbs as a whole.

The plan identifies the Broadway Precinct as an area of most interest due to its close to transport routes, employment centre (QEI Medical Campus and UWA) and community facilities. With a population increase of 3,000 people identified over the next ten years, it is anticipated that the City will experience a 67.4% increase in the over 75 age group. A community that has access to quality health services, education facilities and mixed use centres will be essential to the long term liveability of the City.



Figure 72: Nedlands 2023 Making it Happen 2013 - 2017 Corporate business plan

→ City of Nedlands Disability Access and Inclusion Plan 2018-19 – 2023-24

The City of Nedlands Disability Access and Inclusion Plan 2018-19 – 2023-24 (2018), which builds upon the City's previous 2013-14 – 2017-18 plan, aims to improve access for all.

This aim includes not just people with a permanent disability, but also parents with young children and prams, the elderly and people from cultural and linguistically diverse backgrounds, and those community members who have a temporary impairment.

The plan encourages seven key outcomes which include enhanced:

1. Services and Events:

- People with disability have the same opportunities as other people to access the services of and any events organised by the City of Nedlands.

2. Buildings and Facilities:

- People with disability have the same opportunities as other people to access the buildings and other facilities of the City of Nedlands.

3. Information:

- People with disabilities receive information from the City of Nedlands in formats that enable them to access information as readily as other people are able to access it.

4. Service from Employees:

- People with disabilities receive the same level and quality of service from the staff of the City of Nedlands as people without disabilities receive from the staff of the City of Nedlands.

5. Feedback and Complaints:

- People with a disability have the same opportunities as other people to make complaints to the City of Nedlands.

6. Public Consultation:

- People with disabilities have the same opportunities as other people to participate in any public consultation by the City of Nedlands.

7. Employment:

- People with a disability have the same opportunities as other people to obtain and maintain employment with the City of Nedlands.

LOCAL PLANNING SCHEMES

→ City of Nedlands Local Planning Scheme No. 3 (LPS3)

The City of Nedlands Local Planning Scheme No. 3 (LPS3), gazetted in April 2019, is a statutory document which, under the guidance of the MRS, identifies zones and reserves within the Nedlands municipal area. These different designated zones and reserves include:

- Residential
- Mixed Use
- Local Centre
- Neighbourhood Centre
- Service Commercial
- Private Community Purpose
- Urban Development
- Special Use.

The City's LPS3, replacing the City of Nedlands Town Planning Scheme No. 2, is the legal document guiding all land use and development in the City of Nedlands. All planning decisions related to the Nedlands Town Precinct area, and its dedicated zones, are based on this document.

The up-coding of the Precinct has seen the following amendments:

- Residential R12.5 to R60
- Residential R12.5 to R160
- Residential R35 to Mixed Use with R-AC3
- Office, Retail/Shopping to Mixed Use with R-AC1 and R-AC3.

In addition, for land coded R-AC1 the LPS3 Clause 26 states: "The default Acceptable Requirement for building height limit (storeys) as set out in Table 2.1: Primary Controls Table does not apply."

Interfaces become important, there is a need to carefully consider interfaces between differently coded areas, with modifications to building height, setbacks and landscape provisions.

The result is the need to carefully consider interfaces between differently coded areas, with modifications to building height, setbacks and landscape provisions.

Local planning policies are prepared by the City and adopted by Council under statutory procedures set out under the Planning and Development (Local Planning Schemes) Regulations 2015. All City of Nedlands local planning policies apply to the Broadway Precinct unless stated otherwise.

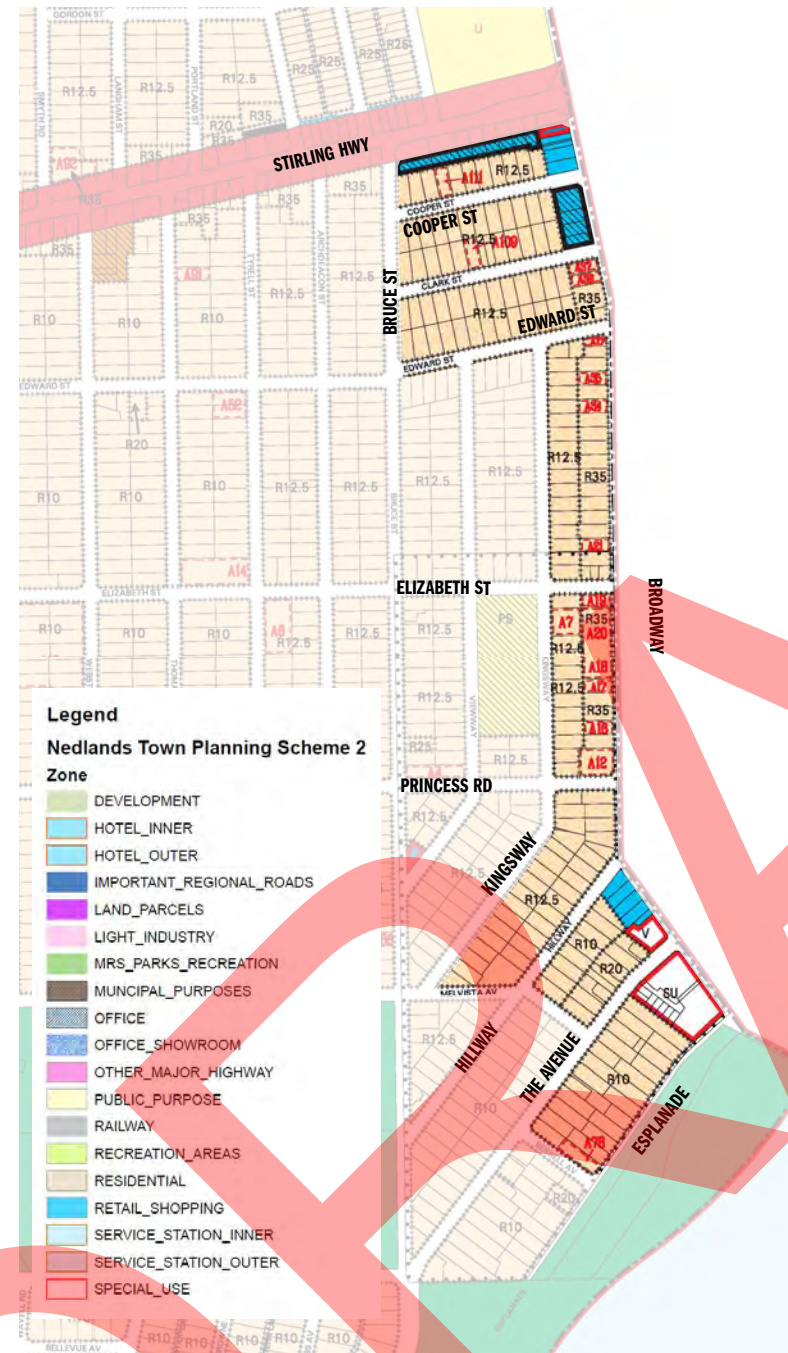


Figure 73: City of Nedlands Town Planning Scheme No.2 provided for lower residential densities compared to the adopted Local Planning Policy No.3.

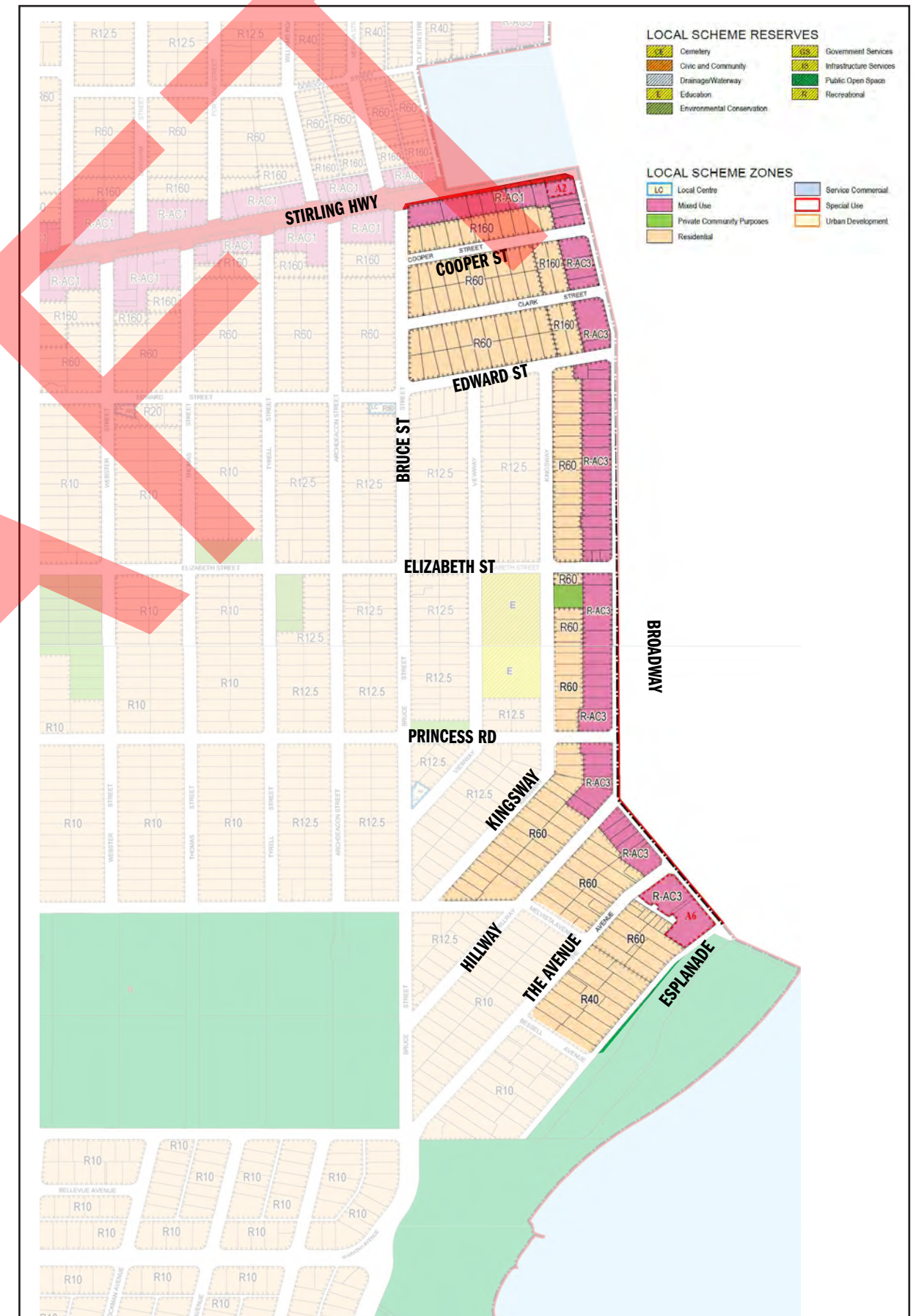


Figure 74: City of Nedlands Local Planning Scheme No.3 identifies areas for increased residential development, along high-frequency transit routes and within activity centres.

CITY OF NEDLANDS LPS3: SCHEME MAP

→ City of Nedlands Local Planning Scheme No. 3

On 16 April 2019, the LPS3 was gazetted providing changes to the zoning, land use permissions, density codes and development standards for the City of Nedlands. All planning decisions are based on this new scheme, which is able to encourage more housing choice through urban infill, ageing-in-place opportunities and higher residential density around transport corridors.

RESIDENTIAL R160

- To provide for a range of housing and a choice of residential densities to meet the needs of the community
- SPP 7.3 - Volume 2 refers to residential R160 as higher density residential development
- SPP 7.3 - Volume 2 primary controls include a height of 5 storeys (default acceptable outcomes subject to element objective assessment), primary and secondary street setbacks of 2m and a plot ratio maximum of 2.0

PRIVATE COMMUNITY PURPOSE

- To provide sites for privately owned and operated recreation, institutions and places of worship
- To provide for a range of privately-owned community facilities, and uses that are incidental and ancillary to the provision of those facilities, which are compatible with surrounding development

RESIDENTIAL R60

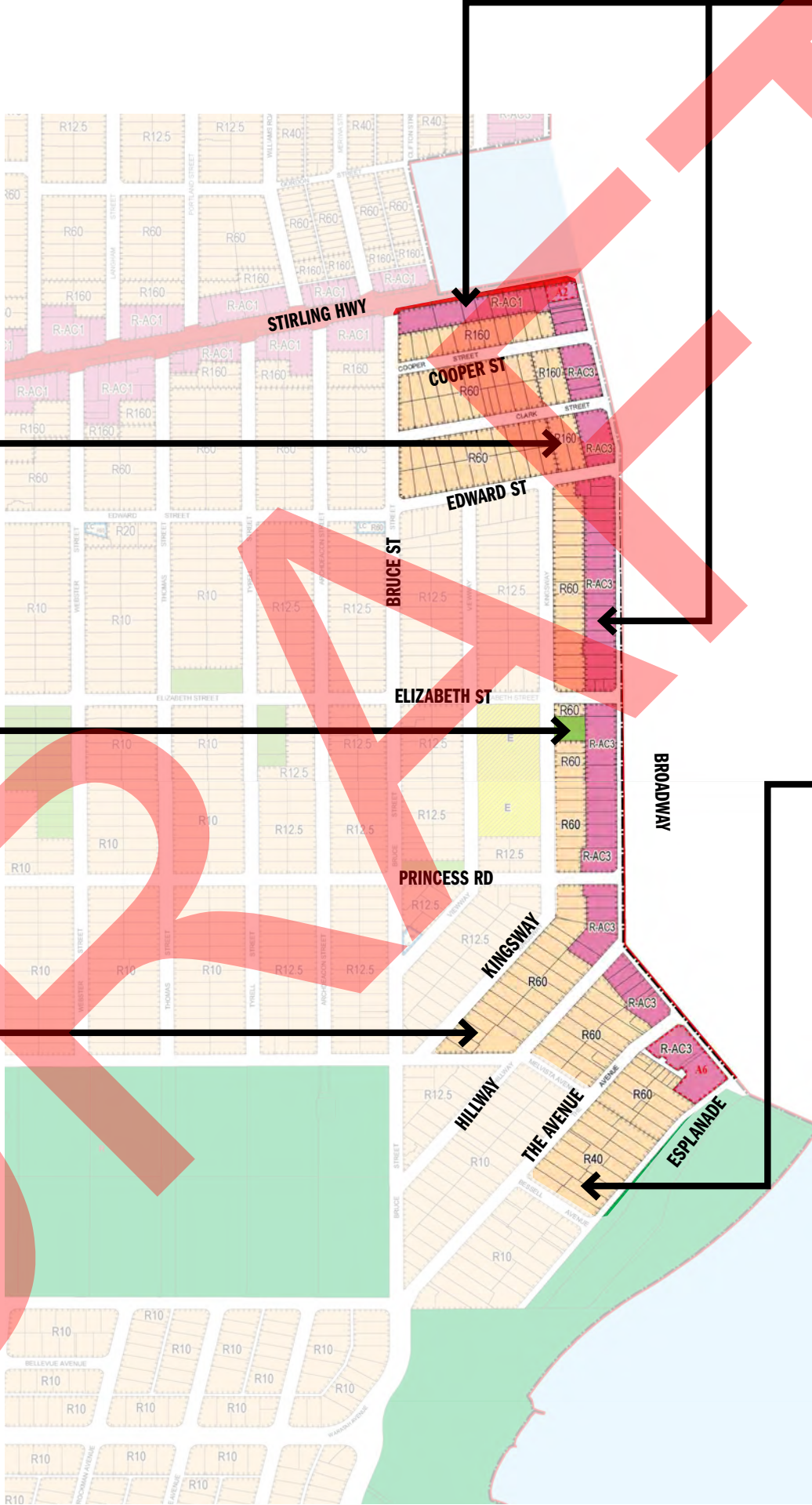
- To provide for a range of housing and a choice of residential densities to meet the needs of the community
- SPP 7.3 - Volume 2 refers to residential R60 as medium-rise residential development
- SPP 7.3 - Volume 2 primary controls include a height of 3 storeys (default acceptable outcomes subject to element objective assessment), primary and secondary street setbacks of 2m and a plot ratio maximum of 0.8

MIXED USE WITH R-AC1 AND R-AC3 CODING

- To provide for a significant residential component as part of any new development
- To facilitate well designed development of an appropriate scale which is sympathetic to the desired character of the area
- To provide for a variety of active uses on street level which are compatible with residential and other non-active uses on upper levels
- To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents
- SPP 7.3 - Volume 2 refers to residential R-AC1 as high density urban centres and R-AC3 as mid-rise urban centres
- In relation to land coded R-AC1, under Part 4 - General Development Requirements section 26 (3) (a) of the City of Nedlands Town Planning Scheme No. 3, the default Acceptable Requirement for building height limit (storeys) as set out in table 2.1: Primary Controls Table in SPP 7.3 - Volume 2, does not apply
- SPP 7.3 - Volume 2 primary controls for R-AC1 include nil primary and secondary street setbacks and a plot ratio maximum of 3.0
- SPP 7.3 - Volume 2 primary controls for R-AC3 include a height of 6 storeys (default acceptable outcomes subject to element objective assessment), nil primary and secondary street setbacks (or nil if commercial use at ground floor) and a plot ratio maximum of 2.0

RESIDENTIAL R40

- To provide for a range of housing and a choice of residential densities to meet the needs of the community
- SPP 7.3 - Volume 2 refers to residential R40 as low-rise residential development
- SPP 7.3 - Volume 2 primary controls include a height of 2 storeys (default acceptable outcomes subject to element objective assessment), primary and secondary street setbacks of 4m (with a minimum secondary street setback of 1.5m) and a plot ratio maximum of 0.6



LOCAL SCHEME RESERVES			
CE	Cemetry	GS	Government Services
CC	Civic and Community	IS	Infrastructure Services
DW	Drainage/Waterway	PS	Public Open Space
E	Education	R	Recreational
EC	Environmental Conservation		

LOCAL SCHEME ZONES			
LC	Local Centre	SC	Service Commercial
MU	Mixed Use	SU	Special Use
PCP	Private Community Purposes	UD	Urban Development
R	Residential		

Figure 75: City of Nedlands Local Planning Scheme No.3 Scheme Map

LOCAL PLANNING POLICIES

Local planning policies are prepared by the City and adopted by Council under statutory procedures set out under the Planning and Development (Local Planning Schemes) Regulations 2015. All City of Nedlands Local Planning Policies apply to the Broadway Precinct unless stated otherwise within the policy.

→ Local Planning Policy – Interim Built Form Design Guidelines – Broadway Mixed Use Zone: Council Report (2020)

The City of Nedlands prepared the Interim Built Form Design Guidelines – Broadway Mixed Use Zone Local Planning Policy and proceeded to advertise in accordance with the Planning and Development (Local Planning Scheme) Regulations 2015 Schedule 2, Part 2, Clause 4. Post advertising the Local Planning Policy was adopted by Council on 26 May 2020.

The Policy applies to the Mixed Use Zone coded R-AC3 with the following objectives:

1. Reducing building bulk, visual and acoustic impacts of new development on adjoining Residential zones
2. Provision of natural amenity and landscaping within new developments, including areas of deep soil planting that support healthy plant and tree growth
3. Optimised comfort and energy efficiency of new dwellings through passive solar design
4. Creation of a vibrant and activated public domain interface within the Broadway Precinct and secondary streets, providing comfort at a pedestrian scale.

The Local Planning Policy awaits approval by the Western Australian Planning Commission in relation to the following elements:

- Tree canopy and deep soil areas
- Communal open space
- Visual privacy
- Car and bicycle parking
- Solar and daylight access
- Mixed use
- Method of assessing building heights.

The Administration is currently working to engage consultants to undertake further work for the Broadway Precinct, including built form and traffic modelling, and pre-engagement with the community. The Interim Draft Policy will then be revised as required, following this further work being undertaken, before being presented back to Council for final approval.

PREVIOUS BROADWAY STUDIES

→ Draft Stirling Highway, Hampden Road and Broadway Precinct Development Plan

The City of Nedlands Draft Stirling Highway, Hampden Road and Broadway Precinct Development Plan (2018) is a research document. It explores all land zoned Neighbourhood Centre, Mixed Use and Residential (R160) adjacent to Stirling Highway and Hampden Road (in addition to intersecting and abutting roads) within the LPS3. The plan uses research to explore future development options that ensure enhanced existing character in the area while also encouraging developments to be innovative and achieve high levels of local amenity and climate responsive development. This plan is not adopted by Council, but includes specific design guidelines that promote:

- Precinct specific building responses
- Appropriate development locations
- High-quality public realm
- Building design excellence
- Redevelopment frameworks to achieve consolidated development
- Resident liveability.

The plan identifies two dedicated Precincts within the Broadway Precinct - being the Broadway Precinct, to the south of Edward Street and the Gateway Precinct, generally located at the intersection of Broadway and Stirling Highway.

The Broadway Precinct incorporates Neighbourhood Centre and Residential (R160) land use zones which front the western side of Broadway between Edward Street and The Avenue. The plan envisions that this Precinct will retain its role as a centre strongly advantaged by its proximity to the University of Western Australia and continue to provide land use opportunities for restaurants, cafés, low-rise retail opportunities, boutique offices. The plan additionally identifies an increased potential for apartments which improve the housing diversity and density throughout the area.

Furthermore, the Gateway Precinct incorporates the Neighbourhood Centre, Mixed Use and Residential (R160) land use zones located to the north and south of Stirling Highway shown between Broadway and Portland Street and Thomas Street, and extending south to Edward Street. The Gateway Precinct will be the primary entry statement to the Stirling Highway Activity Corridor and provide hospitality, commercial and residential land uses, which are associated with the adjacent UWA campus. The corner of Stirling Highway and Broadway is identified as a landmark location to exhibit design excellence and reinforce the public realm and hierarchy of the Precinct centre locations.

Figure 78: Broadway Precinct as outlined in the Draft Stirling Highway, Hampden Road and Broadway Precinct Development Plan (2018).

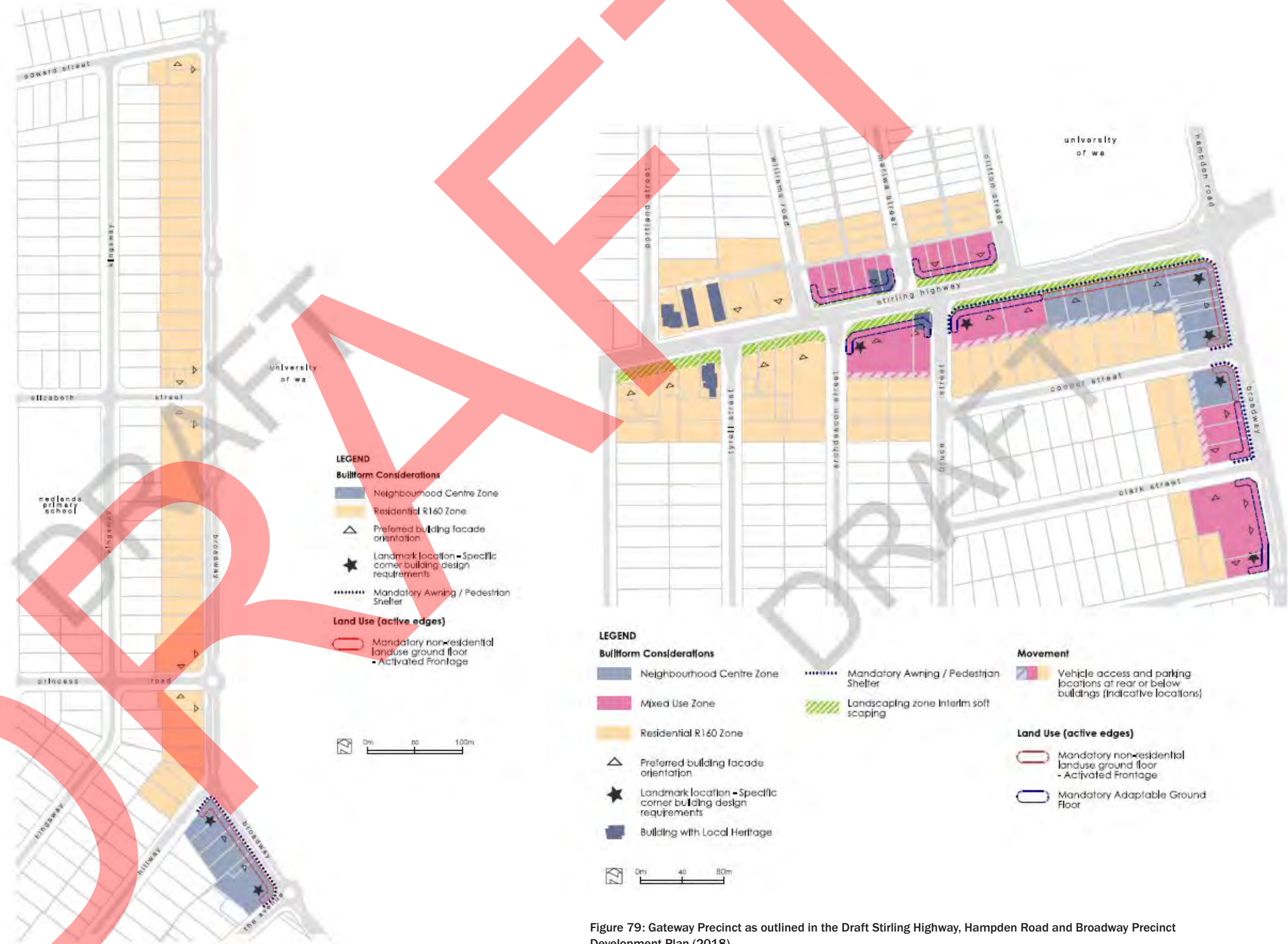


Figure 79: Gateway Precinct as outlined in the Draft Stirling Highway, Hampden Road and Broadway Precinct Development Plan (2018).

DRAFT



LOCAL PLANNING POLICY – NEDLANDS TOWN CENTRE PRECINCT CONTEXT AND CHARACTER

1.0 PURPOSE

- 1.1 To establish the existing and desired future character of the Nedlands Town Centre Precinct.
- 1.2 For the desired future character statement to inform the assessment of development applications within the Town Centre Precinct.
- 1.3 To encourage good design and ensure that development responds appropriately to the site, context and identified local character and qualities.

2.0 APPLICATION OF POLICY

- 2.1 This policy applies to all development within the Nedlands Town Centre Precinct. The Town Centre Precinct is identified in **Appendix 1**.
- 2.2 This Policy is to be used to inform the preparation of the Site Analysis and Design Response, as required by Element 3.1 of the Residential Design Codes Volume 2.
- 2.3 This Policy is to be read in conjunction with the Residential Design Codes Volume 1 and 2.
- 2.4 Where this Policy is inconsistent with the Residential Design Codes Volume 1 and 2, the provisions of the Residential Design Codes Volume 1 and 2 shall prevail, to the extent of the inconsistency.

3.0 OBJECTIVES

- 3.1 To ensure that applications for new development are accompanied by a Site Analysis and Design Response which demonstrates new development responds positively to the existing and desired future character of the Nedlands Town Centre precinct.
- 3.2 To ensure that new development provides an appropriate transition from the mixed-use, high density development along Stirling Highway, to the mid-rise Transition Zones that adjoin the Nedlands Town Centre.
- 3.3 To facilitate high-quality development that has an appropriate interface to the street, maintains the landscape character of the area where appropriate and avoids unreasonable adverse amenity impacts on surrounding development.



4.0 POLICY MEASURES

Existing Character

- 4.1 The existing local **character** of the Nedlands Town Centre Precinct is set out in the Nedlands Town Centre Local Distinctiveness Study and Context Analysis, which is included in **Appendix 2**.
- 4.2 Where the Residential Design Codes Volume 1 or 2 refers to any of the following, applicants are to:
- Existing **character** of the area;
 - Existing landscape character/landscape character of the area;
 - Existing streetscape pattern;
 - Streetscape, topography and site attributes; and or
 - Character of the local area
- 4.3 In preparing the Site Analysis and Design Response in accordance with Element 3.1 of the Residential Design Codes Volume 2, applicants shall consider the Town Centre Local Distinctiveness Study and Context Analysis.

Desired Future Character

- 4.4 Where the Residential Design Codes refers to:
- Desired future **scale** and character of the street and local area;
 - Desired future **streetscape** character; and or
 - Desired **streetscape** character

applicants are to refer to the Desired Future Character Statement, as outlined in 4.5 of this policy.

4.5 Desired Future Character Statement

1. The Nedlands Town Centre Precinct will be a focal destination and hub for social activity in the City of Nedlands. Development in the Nedlands Town Centre is expected to be of high intensity, which includes a significant residential land use component.
2. Buildings will be appropriately scaled and massed for a Town Centre and will be designed to avoid adverse amenity impact on transitioning adjacent landholdings.
3. The Nedlands Town Centre will be a visually distinctive locality characterised by cohesive urban design.
4. The Nedlands Town Centre will accommodate a range of high-quality, well-designed, and diverse dwelling types.
5. New development within the Nedlands Town Centre will have pedestrian friendly, activated frontage(s), and active land uses at ground level that enhance the streetscape and the liveability of the Town Centre environment.
6. The Nedlands Town Centre will provide the greatest diversity of retail and commercial development, as well as community facilities within the City of Nedlands.



7. Soft landscaping will form an integral element of any new development and be integrated into the overall design to help mitigate adverse built form outcomes such as bulk or land use.
 8. New development will reference the existing character of the area through the integration of design elements and a high-quality palette of materials and finishes.
 9. The Nedlands Town Centre will attract visitors in the immediate walkable catchment as well as those visiting by car and other means of public transport. Development within the Nedlands Town Centre will support land use and transport integration as well as the use of public transport and non-motorised forms of travel through the provision of bicycle parking and facilities, shared parking facilities and avoiding an oversupply of car parking.
- 4.6 In preparing the Site Analysis and Design Response in accordance with Element 3.1 of the Residential Design Codes Volume 2, applicants shall consider the Desired Future Character Statement, as outlined in 4.5 of this policy.

5.0 RELATED LEGISLATION

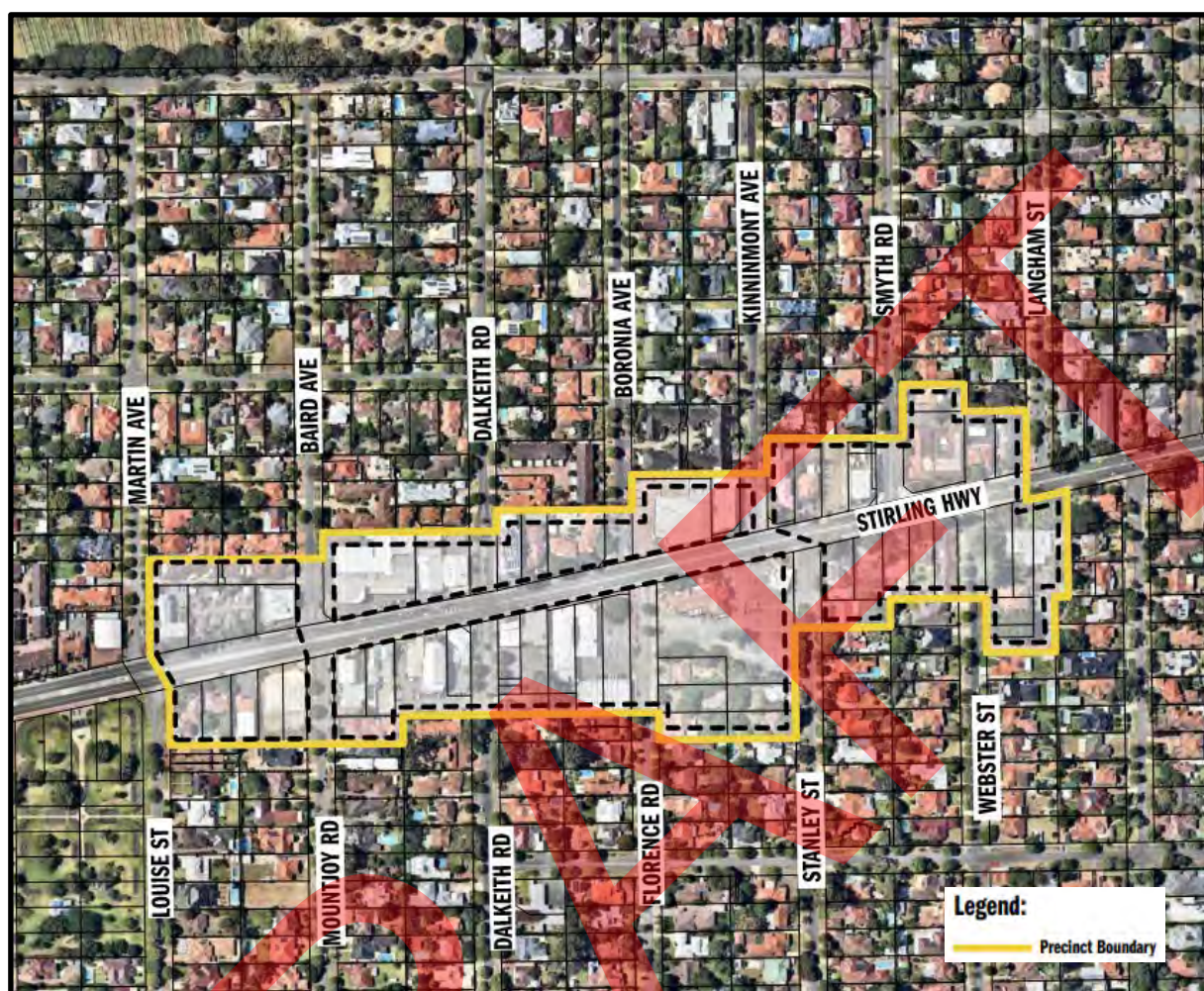
- 5.1 This policy has been prepared in accordance with Schedule 2 Part 2 Clause 4 of the Planning and Development (Local Planning Schemes) Regulations 2015.
- 5.2 This policy should be read in conjunction with the following additional planning instruments and its requirements apply unless specifically stipulated elsewhere in any of the below:
- Planning and Development Act 2005
 - Planning and Development (Local Planning Schemes) Regulations 2015
 - City of Nedlands Local Planning Scheme No. 3
 - State Planning Policy 7.0 – Design of the Built Environment
 - State Planning Policy 7.2 Precinct Design Guidelines
 - State Planning Policy 7.3 - Residential Design Codes Volume 1
 - State Planning Policy 7.3 – Residential Design Codes Volume 2

6.0 Definitions

- 6.1 Words and expressions used in this policy have the same meaning given to them in the Residential Design Codes and Local Planning Scheme No. 3.



Appendix 1 – Map of Nedlands Town Centre Precinct



Council Resolution Number	PDXX
Adoption Date	OCM XX XXXX XX
Date Reviewed/Modified	OCM XX XXXX XX



Appendix 2 – Town Centre Local Distinctiveness Study and Context Analysis

DRAFT

NEDLANDS TOWN CENTRE

LOCAL DISTINCTIVENESS STUDY AND CONTEXT ANALYSIS



Hassell

Level 1 Commonwealth Bank Building
242 Murray Street
Perth WA
Australia 6000
hassellstudio.com
@hassell_studio

Contact

Robina Crook
Senior Associate, Planning
rcrook@hassellstudio.com
+61 8 6477 6143
+61 432 013 097

1.	Introduction	1
2.	Context Plans	2
3.	Built Environment	7
4.	Public Realm	23
5.	Movement	32
6.	Urban Design Principles	36
7.	Context Analysis	38

Document Control			
Rev	Date	Approved By	Description
01	28.04.2020	Robina Crook	For review
02	13.06.2020	Robina Crook	For review
03	03.08.2020	Robina Crook	For review
04	10.08.2020	Robina Crook	For approval
05	21.08.2020	Natalie Busch	Final

1. INTRODUCTION

Local character is the accumulation of the unique features of the built form, public realm and movement networks within a place.

April 2019 saw the gazettal of the City's Local Planning Scheme 3 (LPS3) which identified growth and transition areas throughout the City. The gazettal of the LPS3 also signified the rezoning of land along the length of Stirling Highway as mixed use R-AC1. The intent is to identify the Nedlands Town Centre as one of the areas that was rezoned and recoded, providing for a mixed use higher density coding. The intent is for the City to adjust the built form controls to create a vibrant town centre.

Before revised planning provisions are established, it is fundamental to understand the current local distinctiveness of the precinct, which can inform the future character of the place.

In 2000, the UK's Commission for Architecture and the Built Environment (CABE) prepared the "By Design - Urban design in the

planning system: towards better practice", which highlighted the importance of local distinctiveness in helping to define and inform planning provisions. The study identified local distinctiveness as "the positive features of a place and its communities, which contribute to its special character and sense of place".

This local distinctiveness study is not a formal assessment of architectural style or heritage; it is a review of the characteristics of the existing built form that inform the character of the place. The focus has been to uncover elements that make a positive contribution to local distinctiveness and the opportunities for enhancement.

The key urban design features that impact local distinctiveness have been derived from an understanding of the State Planning Policy 7.0 Design of the Built Environment,

which advocates for higher quality design outcomes. The qualities of place are influenced by the following: design principles of context and character, landscape quality, built form and scale, functionality and build quality, sustainability, amenity, legibility, safety, community and aesthetics.

The study addresses the design elements within the built environment and the public realm to identify opportunities to inform and enhance local distinctiveness.

To complement the study, an extensive audit of the precinct was undertaken. The review includes a block-by-block, on-the-ground survey of the existing built form within the precinct. The analysis has also been informed by the ten design principles of State Planning Policy 7.0 Design of the Built Environment.



2. CONTEXT PLANS

The Nedlands Town Centre Precinct including its Sub-Precinct, Regional, Sub-Regional and Local Contexts.



SITE AND PRECINCT PLAN

This map shows the Nedlands Town Centre precinct site and its sub-precincts referred to throughout this study.

The Nedlands Town Centre precinct occupies approximately 6.2ha of land area with 57 lots ranging from 418m2 to 13,555m2.

It is important to note that these sub-precincts do not imply built form pasterns or groups, but are for illustrative purposes in this document only.

TOWN CORE SUB-PRECINCT

→ Located between Baird Avenue and Kinninmont Avenue

RESIDENTIAL TRANSITION SUB-PRECINCT

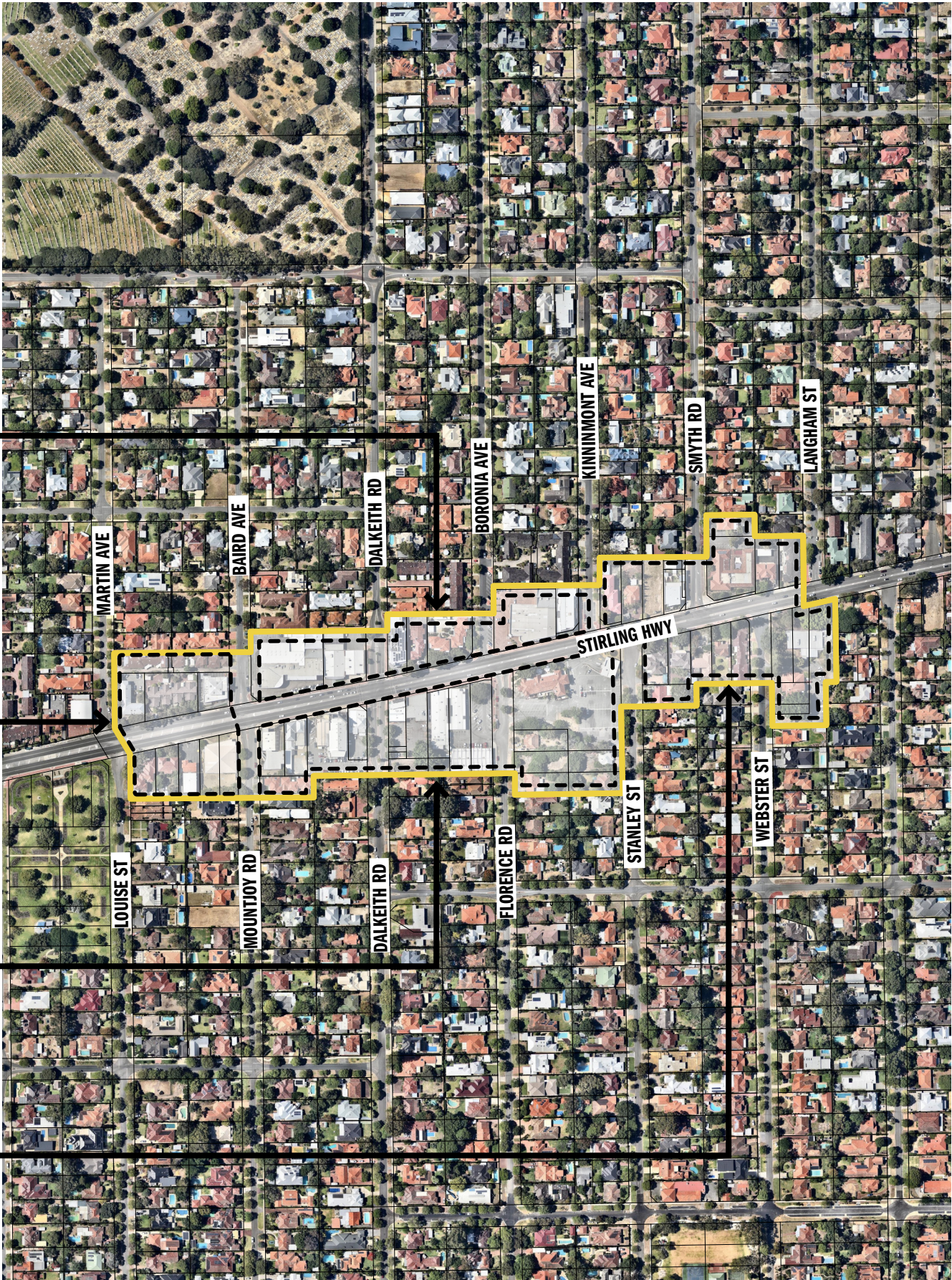
→ West of Mountjoy Road

TOWN HEART SUB-PRECINCT

→ Located between Mountjoy Road and Stanley Street

COMMUNITY SUB-PRECINCT

→ East of Stanley Street



Legend:

- Precinct Boundary
- Sub-precinct Boundary

Aerial map sourced from Nearmap (file dated 2020)

Figure 1: Precinct Plan

REGIONAL CONTEXT

The Nedlands Town Centre is located within the Central Sub-Region of the Perth metropolitan area. The State Planning Policy 4.2 Activity Centres for Perth and Peel, outlines that activity centres are hubs of activity and support mixed use, including retail, commercial and residential land uses integrated with a high-frequency public transport system.

The objective is to ensure a suitable distribution of activity centres to meet different levels of community need and enable employment, goods and services to be accessed efficiently and equitably by the community. The Nedlands Town Centre is surrounded by a number of activity centres that meet the different needs of the community.

The precinct is within 5.5km of the Perth Central Business District, 2km of the Claremont Secondary Centre and 4km of the Subiaco Secondary Centre.

The area within the Nedlands Town Centre contains the largest and most complex of the City's Neighbourhood Centres. Nedlands IGA shopping centre, Captain Stirling Hotel, the Windsor Cinema are all attractions and destinations that make the centre a standout Neighbourhood Centre along Stirling Highway.

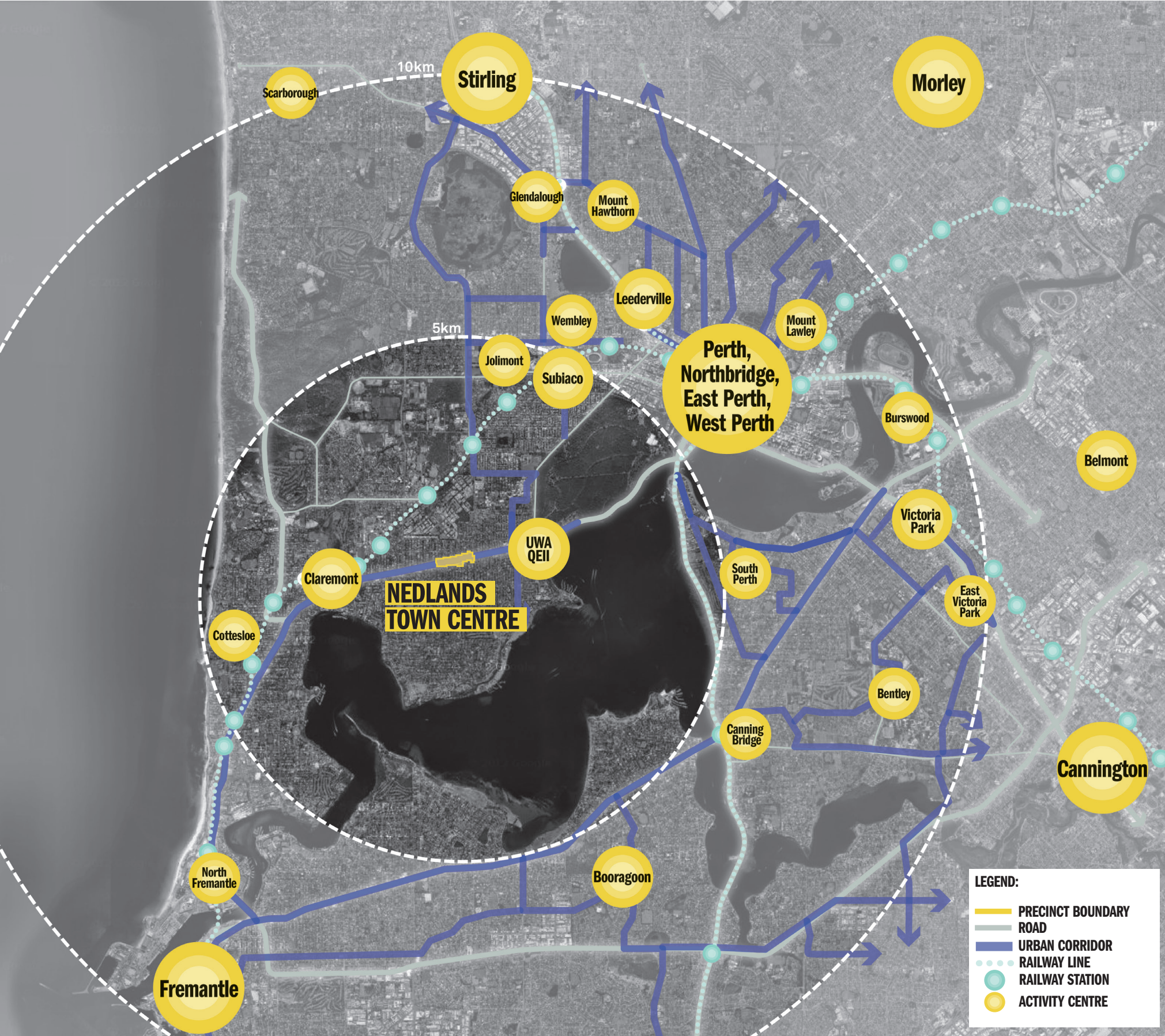


Figure 2: Regional Context

SUB-REGIONAL CONTEXT

The City of Nedlands is an inner-city local government within the greater Perth Metropolitan area. Nedlands is situated 5.5km from the Perth central business district (CBD), and covers approximately 20km².

The City has four distinct areas namely the Coastal, Hollywood, Melvista and Dalkeith wards. The City is well serviced with recreational facilities such as the HBF

Stadium, Cottesloe Golf Club, Swanbourne Beach and picturesque parks along the Swan River. Primary and secondary schools, including the John XXIII College, provide high-quality education services.

Large areas of the City are traditional, low-rise residential development, nestled within tree-lined streets. The Nedlands Town Centre is located between the larger

activity centres of Claremont, Subiaco and the Perth CBD. At the eastern interface of the City there are key state destinations such as The University of Western Australia and QEII Medical Campus. Nedlands is bounded by the local government areas of Perth, Subiaco, Cambridge, Cottesloe and Claremont.

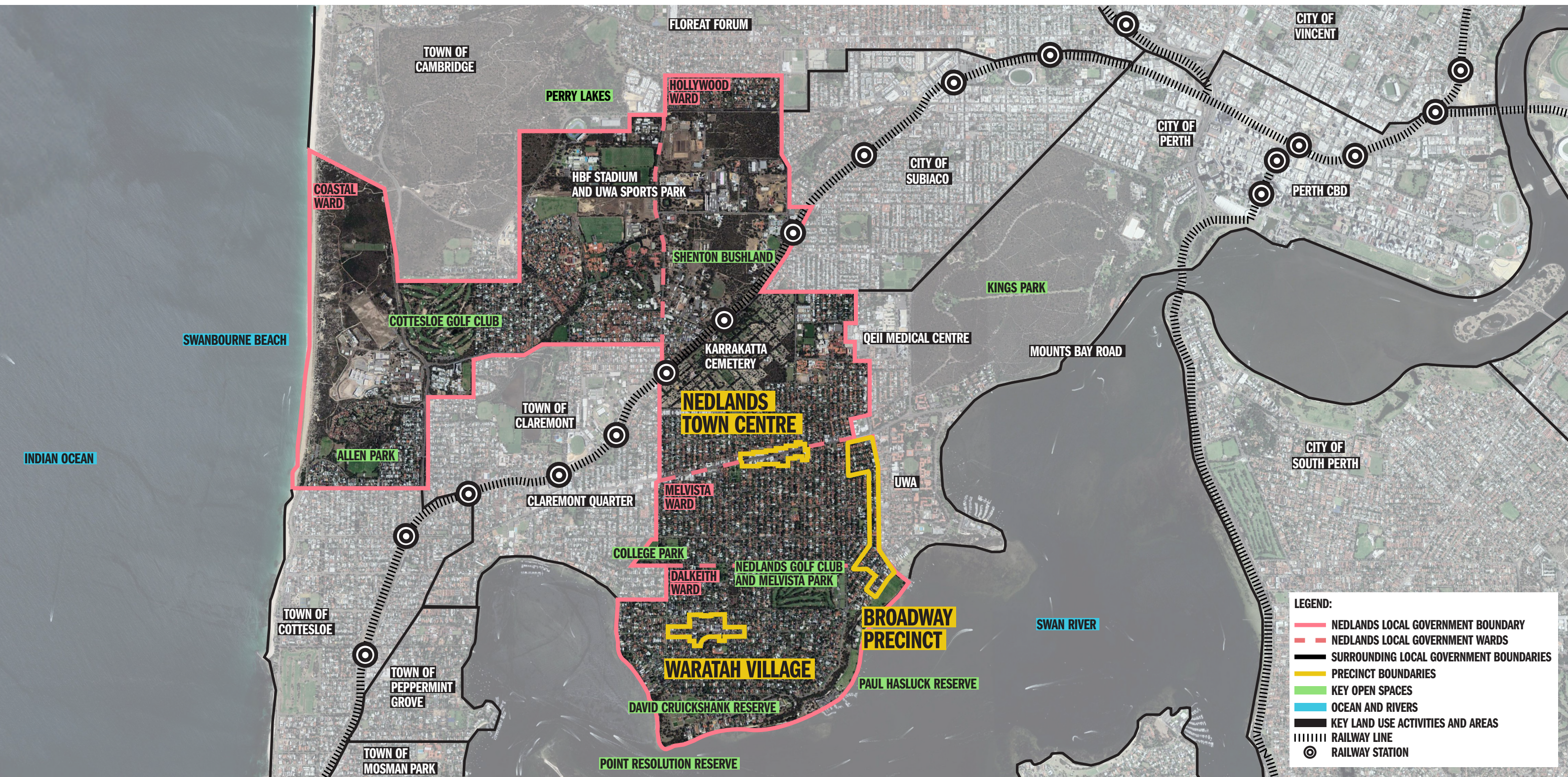


Figure 3: Sub-Regional Context

LOCAL CONTEXT

The Nedlands Town Centre precinct is located between the City of Nedlands' Hollywood and Melvista wards, along Stirling Highway. The City's Local Planning Strategy identified the precinct as a Neighbourhood Activity Centre. Nedlands is one of four Neighbourhood Centres in the City and accommodates a range of commercial businesses as well as restaurants, shops, a hotel and cinema. The City's Local Planning Strategy also identifies the need to plan for this centre to be the largest and most complex mixed use

activity centre in the hierarchy of centres. More broadly, the town centre is in close proximity to a number of activity centres identified in the State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP4.2). The Specialised Activity Centre comprises University of Western Australia (UWA) to the east, and the Queen Elizabeth II Medical Centre (QEII) further north. The Claremont Secondary Activity Centre is located to the west with Subiaco to the north. The Claremont Showgrounds, passenger rail infrastructure and

Karrakatta Cemetery are also to the north. In general, the precinct is surrounded by single residential dwellings on large lots with well-established, tree-lined streets. Civic uses and public open spaces are dispersed throughout the neighbourhood.

As a Neighbourhood Centre Nedlands is expected to meet the needs of the local community, providing for both the daily and weekly household shopping needs. The centre

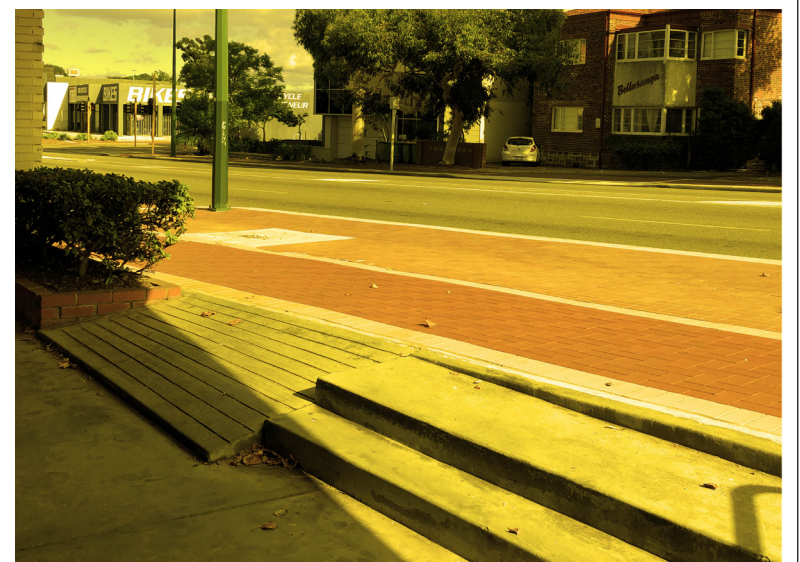
provides for a mix of land uses. The precinct is characterised by medium to larger rise commercial development, and a retail offering focused on the Nedlands IGA shopping centre and surrounding shops. Mid-rise multiple dwellings and single residential development are distributed along Stirling highway and throughout the centre including lots that front the Highway.



Figure 4: Local Context

3. BUILT ENVIRONMENT

An exploration of the elements that form the built environment within the precinct.



ACTIVITY AND LAND USE

The level of activity is a key identifier of how many people enjoy, love and partake in events within a locality. Increased land use diversity results in greater activity. There are many benefits to increased diversity in urban precincts, from greater vitality and economic viability to overall urban sustainability. These benefits include housing options, retail and commercial opportunities, higher levels of social interaction, reduced concerns of crime and antisocial behaviour along with improved accessibility to transport. Importantly, land use and transport options should be integrated to meet the diverse needs of the community.

A mix of land uses that meet the current and future needs of a community creates quality precincts. Within the City's hierarchy of activity centres the Nedlands Town Centre, the largest Neighbourhood Centre, should offer the greatest diversity of land uses.

The Nedlands Town Centre precinct offers higher levels of activity on the southern side of Stirling Highway. In several additional locations, low to medium rise office and commercial along with residential premises front the primary regional road. The precinct offers a range of entertainment activities in the form of the Windsor Cinema and Captain Stirling Hotel, higher order retail shopping

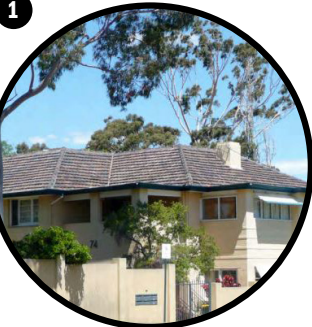
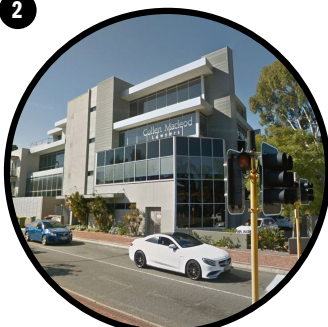





uses and civic and community uses from the Nedlands Library and the Drabble House community centre.

Opportunities within the Nedlands Town Centre are:

- Establish a hierarchy for areas of increased activity within the precinct
- Provide planning provisions to ensure built form provides for fine grain development with an active ground plane (e.g. alfresco dining) within areas of increased activity
- Locate increased development potential in areas that are already displaying increased levels of activity
- Ensure suitable interface and edge treatments between

- different land uses within and abutting the precinct
- Increased diversity of housing typologies
 - Ensure appropriate provisions for safe, convenient transport options prioritising pedestrians.

ACTIVITY

LOW	MODERATE				HIGH	
RESIDENTIAL	OFFICE	COMMERCIAL USES	ENTERTAINMENT	CIVIC AND COMMUNITY	ENTERTAINMENT	SHOPPING CENTRE
1 	2 	3 	4 	5 	6 	7 
→ Low-rise multi-residential → Low level of activity	→ Multi-storey office development → Moderate level of activity	→ Car dealership → Moderate level of activity	→ Windsor Cinema and restaurants → Moderate level of activity	→ Nedlands Library and Drabble House Community Centre → Moderate level of activity	→ Captain Stirling Hotel → High level of activity	→ Nedlands IGA shopping centre and retail → High level of activity

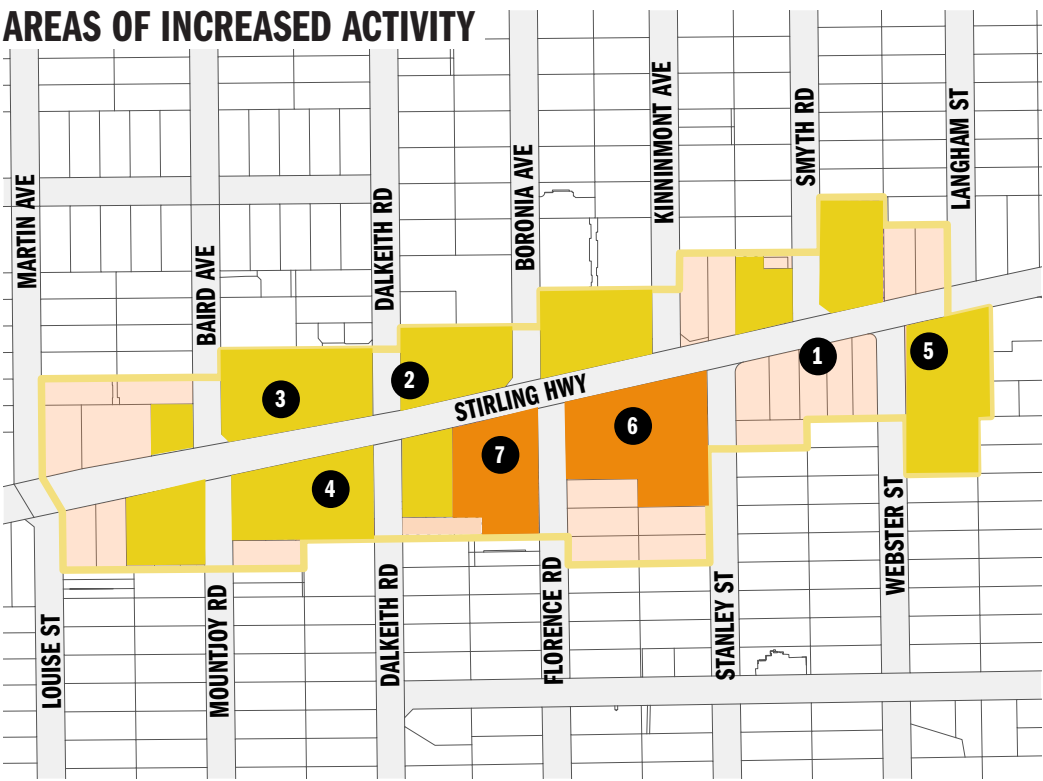


Figure 5: Areas of Increased Activity

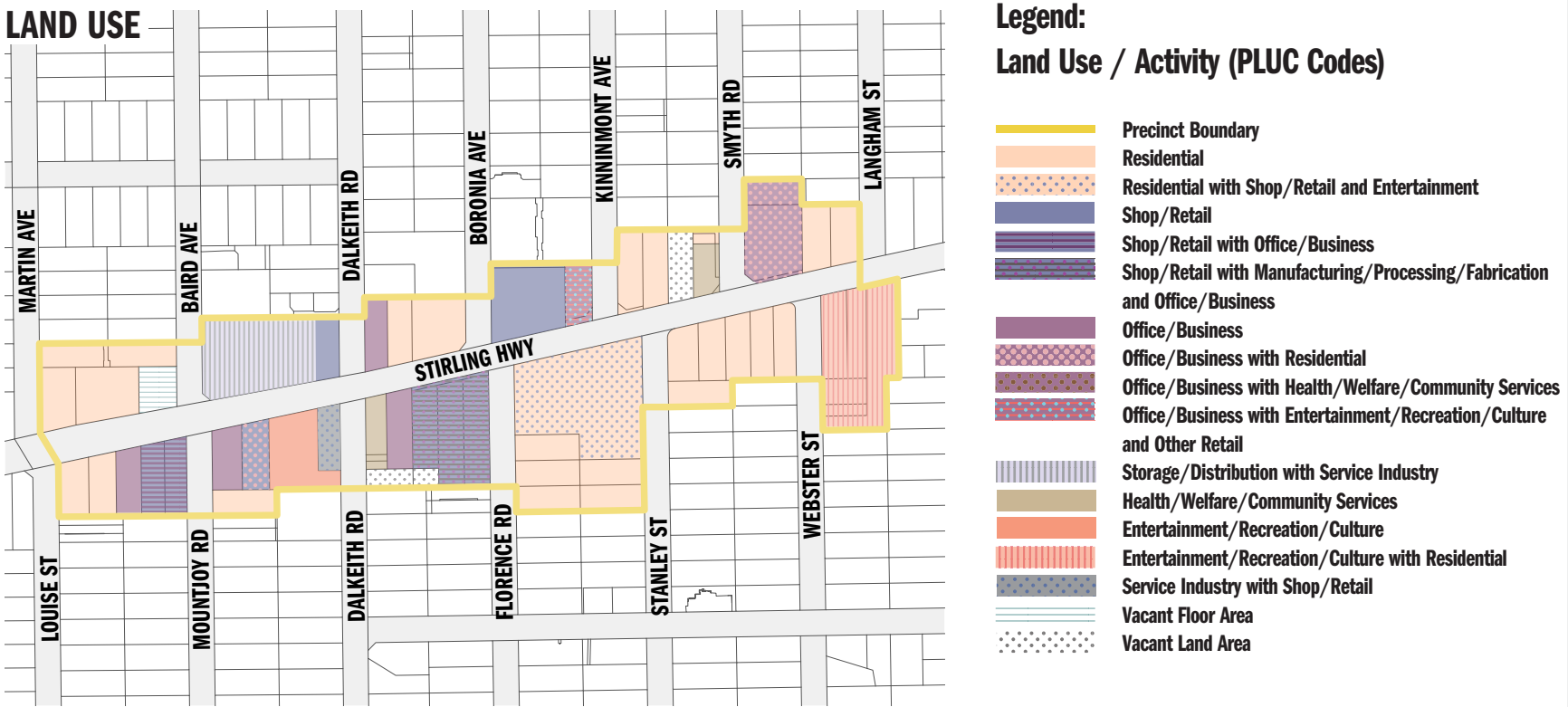


Figure 6: Land Use

Legend:
Land Use / Activity (PLUC Codes)

	Precinct Boundary
	Residential
	Residential with Shop/Retail and Entertainment
	Shop/Retail
	Shop/Retail with Office/Business
	Shop/Retail with Manufacturing/Processing/Fabrication and Office/Business
	Office/Business
	Office/Business with Residential
	Office/Business with Health/Welfare/Community Services
	Office/Business with Entertainment/Recreation/Culture and Other Retail
	Storage/Distribution with Service Industry
	Health/Welfare/Community Services
	Entertainment/Recreation/Culture
	Entertainment/Recreation/Culture with Residential
	Service Industry with Shop/Retail
	Vacant Floor Area
	Vacant Land Area

TOPOGRAPHY

The topography of the precinct is the arrangement of natural and artificial physical features, including natural ground levels. Development should respond to the subtle changes in these levels, to positively contribute to the character of a place. The ‘finished ground level’ is the level once development is complete, including the building floor plate, paving, asphalt and landscape. The natural ground levels and undulation of a site can impact the style of development that is proposed.

The rise and fall of the natural ground level provides for areas of interest, opportunities and view corridors. When development is integrated with a place's topography there are positive impacts on wayfinding and Crime Prevention Through Environmental Design (CPTED) outcomes providing a sense of cohesion and authenticity. In all scenarios development should respond to the topography in a meaningful and sympathetic manner.

The topography along Stirling Highway is undulating (Section A). To the west at Martin Avenue, the natural ground level is slightly elevated (Section A1 and A2), it then falls toward Dalkeith Road and then peaks between Smyth Road and Langham Street to the east of the precinct (Section A3).

The west view down Stirling Highway. At the intersection of Kinninmont Avenue, captures views of the Captain Stirling Hotel and the precinct beyond (Section A3). At the Dalkeith Road and Stirling Highway intersection, there is a natural fall in the levels, which corresponds with the tallest buildings in the precinct (Section A2).

The cross-sections aligned north-south identify the movement in the natural ground levels across the precinct (Sections B, C, D and E). To the west, the land naturally rises south of the highway. To the east, the land falls away to the south.

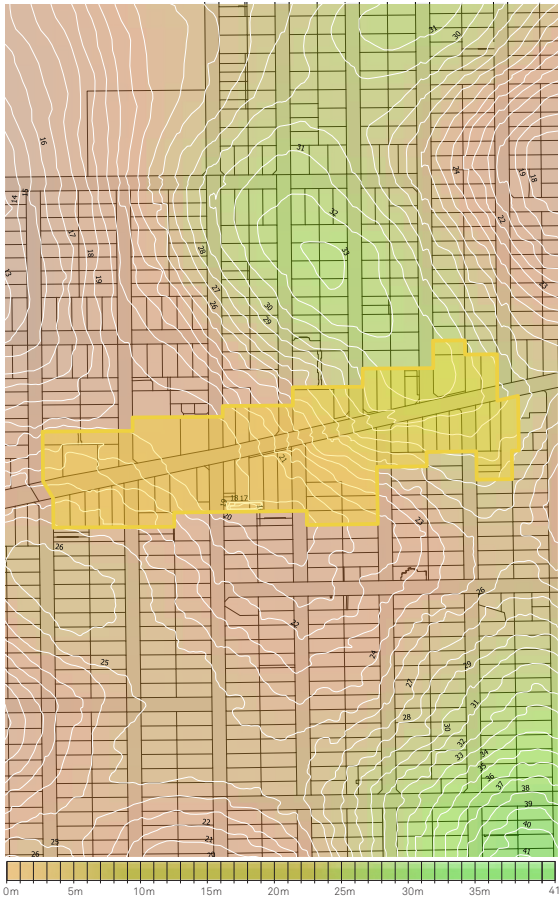


Figure 7: 1m contours across the precinct

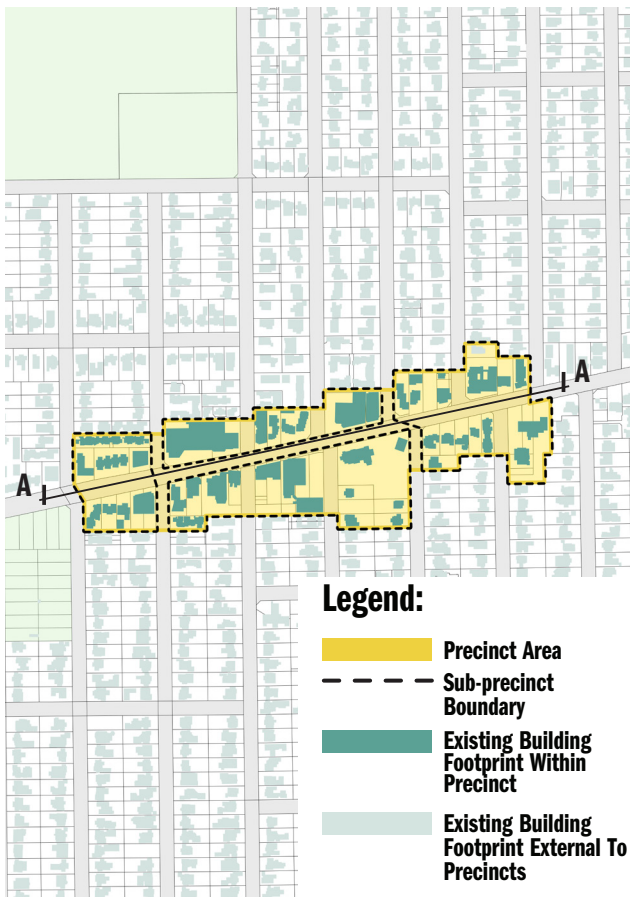
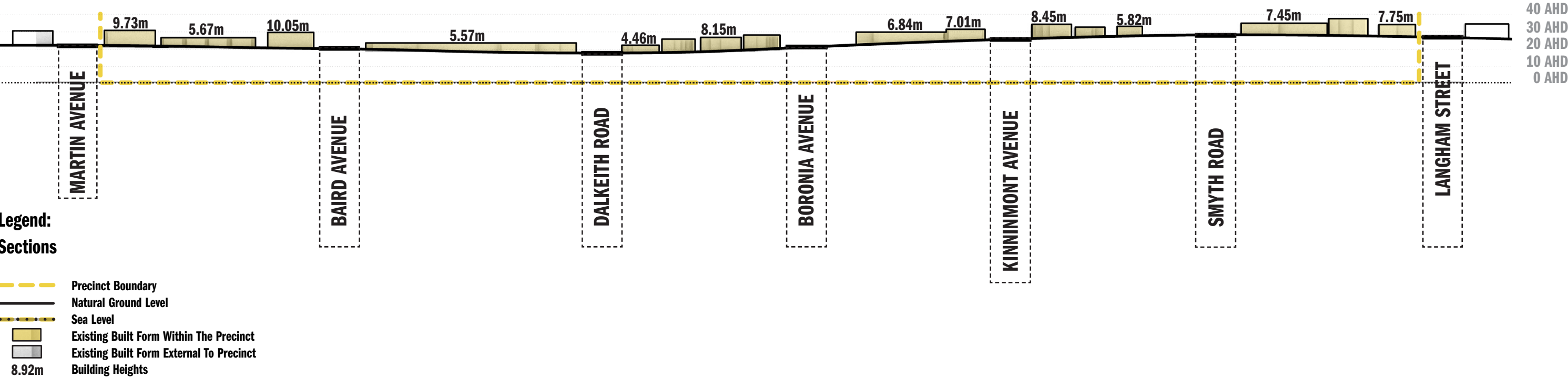


Figure 8: Location of Cross Section A

Figure 9: Topography - Section A

SECTION A - TOPOGRAPHY OF THE PRECINCT ALONG STIRLING HIGHWAY, IDENTIFYING EXISTING BUILDING HEIGHTS



TOPOGRAPHY

Figure 10: Topography - Section A1

SECTION A1 - TOPOGRAPHY OF THE PRECINCT WITHIN RESIDENTIAL TRANSITION SUB-PRECINCT, IDENTIFYING EXISTING BUILDING HEIGHTS

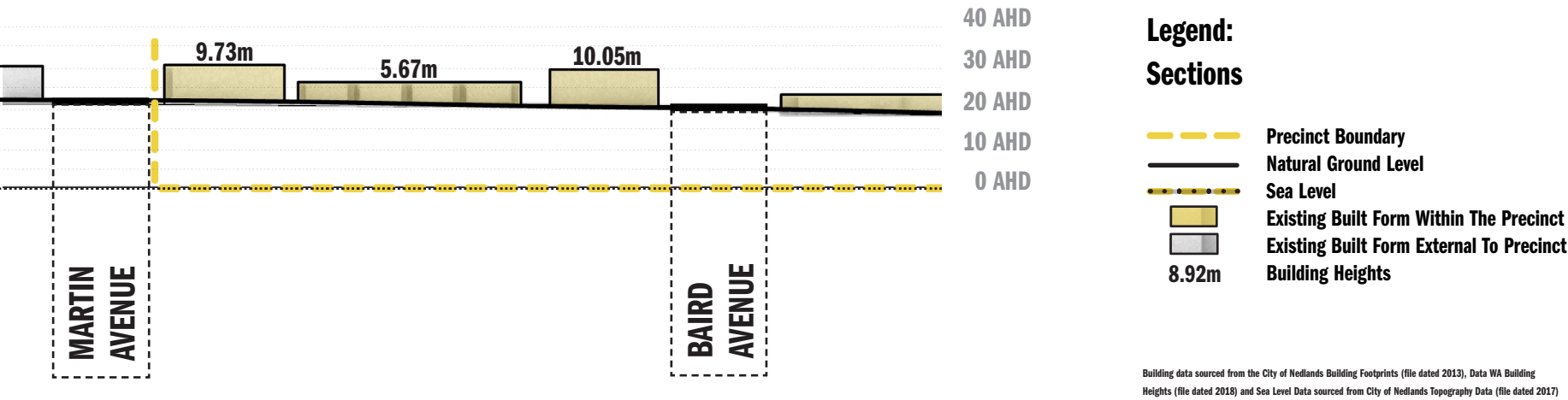


Figure 11: Location of Cross Section A1

Figure 12: Topography - Section A2

SECTION A2 - TOPOGRAPHY OF THE PRECINCT WITHIN TOWN CORE SUB-PRECINCT, IDENTIFYING EXISTING BUILDING HEIGHTS

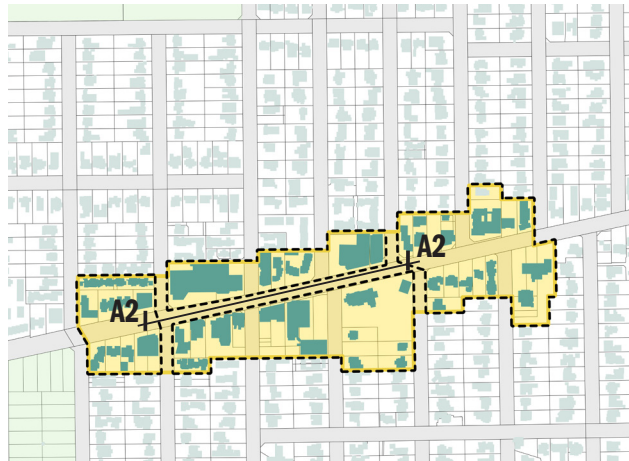
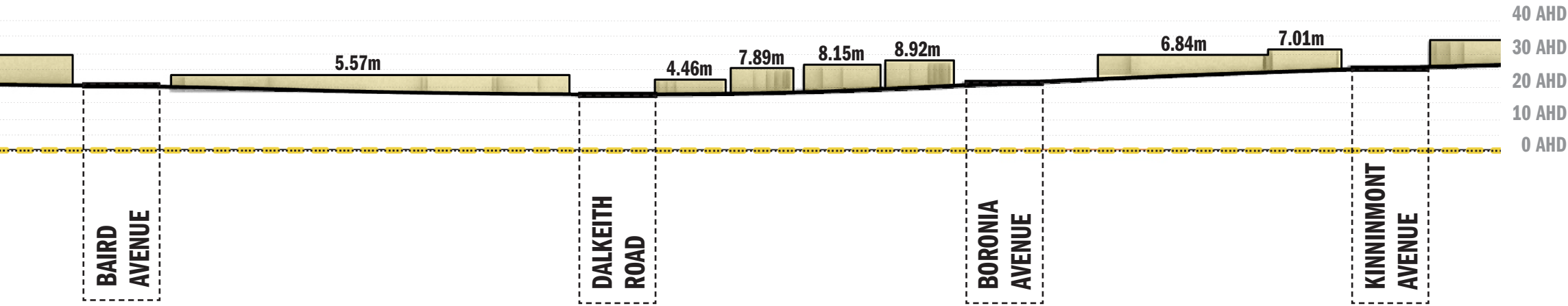


Figure 13: Location of Cross Section A2

Figure 14: Topography - Section A3

SECTION A3 - TOPOGRAPHY OF THE PRECINCT WITHIN COMMUNITY SUB-PRECINCT, IDENTIFYING EXISTING BUILDING HEIGHTS

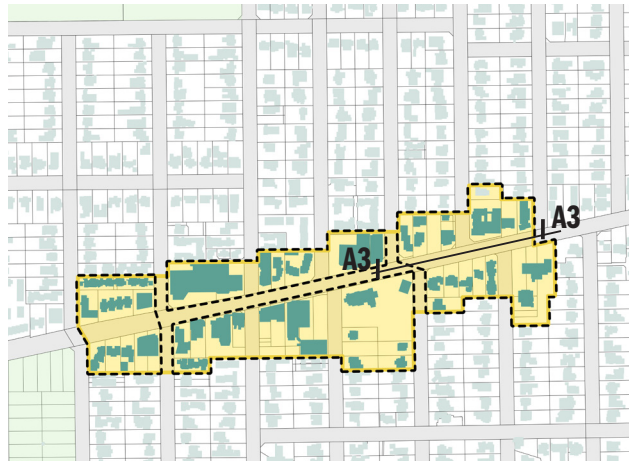
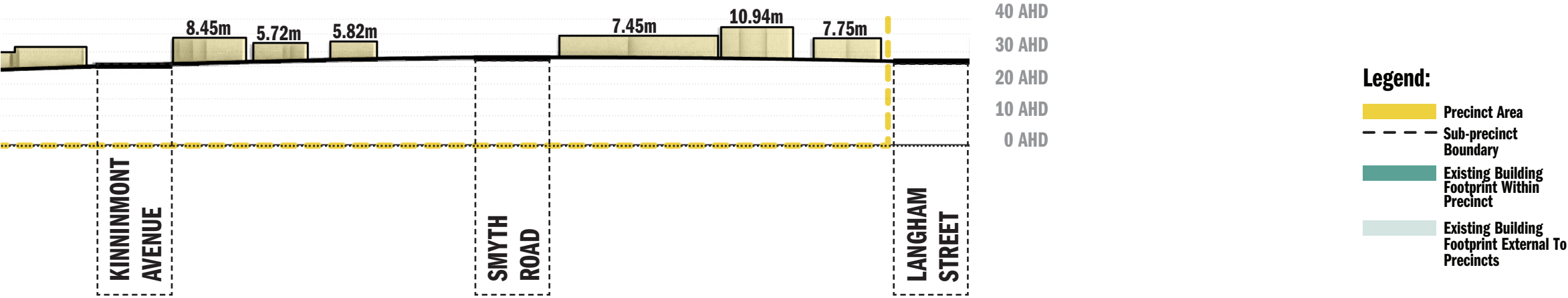


Figure 15: Location of Cross Section A3

TOPOGRAPHY

Figure 16: Topography - Section B

SECTION B - TOPOGRAPHY OF THE PRECINCT WITHIN RESIDENTIAL TRANSITION SUB-PRECINCT, IDENTIFYING EXISTING BUILDING HEIGHTS

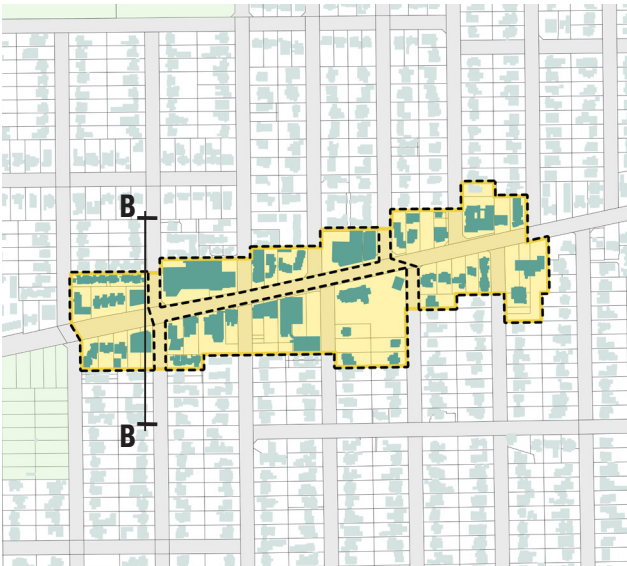
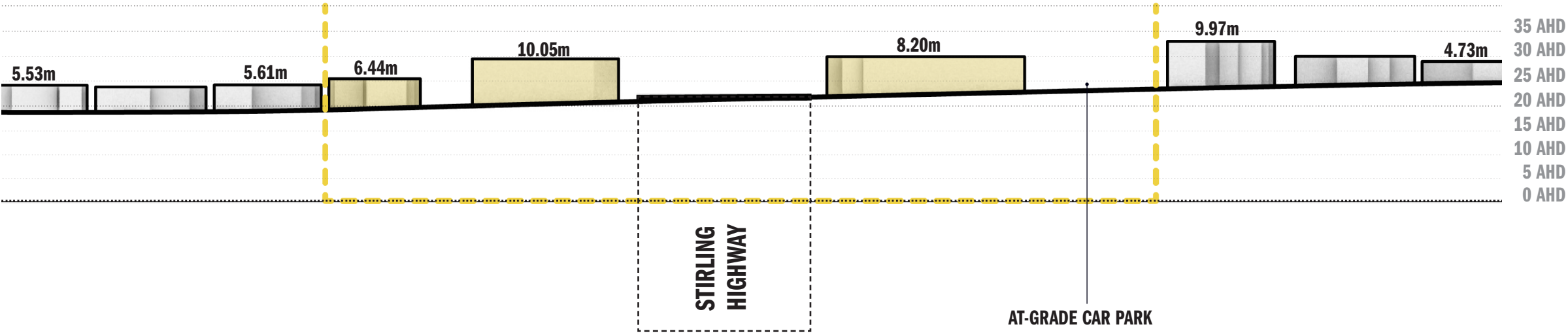


Figure 17: Location of Cross Section B

Figure 18: Topography - Section C

SECTION C - TOPOGRAPHY OF THE PRECINCT WITHIN TOWN CORE AND TOWN HEART SUB-PRECINCTS, IDENTIFYING EXISTING BUILDING HEIGHTS

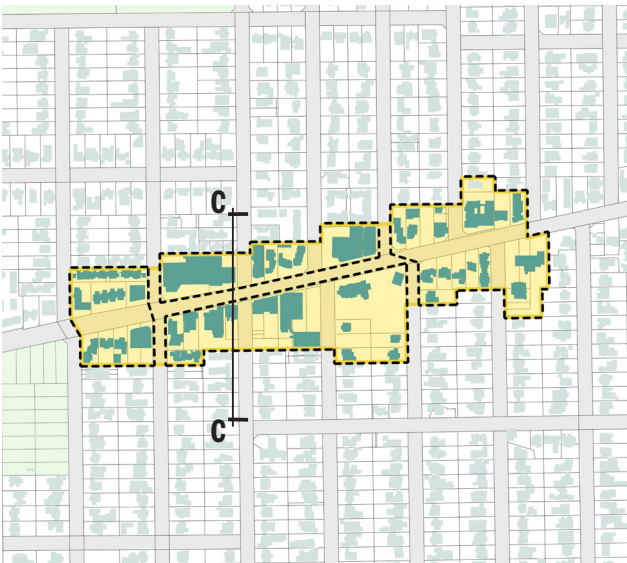
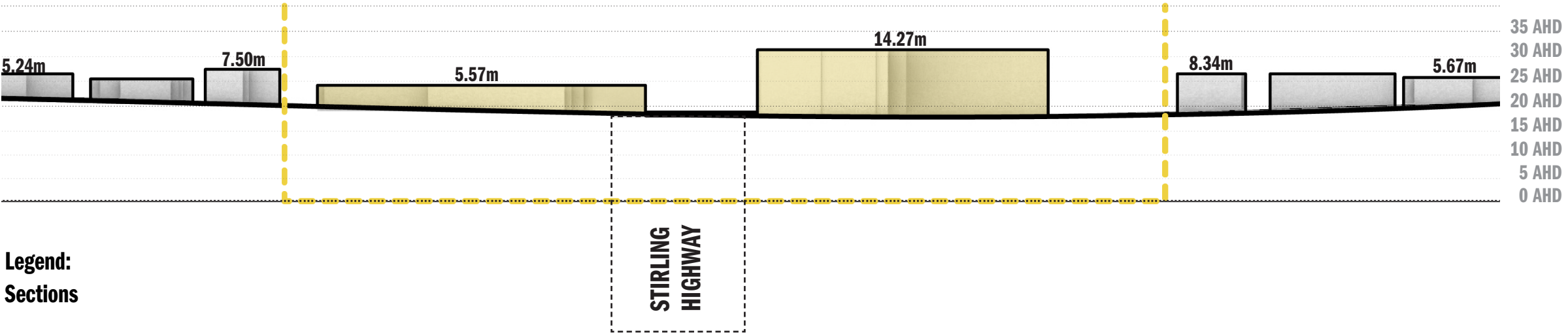


Figure 19: Location of Cross Section C

- Legend:**
- Sections**
- Precinct Boundary
 - Natural Ground Level
 - Sea Level
 - Existing Built Form Within The Precinct
 - Existing Built Form External To Precinct
 - 8.92m Building Heights

- Legend:**
- Precinct Area
 - Sub-precinct Boundary
 - Existing Building Footprint Within Precinct
 - Existing Building Footprint External To Precincts

TOPOGRAPHY

Figure 20: Topography - Section D

SECTION D - TOPOGRAPHY OF THE PRECINCT WITHIN TOWN CORE AND TOWN HEART SUB-PRECINCTS, IDENTIFYING EXISTING BUILDING HEIGHTS

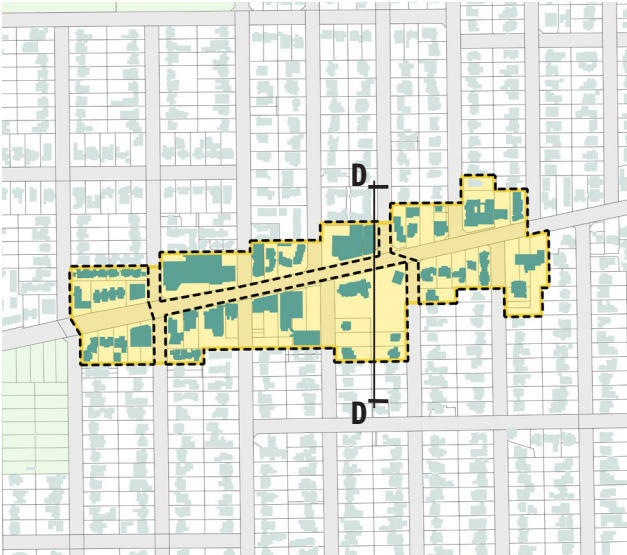
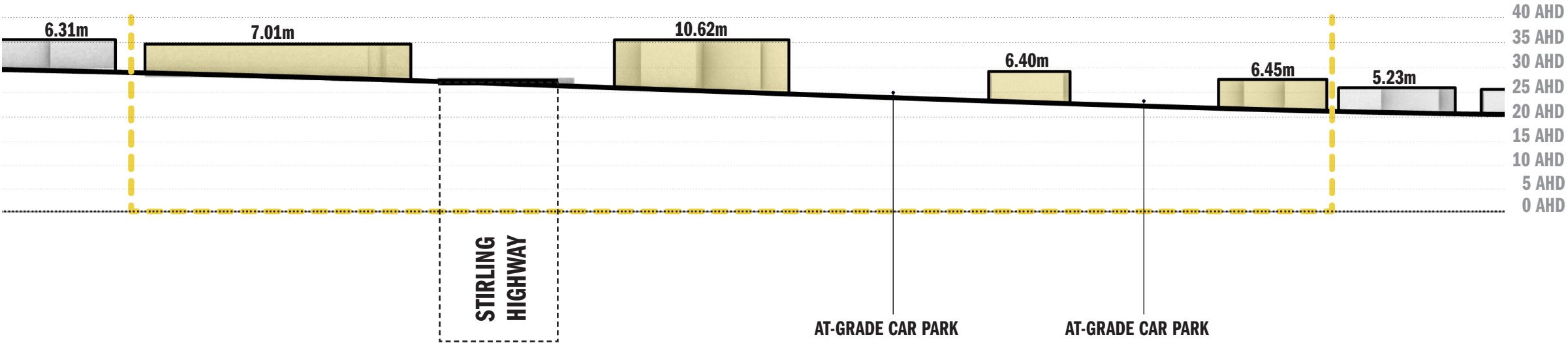


Figure 21: Location of Cross Section D

Figure 22: Topography - Section E

SECTION E - TOPOGRAPHY OF THE PRECINCT WITHIN COMMUNITY SUB-PRECINCT, IDENTIFYING EXISTING BUILDING HEIGHTS

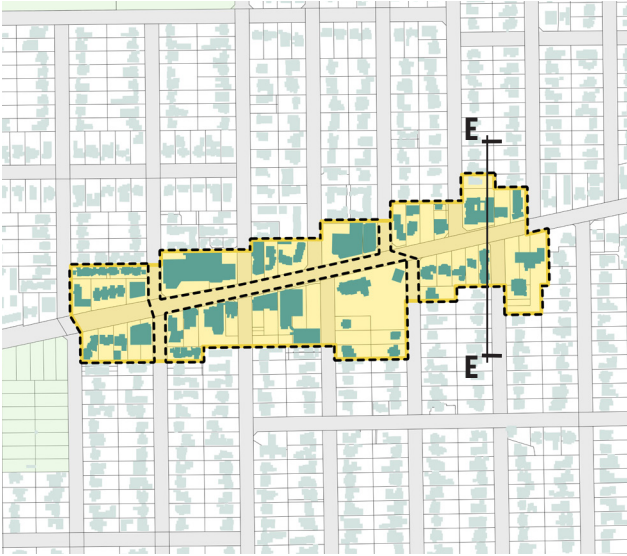
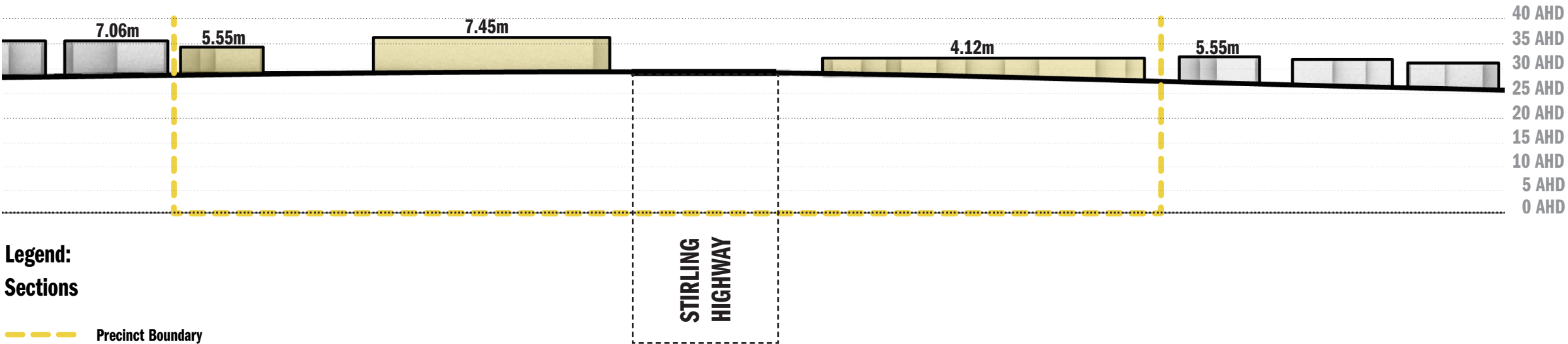


Figure 23: Location of Cross Section E

- Legend:**
- Sections**
- Precinct Boundary
 - Natural Ground Level
 - Sea Level
 - Existing Built Form Within The Precinct
 - Existing Built Form External To Precinct
 - Building Heights

- Legend:**
- Precinct Area
 - Sub-precinct Boundary
 - Existing Building Footprint Within Precinct
 - Existing Building Footprint External To Precincts

BUILT FORM

The diversity or homogeneity of built form within the precinct contributes to a sense of local character. Buildings designed for different uses will result in a variety of typologies. It is the mass, scale and height of these buildings that contribute to an overall understanding of built form. Building setbacks also establish a relationship with the street and influence the perception of built form.

Prosperous places provide for a diversity of built form outcomes that both supports a local sense of place and accommodates future land uses. In a centre of this scale,

development can accommodate a high-mix of uses, including higher density residential development. Importantly, the bulk and scale of buildings need to respond to the interfaces between differently coded areas.

The Nedlands Town Centre is one of the key Neighbourhood Centres within the City. A number of medium-rise commercial developments occupy the centre, mainly located at the intersection of Dalkeith Road and Stirling Highway. Low-rise retail is co-located with the neighbourhood shopping centre. In addition, low-rise grouped and multi-residential dwellings

are dispersed throughout the precinct, with two small areas of low-rise single residential development located to the east and south of the precinct to the rear of the Captain Stirling Hotel. The built form plan provides an overview of the diversity of the existing built environment within the precinct.

Further plans provide analysis associated with the following building elements:


- Setbacks
- Heights
- Footprints.

These qualities will be considered along with streetscape character, landscaping, land use and a range of other built form elements that contribute to local distinctiveness.


A review of the LPS3 and draft Nedlands Town Centre Precinct Plan has identified an opportunity to provide more detailed built form provisions.

RESIDENTIAL TRANSITION SUB-PRECINCT


COMMERCIAL




→ Traditional shop front retail and commercial
→ Low-rise



→ Post-War residential adaptation
→ Low-rise




→ Postmodern commercial
→ Mid-rise



→ Contemporary mixed use
→ Mid-rise

RESIDENTIAL



→ Post-War, Art Deco multi-residential apartments
→ Low-rise

Legend:

- Precinct Boundary
- Sub-precinct Boundary
- Existing transition between built form
- Existing Building Footprint Within Precinct
- Existing Building Footprint External To Precincts

Building data sourced from the City of Nedlands Building Footprints (file dated 2013)

Figure 24: Built Form

City of Nedlands
Local Distinctiveness Study - Nedlands Town Centre

13

BUILT FORM

TOWN CORE AND TOWN HEART SUB-PRECINCTS

RETAIL

6



→ Modern retail
→ Low-rise

7



→ Main street style retail
→ Low-rise


8



→ Brutalist commercial and retail
→ Low-rise


COMMERCIAL

9




→ Contemporary commercial
→ Mid-rise

10



→ Art Deco style commercial
→ Mid-rise


11



→ Modern commercial
→ Mid-rise

COMMERCIAL

12



→ Contemporary commercial
→ Mid-rise

ENTERTAINMENT

13



→ Spanish mission hotel
→ Local landmark
→ Mid-rise

14



→ Art Deco style cinema
→ Mid-rise

RESIDENTIAL

15



→ Post-War multi-residential apartments
→ Low-mid rise

16



→ Single residential development
→ Low-rise

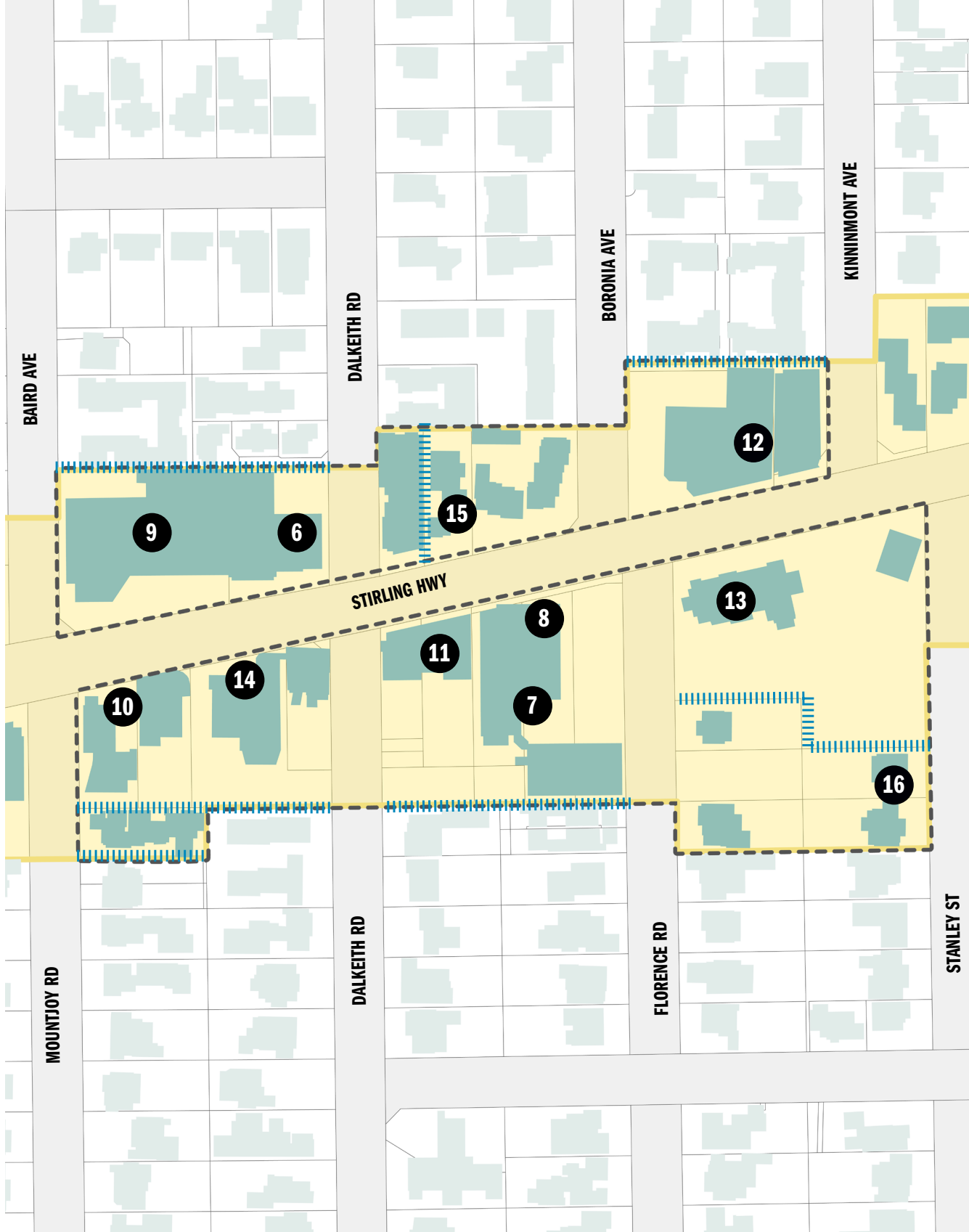


Figure 25: Built Form

BUILT FORM

COMMUNITY SUB-PRECINCT

CIVIC



→ Nedlands Council
→ Low-rise



→ City Library
→ Low-mid rise

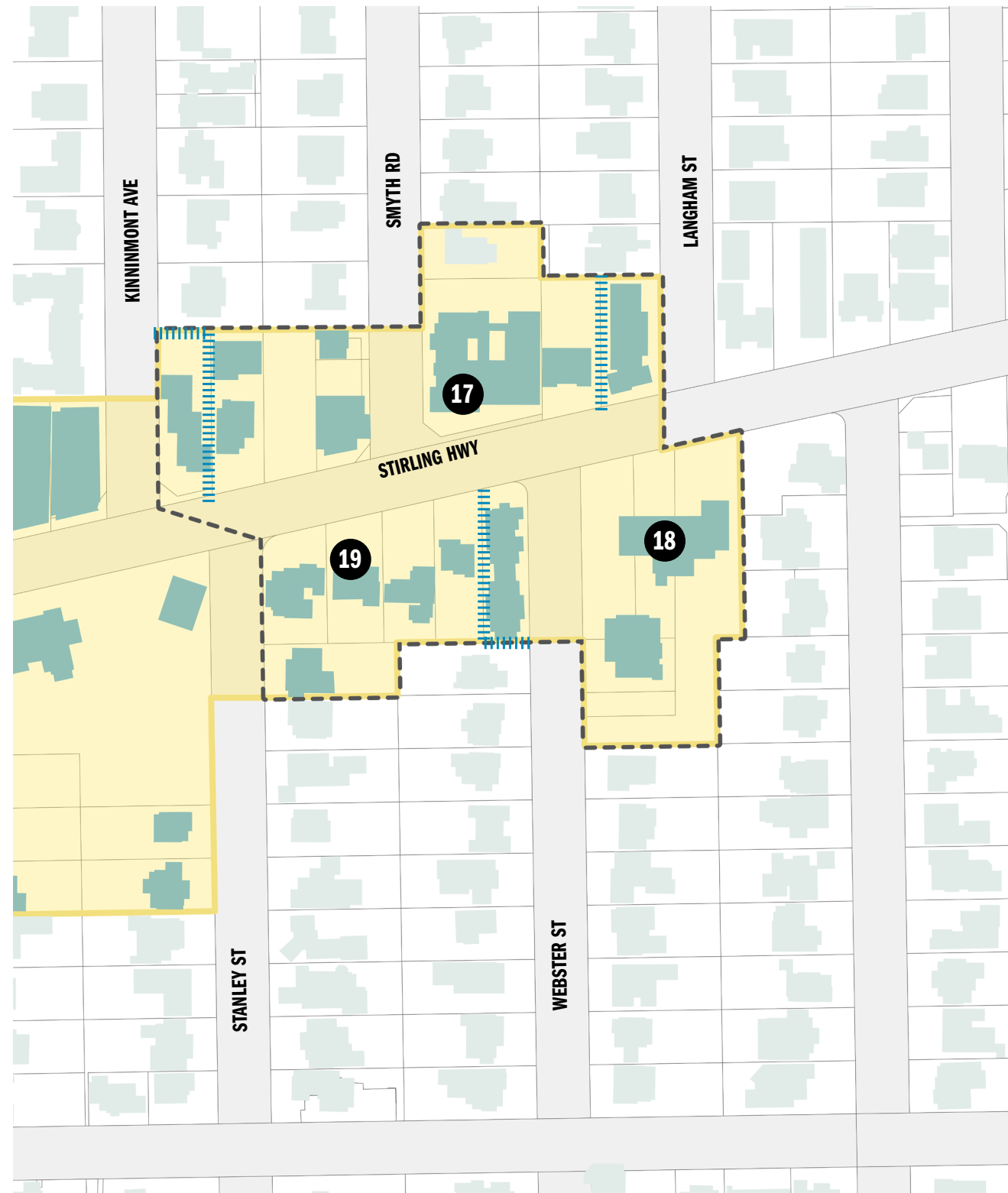


Figure 26: Built Form

RESIDENTIAL



→ Two storey residential development
→ Medium rise

- Legend:**
- Precinct Boundary
 - Sub-precinct Boundary
 - Existing transition between built form
 - Existing Building Footprint Within Precinct
 - Existing Building Footprint External To Precincts

Building data sourced from the City of Nedlands Building Footprints (file dated 2013)

BUILDING HEIGHTS

A distinguishing feature of any precinct is the predominant building height and a highly visible element of the built environment. The impacts of building height can be ameliorated in many different ways, including the manipulation of setbacks, bulk, topography and introduction of landscaping. The built form, and how the building is oriented, can also contribute to a responsive urban landscape.

Building height should respond to current and future contexts. Building interfaces and edges that interact with different uses and zones are also important considerations when determining the maximum height of buildings. Heights should facilitate an effective built form that enables not only a pleasant internal environment but also responds to the streetscape.

In general, the Nedlands Town Centre is of low to medium rise with additional height located in the centre of the precinct. There is a diversity of residential land uses. Existing low to medium rise, multi-storey Inter-War residential flats and maisonettes are dispersed throughout the precinct. An area of low-rise, single and double-storey residential buildings are located to the east.

The precinct centre has a mix of low to medium and medium to larger rise commercial uses with the tallest buildings found in the central heart of the precinct.

The gazettal of LPS3 has rezoned the precinct from a mix of low-density residential coding, Hotel, Retail/ Shopping zones to a blanket Mixed Use zone with a Residential R-AC1 coding. Within LPS3, Clause 26 Modifications to R-Codes, sub-clause (3) indicates the 9 storey maximum building height within SPP 7.3 vol 2, does not apply.

The Draft Nedlands Town Centre Precinct Plan cannot amend building height, but the plan establishes a clear and legible urban structure proposal, expressed through a variation in building height across the sub-precincts. Although there is an opportunity to provide greater planning guidance as to the built form within each of the identified sub-precincts.

LOW-RISE

COMMERCIAL



RESIDENTIAL



LOW-MEDIUM RISE

RESIDENTIAL

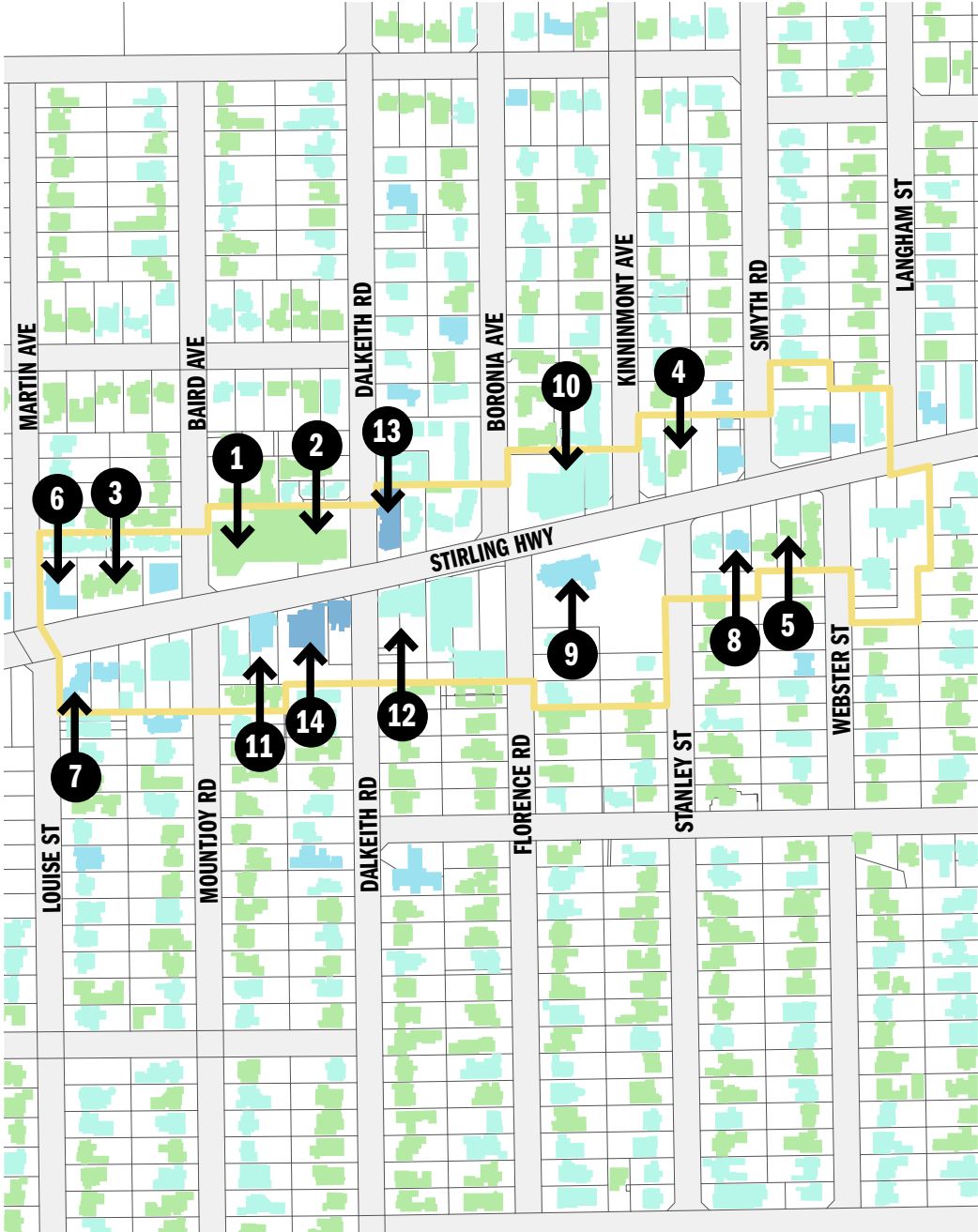


Figure 27: Building Heights

LOW-MEDIUM RISE

COMMERCIAL



MEDIUM TO HIGH-RISE

COMMERCIAL AND ENTERTAINMENT



Legend:

Building Heights

- Precinct Boundary
- Below 6m
- 6m - 9m
- 9m - 12m
- 12m - 15m
- 15m - 18m
- 18m - 21m
- 21m +

Indicative building height intervals: State Planning Policy 7.3 Residential Design Codes Volume 1 - Table 1, page 49

BUILDING FOOTPRINT

The building footprint is the area the structure occupies on the site. It contributes to understanding local distinctiveness, as the building footprint can reflect the bulk of a building and influence the character of the streetscape. The built form within the Nedlands Town Centre precinct responds to the precinct's land uses and activities. Residential building footprints are diverse. Single residential building footprints provide areas for personal recreation to the rear and a setback to the front of a property. The nature of multiple dwellings and mixed use development additionally provide opportunities for private recreation, within the building footprint or above the structure. Commercial building footprints are generally larger in scale and occupy a greater area of the site.

Throughout the Nedlands Town Centre precinct, there are large building footprints associated with the commercial, retail and hotel uses along Stirling Highway. The built form is oriented toward the street, and the bulk of the form is located forward of the lot. The precinct contains a mix of single residential and multiple dwellings and the smaller building footprints reflect those residential land uses. In general, the single residential lots tend to have a site cover of 55% or below based on historical planning provisions, with built form being centrally located to the lot. Low to medium rise multiple dwellings are oriented toward Stirling Highway with open space outdoor areas located to the rear of the development. The scale of the building footprints drops rapidly at the boundary of the precinct, which generally reflects low-rise residential development abutting the precinct.



RESIDENTIAL FOOTPRINT

- Low-mid rise
- Medium site cover
- Approx. 55% open space on site



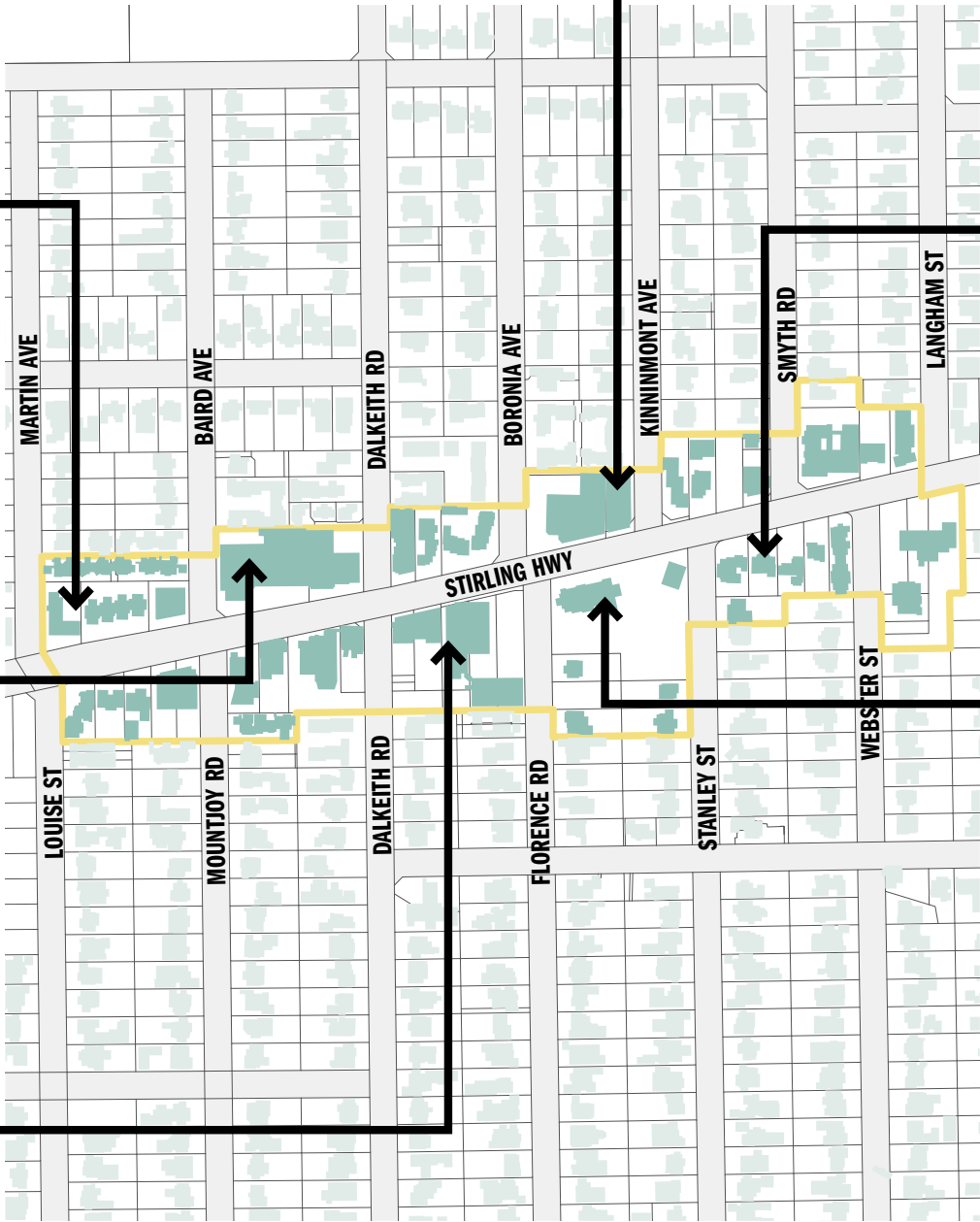
COMMERCIAL FOOTPRINT

- Medium-high rise
- High site cover
- Approx. 25% open space on site



RETAIL FOOTPRINT

- Low-rise
- Medium site cover
- Approx. 45% open space on site



COMMERCIAL FOOTPRINT

- Medium-high rise
- High site cover
- Approx. 5% open space on site



RESIDENTIAL FOOTPRINT

- Low-mid rise
- Medium site cover
- Approx. 55% open space on site



COMMERCIAL FOOTPRINT

- Medium rise
- Low site cover
- Approx. 65% open space on site



Legend:
Building Footprints

Precinct Boundary

Existing Building Footprints Within Precinct

Existing Building Footprints External to Precinct

Buildings data sourced from the City of Nedlands Building Footprints (dated 2020) & Data WA Building Heights Information (dated 2018)

Figure 28: Building Footprint

BUILDING SETBACKS - PRIMARY STREET

The scale and nature of building setbacks influence the perception of streetscapes and our interpretation of place. A setback is a horizontal distance between a building or wall at any point and an adjacent lot boundary, measured at right angles (90 degrees) to the boundary. Building setbacks should respond to heritage considerations and the surrounding built environment. Setbacks can consider environmental features such as landform, key sightlines and even opportunities to capture prevailing breezes. Careful consideration of setbacks at edges and interfaces of differently coded areas can ameliorate impacts associated with a change in built form.

The building setbacks in the Nedlands Town Centre precinct have some consistency with residential setbacks generally being greater than commercial and retail land use setbacks. The majority of the commercial uses have a 3m setback from the primary street, with some large scale commercial uses (such as car sales) having a setback of 6m or greater. There are only a few examples where buildings abut the street, which are primarily located in close proximity to the intersection of Dalkeith Road and Stirling Highway.

Between Stanley Street and Florence Road there is a large area of at-grade car parking. Underutilised spaces such as these present an opportunity for redevelopment. Proposals should respond to the surrounding development addressing the transition and interface characteristics between the proposed development and existing heritage structures, secondary and pedestrian streets, and residential development to the south of the site.

While the Nedlands Town Centre is a predominately commercial precinct, there are residential uses located throughout the precinct. Generally, the residential uses are of low to medium rise, either townhouse or multi-residential development, with setbacks ranging from 6m to 9m. There are examples of residential development with reduced setbacks (less than 6m) to secondary streets such as Webster Street and Martin Avenue. In contrast, there are some single residential dwellings located between Webster and Stanley Street, with significant primary street setbacks to Stirling Highway. The City of Nedlands Library has the largest setback in the precinct with 12m of mature trees and vegetation with an integrated pathway leading to the Library entrance. These generously scaled setbacks are also provided to Drabble House Civic Centre reinforcing their civic function.

While there is an opportunity to improve the streetscape amenity along Stirling Highway, a greater possibility exists to encourage intimate, pedestrian-friendly places perpendicular to Stirling Highway. Within areas of higher activity, development on these secondary streets can reflect characteristics of traditional main street type development, with activated ground planes, and high amenity places for pedestrians. Reduced setbacks to built form with awnings, lower podium heights and setback towers can frame the street and be primarily located at Florence Road and Dalkeith Road, to establish the heart of the town centre. The opportunity for a public plaza and pedestrian street at Florence Road should be integrated with a high-quality streetscape to further contribute to a sense of place. In addition, appropriate setbacks to the heritage listed Captain Stirling Hotel should be informed by a conservation management plan.

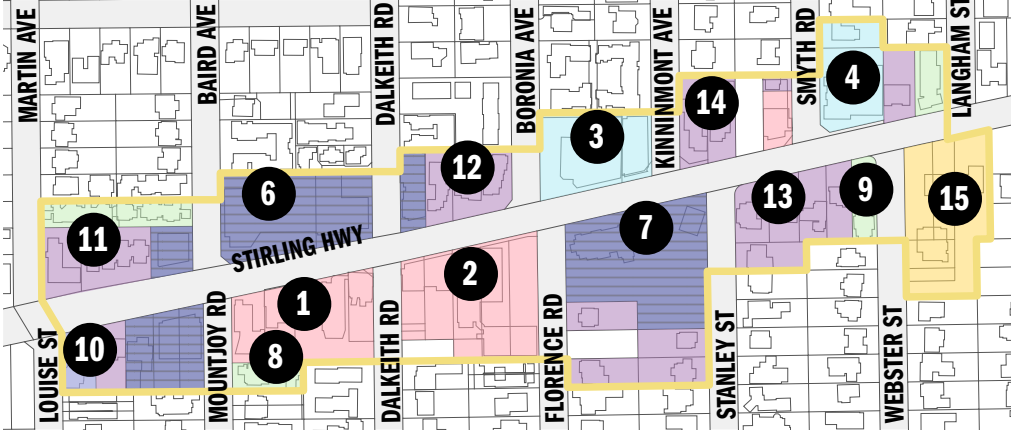


Figure 29: Building Setback - Primary

STIRLING HIGHWAY PRIMARY REGIONAL ROAD RESERVE

Note: The Stirling Highway Primary Regional Road Reserve in relation to existing buildings within the Nedlands Town Centre precinct.

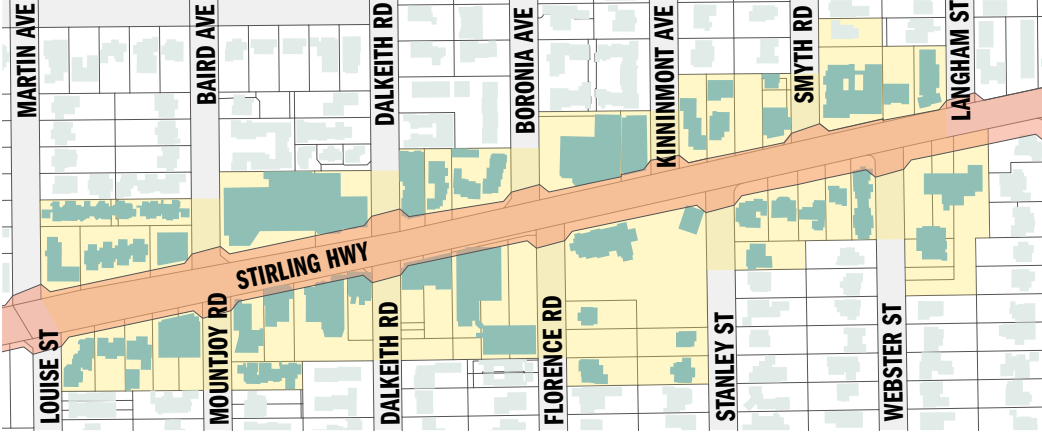


Figure 30: Stirling Highway Primary Regional Road Reserve

Legend: Building Setbacks

Precinct Boundary

- Primary Setbacks**
- Nil to 3m Setbacks - Commercial/Entertainment
 - Upto 6m Setback - Commercial, Motor Vehicle Sales and Civic
 - 6m + Setback - Commercial
 - Nil to 6m Setbacks - Residential
 - 6m to 9m Setback - Residential
 - 9m + Setback - Residential
 - 12m + Setbacks - Civic

NIL TO 3M SETBACKS - COMMERCIAL AND ENTERTAINMENT

→ Integrated street frontages with opportunities for softening the edge with vegetation and alfresco uses



UP TO 6M SETBACK - COMMERCIAL AND CIVIC

→ Setbacks influenced by commercial parking uses and signage with planting for civic and commercial uses



6M+ SETBACK - COMMERCIAL

→ Large setbacks influenced by commercial parking uses and signage with planting for civic and commercial uses



3M - 6M SETBACKS - RESIDENTIAL

→ Setbacks characterised by mature trees and in some locations significant fencing, facing Stirling Highway



6M TO 9M SETBACK - RESIDENTIAL

→ Setbacks influenced by Stirling Highway and access to the site



9M+ SETBACK - RESIDENTIAL

→ Larger residential setbacks influenced by Stirling Highway and private garden spaces



12M + SETBACKS - CIVIC

→ Setbacks characterised by large vegetated planting beds and pathways



BUILDING SETBACKS -SIDE

Typically, the side setback is the largest of the shared boundaries, and appropriate setbacks need to respond to the sub-precinct context. A nil side setback is appropriate in a mixed use, urban area where development is of higher intensity, and continuous built form is characteristic of that type of development. Setting development back in a residential context may accommodate tree planting, landscape and courtyards.

In terms of residential dwellings, the Nedlands Town Centre precinct includes side setbacks that are predominately less than 2m. Examples of this development outcome can be found at the intersection of Louise Street and Stirling

Highway, fronting Florence Road and Stanley Street, and development facing Stirling Highway between Kinninmont Avenue and Smyth Road. Setbacks to secondary streets at the intersections of Stirling Highway with Martin Avenue, Boronia Avenue and Langham Street are greater than 2m with development orientating to the lower order street. Although some residential dwellings along Martin and Baird Avenues, Stanley and Webster Streets have setbacks that exceed 2m.

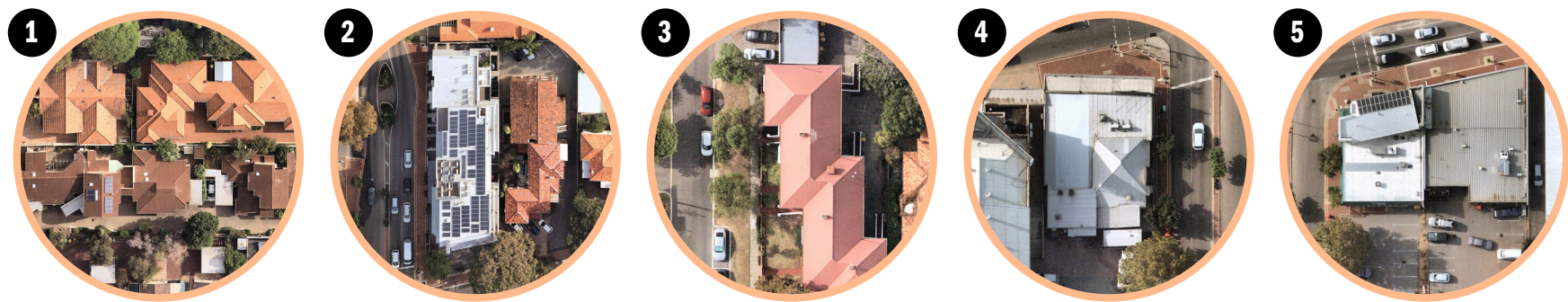
In general, the majority of commercial property side setbacks are less than 2m, with development to the north of Stirling Highway between Baird Avenue and Dalkeith Road, Boronia and Kinninmont Avenue, providing for nil

side setbacks. Development located to the south of Stirling Highway between Mountjoy Road and Florence Road are characterised by a nil setback, except where vehicle access is provided. At the corner of Florence Road and Stirling Highway more significant setbacks accommodate car parking. The secondary street setbacks to commercial development at Baird Avenue, Dalkeith Road, Boronia Avenue, Kinninmont Avenue are greater than 2m, with development at Kinninmont Avenue orientated toward the secondary street.

The Captain Stirling site has extensive side setbacks associated with at-grade car parking, with reduced setbacks

to heritage built form at Florence Road and Stanley Street. The City of Nedlands administrative office is setback greater than 2m to the secondary street presenting a landscaped interface, with less than 2m setbacks to abutting residential development. Side setbacks to the City's Library and Drabble House are greater than 2m.

LESS THAN 2M SIDE SETBACK



GREATER THAN 2M SIDE SETBACK

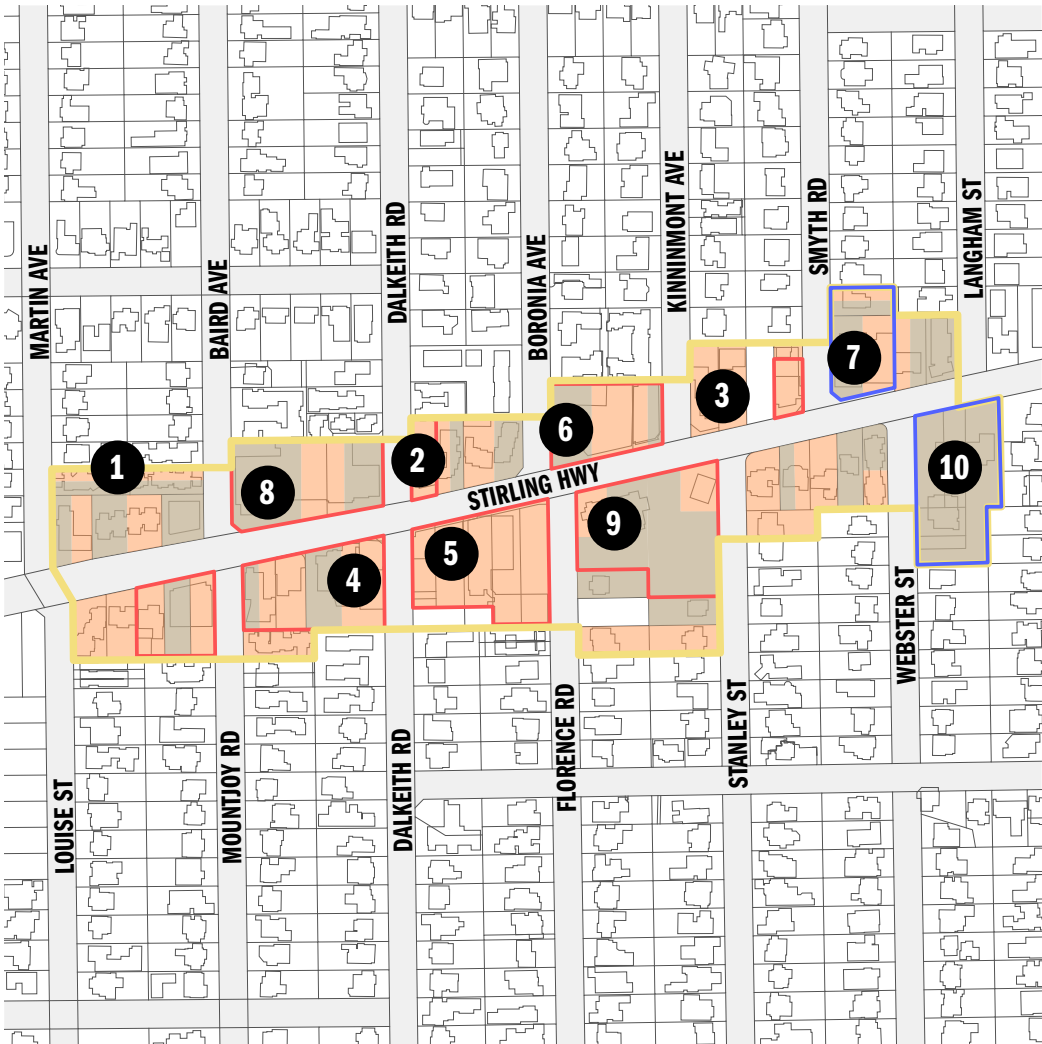
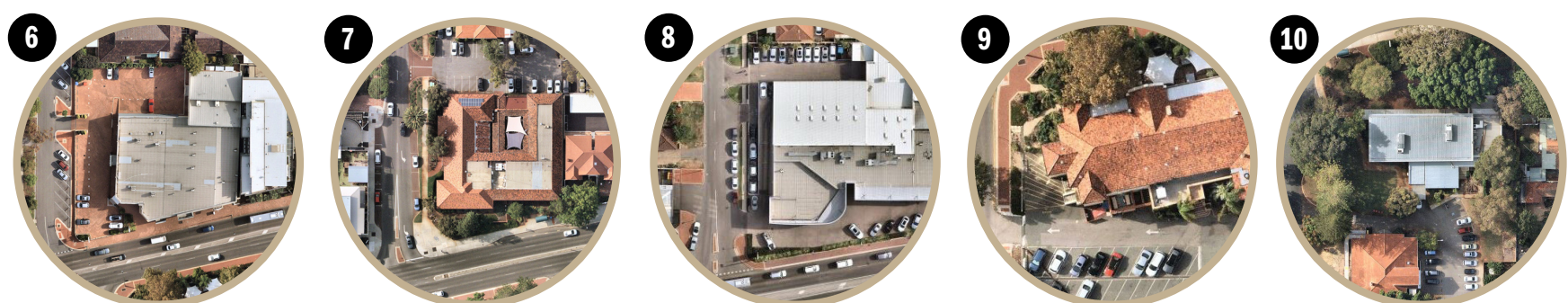


Figure 31: Building Setback – Side

Side Setbacks

- Precinct Boundary
- Less than 2m
- Greater than 2m
- Commercial Development
- Civic Uses

Buildings data sourced from the City of Nedlands Building Footprints (April 2013)

BUILDING SETBACKS - REAR

Rear setbacks are expressed as a minimum distance in metres between the building and the cadastral site boundary. Within the Nedlands Town Centre precinct, the rear setbacks are an important transition point between differently coded areas. By carefully considering rear setbacks, the built form envelope can respond to the existing and future context.

Within the Nedlands Town Centre precinct, rear setbacks to commercial development accommodate car parking, back of house servicing and vehicle circulation. Residential development provides for open space or car

parking. In addition, civic uses have tended to locate car parking to the rear of the lot with built form sleeving the parking area, resulting in rear setbacks greater than 6m.

In terms of residential dwellings, the Nedlands Town Centre precinct includes rear setbacks that range from greater than 6m to less than 2m. The majority of residential dwellings that interface with Stirling Highway have greater than 6m rear setbacks which include private courtyards and large backyard spaces. Residential dwellings orientated toward Martin Avenue and Mountjoy Road have rear setbacks

that are less than 2m. This is due a higher density built form that includes small communal private courtyards.

Rear setbacks for commercial developments are a mix of less than 2m and greater than 6m. The larger setbacks range from 6.7m to 46m. The Captain Stirling Hotel and the Windsor Cinema have rear setbacks greater than 6m which provide for extensive at-grade car parking. Alternatively, commercial developments between Baird Avenue and Dalkeith Road have built form extending to the rear lot boundary.

LESS THAN 2M REAR SETBACK



GREATER THAN 6M REAR SETBACK



Figure 32: Building Setback – Rear

Legend:

Rear Setbacks

- Precinct Boundary
- Less than 2m
- Greater than 6m
- Commercial Development
- Civic Uses

Buildings data sourced from the City of Nedlands Building Footprints (June 2012)

FAÇADES AND MATERIALS

The materials, textures and colours of buildings and public realm contribute to local distinctiveness. Within the Nedlands Town Centre different stages of development have informed material choice. The many homes within the City have diverse architectural styles. After World War I, the Federation Cottage and Bungalow styles were widespread, and variants of the California Bungalow and Old English style homes were also prevalent. The materials associated with these dwellings are typically brick, tile with a rich red brick and terracotta colouring with off white and cream features (1). Specifically in the Nedlands Town Centre, the Inter-War Art Deco style residential apartment buildings are brick and tile with a rough rendered finish painted walls and timber-framed windows.

The Bellaranga Flats are Inter-War Functionalist style apartment complex again with a rough-textured warm red brick with limestone footings (2). White timber-framed windows provide a contrasting colour. The Maisonettes, reference Inter-War Old English style with red clay bricks and concrete tiled roof (3). The landmark Captain Stirling is an Inter-War Spanish Mission style hotel that is rendered masonry and tile, in a Mediterranean style (4). There is an eclectic mix of Spanish Mission and Cape Dutch styles in the treatment of the gable and main entrance of the hotel. The State's first-ever drive-through bottle shop has a modernist aesthetic complete with an at-grade bitumen car park.

The Windsor Cinema has an Inter-War Functionalist aesthetic with curved elements and a three-storey tower with inscribed Art Deco inspired moulding (5). Colouring is bold with blue and red features contrasting an off white rendered brick structure. Contemporary modern commercial buildings in the Nedlands Town Centre make reference to the rich, restrained colours, diversity of materials and textures (6-8). New materials, cladding and large areas of glazing have influenced the design outcomes. Any new built form should embrace a diverse mix of the highest quality building materials.

There is an opportunity for a contemporary interpretation of the existing materiality and rich, sophisticated colouring. The choice of materials can contribute to environmental sustainability with an opportunity to encourage enduring, robust materials with a recycled component. Natural warm-toned materials, including stone and timber, should be integrated into design outcomes. In the right locations, the meaningful integration of locally inspired artworks would also contribute to an inclusive local sense of place. The design should also complement heritage places with a sophisticated approach to colouring, materials and textures, with reference to conservation management plans. The design of built form should consider the constraints of the site, and provide highly articulated forms with elegant, vertical proportions. Blank, imposing façades should be avoided, with consideration for an appropriate interface with the public realm and adjoining properties.



COMMERCIAL



RETAIL AND HOSPITALITY



RESIDENTIAL

Figure 33: Façades and Materials

HERITAGE AND CHARACTER

The character and heritage qualities of buildings and places within a precinct are important to an enduring sense of place. There are, however, distinct differences between heritage and character. A heritage place has a formal recognition that it is of cultural heritage significance (either at a Local or State level). The process of listing a property ensures that any proposed changes respect and retain those qualities and characteristics that make the place significant. Heritage Significance is defined in terms of aesthetic, historic, scientific, social or spiritual value for all past, present and future generations. Determining Heritage Significance is a detailed process where places of different age, condition and style are reviewed by a heritage expert. Character relates to the uniqueness of the urban landscape, including the private built environment as well as public spaces. It is complex to define as it includes the accumulation and interaction of many elements such as vegetation, scale and bulk of built form, size of verges, street trees, setbacks and use of materials.

State Heritage Place No. 01832, 80 Stirling Highway - The Captain Stirling Hotel, is a location included in the City of Nedlands Heritage List. The Inter-War Spanish Mission architectural style structure is still a key food, beverage and place for the Nedlands community. Another prominent building in this precinct is 67 Stirling Highway - The Maisonettes. The place is a State Heritage Place No. 03227 and is of an Inter-War Old English architectural style. The location is still a residential flat to this day. In addition, 10 properties are identified within the City of Nedlands' Municipal Inventory listings, and while not being afforded any protection under the LPS3, the character of the building's subtlety informs the sense of place. The majority of these category B and C heritage management places were primarily built in the Inter-War Functionalist and Inter-War Art Deco architectural styles and constructed in the years between 1927-1944.

Any proposed development provisions will need to accommodate appropriate processes associated with preserving places of heritage significance.

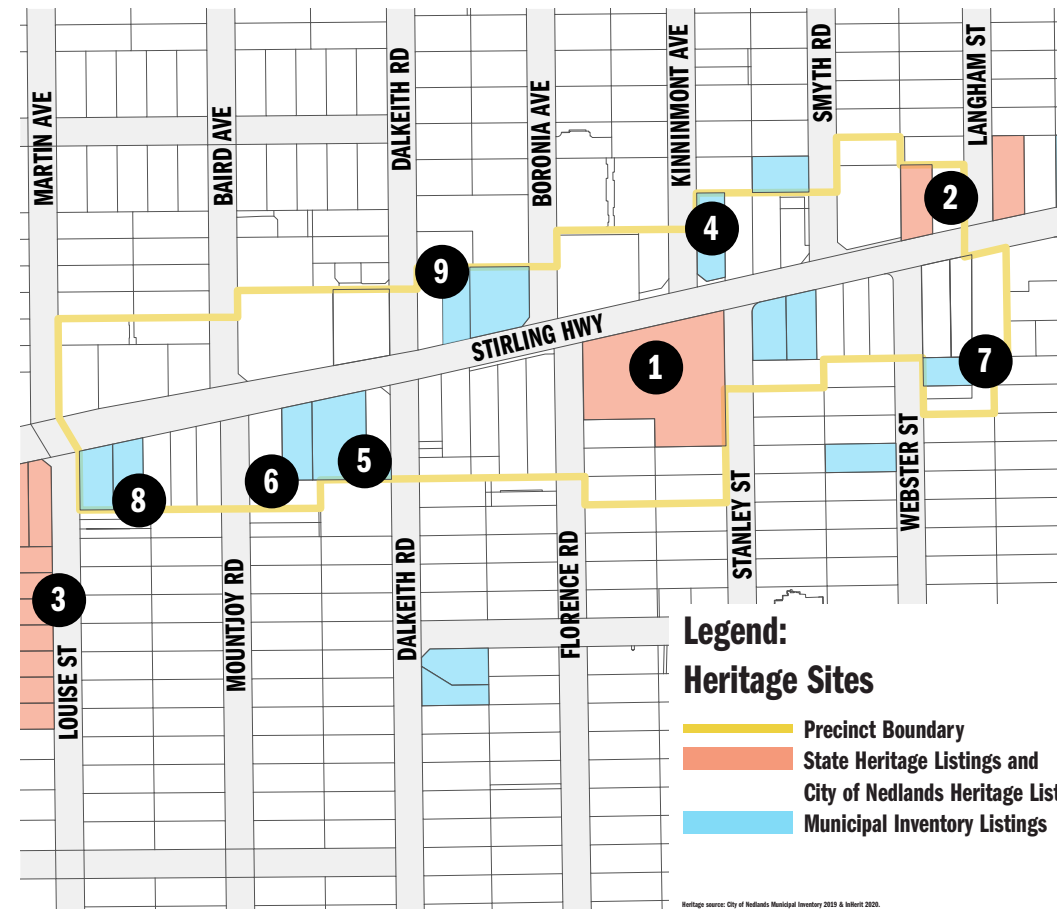


Figure 34: Heritage and Character

MUNICIPAL INVENTORY LISTINGS

→ Municipal Inventory Heritage Listings

The Heritage of Western Australia Act 1990 requires all local governments to compile a Municipal Inventory (MI). The City of Nedlands MI was originally compiled in 1999 and adopted in 2001. An updated version of the Municipal Inventory was endorsed by Council in October 2018 and includes five heritage classifications from A - E as per the City of Nedlands Management Categories document.



- 52-58 Kinninmont Avenue
- Category B heritage management
- Kooyong flats



- 98 Stirling Highway
- Category B heritage management
- Windsor Cinema
- Constructed in 1937
- Inter-War Functionalist Style
- (Note: Place is under review)



- 102 Stirling Highway
- Category B heritage management
- Art Deco Shop



- 2 Webster Street
- Category B heritage management
- Drabble House



- 112 Stirling Highway
- Category C heritage management
- Power Court Flats



- 93 Stirling Highway
- Category C heritage management
- Bellaranga Flats

STATE HERITAGE LISTINGS AND CITY OF NEDLANDS HERITAGE LIST

→ State Heritage Listings

The State Register of Heritage Places is a statutory list of places that have been assessed by the Heritage Council of WA and are considered to have cultural heritage significance for Western Australia. There are a number of State-listed places within the City of Nedlands.

→ City of Nedlands Heritage List

The City of Nedlands has a Heritage List containing a small number of properties that have statutory protection under the planning framework.



- 80 Stirling Highway
- Captain Stirling Hotel
- First constructed in 1935
- Inter-War Spanish Mission Style



- 67 Stirling Highway
- The Maisonettes
- Constructed in 1934
- Inter-War Old English Style



- Stirling Highway
- Peace Memorial Rose Garden
- Constructed in 1950
- Inter-War Style

4. PUBLIC REALM

A review of the elements within the public realm that combine to create a unique sense of place.



EXISTING LANDSCAPE CHARACTER

Landscape character is the assortment of trees, gardens, planters, pavers and artwork combined to create local uniqueness. It is the type of trees, the scale of gardens, the selection of pavers and the kinds of artwork within the public spaces and private places that can be influenced to ensure a distinct local sense of place.

Both the private and public realm can contribute to the Nedlands leafy-green sense of place and a high-quality landscape character. The best landscape outcomes support a pleasant micro-climate for those within a proposed development and also positively contributes to the streetscape. Well-designed landscaping enhances the aesthetics of a place, supports active transport options such as cycling and walking and should connect areas of green within a precinct.

Nedlands Town Centre is predominately a commercial precinct with areas of residential development. The trees found within the secondary residential streets and the front setbacks contribute to the urban canopy. Some commercial developments have modest landscaping strips as an interface between Stirling Highway and the lot boundary.

The Captain Stirling Hotel and surrounds provide a unique opportunity to provide an engaging, appropriately landscaped public space that complements the heritage values of the site. There are numerous opportunities to enhance the pedestrian environment and positively contribute to an improved landscape outcome along Stirling Highway.

RESIDENTIAL TRANSITION SUB-PRECINCT



RESIDENTIAL GROUPED DWELLINGS

→ Established verges with large, shady street trees in the road reserve



MULTI-RESIDENTIAL DWELLINGS

→ Mature trees within the front setback

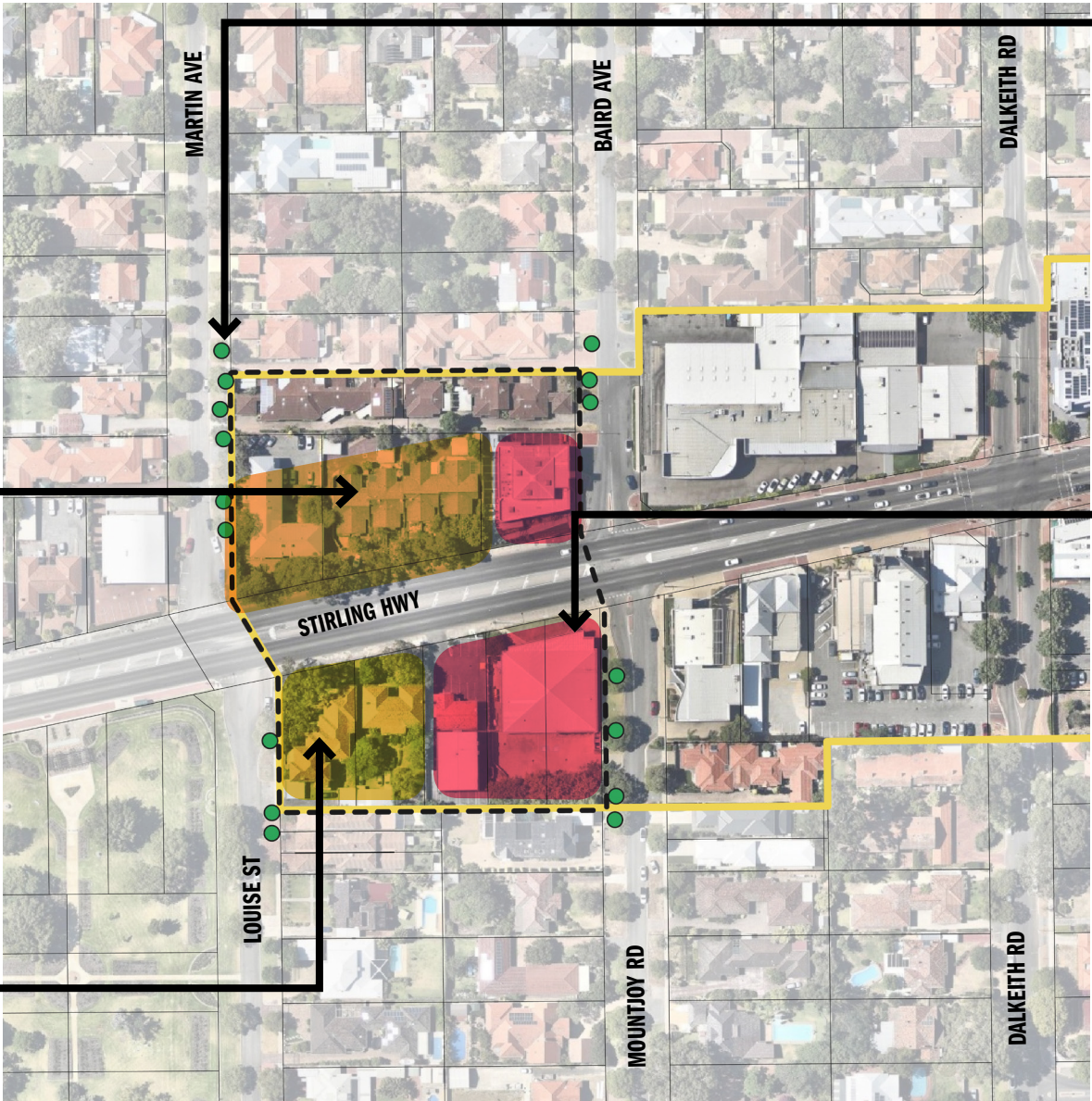


Figure 35: Existing Landscape Character

INCREASE TREE CANOPY

- Opportunity to increase street trees within the precinct and contribute to a leafy-green sense of place
- Limited street trees within the Stirling Highway Road Reserve (semi-mature trees located between Dalkeith and Florence Road)



COMMERCIAL NODE

- Generally nil or reduced setbacks to Stirling Highway reducing the opportunity for landscape
- Low-rise, well-maintained landscape at lot boundary for those properties with larger setbacks



Legend:

- Precinct Boundary
- Sub-Precinct Boundary
- Commercial
- Residential
- Multi-Residential
- Tree Location

Lot Boundaries data sourced from City of Nedlands Property
Cadastral Data (file dated 2020)

EXISTING LANDSCAPE CHARACTER

TOWN CORE AND TOWN HEART SUB-PRECINCTS



MULTI-RESIDENTIAL DWELLINGS

- Mature trees within the front setback



COMMERCIAL AND RETAIL

- Generally, nil or reduced setbacks to Stirling Highway impacts the opportunity for landscape
- In some locations, modest landscaping strips provide a softening of the interface between road and buildings
- Landscape associated with Captain Stirling Hotel and the mature tree in Nedlands IGA shopping centre car park are landscape features within the commercial core of the precinct



RESIDENTIAL SINGLE DWELLINGS

- Single and double-storey dwellings set back from the verge
- Well kept, green domestic gardens with mature vegetation
- Significant front fences define the boundary to private lots along Stirling Highway
- Visually permeable or no fencing along secondary streets

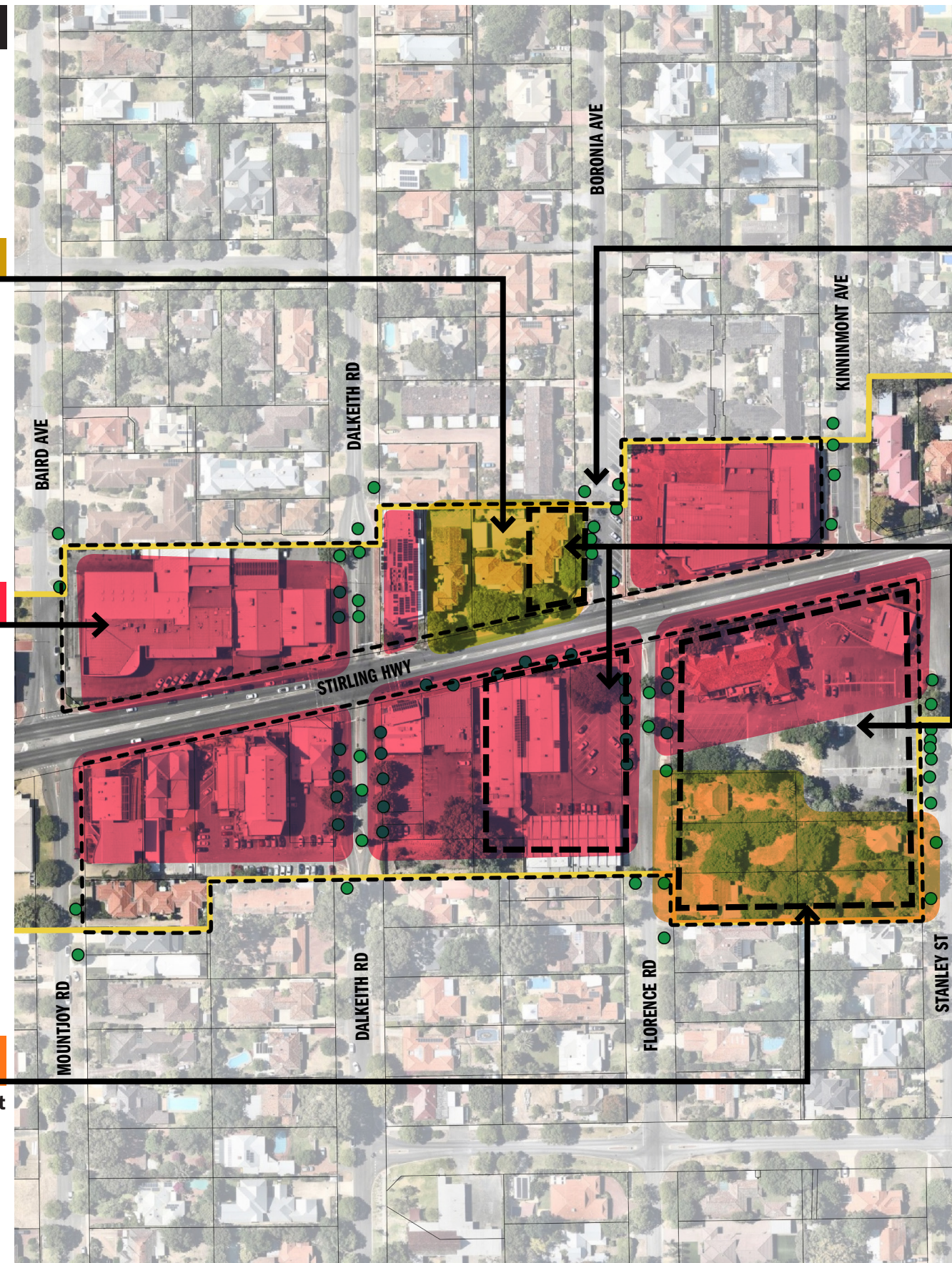


Figure 36: Existing Landscape Character

TREE CANOPY

- Opportunity to increase street trees within the precinct and contribute to a leafy-green sense of place
- Limited street trees within the Stirling Highway Road Reserve (semi-mature trees located between Dalkeith and Florence Road)
- Existing street tree species are noted on a separate plan



UNDULATING TOPOGRAPHY

- Impacts the framing of the streetscape and connectivity with the street
- Impacts the design and orientation of built form

Legend:

- Precinct Boundary
- Sub-Precinct Boundary
- Commercial/Retail
- Residential
- Multi-Residential
- Undulating Topography
- Tree Location

Lot Boundaries data sourced from City of Nedlands Property Cadastal Data (file dated 2020)

EXISTING LANDSCAPE CHARACTER

COMMUNITY SUB-PRECINCT



INCREASE TREE CANOPY

- Opportunity to increase street trees within the precinct and contribute to a leafy-green sense of place
- Limited street trees within the Stirling Highway Road Reserve
- Existing street tree species are noted on a separate plan



COMMERCIAL NODE

- Generally, nil or reduced setbacks to Stirling Highway minimise the opportunity for landscaping
- Low-rise, well-maintained landscape at lot boundary



RESIDENTIAL SINGLE DWELLINGS

- Single and double-storey dwellings set back from the verge
- Well kept, green domestic gardens with mature vegetation
- Significant fences define the boundary to private lots along Stirling Highway
- Visually permeable or no fencing along secondary streets



Figure 37: Existing Landscape Character

MULTI RESIDENTIAL DWELLINGS

- Mature trees within the front setback
- Low to medium rise, inter-War multi-residential apartments set back from the street edge



CIVIC

- Mature trees and landscape surrounding buildings contribute to a “leafy-green” sense of place
- City Administration located within a residential-style built form
- Drabble House Community Centre in a modified residential building with a significant setback
- City of Nedlands Library has a modern civic aesthetic with a highly vegetated setback from the street



Legend:

- Precinct Boundary
- Sub-Precinct Boundary
- Commercial
- Residential
- Multi-Residential
- Civic
- Undulating Topography
- Tree Location

Lot Boundaries data sourced from City of Nedlands Property Cadastral Data (file dated 2020)

TREE SPECIES

Trees are a positive contribution to the streetscape. They are highly visible and appealing. Trees and shrubs provide shade, habitat, improve the micro-climate while contributing to the aesthetics of a place. Importantly, research also tells us both physical and mental health outcomes are supported by access to nature.

Native tree species complement and contribute to an authentic sense of place and establish an important landscape approach.

The trees identified are located within the road reserve and complement the mature vegetation within the private properties. They are a combination of native and exotic trees. The leafy-green character of Nedlands is identified in the City's Nedlands 2028 Strategic Community Plan as important to the community. There is an opportunity to enhance areas that have reduced tree canopy coverage both within the road reserve and private lots.

RESIDENTIAL TRANSITION SUB-PRECINCT

BOX SCRUB



LOPHOSTEMON CONFERTUS

PEPPERMINT MYRTLE



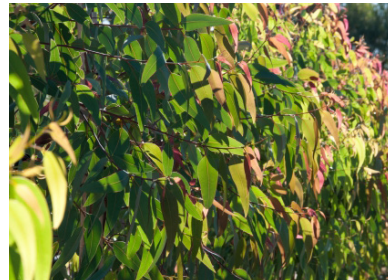
AGONIS FLEXUOSA

CREEK BOTTLEBRUSH



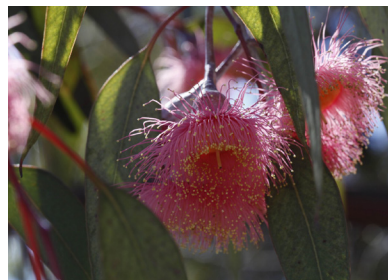
CALLISTEMON VIMALIS

YELLOW BLOODWOOD



CORYMBIA EXIMIA

CAESIA



EUCALYPTUS CAESIA 'SILVER PRINCESS'

Legend:

- Precinct Boundary
- - - Sub-precinct Boundary
- Species

Aerial map sourced from Nearmap (file dated 2020). Tree species data sourced from the City of Nedlands (file dated 2020). Species photos sourced from the websites: <https://www.benarunseries.com/metrosideros-exelsa-vibrance>, <http://ellenbytreefarm.com/> and <https://www.ala.org.au/>



Figure 38: Tree Species

TREE SPECIES

TOWN CORE AND TOWN HEART SUB-PRECINCTS

BOX SCRUB



LOPHOSTEMON CONFERTUS

CREEK BOTTLEBRUSH



CALLISTEMON VIMALIS

MARRI



CORYMBIA CALOPHYLLA

CALLERY PEAR



PYRUS CALLERYANA

LONDON PLANE



PLATANUS XACERIFOLIA

JACARANDA



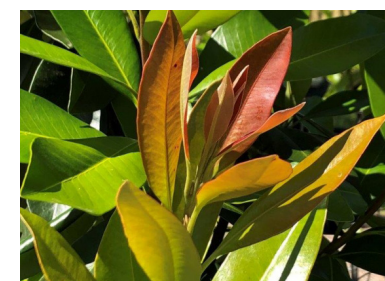
JACARANDA MIMOSIFOLIA

CHINESE TALLOW TREE



SAPIUM SEBIFERUM

WATER GUM



TRISTANIOPSIS LAURINA



Figure 39: Tree Species

BLUE GUM



EUCALYPTUS LEUCOXYLON

Legend:

- Precinct Boundary
- - - Sub-precinct Boundary
- Species

Aerial map sourced from Nearmap (file dated 2020). Tree species data sourced from the City of Nedlands (file dated 2020). Species photos sourced from the websites: <https://www.benarmanseries.com/metrosideros-excelsa-vibrance>, <http://ellenhytreefarm.com/> and <https://www.ala.org.au/>

TREE SPECIES

COMMUNITY SUB-PRECINCT

○ BOX SCRUB



LOPHOSTEMON CONFERTUS

● CREEK BOTTLEBRUSH



CALLISTEMON VIMALIS

● MARRI



CORYMBIA CALOPHYLLA

● FLAMBOYANT



DELONIX REGIA

● LONDON PLANE



PLATANUS XACERIFOLIA

● JACARANDA



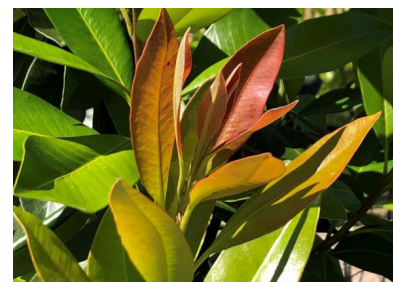
JACARANDA MIMOSIFOLIA

● FIDDLE WOOD



CITHAREXYLUM SPINOSUM

● WATER GUM



TRISTANIOPSIS LAURINA



Figure 40: Tree Species

Legend:

- Precinct Boundary
- - - Sub-precinct Boundary
- Species

Aerial map sourced from Nearmap (file dated 2020), Tree species data sourced from the City of Nedlands (file dated 2020), Species photos sourced from the websites: <https://www.benararseries.com/>, <https://www.benararseries.com/metrosideros-eucalypta-vibrance>, <https://www.benararseries.com/ellenhofreefarm.com/> and <https://www.alia.org.au/>

● NORFOLK ISLAND PINE



ARAUCARIA HETEROPHYLLA

TREE SPECIES



Figure 41: Tree Heights

Legend:

— Precinct Boundary

Tree Heights:

- Below 4m
- 4m-6m
- 6m-9m
- 9m and above

PUBLIC REALM AND OPEN SPACES

Healthy communities have access to active and passive recreation opportunities, inviting public spaces and public plazas. These open spaces can be in the form of parks, leisure and sporting facilities, recreational and spiritual areas and civic buildings. Public spaces can range in character and attract a number of users, meeting the needs of young and old. Tree-lined streets also contribute to the public realm and can offer an enhanced sense of place.

Attractive public spaces meet the diverse needs of the local community and support a local distinctiveness through references to local historical events and sensitive integration of cultural understanding into the urban fabric of the locality. Successful spaces are social, activated, universally accessible yet they can also provide opportunities for quiet contemplation for all members of the community.

The Nedlands Town Centre abuts the Peace Memorial Rose Garden to the west; two private community purposes are further to the south and a public purpose use to the east, with a public open space to the west. While the public open space of the Peace Memorial Rose Garden provides an area for contemplation, there are minimal mature trees along Stirling Highway or public spaces within the heart of the precinct. The City's Library and Administration Office are located to the east. Both the Rose Garden and civic buildings provide for a leaf-green entrance to the precinct.

There is an opportunity to improve the public realm within the Nedlands Town Centre through improving the urban canopy and pedestrian experience that will support a dedicated centre for the precinct. Opportunities to create an enticing and vibrant public realm co-located with the Captain Stirling and surrounding secondary street network are also essential to preserve. Enhancing universal access to the City's civic and community buildings should also continue to be pursued to create an enticing and vibrant public realm.



MRS PUBLIC PURPOSE - SPECIAL USE AND CEMETERY - LPS3 RESERVE

- Karrakatta Cemetery.
- 500 Railway Road, Nedlands.



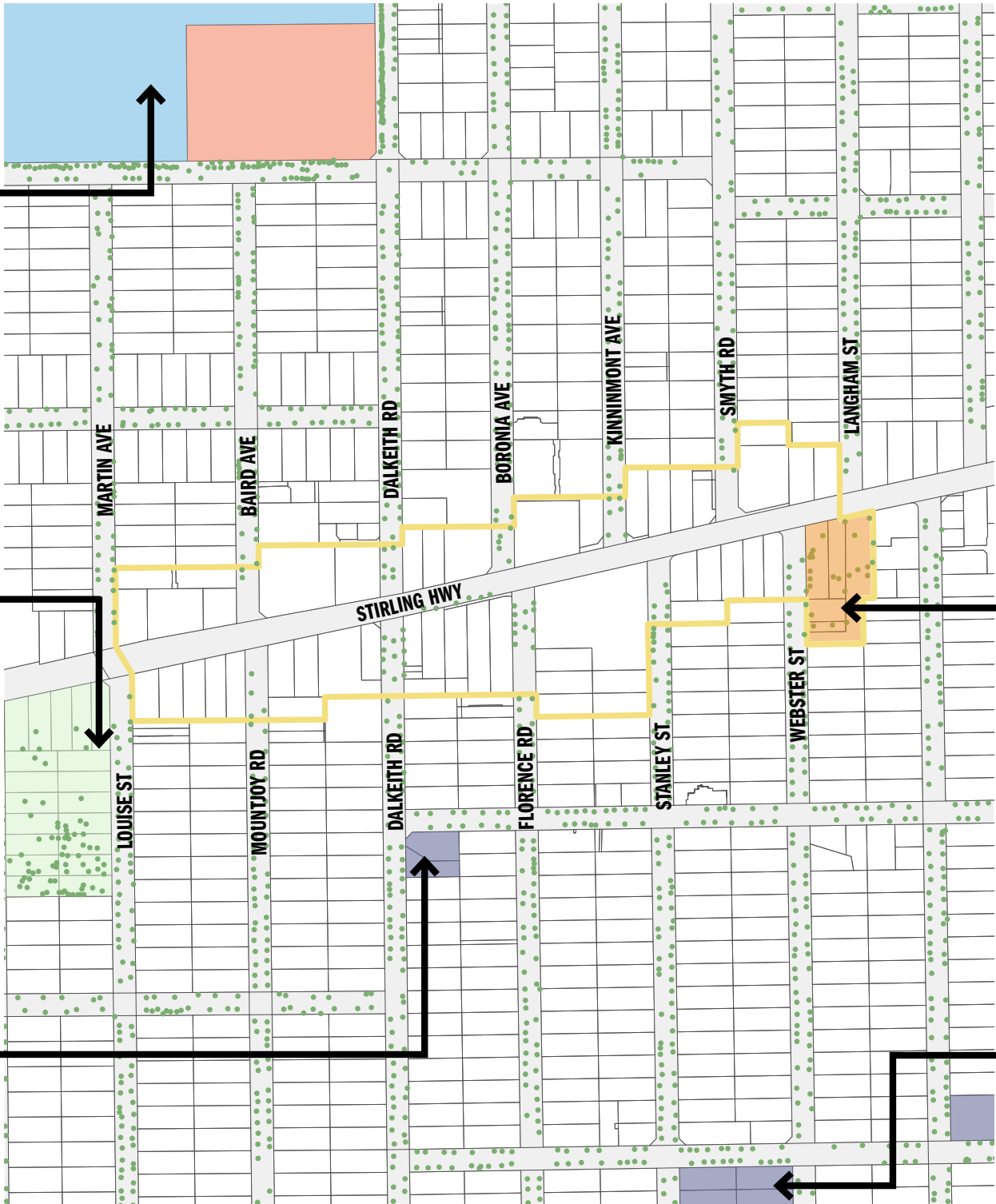
PUBLIC OPEN SPACE - LPS3 RESERVE

- Peace Memorial Rose Garden.
- Constructed in 1948.



PRIVATE COMMUNITY PURPOSE ZONE

- Dalkeith Road Church of Christ and Dalkeith Road School of Music.
- 68 Dalkeith Road, Nedlands.



Legend: Public Spaces

Precinct Boundary

Trees (species as per tree species map)

MRS Reserves

MRS Public Purposes - Public Purpose

Local Planning Scheme Zones and Reserves

Private Community Purposes - LPS3 Zone

Public Open Space - LPS3 Reserve

Cemetery - LPS3 Reserve

Mixed Use - LPS3 Zone

Open spaces source: City of Nedlands LPS No. 3 & City of Subiaco LPS No. 4 (administered by the City of Perth)

PRIVATE COMMUNITY PURPOSE ZONE

- Library and Drabble House.
- 60 Stirling Highway, Nedlands.



PRIVATE COMMUNITY PURPOSE ZONE

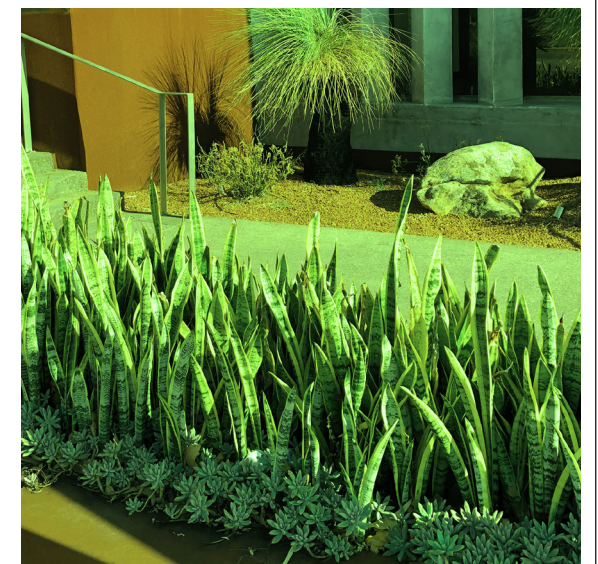
- Loreto Nedlands Primary School.
- 69 Webster Street, Nedlands.



Figure 42: Public Realm and Open Spaces

5. MOVEMENT

A study of the movement networks within and connecting to the precinct.



MOVEMENT NETWORKS

A movement network is defined by its interconnected system of streets, roads and pathways, accommodating pedestrians, cyclists, public transport and private vehicle use—access to transport options influence how people use and interact in the precinct.

A successful movement network prioritises active transport modes including walking, cycling and public transport to complement private motor vehicle movements. The prioritising of active transport options has many benefits, including increased physical activity levels within the community, and the reduction of greenhouse gas emissions from less private motor vehicle use. Other tangible benefits of active transport include improved amenity, social wellbeing and a greater sense of community.

The Nedlands Town Centre precinct is serviced by bus routes 102, 103, 107, 998 and 999 running east-west along Stirling Highway and route 25 which operates north-south along Dalkeith Road. The individual bus routes of 998 and 999 are identified as high-frequency bus routes and provide services at least every 15 minutes between 7 am and 7 pm. While a traffic study in the area has revealed that the frequency of bus services to the precinct is adequate, the service could be improved by connecting to other centres and destinations. Nedlands is not located within a walkable catchment of a rail corridor; therefore, bus routes are essential to providing the public transport offer.

In terms of pedestrian movement and cycling, Stirling Highway features a prominent footpath running east-west. The only signalled crossing point is located at the intersection of Stirling Highway and Dalkeith Road. This reveals significant connectivity challenges between the northern and southern sides of the Nedlands Town Centre

precinct. There is also a lack of cycling infrastructure with the only defined cycle route occurring along Dalkeith Road – with none along Stirling Highway. The City of Nedlands has planned for Princess Street to be a designated cycling route, as Stirling Highway is not suited to cyclists due to its high vehicle movements.

Stirling Highway is a four-lane single carriageway and the major arterial, high volume road between Perth and Fremantle. It has a speed limit of 60 km/hr with traffic slowed at the signalised intersection of Dalkeith Road. The Primary Regional Road dedication creates a distinct character for the precinct not shared by other centres in Nedlands.

The intersection provides the only 'formal' break in traffic along Stirling Highway that allows vehicles to effectively to perform right and left turns across Stirling Highway.

In terms of parking, the precinct has a large amount of off-street parking that is readily available with large car parking lots at the rear of the Captain Stirling Hotel, the Windsor Cinema and other retail and commercial land use along the highway. The majority of car parking facilities are located on the southern side of Stirling Highway, with parking options to the north limited to on-street or underground or underbuilding tenanted parking. On-street parking is not available on Stirling Highway.

The Nedlands Town Centre has the opportunity to improve connections between the north and south sides of the precinct predominately in the forms of active pedestrian, cycle and public transport infrastructure. Enhanced connections should be aligned with local streets and destinations throughout the precinct to support a more cohesive centre.

RESIDENTIAL TRANSITION SUB-PRECINCT

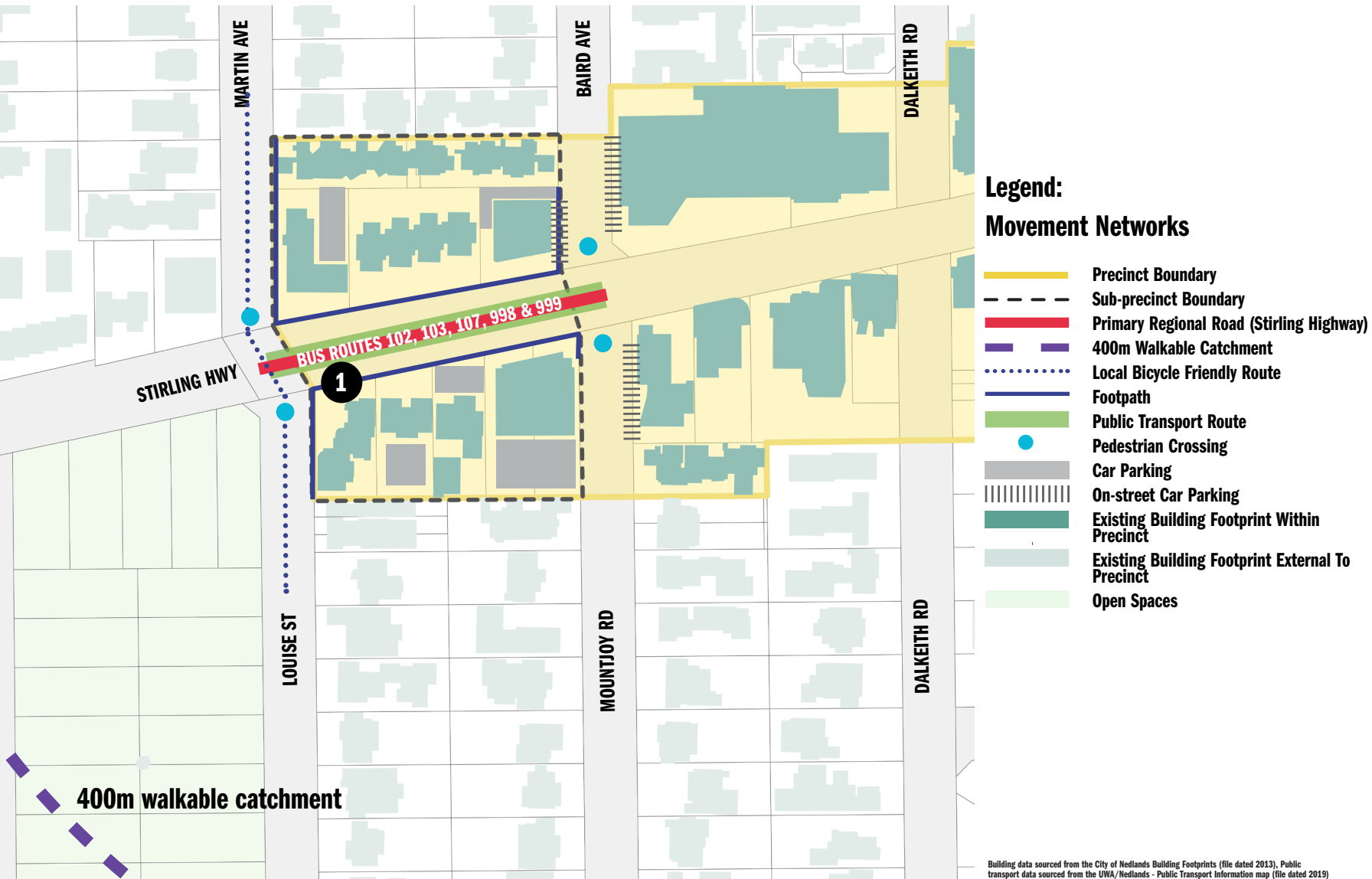


Figure 43: Movement Networks



→ Footpath to the south of Stirling Highway

MOVEMENT NETWORKS

TOWN CORE AND TOWN HEART SUB-PRECINCTS



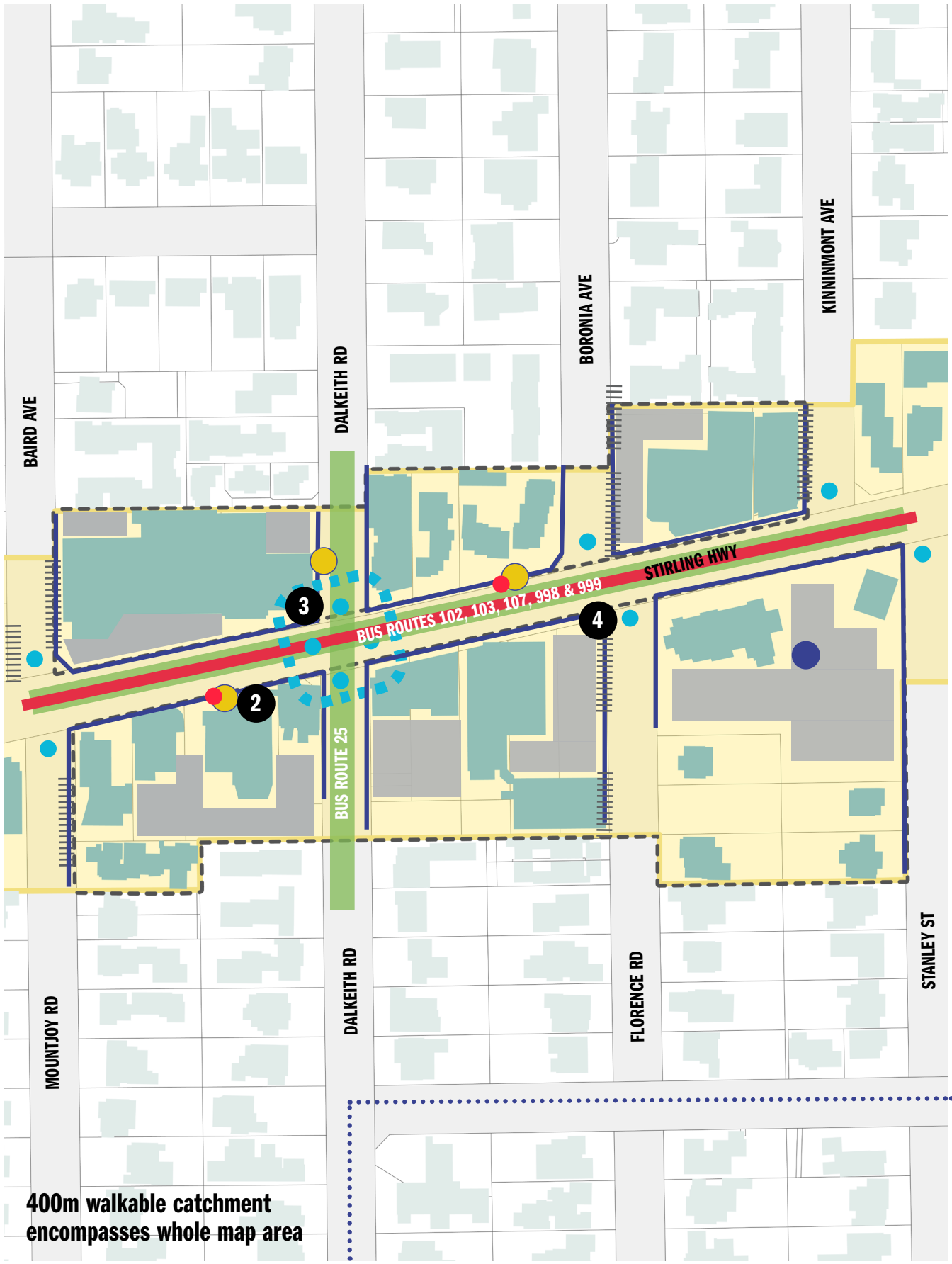
→ Bus stop at cinema



→ Traffic lights at intersection of Stirling Highway and Dalkeith Road crossover



→ At-grade car parking around facilities and shops



Legend:
Movement Networks

- Precinct Boundary
- Sub-precinct Boundary
- Primary Regional Road (Stirling Highway)
- Footpath
- Public Transport Route
- Bus Stop
- Traffic Lights
- Pedestrian Crossing
- Bike Parking
- Public Seating
- Car Parking
- On-street Car Parking
- Existing Building Footprint Within Precinct
- Existing Building Footprint External To Precinct
- Open Spaces

Building data sourced from the City of Nedlands Building Footprints (file dated 2013), Public transport data sourced from the UWA/Nedlands - Public Transport Information map (file dated 2019)

Figure 44: Movement Networks

MOVEMENT NETWORKS

COMMUNITY SUB-PRECINCT



→ Stirling Highway - view to the west



→ Bus stop adjacent to City of Nedlands Council Administration Office

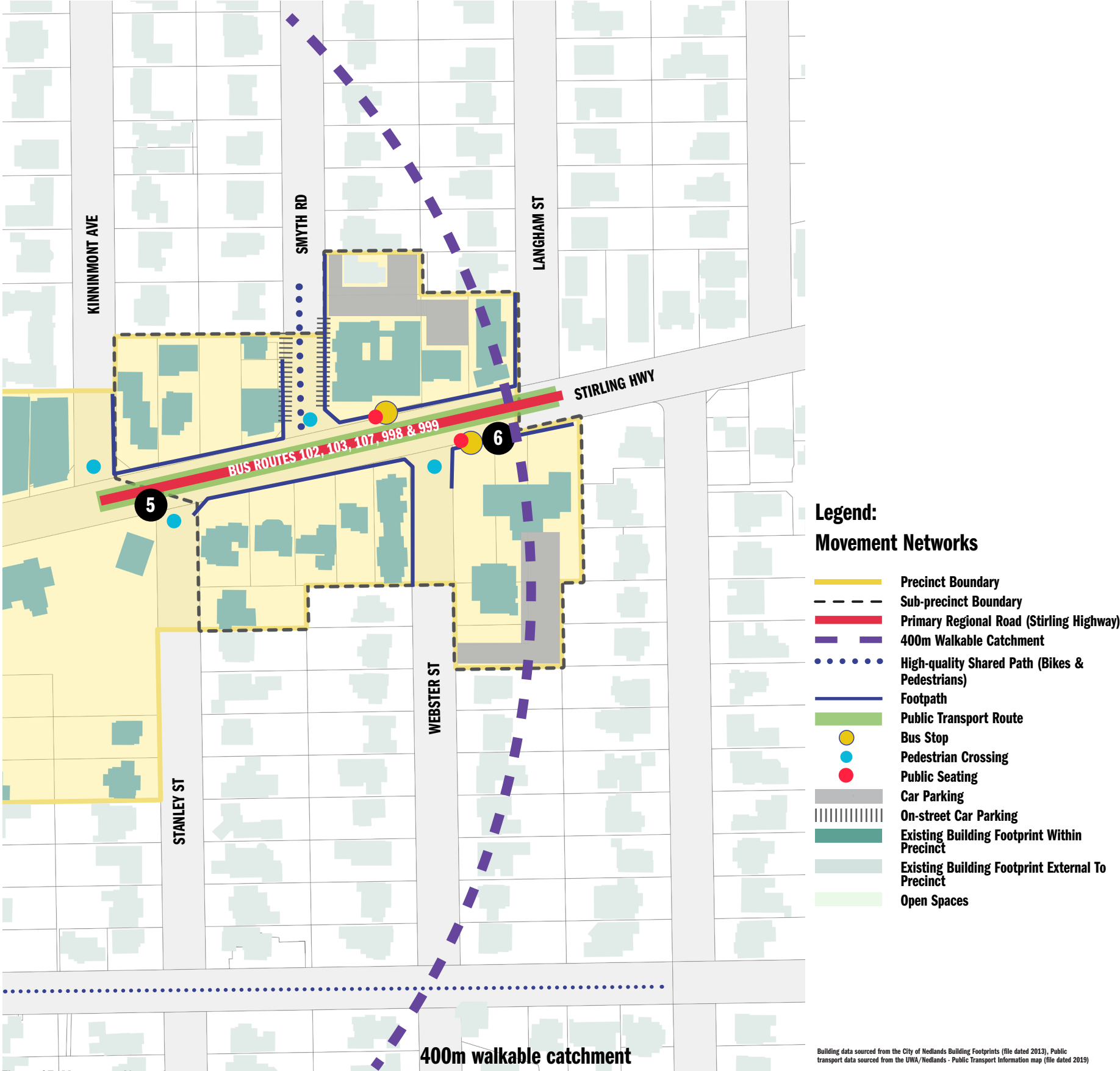


Figure 45: Movement Networks

Building data sourced from the City of Nedlands Building Footprints (file dated 2013), Public transport data sourced from the UWA/Nedlands - Public Transport Information map (file dated 2019)

6. URBAN DESIGN PRINCIPLES

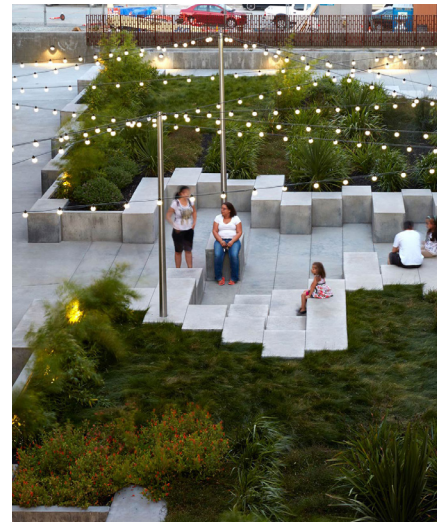


URBAN DESIGN PRINCIPLES

A review of the precinct has identified the urban design principles that will assist in preserving a unique local sense of place and assist in defining local distinctiveness as the precinct experiences unprecedented development pressure. The gazettal of LPS3 has attributed increased development intensities across the precinct. By understanding the underlying fundamentals, detailed planning provisions will assist in guiding the best possible development outcomes for the existing and future communities.



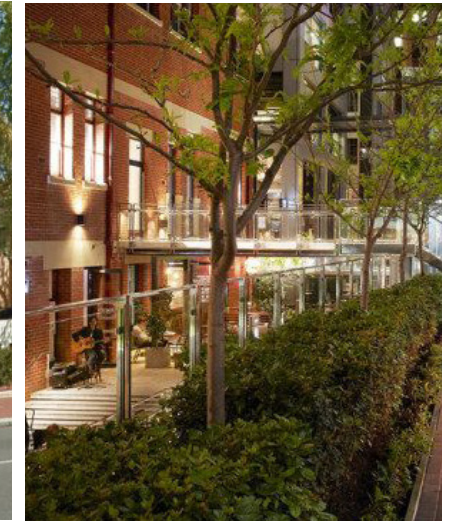
→ Identify opportunities to improve pedestrian amenity along Stirling Highway



→ Establish the heart of the precinct



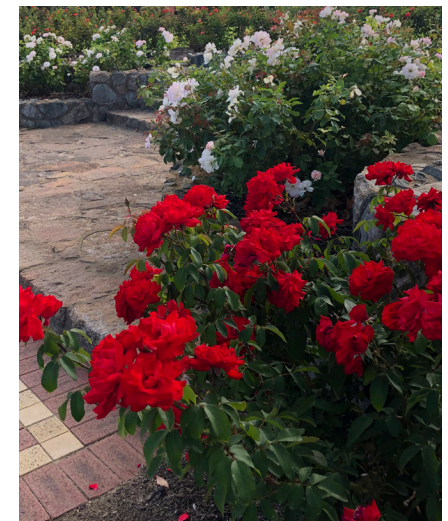
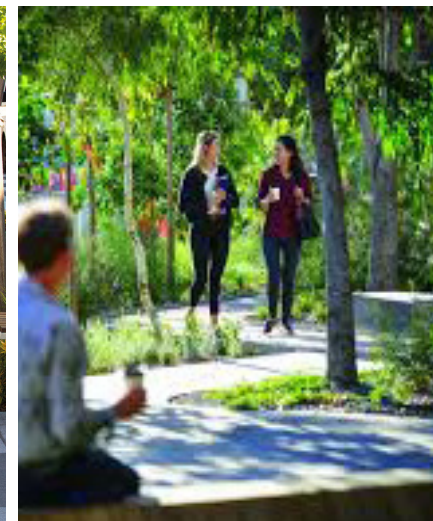
→ Ensure sympathetic development interfaces and preserve sight lines to significant heritage sites



→ Consider interfaces between uses



→ Provide high amenity pedestrian places adjacent to Stirling Highway

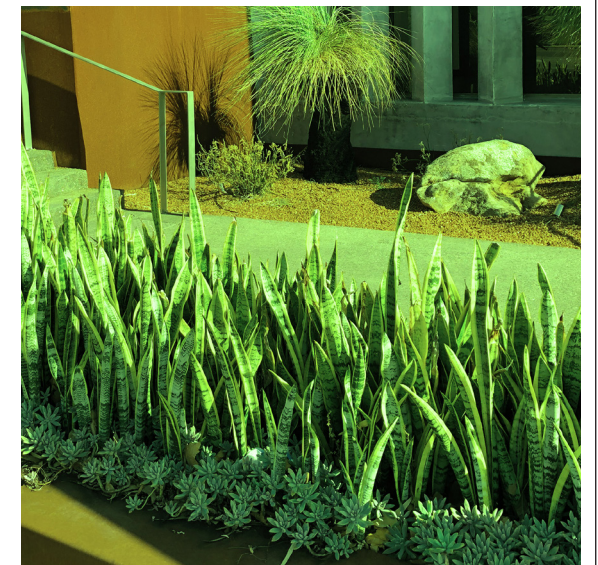


→ Identify ways to contribute to a leafy-green sense of place



7. CONTEXT ANALYSIS

An overview of community, governance and planning context.



COMMUNITY CONTEXT

CULTURE, VALUES AND IDENTITY

The City of Nedlands is a highly desirable location to live and work, with a passionate and engaged community. In the preparation of the Nedlands 2018-2028 Strategic Community Plan, 213 people attended open days and the City received 420 surveys and submissions. The dominant streetscape character of Nedlands is a leafy-green suburb with high-quality, low-rise, single residential homes. These homes are typically nestled within mature gardens which complement the high-quality tree-lined streets.

The adoption of the City's Local Planning Scheme No. 3 in April 2019 resulted in the amendment to a number of areas across the City. The new Scheme resulted in low-rise residential areas being up coded to high-density urban residential areas and higher density urban centres.

The rezoning and up-coding of areas within the City of Nedlands has necessitated the development of more refined, built form controls, with a focus on targeted infill areas and the surrounding transition areas. These targeted infill areas are located along high transit routes (namely Stirling Highway and Broadway) and co-located with the existing Neighbourhood and Local Centres across the City. To prepare nuanced built form controls a detailed appreciation of local character is essential. Part of that process is to understand the community's values and local sense of identity.

A community engagement process informed the Nedlands Strategic Community Plan (2018-2028), which identified the following priorities:

- Retain the existing character of Nedlands whilst still including appropriate development along activity corridors. Specifically, identifying the need for a 'Town Centre', and new developments to include canopy trees
- Encourage Sustainable Building - prioritising buildings that are made of quality and sustainable materials is key to the City of Nedlands
- Renewal of Community Infrastructure – maintaining roads, footpaths, cycling and drainage
- Plant more native vegetation, especially in public areas
- Preserve heritage sites
- Allow for an efficient transport network that contributes to a more environmentally-friendly, safer City for both business and community activities
- Establish a City for both business and community activities.

Derived from the community's priorities identified within Our Vision 2030, and subsequent Nedlands Strategic Community Plan (2018-2028) process created the following vision:

"Our overall vision is of a harmonious community. We will have easy access to quality health and educational facilities and lively local hubs consisting of parks, community and sporting facilities and shops where a mix of activities will bring people together, strengthening local relationships. Our gardens, streets, parks will be well maintained, green and tree-lined and we will live sustainably within the natural environment. We will work with neighbouring Councils and provide leadership to achieve an active, safe, inclusive community enjoying a high standard of local services and facilities. We will live in a beautiful place."

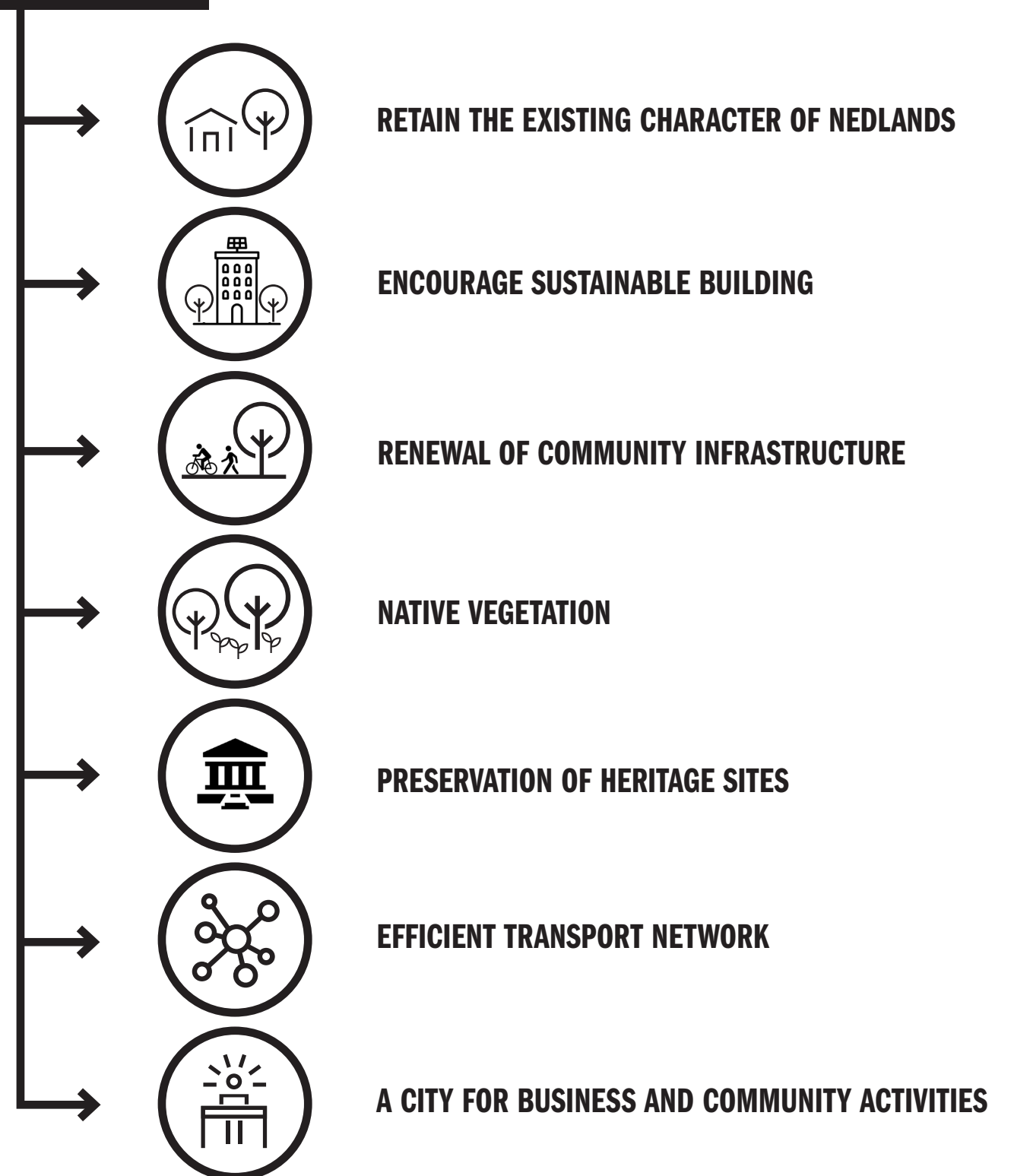
Informed by the vision, the strategic drivers impacting the City of Nedlands have been captured in the City's Local Planning Strategy and translated into planning principles. The principles seek to address the state planning framework that affects the City and provide clarity on how the City seeks to respond to the requirements of the State.

Planning Principles:

- Protect and enhance local character and amenity
- Respect the community vision for the development of the district
- Achieve quality residential built form outcomes for the growing population
- To develop and support a hierarchy of activity centres
- To integrate land uses and transport systems.
- Facilitate improved multi-modal access into and around the district
- Maintain and enhance the network of open space
- Facilitate good public health outcomes.
- Facilitate a high-quality provision of community services and facilities
- Encourage local economic development and employment opportunities
- To maintain, protect and enhance natural resources
- Respond to the local physical and climatic conditions
- Facilitate efficient supply and use of essential infrastructure.

NEDLANDS STRATEGIC COMMUNITY PLAN (2018-2028):

KEY PRIORITIES



CULTURE, VALUES AND IDENTITY

The City's Local Planning Strategy goes on to identify the intent for a range of strategic areas including population and housing, retail and commerce, physical features, climate and natural areas, recreation and open space, community facilities, traffic and transport, infrastructure services, urban design, character and heritage.

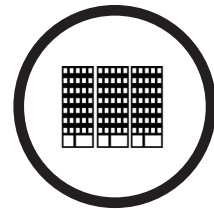
Importantly the City's intent associated with housing and local character is detailed through a number of planning strategies.

Population and Housing – To strongly encourage the development of additional diverse dwelling types within the targeted infill areas. Allowing the conservation and enhancement of the quality of the City of Nedlands' existing attractive residential neighbourhoods.

Strategies:

- Locate high-intensity development within Urban Growth Areas (particularly Stirling Highway).
- Develop appropriate Transition Zones adjacent to Urban Growth Areas to maintain separation from existing high-quality, low-density residential areas
- Facilitate quality development in targeted infill areas and along transit corridors
- Facilitate redevelopment opportunities for medium density residential development within Neighbourhood Centres
- Appropriately scaled residential densities located within and in the immediate vicinity of Neighbourhood Centres, responding to the local context
- Facilitate greater housing diversity, specifically higher density multiple and grouped dwelling developments in targeted infill areas to accommodate changes in population trends
- Establish controls for key sites to ensure the existing residential character is protected long term and development is focused in these locations
- Maintain established residential urban areas to ensure the retention of the existing residential character and lot configurations.

POPULATION AND HOUSING



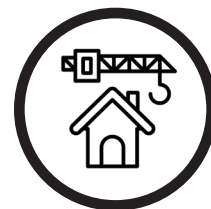
**HIGH-INTENSITY
DEVELOPMENT IN
URBAN GROWTH
AREAS**



**DEVELOP
TRANSITION
ZONES**



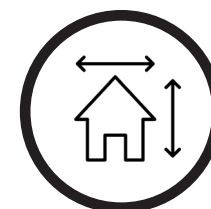
**QUALITY INFILL
DEVELOPMENT**



**REDEVELOPMENT
OPPORTUNITIES IN
NEIGHBOURHOOD
CENTRES**



**FACILITATE
GREATER
HOUSING
DIVERSITY**



**APPROPRIATELY
SCALED
DEVELOPMENT**



**MAINTAIN
ESTABLISHED
RESIDENTIAL AREAS**



**ESTABLISH
CONTROLS**

Urban Design, Character and Heritage – To retain and enhance the character and streetscape of the City's existing residential areas whilst promoting best practice urban design principles in targeted infill areas. Ensure that proposed development responds to the unique character of each precinct and preserve quality streetscapes.

Strategies:

- Adopt development controls to retain and enhance the existing character of each identified precinct
- Promote best practice urban design outcomes in areas experiencing change and in areas of transition
- Improve public realm within Urban Growth Areas and Transition Zones
- Understand the elements that contribute to streetscapes to inform statutory controls
- Protect and promote places of heritage significance through the City.

URBAN DESIGN, CHARACTER AND

HERITAGE



**DEVELOPMENT
CONTROLS TO
RETAIN EXISTING
CHARACTER**



**PROMOTE BEST
PRACTICE OUTCOMES**



**IMPROVED PUBLIC
REALM**



**UNDERSTAND
STREETSCAPE
CHARACTER TO
INFORM CONTROLS**



**PROMOTE PLACES
OF HERITAGE
SIGNIFICANCE**

ENGAGEMENT

The Nedlands Town Centre Precinct Plan Local Planning Policy (2019) vision is to create a place where everybody wants to live, work and play. Strategically, the precinct will provide walkable, age-friendly and highly connected development within the centre core, including civic uses and nearby open space facilities. The precinct aims to have a heart of activity that will be directed to a new pedestrian-focused main street that is located away from Stirling Highway. The main street will include active street frontages supporting entertainment activities with passive and multi-functional open spaces that serve as gathering and events spaces. The precinct will also support a mix of residential and commercial uses through higher-density urban development, which is to be concentrated within the town centre.

When developing the precinct plan, an engagement process was undertaken involving Councillors, stakeholders (immediate property owners and developers) and community members within 400m of the precinct.

The engagement process involved workshops and information sessions. While participants had diverse views, they aligned on the need for quality architectural design style and retention of tree canopy.

In terms of the workshop with property owners and developers, a number of design themes were identified. They agreed that consolidation of density in targeted areas reduced infill pressure in lower density residential areas. In terms of the streetscape character, the at-grade, car parking between the primary street boundary and the built form was not supported. They advocated the inclusion

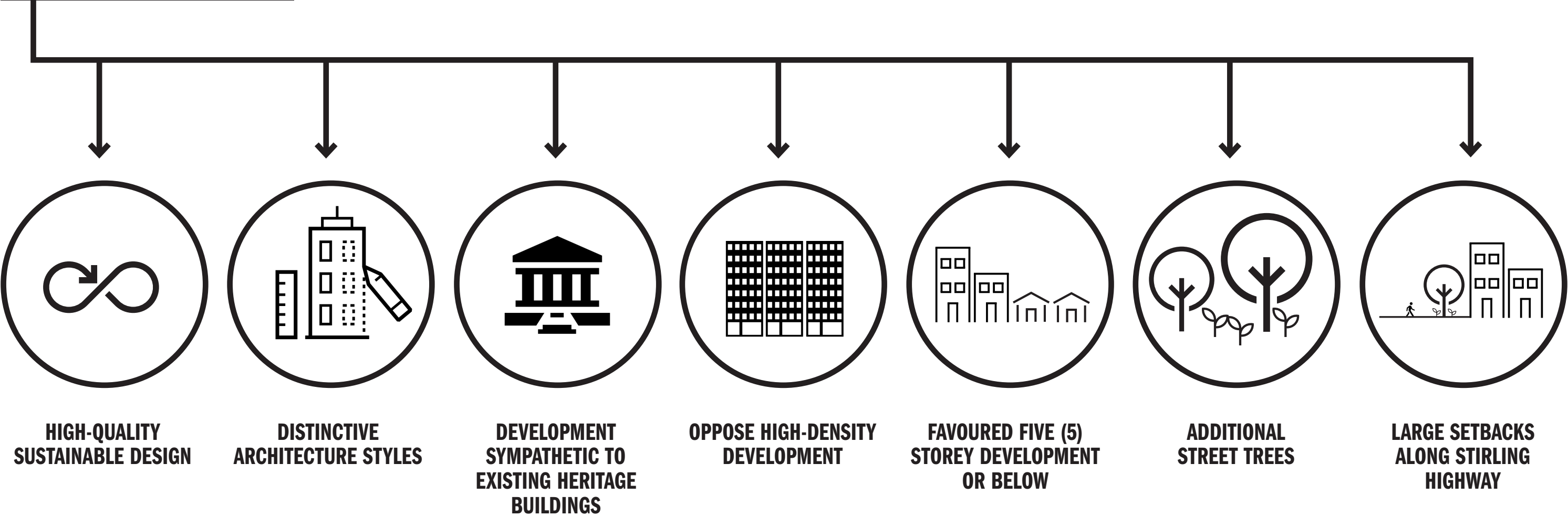
of activated ground floors, parking options above and below ground, consistent setbacks and the retention of existing tree canopies. The respondents also noted that no activation should be located along local streetscapes, concentrating activity to front Stirling Highway. The developers at the workshop advocated for 20-30 storey building heights within the town centre (preferably on the northern side of Stirling Highway) and survey results, identified a preference for 15 storeys and above throughout the precinct.

The workshop with residents and community members within 400m of the precinct identified their vision for the precinct. In terms of built form, the residents suggested themes around the desire of high-quality, sustainable design, distinctive architecture styles (with appropriate street setbacks) and development sympathetic to the

existing heritage buildings within the precinct. Residents strongly opposed high-density development, with the majority of resident's favouring development at five (5) storeys or below. Specifically, in terms of built form, residents favoured the inclusion of appropriate street trees, variations in building height (staggered heights to lower density residential development), sustainable and green architectural designs, retention of large setbacks along Stirling Highway and enhanced integration of heritage controls.

NEDLANDS TOWN CENTRE: KEY FINDINGS

RESIDENT PERSPECTIVES



PEOPLE, EMPLOYMENT AND HOUSING

The 2016 ABS Census identified the City of Nedlands having a population of 21,121 people. Some 53% of them worked full time, in the areas of management (17%) or a profession (45%), earning a median weekly household income of \$2,708, with an average of two children.

The City’s Local Planning Strategy identifies Nedlands as having a relatively higher proportion of its population born in: Australia, Malaysia, Singapore and USA. The 2011 ABS Census indicated a reasonably significant decline in the 35-44 and 75-84 age groups and some reasonably substantial increases in the 20-24, 55-64 and 65-74 age groups. Also, the ABS Census 2001 and 2011, identifies the population of Nedlands as a whole is older than the Greater Perth regional population. In 2016 this trend continued with Nedlands median age being 41 years, while the Western Australian median was 36 years.

When the City of Nedlands is compared to the Greater Perth area, there are some key employment differences. On average, Nedlands has a significantly lower proportion of households within the lower and middle-income groups compared to Greater Perth. For instance, the income groups that are \$2,500 and above are 43.1% for Nedlands and 23.3% for Greater Perth, where the difference between Nedlands and Greater Perth is evident in the high proportion of households making \$4,000 or more a week.

In terms of the labour force, residents in Nedlands have a higher proportion of professionals and managers, compared to Greater Perth. In comparison, the Greater Perth area has more technicians, trade workers, and clerical and administrative workers.




Housing diversity within the City of Nedlands is considered to be relatively low. According to the ABS, Nedland housing characteristics remained relatively static up to 2011, with 84.5% of dwellings described as separate houses. The 2016 ABS figures identified dwellings classified as separate houses had reduced to 80.7%, with separate houses slightly declining, while semi-detached, row and townhouses were increasing. Nonetheless, the separate house typology continues to be the dominant typology.





In proportional terms, Nedlands housing profile is much the same as the average for the Greater Perth area, with a slightly higher percentage of separate houses.



GREATER PERTH:
MEDIAN AGE
- 36 YEARS

NEDLANDS:
MEDIAN AGE
- 41 YEARS

DWELLING TYPES	CENSUS YEARS: NEDLANDS				GREATER PERTH (2016)		
	2001	2011	2016				
 SEPARATE HOUSE	82.2%	84.5%	↑	80.7%	↓	79.1%	↓
 SEMI-DETACHED, ROW OR TERRACE HOUSE, TOWNHOUSE	7.5%	8.8%	↑	13%	↑	14.1%	↑
 FLAT, UNIT OR APARTMENT	9.9%	6.6%	↓	6.2%	↓	5.7%	↓

EMPLOYMENT TYPES	NEDLANDS AND PERTH COMPARISON	
	NEDLANDS	GREATER PERTH
 PROFESSIONALS	43.7%	21.8% ↓
 MANAGERS	17.3%	11.5% ↓
 TRADE WORKERS	5%	15.9% ↑
 CLERICAL WORKERS	12.2%	15.4% ↑

PEOPLE, EMPLOYMENT AND HOUSING

The City's Local Planning Strategy identifies the demographic and housing characteristics of Nedlands. In particular, the Nedlands North and South Precincts are detailed in comparison to the City of Nedlands.

The majority of the Nedlands North area is residential development (mainly R10 to R25), with a large portion occupied by the Karrakatta Cemetery. Civic, commercial, retail and residential uses front Stirling Highway to the south.

When compared to the Nedlands LGA as a whole, the Nedlands North Precinct has:

- A higher proportion of people aged between 20 and 44 years
- More University students
- More single motor vehicle households
- More townhouses and apartments
- More rented accommodation
- More people employed in accommodation and food services and education and training
- A slightly higher proportion of professionals
- Slightly more people bussing to work and fewer driving.

Again, Nedlands South is largely a residential precinct (mainly R10 and R12.5), with other community-focused uses such as local shops, churches and schools distributed across the suburb.

Commercial and retail development is located to the north along Stirling Highway and the east along Broadway. The Local Planning Strategy identifies the Nedlands South Precinct as typical Nedlands with only minor variations from the City's average in all the demographic indicators.

The City's Local Planning Strategy has identified land along the length of Stirling Highway as potentially available land, which is land potentially available for development and redevelopment for the purposes of increasing dwelling numbers across the City.

Positioned on Stirling Highway, the Nedlands Town Centre precinct is already a well-established mixed use activity centre on a high-frequency transit route. It accommodates the City's Administration and Library and has a high diversity of destinations, including retail and commercial land uses. The Maharaja Indian Bistro, the Captain Stirling Hotel, and the Windsor Cinema complement the Nedlands IGA shopping centre. This precinct is therefore well placed to assist in accommodating an increase in population.

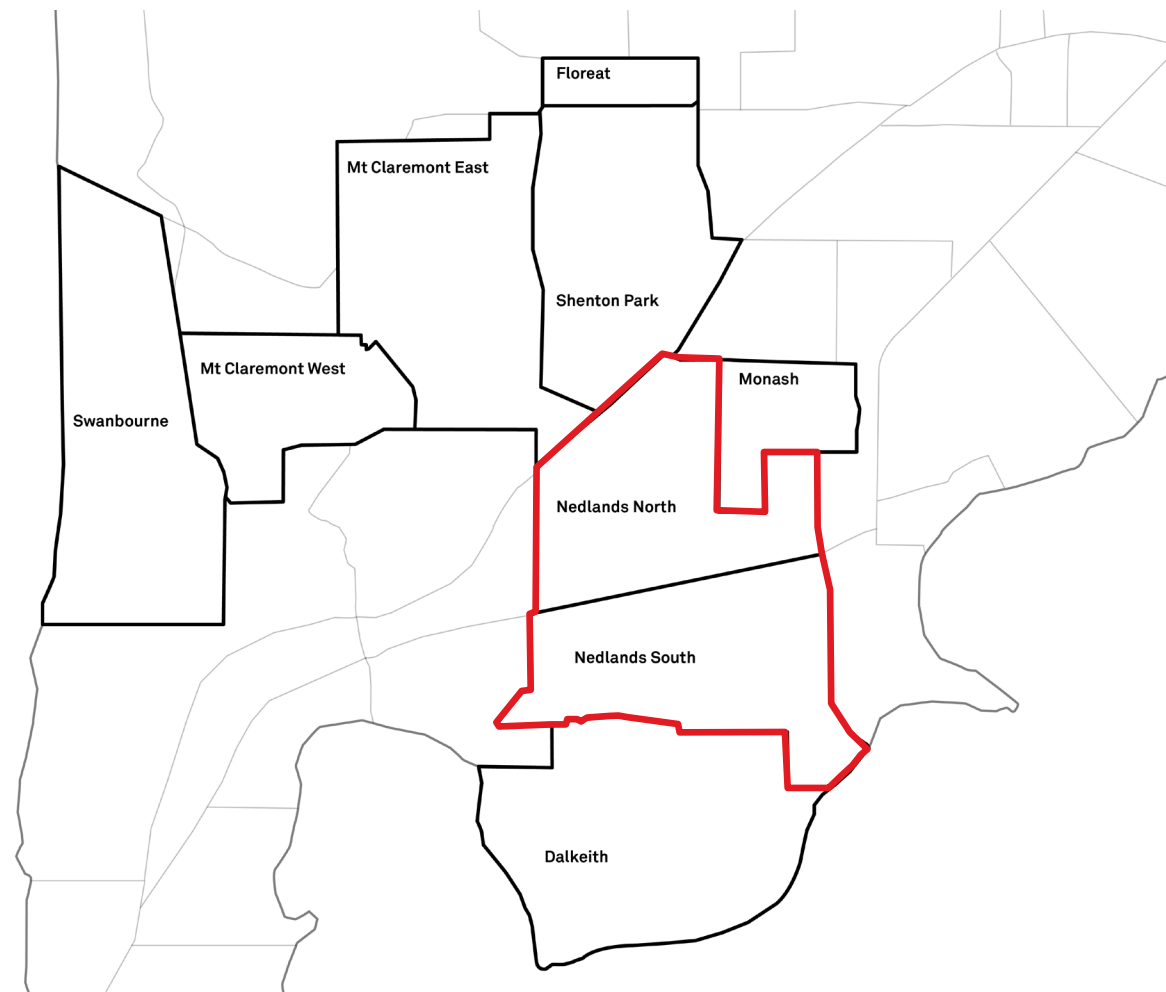


Figure 46: City of Nedlands Local Planning Strategy Precincts

HOUSING

The Western Australian Planning Commission's Perth and Peel @3.5million (2018) policy identifies a greater reliance on infill development with a target of 47 per cent for the Perth and Peel regions. The Central Sub-regional Planning Framework also reflects a strong focus on guiding infill growth in the Central Sub-Region and establishes specific dwelling targets for all local governments. For Nedlands the targets indicate an additional 2,540 dwelling units to be developed by 2031 and 1,780 post 2031. The WAPC's 2013 Report Card identified the need for a further 1,860 dwellings to be developed between 2031 and 2050 to reach an overall target of 4,400 additional dwellings.

To assist in determining an appropriate response to these infill targets, the City of Nedlands has undertaken land requirement calculations outlined within the City of Nedlands Local Planning Strategy (2018). These calculations indicate that based on the various assumptions, the total land area required to satisfy the 2031 target ranges between 49 and 75 hectares. Between 2031 and 2050, the calculations indicate that, based on the various assumptions, the total land area required to satisfy the 2050 target ranges between 25 hectares and 46 hectares. Total land area, comprising both the 2031 and 2050 targets, therefore ranges between 74 and 121 hectares. As summarised within the City of Nedlands Local Planning Strategy, much of the medium and higher density housing requirement could be incorporated into mixed use developments.

In particular, the Nedlands Town Centre precinct has been identified as area suitable for targeted infill, due to its co-location with high-frequency public transport along Stirling Highway and the existing diversity of land uses. The City's Local Planning Strategy also indicates that a number of sites along Stirling Highway could be appropriate for targeted infill, accommodating the expansion of uses to include multiple residential dwellings within mixed use development, subject to sufficient investment and commitment by the development industry.

As the highest order activity centre in the City, the Nedlands Town Centre has the capacity to accommodate an increase in residential dwellings within mixed use developments across the four sub-precincts; Residential Transition, Town Core, Town Heart and Community.

ADDITIONAL DWELLINGS 2011-2036

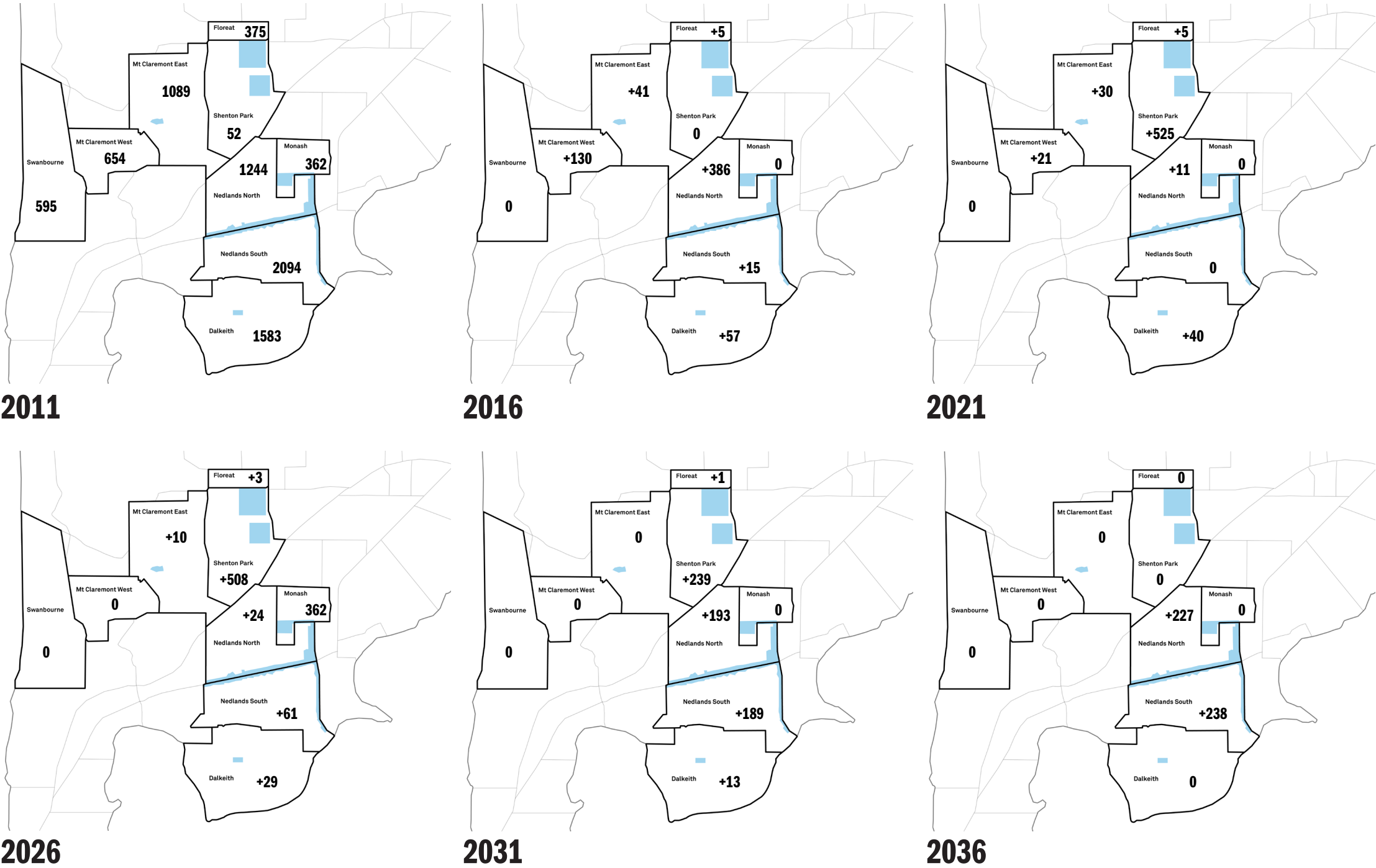


Figure 47: City of Nedlands Local Planning Strategy - Additional Dwellings 2011-2036

Legend:

- Planning Precincts
- Potentially Available Land

Additional Dwellings by 2036:	
Nedlands North	841
Nedlands South	503
Dalkeith	139

GOVERNANCE CONTEXT

STATE PLANNING FRAMEWORK

→ State Planning Strategy 2050

The WAPC's State Planning Strategy 2050 (2014) is the Government's strategic planning response to the challenges Western Australia is likely to face in the future. The strategy proposes that diversity, liveability, connectedness and collaboration must be central to the vision of sustained growth and prosperity. The Strategy takes into account what is known about the future and the expectations of Western Australians, to provide a guide for future land-use planning and development.

The strategy has six key principles that relate to all strategic development within the state, including the City of Nedlands and the Nedlands Town Centre precinct. While the state level policy does not mention the precinct specifically, the principles and aims are recognised in all development.

These six principles comprise:

- Community: Enabling diverse, affordable, accessible and safe communities
- Economy: Facilitating trade, investment, innovation, employment and community betterment
- Environment: Conserving natural assets through sustainable development
- Infrastructure: Ensuring infrastructure supports development
- Regional Development: Building the competitive and collaborative advantages of regions
- Governance: Building community confidence in development processes and practices.

Overview of the Western Australian planning system

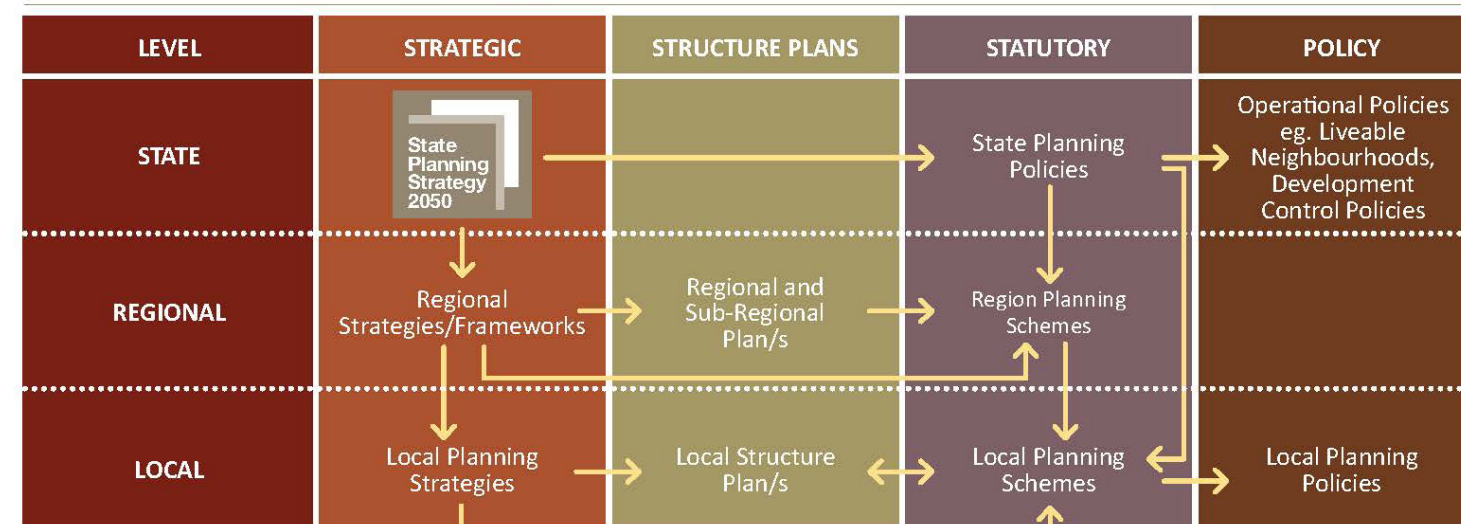


Figure 48: The State Planning Strategy 2050 highlights the planning response to address the challenges facing the State within the Western Australian planning system.



Figure 49: The State Planning Strategy 2050 highlights housing and urban form trends from 1850 to 2050.

STATE PLANNING FRAMEWORK

→ Perth and Peel @ 3.5 million and Central Sub-Regional Planning Framework

The Perth and Peel @ 3.5million land use planning and infrastructure frameworks aim to accommodate 3.5 million people by 2050. The WAPC's Central Metropolitan Sub-Regional Planning Framework (2018) is a localised infrastructure framework set by the Perth and Peel @ 3.5 Million Plan to help guide future urban growth and infill across the metropolitan region. The City of Nedlands is located within the Central Sub-Region area where the framework aims to:

- Achieve more consolidated urban form and development
- Meet long-term housing requirements
- Strengthen key employment centres
- Provide transport linkages that connect people with key centres of activity and employment, with access to areas beyond the Perth and Peel regions
- Facilitate and support a future regional infrastructure network including transport, service, community, social, health, tertiary education, regional sport and recreation infrastructure
- Encourage and guide increased connectivity between areas of open space or conservation and protect areas of value
- Identifying targeted increases in the density and diversity of mixed use development, housing and employment
- Ensure urban consolidation precincts have access to existing and future high-frequency public transit
- Protect the green network of high-quality natural areas such as parks, rivers, beaches and wetlands and the linkages between these areas.



Figure 50: Nedlands is located within the Central Sub-Regional Planning Framework.

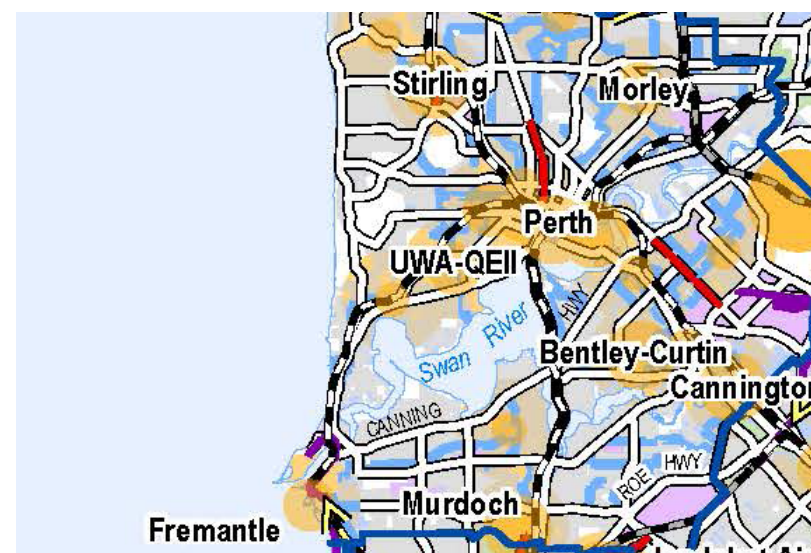


Figure 51: The spatial plan for Perth and Peel regions has been developed to deliver a more consolidated urban form to achieve a more efficient and cost-effective urban structure.

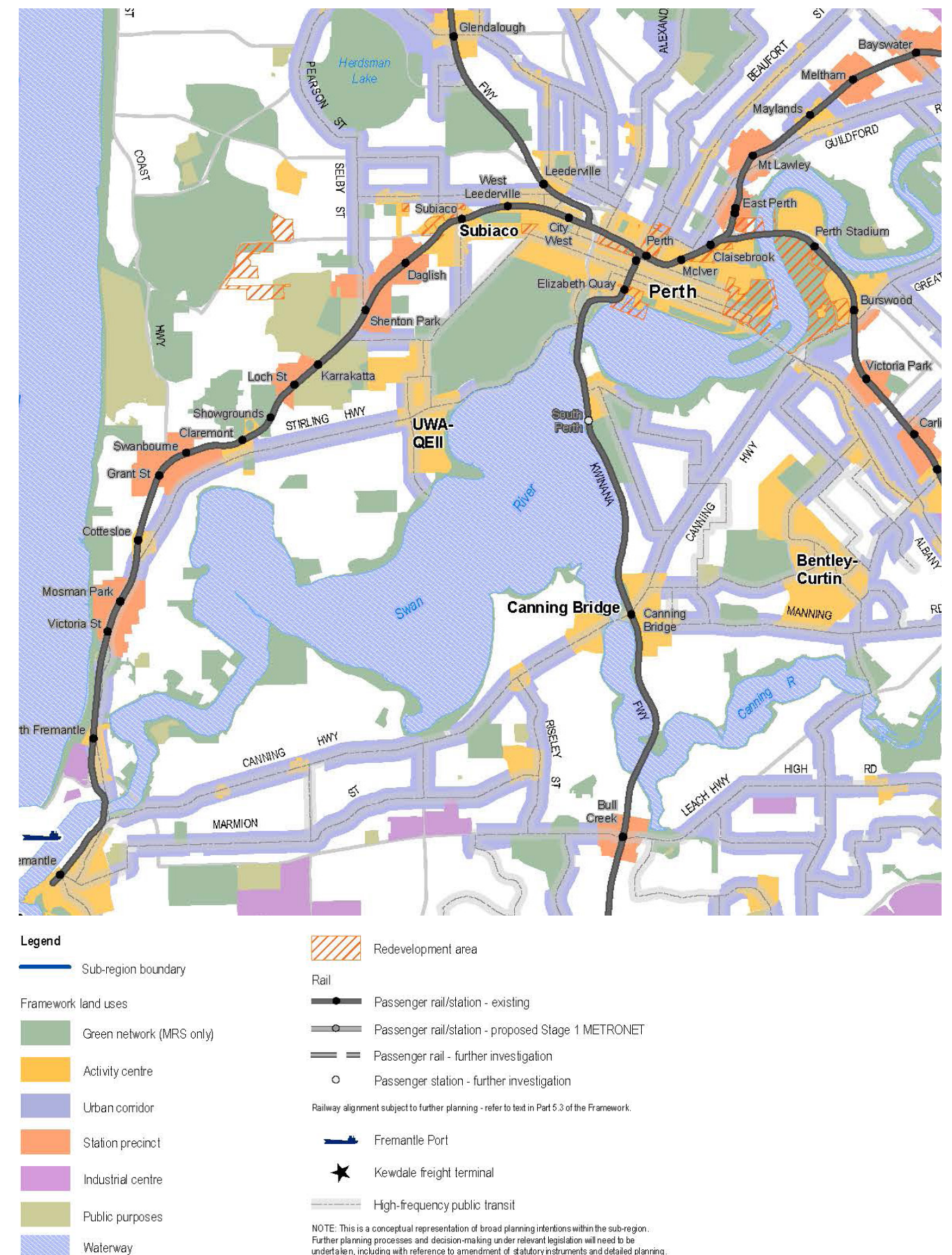


Figure 52: The Central Sub-Regional Planning Framework identifies Stirling Highway and Broadway as Urban Corridors. The principle is to focus infill within areas in close proximity to transit corridors and stations, activity centres and urban corridors. The framework identifies urban corridors in the Central Sub-Region alongside high-frequency public transit corridors.

STATE PLANNING FRAMEWORK

Central Metropolitan Sub-Regional Planning Framework (2018) references the Directions 2031 and Beyond policy, which sets infill targets (proportion of the total amount of additional dwellings) at 47 per cent for the Perth and Peel regions. The target equates to approximately 380,000 new infill dwellings out of the estimated 800,000 dwellings that will be needed to accommodate the additional people expected by 2050. Some 215,000 dwellings (56 per cent of the total amount of new infill dwellings) are identified as being delivered in the Central Sub-Region.

The framework identifies infill targets where Nedlands will accommodate an additional 4,320 dwellings and population of 9,500 by 2050. The up coded areas of the City of Nedlands Local Planning Scheme No. 3 (LPS3) provide for an increase in residential development within the precinct.

Table 1: City of Nedlands' existing and projected dwellings and population 2011-2050 identified within the Sub-Regional Planning Framework.

Existing dwellings	Existing population	Additional dwellings	Additional population	Total dwellings	Total population
8,070	22,030	4,320	9,500	12,390	31,530

Table 2: For the City of Nedlands, the Sub-Regional Planning Framework identifies a residential infill timing projection, based on the draft framework scenario in five-year intervals, from 2011 to 2031 and Post 2031.

2011-16	2016-21	2021-26	2026-31	Total 2031	Post 2031	Total
880	860	400	400	2,540	1,780	4,320

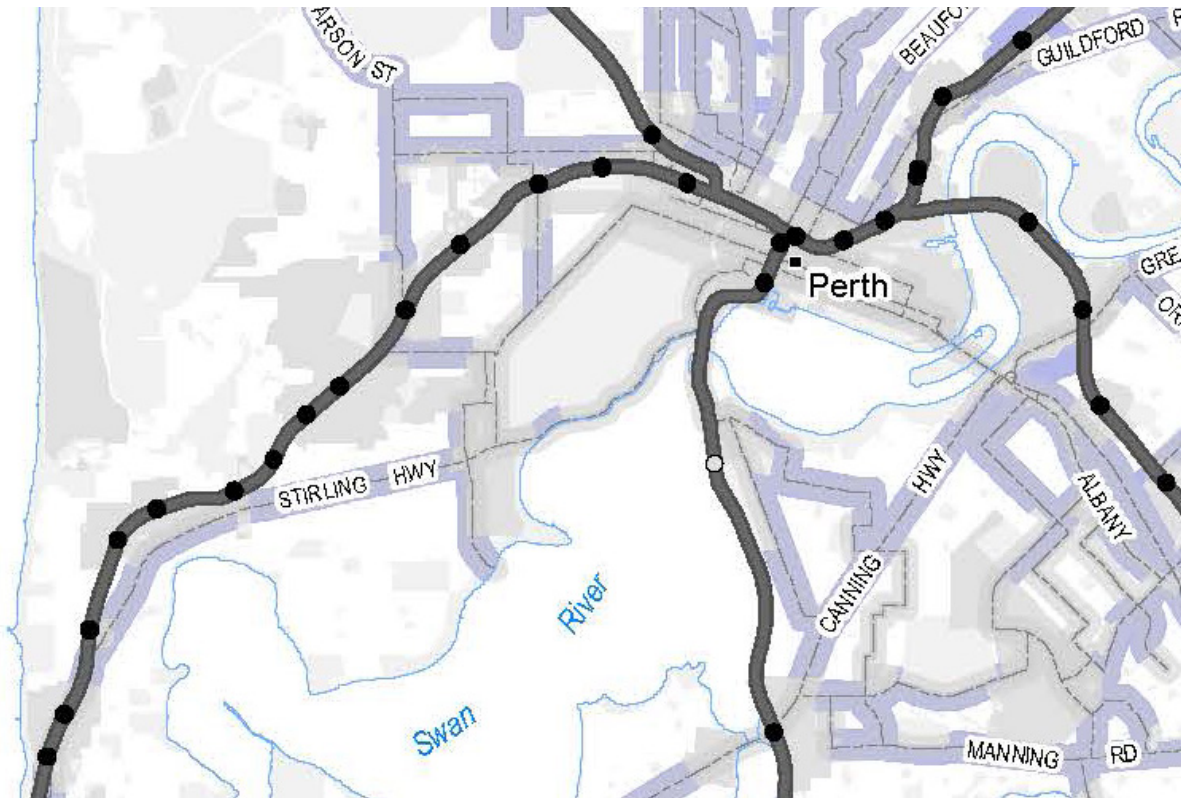
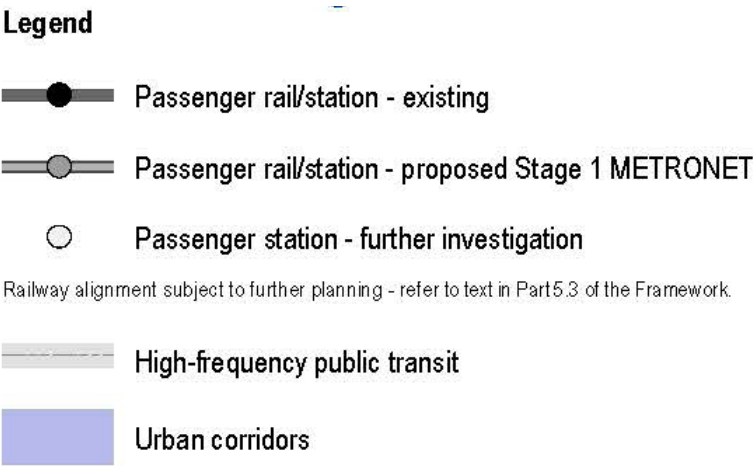


Figure 53: The Central Sub-Regional planning framework identifies urban corridors in the Central Sub-Region co-located with high-frequency public transit corridors.



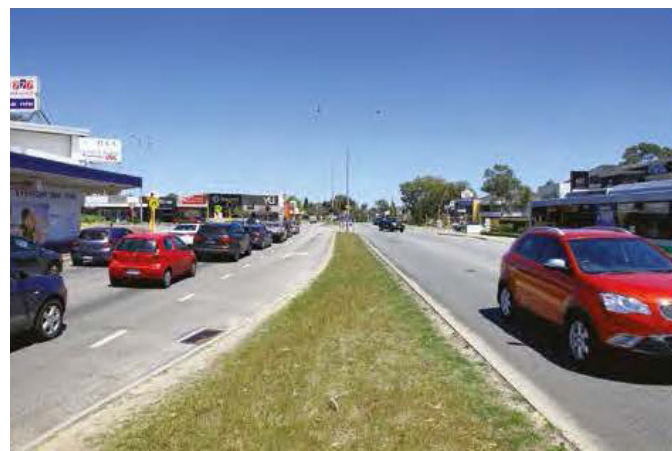
STATE PLANNING FRAMEWORK



Corner of Albany Highway and Kent Street Victoria Park



Albany Highway Victoria Park



Corner of Canning Highway and Riseley Street, Ardross

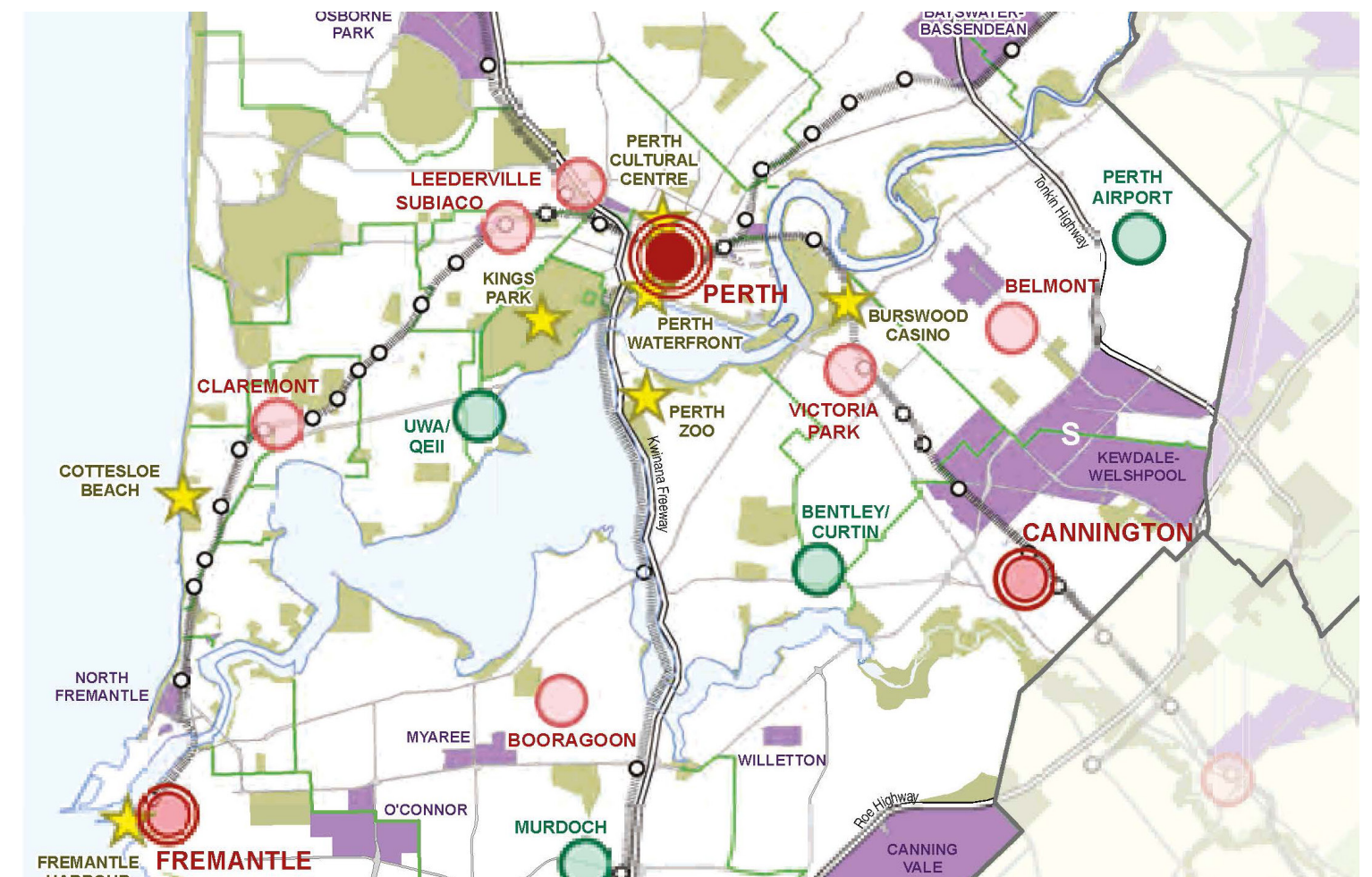


Figure 54: The Central Sub-Regional Framework provides a number of visualisations of urban corridors from across the Perth Metropolitan area, demonstrating the existing and the future built form.

→ Directions 2031 and Beyond: Metropolitan Planning Beyond the Horizon

The WAPC's Directions 2031 and Beyond (2010) is a state level strategic framework that addresses urban growth needs and the consideration to protect natural ecosystems. The framework recognises the benefits of a consolidated city, along with the integration of historical urban growth patterns. The framework sets achievable goals that will promote housing affordability while providing for different lifestyle choices, sustainable urban transport, nodes for economic and social activity with a long-term coordinated approach to the provision of infrastructure. The vision for the framework is to create Perth and Peel into a world-class liveable city that is green, vibrant, compact and accessible, with a unique sense of place by 2031.

The framework identifies Nedlands within the Central Metropolitan Perth Sub-Region, where the area is characterised by a suburban settlement pattern and includes a high level of amenity due to its proximity to the river and the coast. The framework additionally identifies that a particular characteristic of the Central Metropolitan Sub-Region is the dominance of the traditional grid form of neighbourhood subdivision. This form provides important opportunities for targeted infill development and redevelopment to meet changing community needs.



Legend

- capital city
- strategic metropolitan centre
- secondary centre
- specialised centre
- metropolitan attractor

- strategic industrial centre
- existing industrial centre
- priority industrial site
- urban
- urban deferred
- non-urban
- rural

- passenger railway and stations
- freeways and highways
- local government boundary
- sub-region boundary

Figure 55: Directions 2031 identified six Sub-Regional planning areas forming the basis of future planning and policy development. The Central Sub-Regional plan identifies the University of WA (UWA)/Queen Elizabeth II (QEII) Specialised Activity Centre.

STATE PLANNING FRAMEWORK

→ Urban Growth Monitor and City Population Data

The WAPC's Urban Growth Monitor (2019) tracks zoned land supply and land consumption for development in the Perth Metropolitan, Peel and Greater Bunbury regions. In accordance with state level objectives, the Perth Metropolitan area is in a constant process of change and includes increased levels of urban infill development not previously seen. The WAPC attempts to understand this change through the collection of development related data and reporting through the Urban Growth Monitor.

The January 2019 Urban Growth Monitor identifies that the net infill rate for the Perth Metropolitan and Peel regions in 2017 was approximately 42%, which is the highest net infill rate recorded since infill monitoring began in 2011, and the net infill dwellings for the area totalled 6,720. Of the 6,720 net infill dwellings, 4,650 were identified in the Central Sub-Region and 2,060 in the outer sub-regions of the Perth metropolitan and Peel regions. The Nedlands Town Centre precinct is located in the Central Sub-Region area.

→ Capital City Planning Framework

The WAPC's Capital City Planning Framework (2013) provides a key planning strategy for Central Perth and sets out how it responds to its role as State Capital, and envisages a renewed sense of landscape character and connectivity. The Framework sets the spatial framework using a 12 kilometre by 12 kilometre area situated around the city centre. The framework indicates how the objectives of Directions 2031 and Beyond can be delivered in this focus area, and are guided by the policies implementation elements. The Nedlands Town Centre is identified as an Urban Area and providing for High-intensity Residential development.

→ Metropolitan Region Scheme

The WAPC's Metropolitan Region Scheme (1963) is the state level framework that statutorily guides all future land use and development within the Perth Metropolitan Area. The scheme divides local government land into broad zones and reservations, which guide localised planning objectives and development outcomes.

The Nedlands Town Centre precinct's land area is zoned as urban. Other areas in the City of Nedlands are zoned and reserved as public purpose, urban, parks and recreation, parks and recreation – restructure public access, railways, primary regional roads and other regional roads.

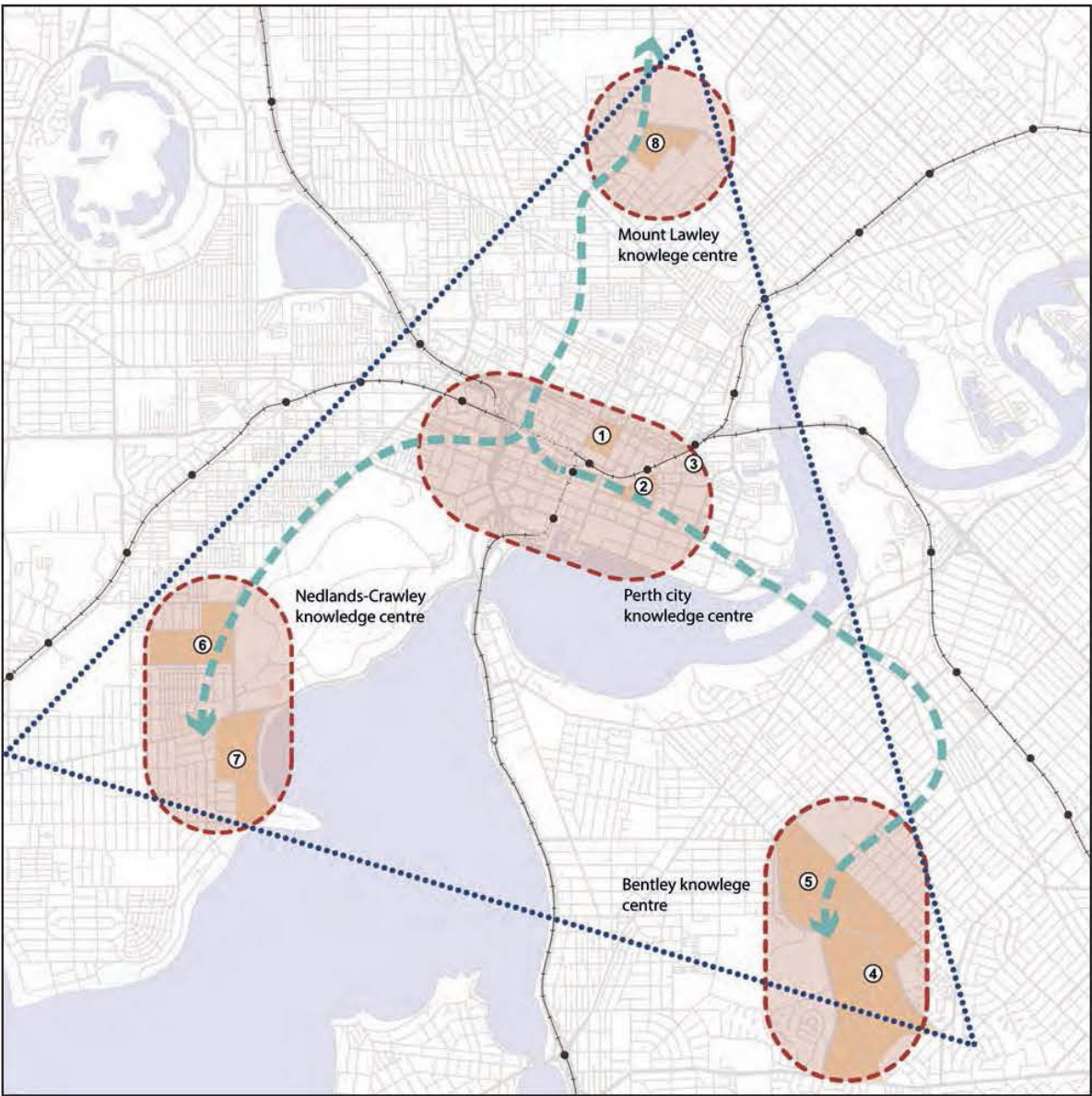


Figure 56: The Knowledge Triangle between Nedlands-Crawley, Mount Lawley and Bentley Knowledge centre as identified within the Capital City Planning Framework.

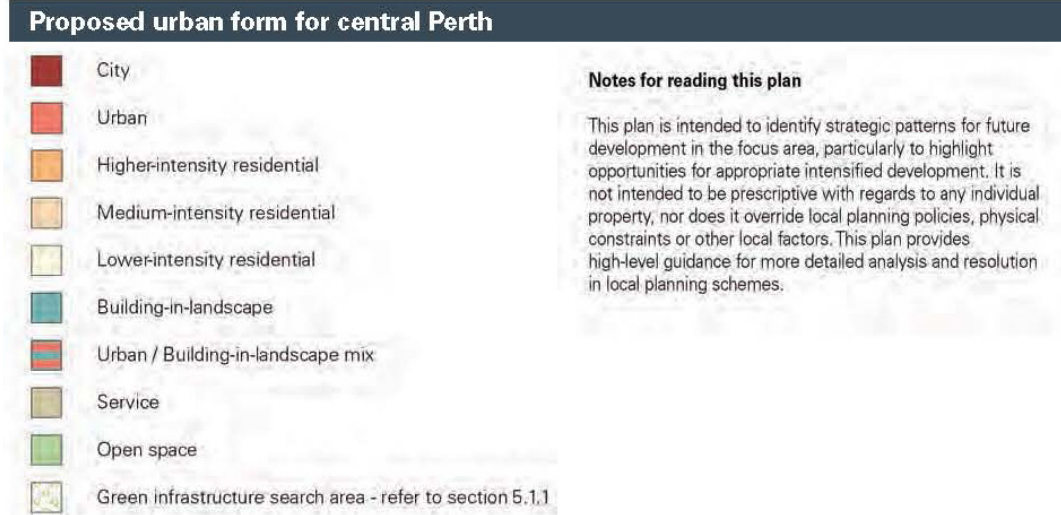
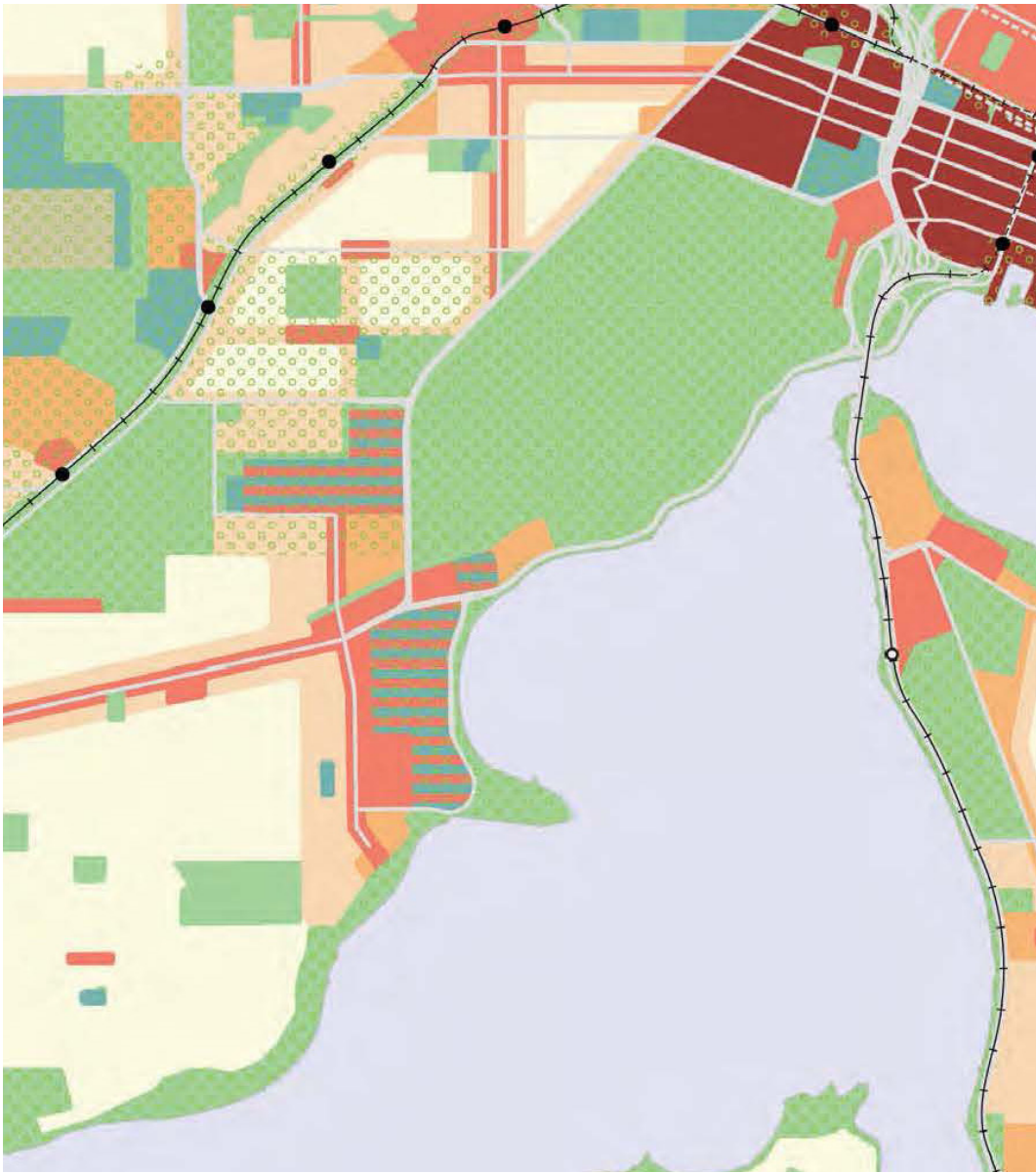


Figure 57: The Proposed Urban Form for Central Perth as identified within the Capital City Planning Framework.

STATE PLANNING FRAMEWORK

→ State Planning Policy 4.2 - Activity centres for Perth and Peel

The WAPC’s State Planning Policy 4.2 (2010) is a regional planning framework that aims to:

- Reduce the overall need to travel
- Support the use of public transport as well as cycling and pedestrian services, facilities and employment
- Promote more energy efficient urban form.

This policy defines an activity centre as a community focal point that includes the activities of commercial, retail, higher density housing, entertainment, tourism, civic, community, higher education, and medical services supported by public transport. These activity centres can vary in size and diversity and are designed to be well-served by public transport.

The State Planning Policy 4.2 Activity Centres specifically defines Neighbourhood Centres as important local community focal points providing daily to weekly household shopping (delicatessens and convenience stores) and community needs with a focus on medium-density housing. Nedlands has a high diversity of land uses, greater than those typically found within a Neighbourhood Centre. It is identified as the City’s Town Centre within the City’s Local Planning Strategy, as required by the State Planning Policy.

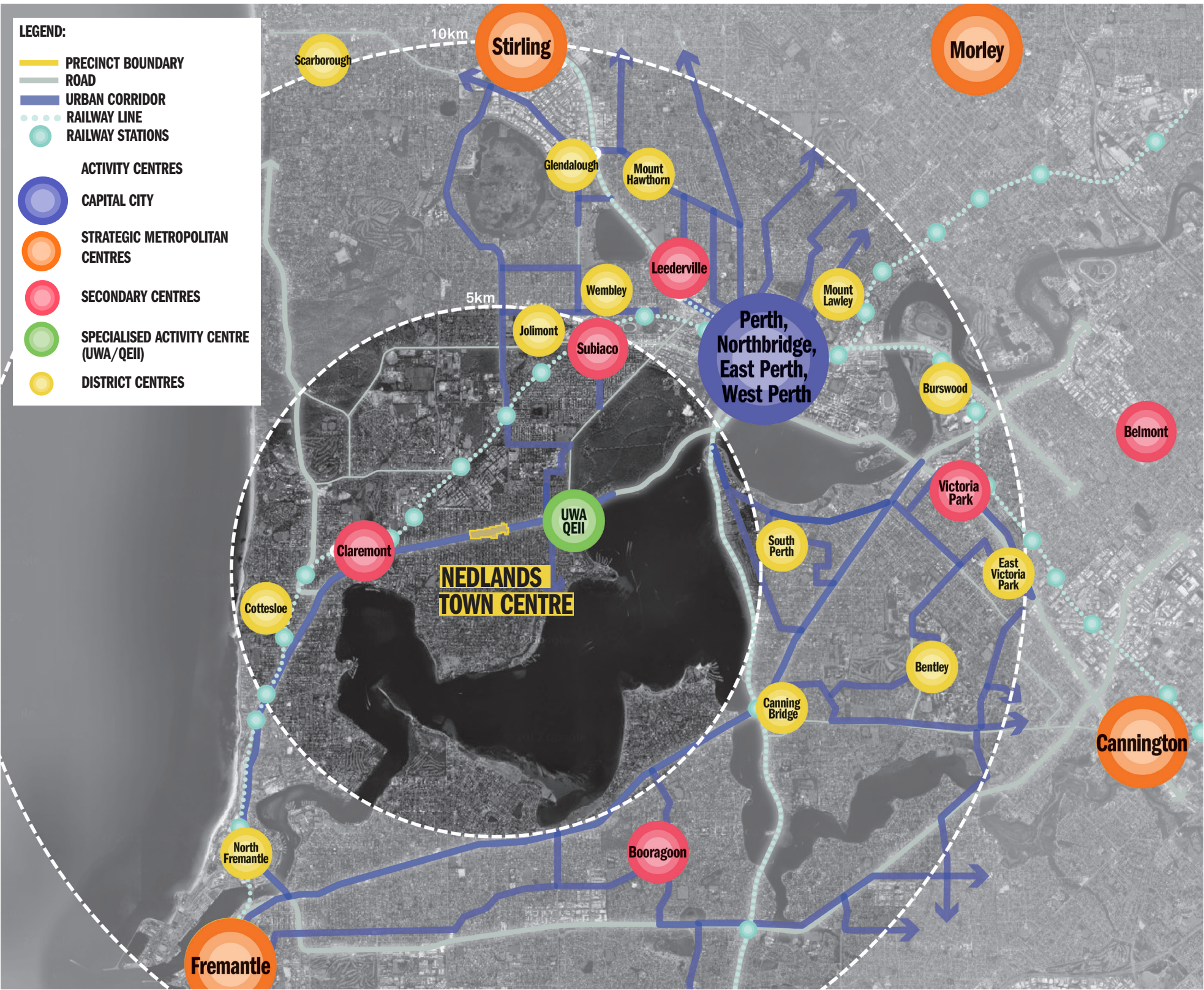


Figure 59: The SPP 4.2 Activity Centres Policy provides guidance for the functions, typical characteristics and performance targets of activity centres.

Activity centres within 5km of the precinct.

Perth Capital City (Perth Northbridge, East Perth and West Perth)

Perth Capital City is the largest of the activity centres, providing the most intensely concentrated development in the region. It has the greatest range of high order services and jobs, and the largest commercial component of any activity centre.

Specialised Activity Centre (UWA/QEII)

The primary functions of the specialised centre is health, education and research activities. Specialised centres focus on regionally significant economic or institutional activities that generate many work and visitor trips, which therefore require a high level of transport accessibility.

Secondary Centre (Subiaco, Claremont)

Secondary centres share similar characteristics with strategic metropolitan centres but serve smaller catchments and offer a more limited range of services, facilities and employment opportunities. They perform an important role in the City’s economy, and provide essential services to their catchments.

District Centre (Cottesloe, Jolimont)

District centres have a greater focus on servicing the daily and weekly needs of residents. Their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs of their catchments.

Figure 58: Activity centres within a 5km and 10 km radius of the precinct.

STATE PLANNING FRAMEWORK

→ **State Planning Policy 7.0 Design of the Built Environment**

The WAPC’s State Planning Policy 7.0 (2019) is a regional planning framework that sets out objectives, measures, principles and processes that apply to the design and assessment of built environment proposals. The policy provides design quality guidance through the recognition of 10 design principles that include:

- Context and character
- Landscape quality
- Built form and scale
- Functionality and build quality
- Sustainability
- Amenity
- Legibility
- Safety
- Community
- Aesthetics.

Design WA's 10 design principles have informed the review of local distinctiveness and character within the precinct. While the policy does not mention the precinct specifically, the design principles are recognised in all new development within the City of Nedlands via the development assessment process.

→ **Design WA Stage 2 – State Planning Policy 7.2 Precinct Design**

The WAPC’s State Planning Policy 7.2 (2019) is a planning framework that aims to apply good design quality, built form outcomes and guidance to precinct planning based on the design elements of:

- Urban ecology
- Urban structure
- Movement
- Built form
- Land use
- Public realm
- Services and utilities.

Design WA's 10 design principles have informed the review of local distinctiveness and character within the precinct. While the policy does not mention the precinct specifically, the design principles are recognised in all new development within the City of Nedlands via the development assessment process.

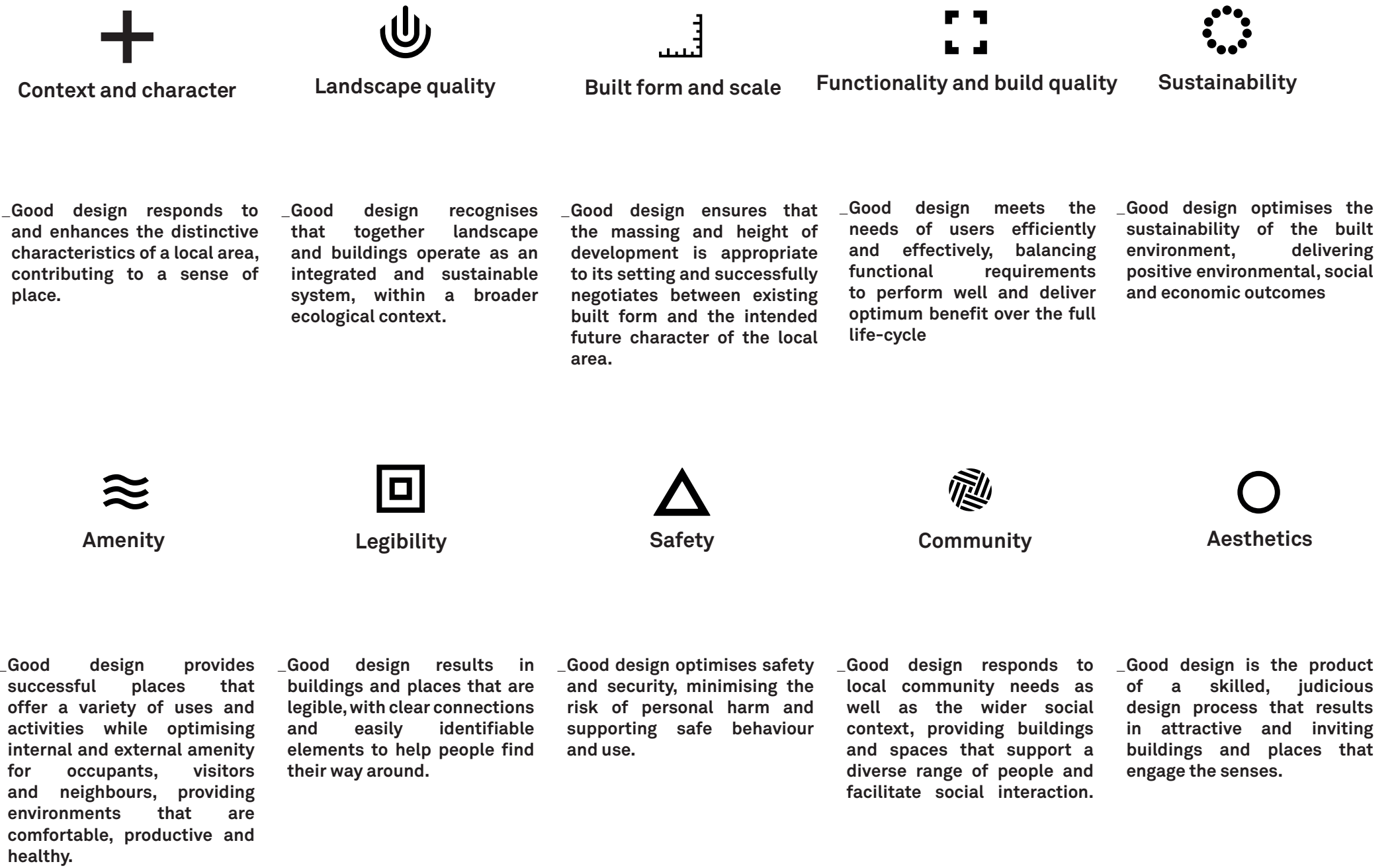


Figure 60: State Planning Policy 7.0 Design and the Built Environment

STATE PLANNING FRAMEWORK

→ State Planning Policy 7.3 Residential Design Codes - Volume 1

The WAPC's State Planning Policy 7.3 Residential Design Codes – Volume 1 (2019) aims to provide a comprehensive basis for the control of residential development throughout Western Australia. This policy specifically applies to all single houses, grouped dwellings and multiple dwellings (in areas with a coding of less than R40). This policy sets the following objectives for residential development:

- Provision of appropriately designed residential development in terms of purpose, tenure, density, context and scheme objectives.
- Support for social, environmental and economic opportunities within new housing developments that respond to a local context
- Design that considers local heritage and culture
- Delivery of residential development that offers future residents opportunities for better living choices and affordability

The policy also provides additional objectives for planning governance and development processes which include:

- Design that is responsive to site, size and geometry of the development site
- Variety and diversity that reflects context or scheme objectives
- A clear scope for scheme objectives to influence the assessment of proposals
- Timely assessments and determination of proposals consistently across State and Local governments.

→ State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments

The WAPC's State Planning Policy 7.3 Residential Design Codes – Volume 2 (2019) is a planning framework that aims to improve the design outcomes for apartments and mixed use development, replacing Part 6 of the R-Codes. This policy refers to multiple dwellings (apartments) that are coded R40 and above, within both mixed use development and activity centres. This policy encourages the:

- Provision of appropriately designed residential development in terms of purpose, tenure, density, context and scheme objectives
- Support for social, environmental and economic opportunities within new housing developments that respond to a local context
- Design that considers local heritage and culture
- Delivery of residential development that offers future residents the opportunities for better living choices and affordability as well as reduced operational costs and security of investment in the long term.

LOCAL PLANNING FRAMEWORK

STRATEGIES AND PLANS

→ Consolidated Growth Plan: Opportunities and Issues Analysis Report Working Draft (2016)

The City of Nedlands Consolidated Growth Plan: Opportunities and Issues Analysis Report (2016) informed the preparation of a comprehensive strategic plan for the redevelopment of the consolidated growth area identified within the City of Nedlands Local Planning Strategy. It details a vision and implementation plan that will accommodate mixed use and higher intensity redevelopment by the year of 2050.

The Plan focuses on existing activity nodes along Stirling Highway that have the potential for urban intensification. These nodes are anticipated to accommodate mixed use development with a specific focus on retail, hospitality and food and beverage uses on the ground floor with commercial and residential on upper levels. The Nedlands Town Centre precinct area is described as the core of activity within Nedlands and identifies possible building heights of between four to 10 storeys.

→ City of Nedlands Local Planning Strategy

The City of Nedlands Local Planning Strategy (2017), to be read in conjunction with the City of Nedlands Local Planning Scheme No. 3 (LPS3), is a strategic document that sets out the City's long term vision and principles for the local government, and seeks to address the state planning framework that affects the City. The Local Planning Strategy gives clarity on how the City seeks to respond to the requirements of the State, and has been prepared following the City's Our Vision 2030 project, which was an initiative designed to engage the community in a shared vision for the future.

The strategy identifies the Nedlands Town Centre precinct as the locality's main town centre which includes the maintenance and expansion of the Captain Stirling Neighbourhood Centre with the additional nearby civic facilities such as City's Administration and Library. This plan identifies the Nedlands Town Centre precinct to be the hierarchically the largest and most complex mixed use activity centre in Nedlands.

City of Nedlands Local Planning Strategy Vision:

“Our overall vision is of a harmonious community.

We will have easy access to quality health and educational facilities and lively local hubs consisting of parks, community and sporting facilities and shops where a mix of activities will bring people together, strengthening local relationships.

Our gardens, streets, parks will be well maintained, green and tree-lined and we will live sustainably within the natural environment.

We will work with neighbouring Councils and provide leadership to achieve an active, safe, inclusive community enjoying a high standard of local services and facilities.

We will live in a beautiful place.”

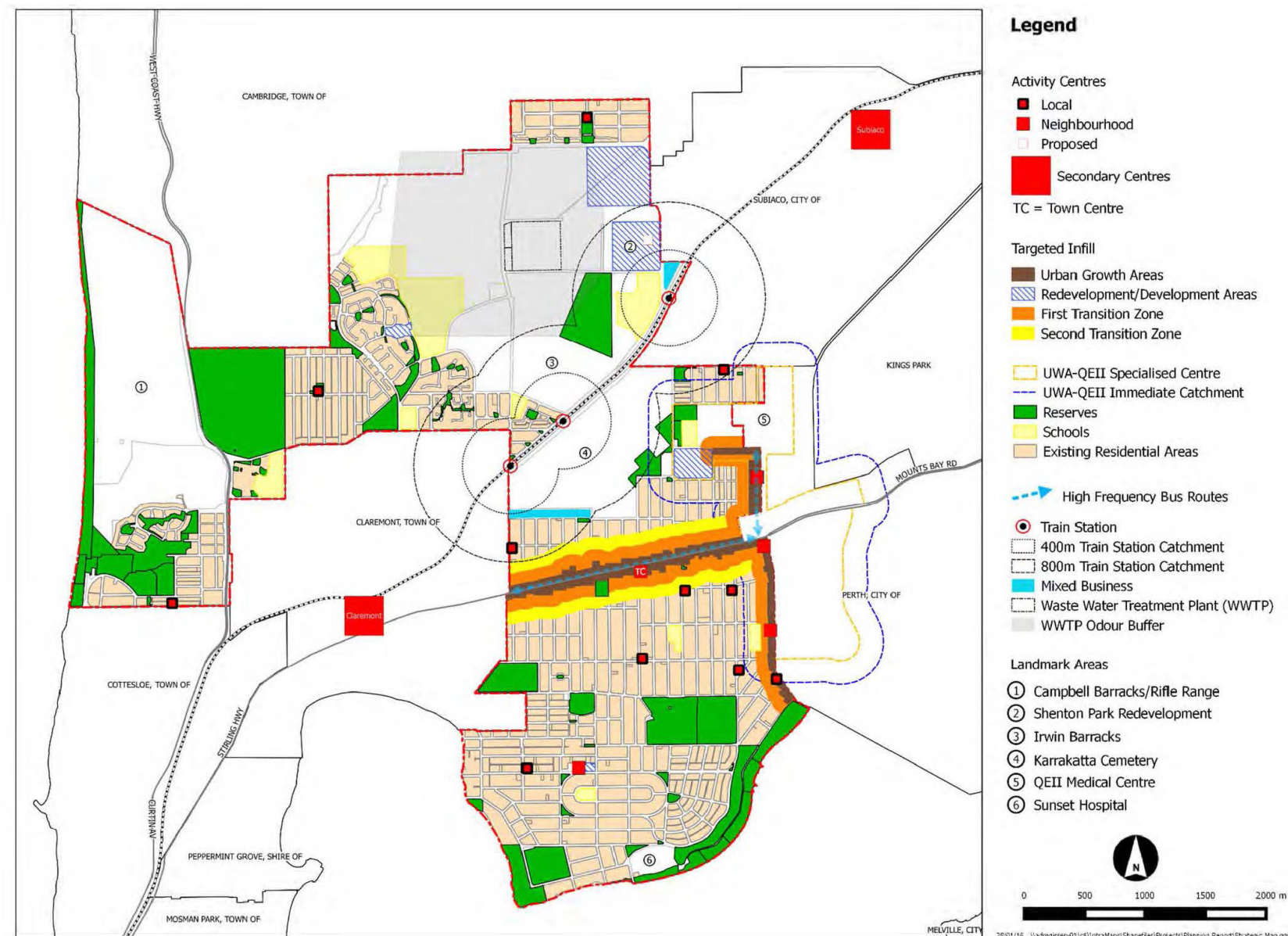


Figure 61: City of Nedlands Local Planning Strategy Map identifies targeted infill along Stirling Highway and Broadway.

STRATEGIES AND PLANS

→ City of Nedlands Strategic Community Plan 2018-2028

The City of Nedlands 2018-2028 Strategic Community Plan (2018), builds upon the previous 2023 Strategic Community Plan and identifies the City's new strategic vision for the area. The plan has the overall vision of creating a diverse community where people can live through the different ages and stages of their lives.

The City has eight key values associated with the Strategic Community Plan, these values include:

- Health and safety
- Enhanced natural and built environments
- High standards of services
- Quality governances and civic leadership
- Inclusive and connected communities
- Valued precinct character identities
- A strong City business and economic base
- Preferred modes of transport to be accessible and easy to navigate around.

The long term concept map specifically identifies the Nedlands Town Centre precinct as a key urban growth area with a potential light rail line. The precinct is also identified as including an urban transition zone along with key Local Greenway and Cycleways.

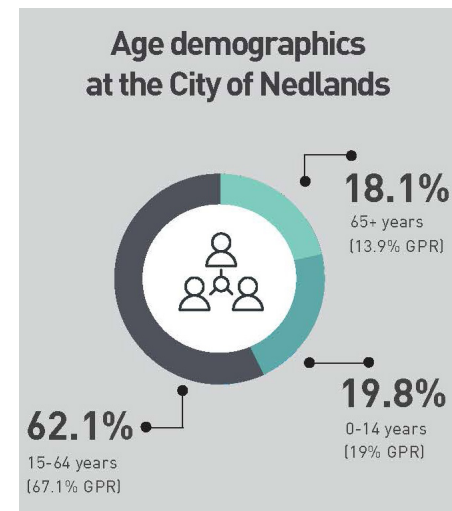


Figure 62: The 2016 ABS Census identified that Nedlands had 21,121 residents.

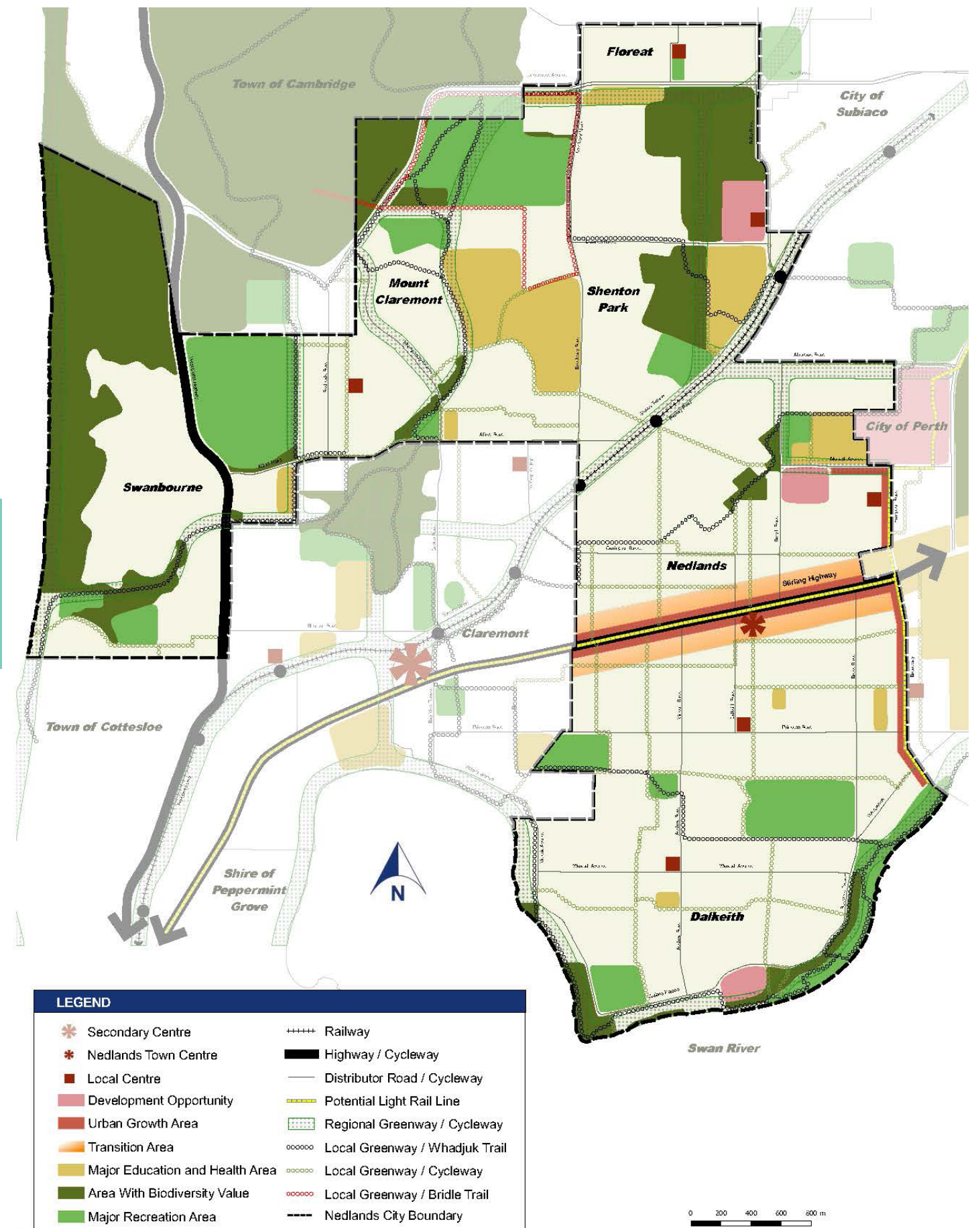


Figure 63: The City of Nedlands Strategic Community Plan 2018 - 2028 identifies urban growth and transition areas across the City, aligned with high-frequency transit routes.

STRATEGIES AND PLANS

→ City of Nedlands Strategic Recreation Plan 2010-2015

The City of Nedlands Strategic Recreation Plan 2010-2015 has the vision of creating a significant and sustainable contribution to the quality of life for the people living within, and who visit the City's municipal boundary through the support of a broad range of sport and recreation services, facilities and programs. While the plan does not mention the Nedlands Town Centre precinct specifically, the plan identifies six major sporting and recreation venues that will be focused on as part of the strategy. These locations include:

- College Park
- Allen Park
- Hollywood-Subiaco Bowling Club and Highview Park
- DC Cruickshank Reserve
- Nedlands River Foreshore
- Melvista Reserve.

No venues are in close proximity to the Nedlands Town Centre, although the closest major sporting and recreation venues are Highview Park (which caters for hockey, bowls, gridiron, volleyball and a range of unstructured community activities) and Melvista Reserve (which caters for cricket, hockey, AFL, golf and croquet with centralised social clubrooms). The plan aims to enhance these nearby venues through:

- Floodlights to enable all users to participate throughout the year in the evenings and early mornings
- Additional facilities in the form of BBQ's, playground equipment and small local venues
- A network of linked and unlinked walking, and cycle paths for use by the community
- A trails network around the four themes of bush, heritage, natural and coastal
- More specialised sporting venues which ensure that the community has access to a wide range of sporting activities
- Documented management and user agreements including maintenance, power, water and public liability insurance
- All facility specific groups to have documented leases.
- Two multi-use community centre's to better meet the community's use and needs patterns
- Policies in place detailing community standards and responsibilities for:
 - Fees
 - Signage
 - Floodlights
 - Facility development
 - Council community grants
 - Fences
 - Reserve utilisation
 - Lease and License user agreements.

→ City of Nedlands Urban Forest Strategy 2018-2023

The City of Nedlands Urban Forest Strategy 2018-2023 (2018) outlines the green spaces, trees and other vegetation that grow in the public domain of the Nedlands boundary area. The City additionally continues to monitor the condition of the trees on private land, but however does not prescribe to control them within this strategy. This strategy has the 2023 vision of:

- Increasing the City's potential urban canopy by 10% towards the eventual target of 20% by 2028
- Replacing all deceased public trees (road reserves and public open space)
- Provision of street trees to all residents and ratepayers that have requested them
- Provision of infill street trees to all road rehabilitation projects
- Being recognised for quality customer service with respect to trees in the public domain
- Reported regularly to Council and the community on the progress of the urban forest strategy
- Deliver on greenway and bushland management plans
- Progress with the development of Enviro-scape Master Plans (EMP) for all public parks and reserves.

This strategy also has five key objectives which include:

1. Continue to increase the cover of the Urban Canopy to 20% greater than the original 2017 audit
2. Continue to support the operational activities with science-based decisions
3. Continue to progress with quality management practices in area of arboriculture and environmental conservation
4. Continue to develop and maintain documented plans for the maintenance of trees in all public open space.
5. Continue to improve engagement with customers.

While the strategy does not specifically mention the Nedlands Town Centre precinct, it identifies that the City of Nedlands landscape was originally characterised by a mosaic of Tuart, Jarrah, Marri and Banksia open forest and woodlands, which are still prevalent to this day. The City currently has 22,188 public trees consisting of 17,277 street trees and 4,911 trees within parks and reserves (excluding bushland).

The City has planted some 760 trees per annum from 2015-2018 in the public domain. With an average of 570 trees per annum in road reserves and parks. Enviro-scape Master Planning construction has been approved for Carrington Park, while Hollywood Tennis Court Reserve is identified but yet to commence.

→ Nedlands 2023 Making it Happen: 2013-2017 Corporate Business Plan

The City of Nedlands 2013-2017 Corporate Business Plan (2013), is a key part of the City's fulfilment of the Integrated Planning and Reporting Framework, implemented by the State Government's Local Government Reform Program. The Business Plan outlines a vision for a harmonious community that has access to quality health and education facilities, lively local hubs (consisting of parks, community and sporting facilities) and shops where a mix of activities bring people together and strengthen local relationships. It also identifies a desire to create a diverse community where people can live through the different ages and stages of their lives while enjoying the natural environment, efficient transport systems and cycling and walking facilities.

The Business Plan states that the Council's strategic priorities include:

- Protecting the City's quality living environment
- Renewal of community infrastructure such as roads, footpaths, community and sports facilities
- Underground power
- Encouraging sustainable building
- Retaining remnant bushland and cultural heritage
- Strengthening local hubs and centres
- Providing for sport and recreation opportunities
- Managing parking
- Working with neighbouring Councils to achieve the best outcomes for the Western Suburbs as a whole.

It identifies Stirling Highway as a Council four year strategic priority area. Initiatives include underground power, transport (specifically Stirling Highway and light rail), metropolitan reform and Swan River issues. With a population increase of 3,000 people identified over the next ten years, it is anticipated that the City will experience a 67.4% increase in the over 75 age group. A community that has access to quality health services, education facilities and mixed use centres will be essential to the long term liveability of the City.



Figure 64: Nedlands 2023 Making it Happen 2013 - 2017 Corporate business plan

→ City of Nedlands Disability Access and Inclusion Plan 2018-19 – 2023-24

The City of Nedlands Disability Access and Inclusion Plan 2018-19 – 2023-24 (2018), which builds upon the City's previous 2013-14 – 2017-18 plan, aims to improve access for all. This aim includes not just people with a permanent disability, but also parents with young children and prams, the elderly and people from cultural and linguistically diverse backgrounds, and those community members who have a temporary impairment.

The plan encourages seven key outcomes which include enhanced:

6. Services and Events

- People with disability have the same opportunities as other people to access the services of and any events organised by the City of Nedlands.

7. Buildings and Facilities

- People with disability have the same opportunities as other people to access the buildings and other facilities of the City of Nedlands.

8. Information

- People with disabilities receive information from the City of Nedlands in formats that enable them to access information as readily as other people are able to access it.

9. Service from Employees

- People with disabilities receive the same level and quality of service from the staff of the City of Nedlands as other people receive from the staff of the City of Nedlands
- Feedback and Complaints
- People with a disability have the same opportunities as other people to make complaints to the City of Nedlands.

10. Public Consultation

- People with disabilities have the same opportunities as other people to participate in any public consultation by the City of Nedlands.

11. Employment

- People with a disability have the same opportunities as other people to obtain and maintain employment with the City of Nedlands.

The key outcomes of this plan are recognised by all new development and civic land uses throughout the City of Nedlands.

LOCAL PLANNING SCHEMES

→ City of Nedlands Local Planning Scheme No. 3 (LPS3)

The City of Nedlands Local Planning Scheme No. 3 (LPS3), gazetted in April 2019, is a statutory document which, under the guidance of the MRS, identifies zones and reserves within the Nedlands municipal area. These different designated zones and reserves include:

- Residential
- Mixed Use
- Local Centre
- Neighbourhood Centre
- Service Commercial
- Private Community Purpose
- Urban Development
- Special Use.

The City's LPS3, replacing the City of Nedlands Town Planning Scheme No. 2, is the legal document guiding all land use and development in the City of Nedlands. All planning decisions related to the Nedlands Town Centre area, and its dedicated zones, are based on this document.

Importantly, in relation to land coded R-AC1, the Scheme applied variation under Clause 26 of LPS3 states: “The default Acceptable Requirement for building height limit (storeys) as set out in Table 2.1: Primary Controls Table does not apply.”

In addition to the modification of heights, up-coding of the Nedlands Town Centre precinct has seen the following amendments

- Residential R35 to R-AC1
- Retail/Shopping, Office and Hotel to Mixed Use with R-AC1 coding

Areas abutting the precinct have also been up-coded from R20 or R35 to R160.

The result is the need to carefully consider interfaces between differently coded areas, with consideration to appropriate building height, setbacks and opportunities for landscape to ameliorate impacts of higher intensity development.



Figure 65: City of Nedlands Town Planning Scheme No.2 provided for lower residential densities compared to the adopted Local Planning Policy No.3.

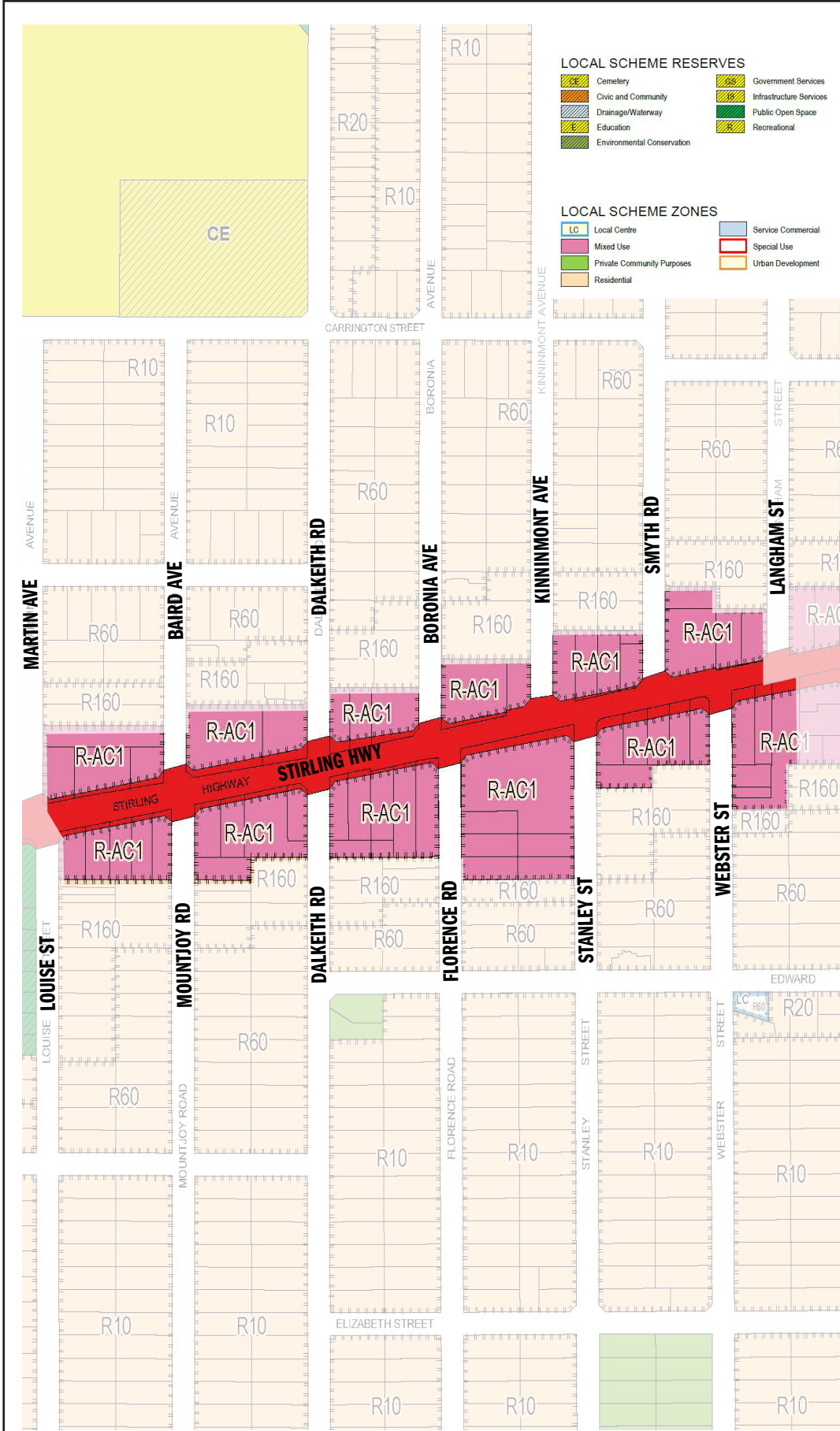
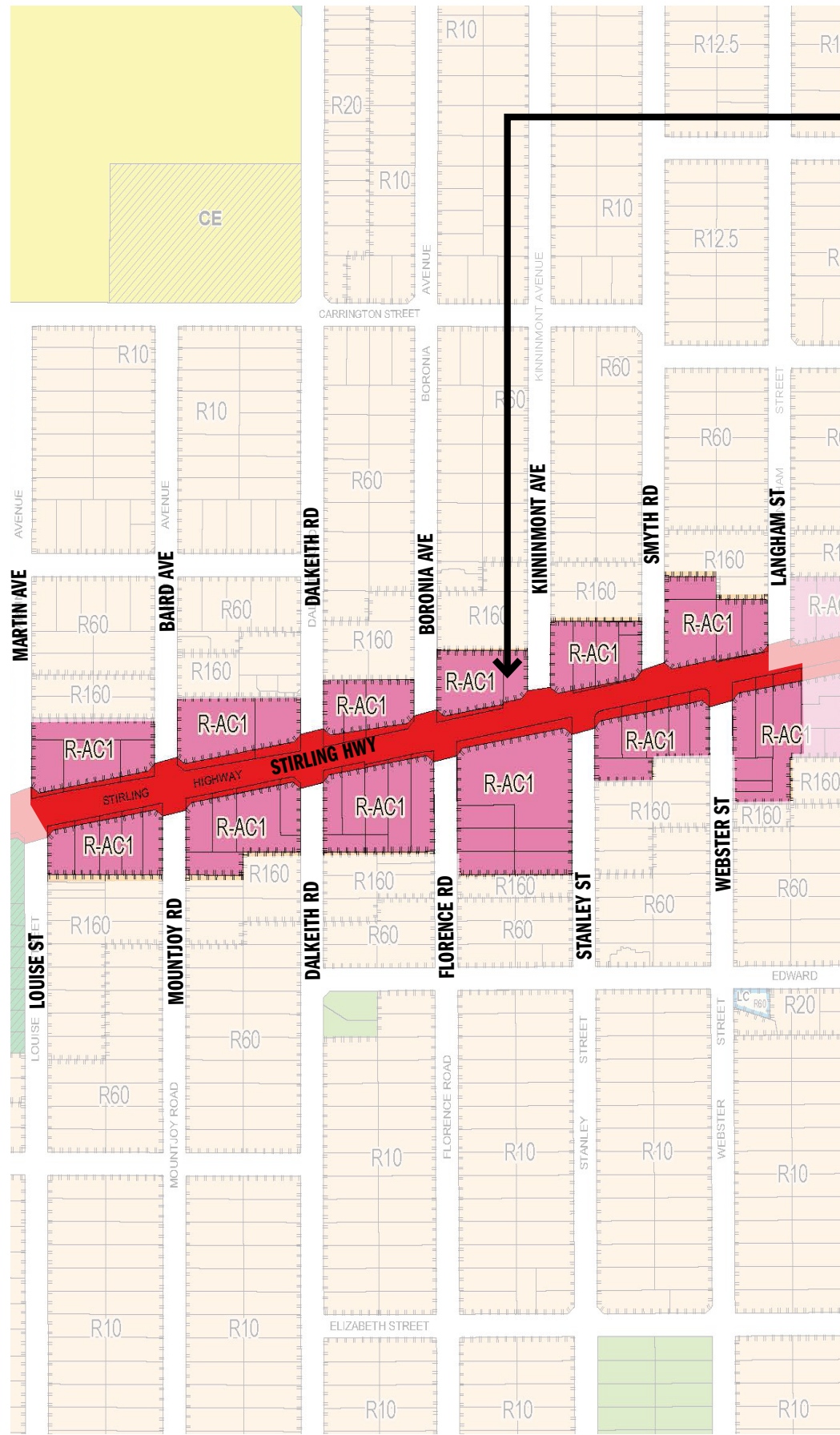


Figure 66: City of Nedlands Local Planning Scheme No.3 identifies areas for increased residential development, along high-frequency transit routes and within activity centres.

CITY OF NEDLANDS LPS3: SCHEME MAP

→ City of Nedlands Local Planning Scheme No. 3










On 16 April 2019, the LPS3 was gazetted providing changes to the zoning, land use permissions, density codes and development standards for the City of Nedlands. All planning decisions are based on this new scheme, which is able to encourage more housing choice through urban infill, ageing-in-place opportunities and higher residential density around transport corridors.



MIXED USE WITH R-AC1 CODING

- To provide for a significant residential component as part of any new development.
- To facilitate well designed development of an appropriate scale that is sympathetic to the desired character of the area.
- To provide for a variety of active uses on street level that are compatible with residential and other non-active uses on upper levels.
- To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres and eating establishments that do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.
- SPP 7.3 - Volume 2 refers to residential R-AC1 as high density urban centres.
- SPP 7.3 - Volume 2 primary controls for R-AC1 include nil primary and secondary street setbacks and a plot ratio maximum of 3.0.
- Under Part 4 - General Development Requirements section 26 (3) (a) of the City of Nedlands Town Planning Scheme No. 3, the default Acceptable Requirement for building height limit (storeys) as set out in table 2.1: Primary Controls Table in SPP 7.3 - Volume 2, does not apply.

LOCAL SCHEME RESERVES

 CE	Cemetery	 GS	Government Services
 CC	Civic and Community	 IS	Infrastructure Services
 DW	Drainage/Waterway	 POS	Public Open Space
 E	Education	 R	Recreational
 EC	Environmental Conservation		

LOCAL SCHEME ZONES

 LC	Local Centre	 SC	Service Commercial
 MU	Mixed Use	 SU	Special Use
 PCP	Private Community Purposes	 UD	Urban Development
 R	Residential		

Figure 67: City of Nedlands Local Planning Scheme No.3 Scheme Map

LOCAL PLANNING POLICIES

Local planning policies are prepared by the City and adopted by Council under statutory procedures set out under the Planning and Development (Local Planning Schemes) Regulations 2015. All City of Nedlands Local Planning Policies apply to the Waratah Village Precinct unless stated otherwise within the policy.

PREVIOUS NEDLANDS TOWN CENTRE STUDIES

→ Nedlands Consolidated Growth Areas - Plan (2016)

The City of Nedlands Consolidated Growth Areas Plan (2016), prepared by Taylor Burrell Barnett, outlines specific growth area land use activities in the City. The plan specifically focuses on Stirling Highway and includes the Nedlands Town Centre precinct.

The land use within the precinct is identified as an activity centre core. The plan stipulates that this land use aligns with an existing activity centre nodes along Stirling Highway that has a strong potential for urban intensification. The indicative building heights range from four to 10 storeys and includes residential uses integrated with offices, retail and hospitality.

→ Nedlands Planning Strategy – Future Traffic Assessment

The Nedlands Planning Strategy – Future Traffic Assessment (2016), prepared by Steven Piotrowski – Transport Consultant, is an assessment that analyses traffic and transport implications of proposed redevelopment from the City of Nedlands Consolidated Growth Draft Vision and Implementation Framework (2016). The assessment analyses four land use scenarios based on urban design workshops. These four scenarios include:

- Moderate Growth: Initial (worst case scenario).
- Moderate Growth: Modified (reduction in commercial office space).
- Bottom up – based on SIDRA intersection capacity (elimination of 2,800 residential units, most of the new commercial floor space and half the new retail floor space).
- Moderate Growth – 2026 Staged (estimate of the amount of development that would occur by 2026 if the Local Structure Plan was approved).

Based on the traffic assessment, the Stirling Highway and Dalkeith Road intersection, located within the Nedlands Town Centre precinct area, has the existing situation results of:

- AM Peak average delay: 47.9 seconds
- PM Peak average delay: 42.3 seconds

In terms of projected growth from the City of Nedlands Consolidated Growth Draft Vision and Implementation Framework (2016), the following growth scenarios for the Stirling Highway and Dalkeith Road intersection are as follows:

- Moderate Growth: Initial
 - AM Peak average delay: 317.8 seconds
 - PM Peak average delay: 647.3 seconds
- Moderate Growth: Modified
 - AM Peak average delay: 235.9 seconds
 - PM Peak average delay: 299.2 seconds
- Bottom Up
 - AM Peak average delay: 128 seconds
 - PM Peak average delay: 178 seconds
- Moderate Growth: 2026 Staged
 - AM Peak average delay: 48 seconds
 - PM Peak average delay: 42 seconds

Beyond 2026, it has been assumed that improvements in technology would help increase the capacity of the Nedlands road network to allow for increased development levels. These technologies include intelligent traffic signals and the introduction of intelligent motor vehicles, with autonomous vehicles eventually being introduced.

→ City of Nedlands Draft Vision and Implementation Framework

The City of Nedlands Draft Vision and Implementation Framework (2016) is intended to provide broad guidance for development of public and private land within the Consolidated Growth area of Stirling Highway, Hampden Road and Broadway. The objectives of the framework are derived from the community engagement and consultation undertaken for the City of Nedlands Local Planning Strategy (2017), and are outlined as:

- Provide the opportunity for increased residential density along the Stirling Highway, Hampden Road and Broadway corridors in order to increase the diversity of dwelling types within the City and respond to the infill density targets provided by the WAPC's Perth & Peel @ 3.5 million.
- To respect and retain the suburban character of the surrounding Nedlands area, and ensure that new development along the said corridors does not negatively impact existing suburban residential areas
- Improve the quality of the public realm throughout the City area, particularly for pedestrians and cyclists within the Stirling Highway corridor
- Maintain and enhance a broad variety of business and employment opportunities throughout the City area to promote vibrancy and diversity of Local Centres
- Ensure that new development contributes to the character of local areas and a sense of place, and is designed to the highest of architectural and eco-friendly standards.

The framework identifies that the Nedlands Town Centre precinct will become the thriving heart of the local area. It will be a focal point for daily shopping, entertainment and dining activities while accommodating a broad range of uses including a supermarket, restaurants, cafés, speciality

shops, offices and apartments, and additional civic uses. The framework stipulates that private land will be redeveloped over time to accommodate buildings of between four and 10 storeys that are designed with activated ground floor, with office and residential uses on upper floors to provide employment and living opportunities. The public realm will also be enhanced with the planting of mature trees in the street verge and the incorporation of street furniture and public art.

→ Stirling Highway Intersection SIDRA Modelling Results – Revised Development: Technical Note (2016)

The Stirling Highway Intersection SIDRA Modelling Results – Revised Development Technical Note (2016) details SIDRA intersection modelling for options of a revised development scenario for three intersections on Stirling Highway. One of the intersections, the Stirling Highway and Dalkeith Road, is located within the Nedlands Town Centre precinct area. The results of the technical note were based on the following:

- Degree of Saturation
- Average Delay
- Level of Service.

The Dalkeith and Stirling Highway intersection had delays higher than desired, yet was still expected to function with increased delays.

PREVIOUS NEDLANDS TOWN CENTRE STUDIES

→ Nedlands Town Centre Precinct Plan Local Planning Policy (2019)

The City of Nedlands Town Centre Precinct Plan Local Planning Policy applies to all land contained within the Nedlands Town Centre. It identifies a highly connected, walkable, age-friendly precinct complemented by civic and open space facilities. Sophisticated public transport management is envisaged to support the desired pedestrian movements as well as improve road treatments for a safe and permeable public realm. The vision outlines a new 'heart' of activity directed toward a new pedestrian-focused main street away from Stirling Highway.

The main street area includes active street frontages supporting entertainment activities with passive and multifunctional open spaces. The intent is that these spaces will serve as dedicated gathering places that can be used for community events. The public realm will be revitalised to complement the leafy-green character of Nedlands with additional diverse retail and community facility opportunities that enhance heritage values. A strong sense of place will be incorporated into distinct, high-quality and environmentally sustainable buildings and streetscapes that are softened by landscaping.

The precinct will support a mix of residential and commercial uses with higher density development concentrated within the Town Centre while maintaining solar access to the southern sections of the precinct.

The City of Nedlands Town Centre Precinct Plan Local Planning Policy identifies four sub-precincts including the Town Heart, Town Core, Residential Transition and the Community.

The Town Heart demonstrates the most diverse built form of all the identified sub-precincts and encompasses mixed use development with a focus on retail, place activation, destinations (active street frontages), after-hour activity and servicing of the community heart. The Town Heart has five objectives that include:

- The creation of the Town Heart along the South of Stirling Highway comprising a land use mix that includes retail, cafés, restaurants, entertainment (specifically at ground level with significant residential development above)
- Activated frontages
- An open space area surrounding the Captain Stirling Hotel
- Implementation of the long-term closure of Florence Road to encourage pedestrianisation
- Increased residential densities above ground levels.

The Town Core is located in the north-central area of the precinct, between the transitioning areas to the west and east. This sub-precinct focuses on apartment living with ground floor activation. The precinct has four objectives which include:

- Ground and first floor development activated with restaurants, offices and cafés (specifically on corner lots located away from the noise of Stirling Highway)
- Supporting of multi-purpose spaces used for small business hubs
- Increased densities above ground and first floors
- Relocation of bus stops to be within Town Heart & Town Core.

The Residential Transition sub-precinct ensures quality medium density residential development that is connected to the Rose Gardens. Innovative office spaces will also be supported to activate corner lot developments. The Residential Transition sub-precinct has four objectives that include:

- Corner lot development activation at ground levels with office uses that reflect the current land use pattern of the area
- Residential uses to be the predominant land use within this precinct
- Incorporation of an appropriate transition between the Town Heart and Town Core areas to the west of precinct 3 (outside the precinct)
- Allow for shared office spaces for small businesses.

The Community sub-precinct anticipates no significant changes in the short-term, although connectivity and integration within the Core shall be improved. Residential dwellings will also be supported above civic and community uses as the precinct further develops. The objectives of the precinct include:

- A mix of residential uses amongst non-residential uses (professional services, community and civic buildings)
- Administration of non-residential uses only at ground and first floors.

The local planning policy then explores and sets objectives for movement, activity, urban form and resource conservation.

Finally, the Nedlands Town Centre Local Planning Policy goes on to indicate that there is a need for:

- Architectural and urban design perspectives including 3D bulk and massing plans, and
- A public realm design for the proposed new Florence Road Town Centre Heart.

The massing plans and public realm design will test the primary controls as they relate to setbacks and implications for overshadowing and plot ratio. The built form provisions are able to be refined to support the different characters of each sub-precinct and support a higher level of landscaping within the precinct.

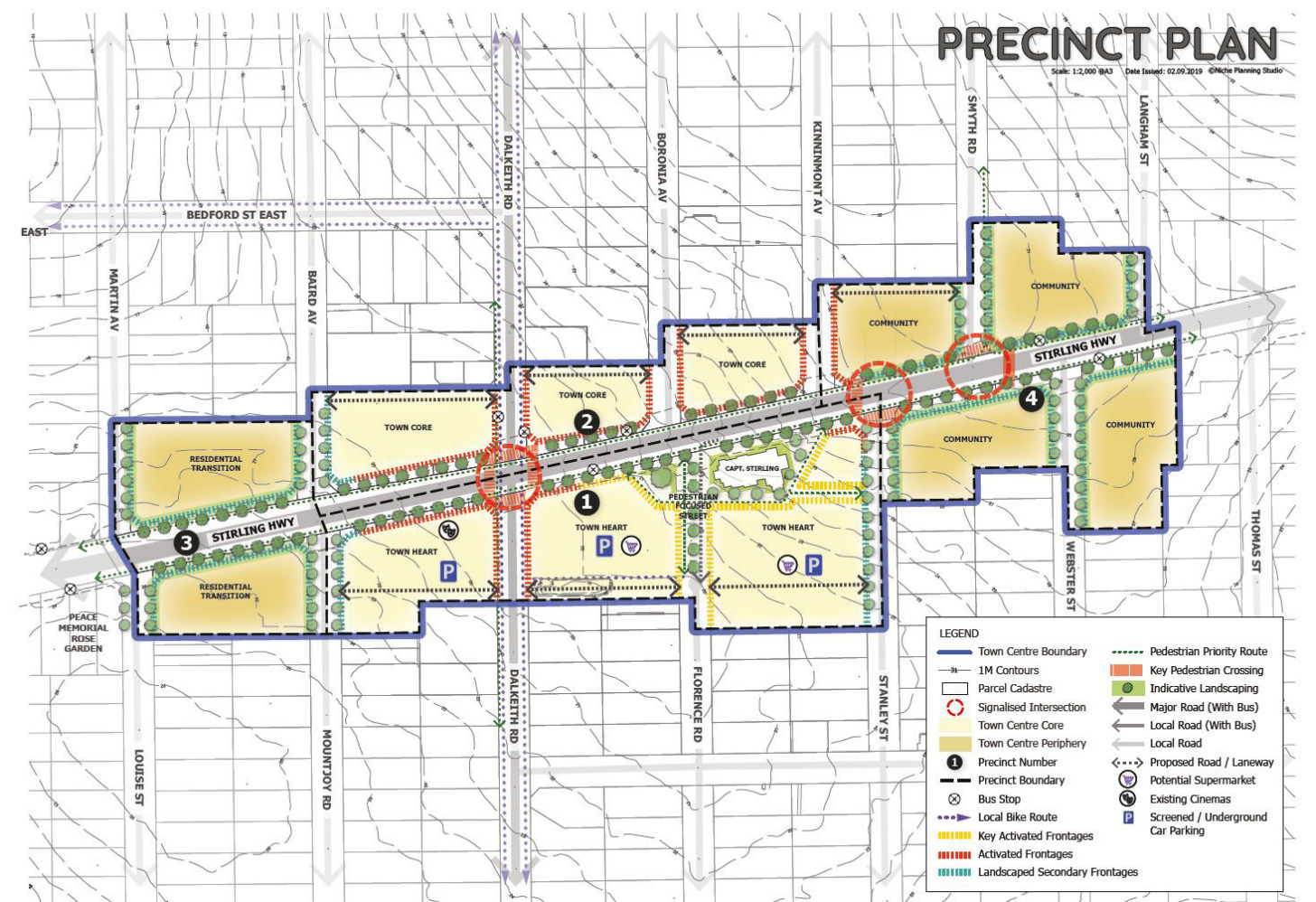


Figure 68: Precinct Plan - City of Nedlands Town Centre Precinct Plan Local Planning Policy.



Figure 69: Pedestrian Focused Florence Road - City of Nedlands Town Centre Precinct Plan Local Planning Policy.



LOCAL PLANNING POLICY – WARATAH VILLAGE PRECINCT CONTEXT AND CHARACTER

1.0 PURPOSE

- 1.1 To establish the existing and desired future character of the Waratah Village Precinct.
- 1.2 For the desired future character statement to inform the assessment of development applications within the Waratah Village Precinct.

2.0 APPLICATION OF POLICY

- 2.1 This Policy applies to all applications for residential and non-residential development within the Waratah Avenue Precinct. The Waratah Village Precinct is identified in **Appendix 1**.
- 2.2 This Policy is to be used to inform the preparation of the Site Analysis and Design Response, as required by Element 3.1 of the Residential Design Codes Volume 2.
- 2.3 This Policy is to be read in conjunction with the Residential Design Codes Volume 1 and 2.
- 2.4 Where this Policy is inconsistent with the Residential Design Codes Volume 1 and 2, the provisions of the Residential Design Codes Volume 1 and 2 shall prevail, to the extent of the inconsistency.

3.0 OBJECTIVES

- 3.1 To ensure that applications for new development are accompanied by a Site Analysis and Design Response which demonstrates how the design of new development takes consideration of the existing and desired future character of the Waratah Village Precinct.
- 3.2 To ensure that new development provides an appropriate transition from the mixed-use, medium density development along Waratah Avenue, to the low density single residential housing surrounding the Precinct.
- 3.3 To facilitate high-quality development that has an appropriate interface to the street, maintains the landscape character of the area where appropriate and minimises adverse amenity impacts on surrounding development.

4.0 POLICY MEASURES

Existing Character

- 4.1 The existing local character of the Waratah Village Precinct is set out in the Waratah Village Local Distinctiveness Study and Context Analysis, which is included in **Appendix 2**.



4.2 Where the Residential Design Codes refers to any of the following, applicants are to refer to the Waratah Village Local Distinctiveness Study and Context Analysis:

- Existing character of the area;
- Existing landscape character/landscape character of the area;
- Existing streetscape pattern;
- Streetscape, topography and site attributes; and
- Character of the local area.

4.3 In preparing the Site Analysis and Design Response in accordance with Element 3.1 of the Residential Design Codes Volume 2, applicants shall consider the Waratah Avenue Local Distinctiveness Study and Context Analysis.

Desired Future Character

4.4 Where the Residential Design Codes refers to any of the following, applicants are to refer to the Desired Future Character Statement, as outlined in 4.5 of this Policy:

- Desired future scale and character of the street and local area;
- Desired future streetscape character; and
- Desired streetscape character.

4.5 Desired Future Character Statement

1. The Waratah Village Precinct will provide for more diverse housing options for residents within high amenity and attractive streetscapes.
2. New development will identify and reference opportunities for a public plaza, creating a civic heart for the local centre in Dalkeith.
3. Landscaping and deep soil in new developments will contribute to the leafy-green sense of place, appropriate to the density of each site.
4. Built form and landscaping will be designed to provide appropriate transitions between low and medium density development.
5. New development will reference the traditional built form character of the area through the integration of design elements and a high-quality palette of materials and finishes.
6. New development will interact with the street to enhance the pedestrian environment, and include appropriate land uses on the ground floor in the Mixed-Use Zone that connect the private and public realms.
7. Land uses will be suitable to the scale of the Waratah Village Precinct, which functions as a local centre for the surrounding residential neighbourhood.

4.6 In preparing the Site Analysis and Design Response in accordance with Element 3.1 of the Residential Design Codes Volume 2, applicants shall consider the Desired Future Character Statement, as outlined in 4.5 of this Policy.

5.0 RELATED LEGISLATION

5.1 This Policy has been prepared in accordance with Schedule 2 Part 2 Clause 4 of the Planning and Development (Local Planning Schemes) Regulations 2015.

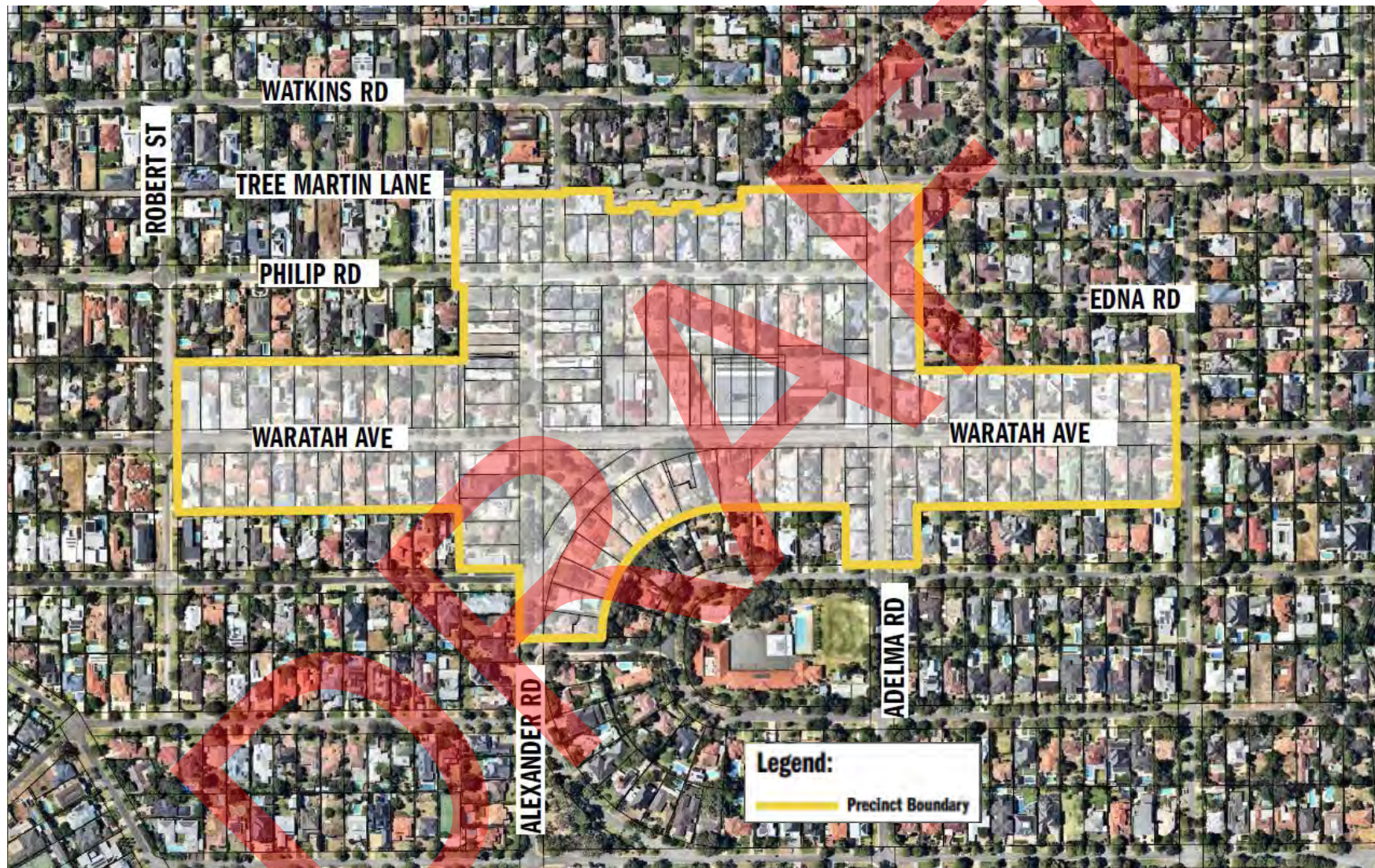


5.2 This Policy should be read in conjunction with the following additional planning instruments and its requirements apply unless specifically stipulated elsewhere in any of the below:

- Planning and Development Act 2005
- Planning and Development (Local Planning Schemes) Regulations 2015
- Local Planning Scheme No. 3
- State Planning Policy 7.3 - Residential Design Codes Volume 1
- State Planning Policy 7.3 – Residential Design Codes Volume 2

Council Resolution Number	PDXX
Adoption Date	OCM XX XXXX XX
Date Reviewed/Modified	OCM XX XXXX XX

Appendix 1 – Map of Waratah Village Precinct





Appendix 2 – Waratah Village Local Distinctiveness Study and Context Analysis

DRAFT

WARATAH VILLAGE

LOCAL DISTINCTIVENESS STUDY AND CONTEXT ANALYSIS



Hassell
Level 1 Commonwealth Bank Building
242 Murray Street
Perth WA
Australia 6000
hassellstudio.com
@hassell_studio

Contact
Robina Crook
Senior Associate, Planning
rcrook@hassellstudio.com
+61 8 6477 6143
+61 432 013 097

1.	Introduction	1
2.	Context Plans	2
3.	Built Environment	7
4.	Public Realm	20
5.	Movement	29
6.	Urban Design Principles	33
7.	Context Analysis	35

Document Control			
Rev	Date	Approved By	Description
01	28.04.2020	Robina Crook	For review
02	13.06.2020	Robina Crook	For review
03	03.08.2020	Robina Crook	For review
04	10.08.2020	Robina Crook	For approval
05	21.08.2020	Natalie Busch	Final

1. INTRODUCTION

Successful streets, spaces, villages, towns and cities tend to have qualities in common. The fundamental qualities of successful places include character and sense of place. A place that responds to and reinforces locally distinctive patterns of development and landscape.

(CABE - The Councillor's Guide to Urban Design)

The gazettal of the City's Local Planning Scheme 3 (LPS3) has seen the Waratah Village identified as an opportunity for growth and a higher intensity of urban development as one of the growth and transition areas. Rezoning and recoding provide for a mix of low to high residential densities and a medium-rise urban centre. The intent is for the City to refine the built form controls within these growth and transition areas to reflect the local context better and support a unique sense of place. Before revised planning provisions are established, it is fundamental to understand the current local distinctiveness of the Precinct, which can inform the future character of the place.

In 2000, the UK's Commission for Architecture and the Built Environment (CABE) prepared the "By Design - Urban design in the planning system: towards better practice" which highlighted the

importance of local distinctiveness in assisting in defining and informing planning provisions. The study identified local distinctiveness as "the positive features of a place and its communities which contribute to its special character and sense of place".

This local distinctiveness study is not a formal assessment of architectural style or heritage; it is a review of the characteristics of the existing built form that inform the character of the place.

The focus has been to uncover elements that make a positive contribution to local distinctiveness and the opportunities for enhancement.

The key urban design features that impact local distinctiveness have been derived from an understanding of the State Planning Policy 7.0 Design of the Built Environment, which advocates for higher quality

design outcomes. The qualities of place are influenced by the following design principles of context and character, landscape quality, built form and scale, functionality and build quality, sustainability, amenity, legibility, safety, community and aesthetics.

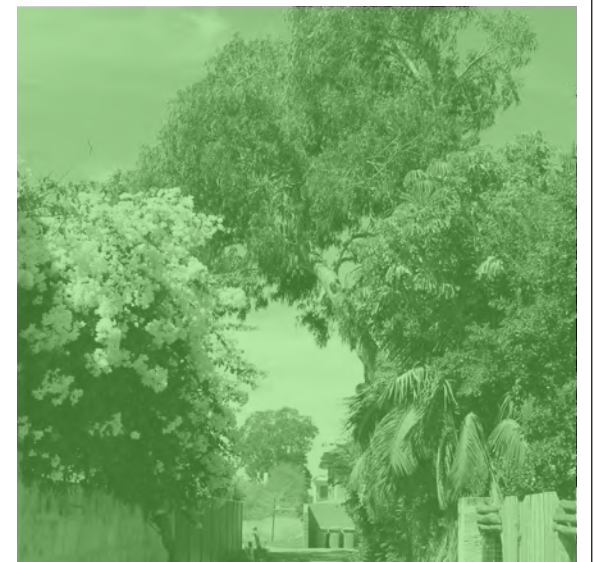
The study addresses the design elements within the built environment and the public realm to identify opportunities to inform and enhance local distinctiveness.

To complement the study, an extensive audit of the Precinct was undertaken. The review includes a block-by-block, on-the-ground survey of the existing built form within the Precinct. The analysis has also been informed by the ten design principles of State Planning Policy 7.0 Design of the Built Environment.



2. CONTEXT PLANS

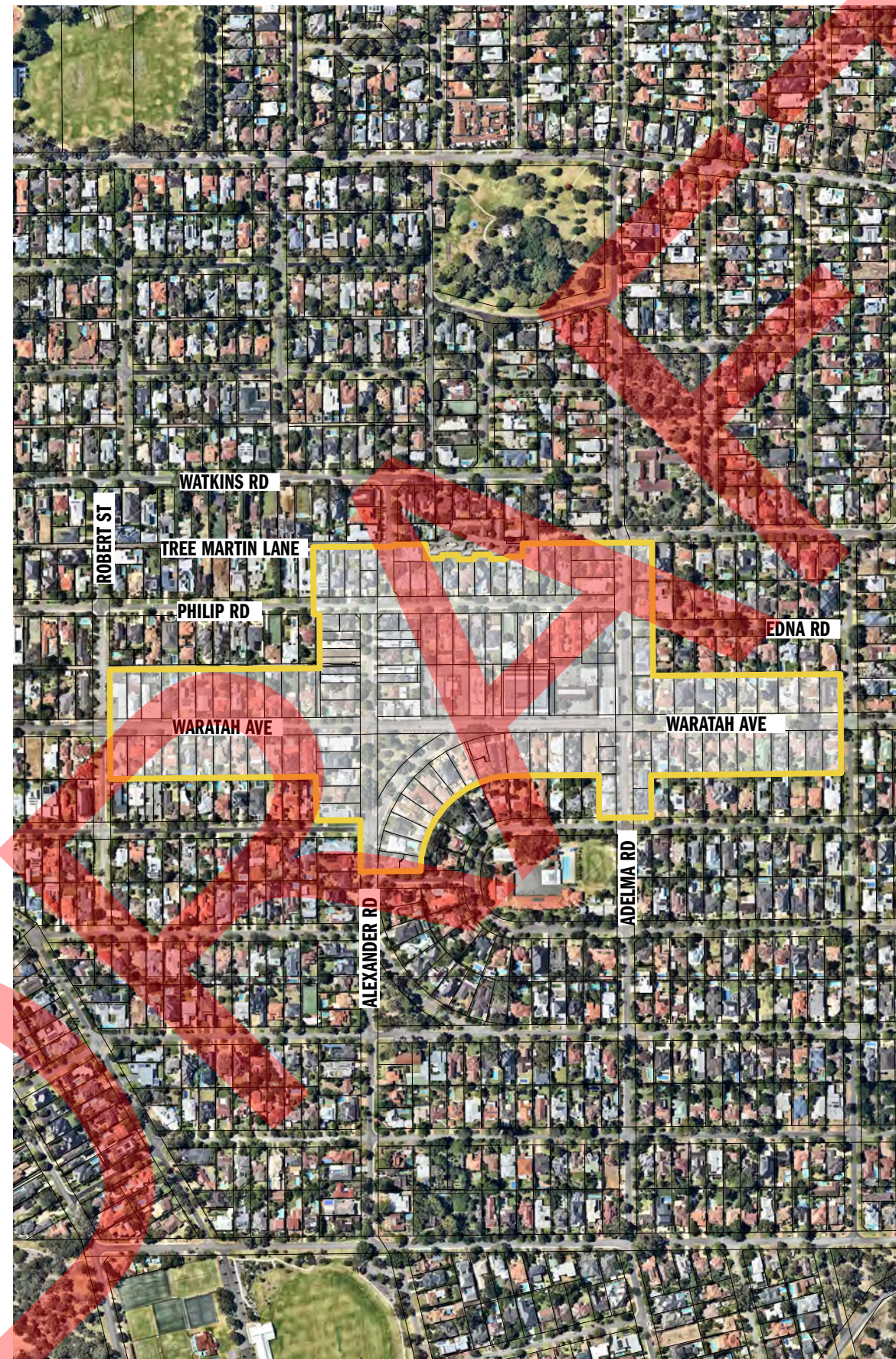
The Waratah Village Precinct including its Sub-Precinct, Regional, Sub-Regional and Local Contexts.



SITE AND PRECINCT PLAN

This map shows the Waratah Village Precinct site, referred to throughout this study.

The Waratah Village occupies approximately 17ha of land area with 142 lots ranging from 332m² to 3,684m².



Legend:

— Precinct Boundary

Aerial map sourced from Nearmap (file dated 2020)

Figure 1: Precinct Plan

REGIONAL CONTEXT

The Waratah Village is located within the central sub-region of the Perth Metropolitan area, surrounded by a number of activity centres that meet the different needs of the community. The objective is to ensure a suitable distribution of activity centres to meet different levels of community need and enable employment, goods and services to be accessed efficiently and equitably by the community. Activity centres are hubs of activity and support mixed use, including retail, commercial and residential land uses integrated with a high-frequency public transport system.

The Precinct is within 7km of the Perth Central Business District, 2km of the Claremont Secondary Centre and 6km of the Subiaco Secondary Centre.

The Waratah Village is a series of local scaled centres with a well-performing shopping centre. Larger scaled commercial and mixed land use is dominant throughout the village core. Dalkeith Hall and the community centre provide complementary services. A small pocket park is co-located within the retail core providing a diversity of amenities for the community.

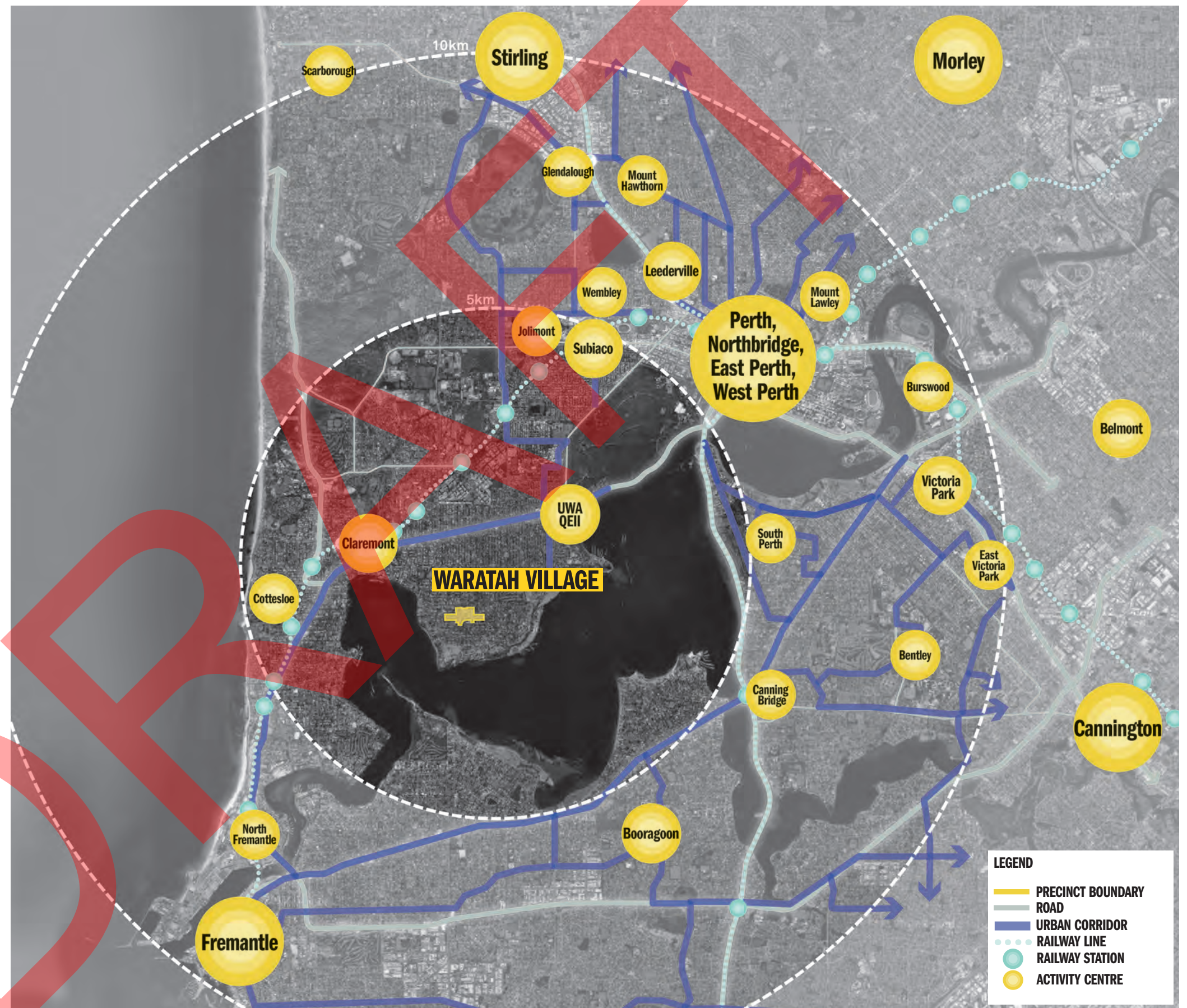


Figure 2: Regional Context

SUB-REGIONAL CONTEXT

The City of Nedlands is an inner-city local government within the greater Perth Metropolitan area. Nedlands is situated 5.5km from the Perth central business district (CBD), and covers approximately 20km².

The City has four distinct areas which are named the Coastal, Hollywood, Melvista and Dalkeith wards. The City is well serviced with recreational facilities such as the HBF Stadium, Cottesloe Golf Club, Swanbourne Beach

and picturesque parks along the Swan River. Primary and secondary schools, including the John XXIII College, provide high-quality education services.

Large areas of the City are traditional, low-rise residential development, nestled within tree-lined streets. The Waratah Village is a Neighbourhood Centre located to the south of the City of Nedlands, between the larger activity centres of Claremont, Subiaco and the Perth CBD. At the eastern

interface of the City there are key state destinations such as the University of Western Australia and QEII Medical Campus and Hospital. Nedlands is bounded by the local government areas of Perth, Subiaco, Cambridge, Cottesloe and Claremont.

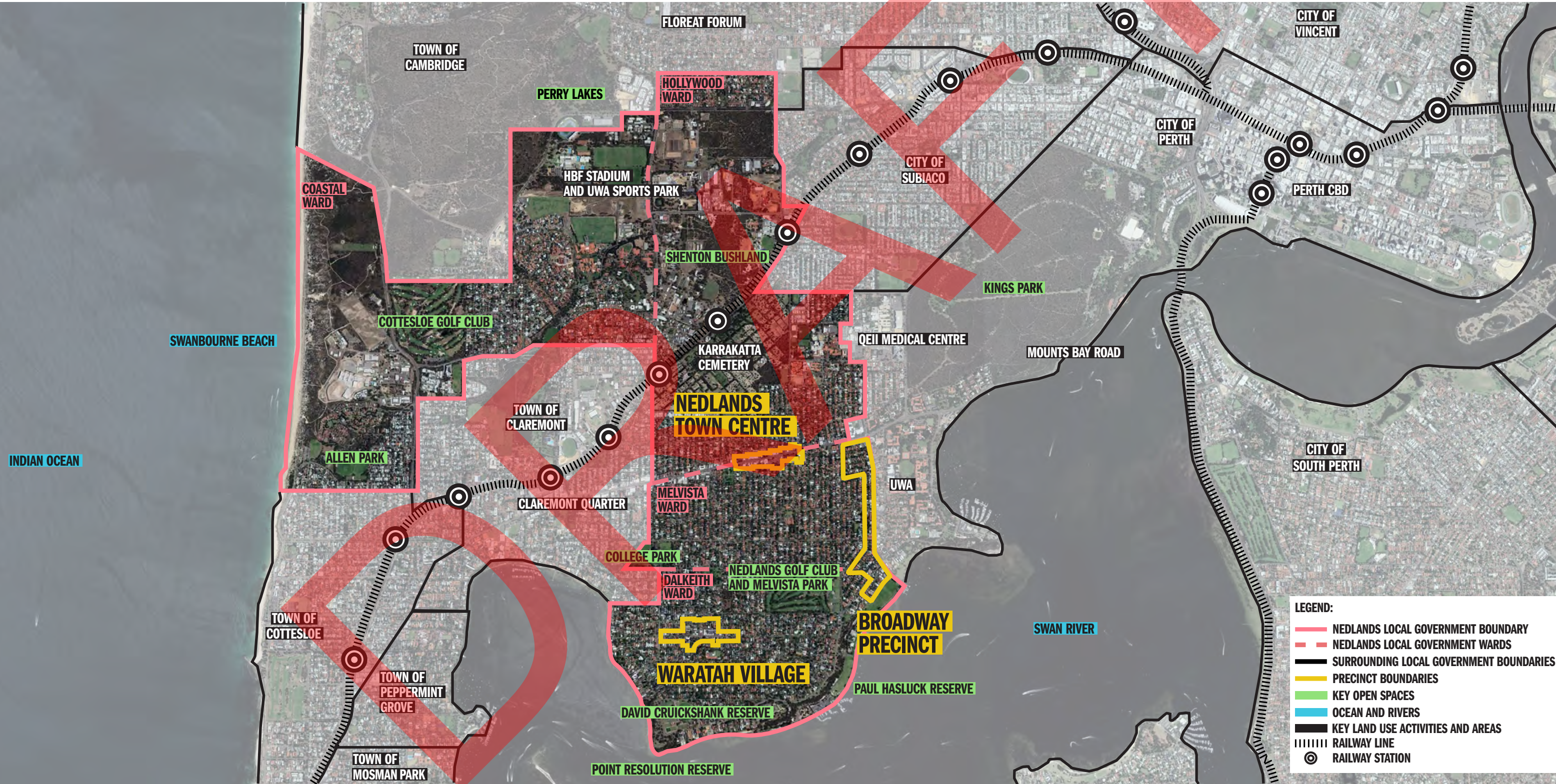


Figure 3: Sub-Regional Context

LOCAL CONTEXT

The Waratah Village Precinct is located within the City of Nedlands Dalkeith ward, along Waratah Avenue. It is a Neighbourhood Activity Centre identified in the City’s Local Planning Strategy.

The City’s Strategy identifies that this centre comprises commercial uses from Adelma Road to Robert Street. This centre was established to link Nedlands and Dalkeith residents to Claremont, and has therefore developed

organically to comprise of uses and shops that are utilised by residents on a needs basis only. More broadly, the town centre is situated to the south-east of the Claremont Secondary Activity Centre and the south-west of the Queen Elizabeth II Medical Centre (QEII). In general, the precinct is surrounded by predominately single residential dwellings on large lots with well-established, tree-lined streets. Educational facilities and public open spaces are also dispersed throughout the neighbourhood.

Surrounding activity centres influence the scale of retail and commercial land use within the precinct. The State Planning Policy 4.2 - Activity Centres for Perth and Peel identifies Claremont and Subiaco as secondary centres and UWA-QEII as a specialised activity centre. As a Neighbourhood Centre Waratah Village is expected to meet the needs of the local community, providing for the main daily to weekly household shopping and community needs. The centre provides for a mix of lands uses.

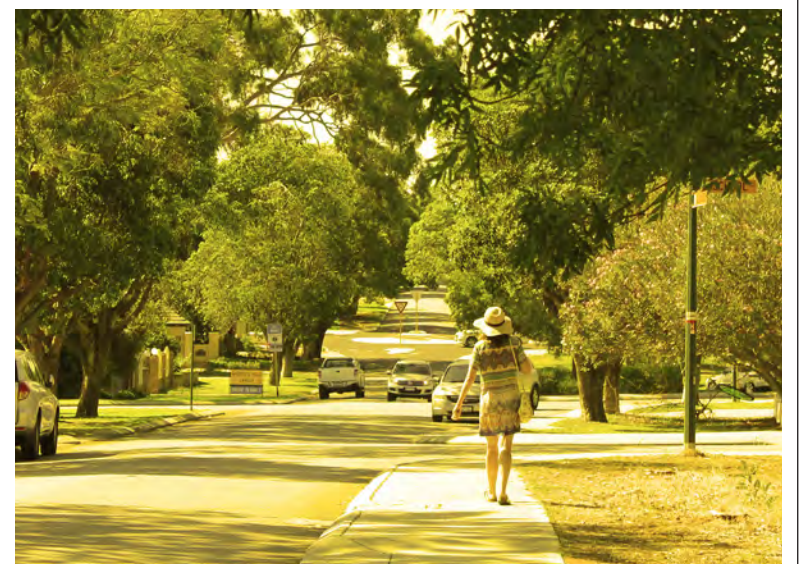
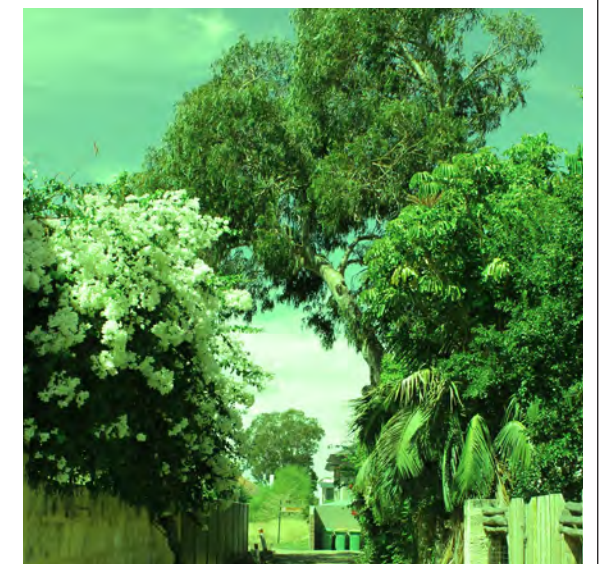
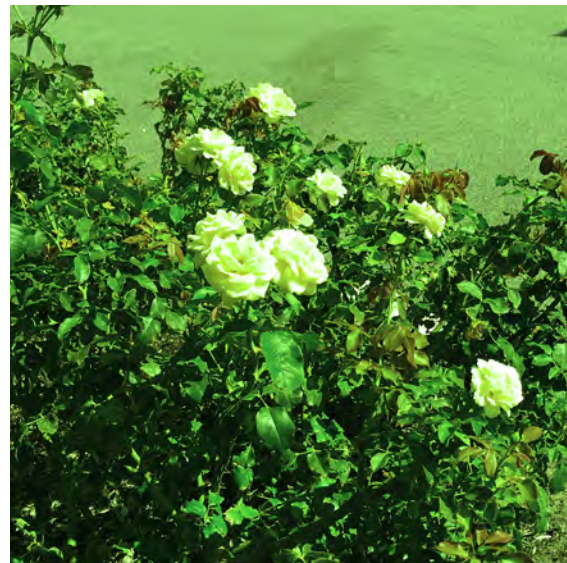
The precinct is characterised by low to medium rise retail and commercial development along Waratah Avenue. There are two main nodes along the avenue, to the west is small single storey retail and commercial uses, whereas more central to the precinct is generally retail and commercial and civic medium-rise uses. Single residential developments are predominately distributed throughout the centre.



Figure 4: Local Context

3. BUILT ENVIRONMENT

An exploration of the elements that form the built environment within the Precinct.



ACTIVITY AND LAND USE

Activity and land use are essential characteristics of a great place. The level of activity within a Precinct is directly related to the diversity of land use options. Often the most welcoming places are created by ensuring a sustainable and diverse mix of land uses, with activity focused at key locations.

The benefits of diversity can be in the form of increased housing options, retail and commercial opportunities, higher levels of social interaction, reduced concerns relating to crime, and improved accessibility to transport. Meeting the diverse needs of the community also includes ensuring effective integration of land uses and transport opportunities. Importantly, the needs of the current and future community need to be considered.

The Waratah Village Precinct offers a central core of increased activity including mixed use, commercial, retail and residential uses along with the Dalkeith Fresh IGA. The Precinct also includes two smaller Local Centres with cafés and local businesses that meet the local communities needs. Outside of the mixed use areas, the Precinct is dominated by low-rise residential development, extending outwards from the central commercial core of the Precinct.

- Opportunities within Waratah Village are:
- Identify opportunities for a public plaza within the Precinct
 - Greater diversity of housing typologies to support a mix of land uses
 - Provide built form provisions to ensure fine grain and active ground plane developments within mixed use areas
 - Ensure suitable interfaces and edge treatments between different zones
 - Ensure land use integration with current and future transport outcomes, with a pedestrian-first focus
 - Propose planning provisions that enhance the natural amenities of tree-lined streets and Genesta Park in the Precinct.

ACTIVITY

LOW

RESIDENTIAL



- Low-rise residential
- Low level of activity



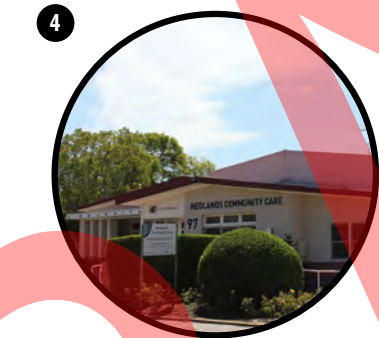
- Low-rise, two storey residential
- Low level of activity



- Low-rise residential
- Low level of activity

MODERATE

COMMUNITY HUB



- Nedlands Community Care Centre
- Moderate level of activity

CAFE



- Cafe strip with adjacent retail uses
- Moderate level of activity

HIGH

COMMERCIAL AND MIXED USE



- Commercial, retail and residential uses
- High level of activity

SHOPPING CENTRE



- Dalkeith Fresh IGA
- High level of activity

AREAS OF INCREASED ACTIVITY

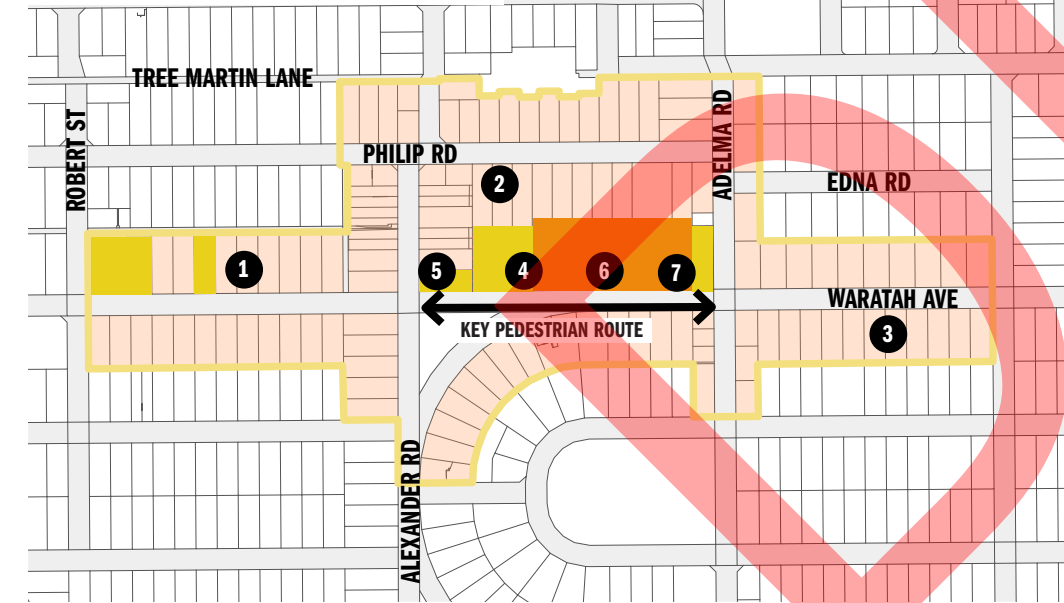


Figure 5: Areas of Increased Activity

LAND USE

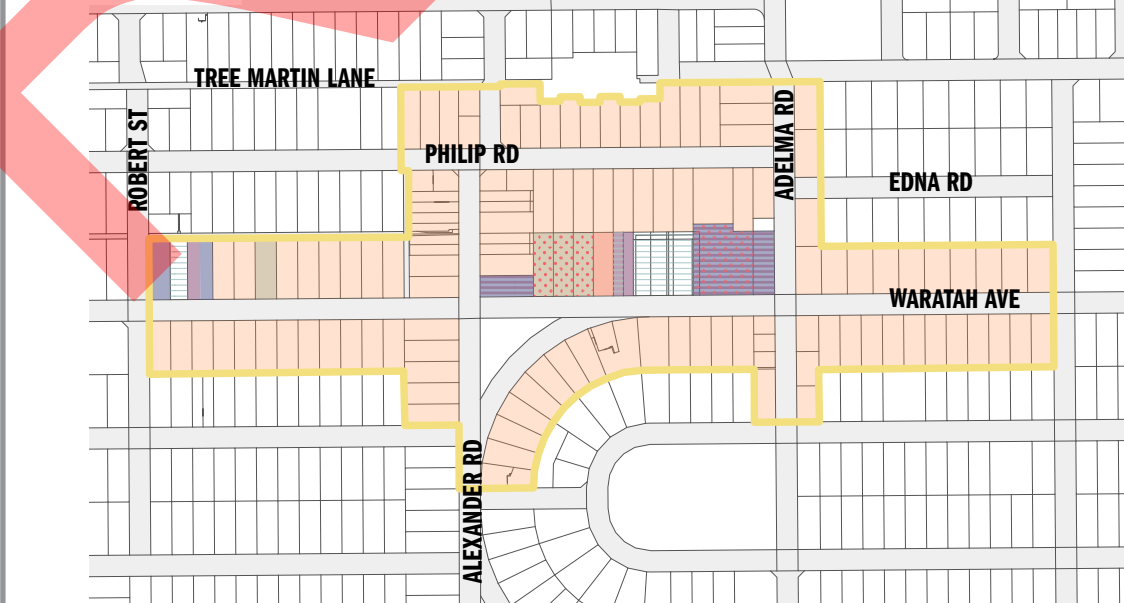


Figure 6: Land Use

Legend:
Land Use / Activity (PLUC Codes)

- Precinct Boundary
- Residential
- Shop/Retail
- Shop/Retail with Office/Business
- Office/Business
- Office/Business with Service Industry
- Office/Business with Shop/Retail and Entertainment/Recreation/Culture
- Health/Welfare/Community Services
- Health/Welfare/Community Services with Entertainment/Recreation/Culture
- Entertainment/Recreation/Culture
- Vacant Floor Area

PLUC Code source: Department of Planning, Lands and Heritage on behalf of the Western Australian Planning Commission (2015/17).

TOPOGRAPHY

The undulation of the natural ground plane fundamentally contributes to local distinctiveness. Level sites provide for different streetscapes to undulating sites. The topography of a place is the arrangement of the natural and artificial physical features of an area - an essential factor is the natural ground levels. The level of the ground before any excavation or filling of a site is referred to as the 'natural ground level', whereas the 'finished ground level' is once development has 'finished' with building floor plate, paving, asphalt or landscape. The natural ground levels and undulation of a site can impact the style of development that is proposed.

The rise and fall of the natural ground level can be subtle and indiscernible or extreme and impact access. In all scenarios, development should respond to the topography in a meaningful and sympathetic manner.

The Waratah Village Centre has slight to moderate undulation in the natural ground levels across the Precinct. Along the length of Waratah, the levels rise towards Curlew Road to the east and Robert Street to the west (Section A). The topography falls slightly between Alexander and

Adelma Road, which correlates with the taller buildings in the Precinct (Section A1). This moderate change in levels allows for long, tree-lined sightlines along Waratah, terminating at the palm within the roundabout at the intersection of Waratah Avenue and Adelma Road (Section A2 and A3). Cross-sections of the Precinct in a north-south orientation identify a slightly greater undulation in natural ground levels. The land rises up toward Neville Road and Circe Circle N, to the south of the Precinct (Section B and C).

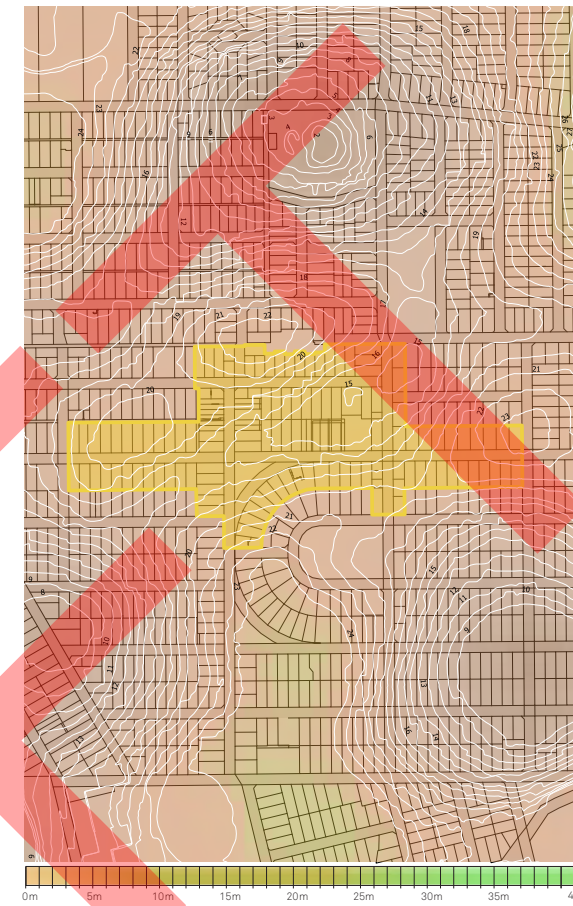


Figure 8: 1m Contour Across Waratah Village Precinct

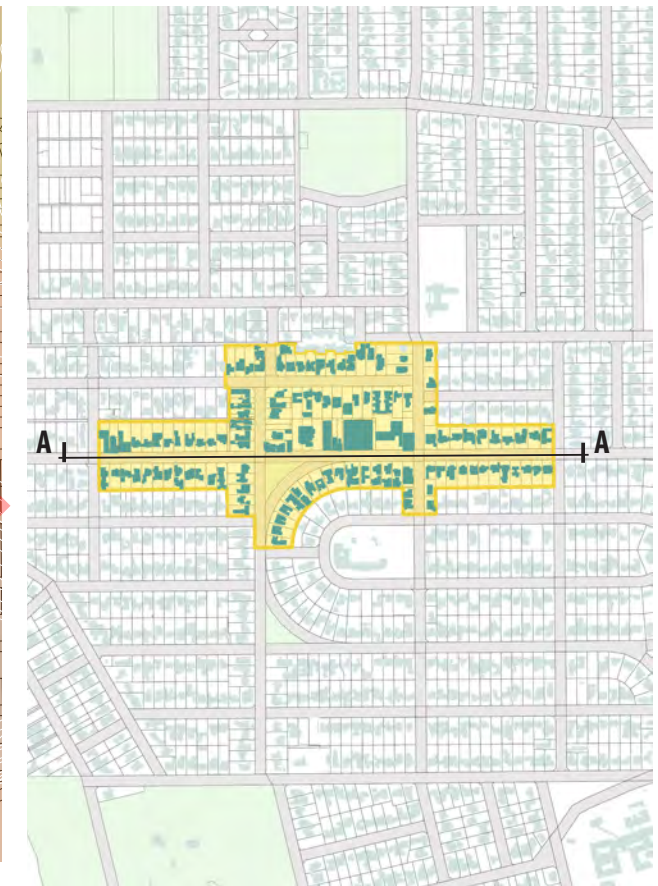


Figure 9: Location of Cross Section A

SECTION A - TOPOGRAPHY OF THE PRECINCT ALONG WARATAH AVENUE, IDENTIFYING EXISTING BUILDING HEIGHTS

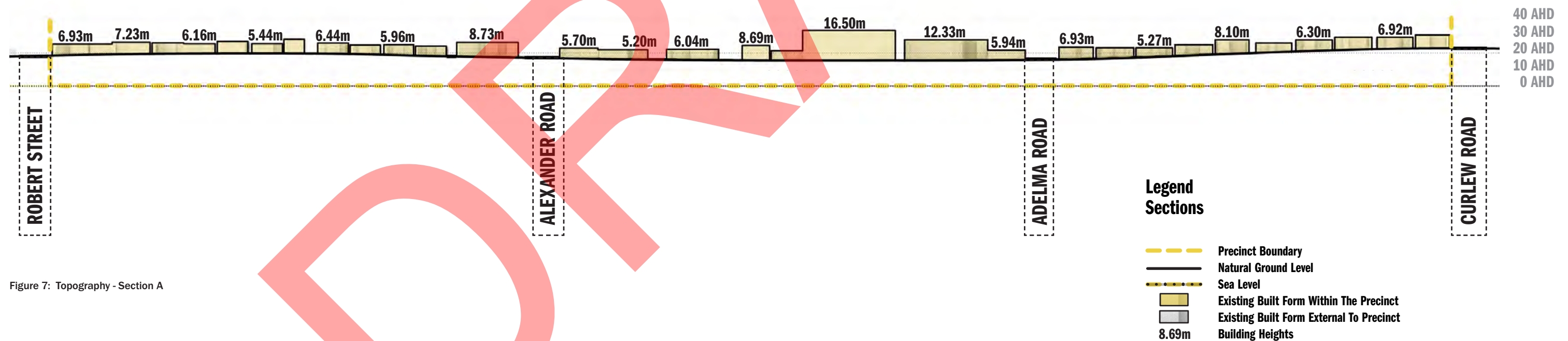


Figure 7: Topography - Section A

Building data sourced from the City of Nedlands Building Footprints (file dated 2013), Data WA Building Heights (file dated 2018) and Sea Level Data sourced from City of Nedlands Topography Data (file dated 2017)

TOPOGRAPHY

SECTION A1 - TOPOGRAPHY OF THE PRECINCT WITHIN WESTERN PART OF THE PRECINCT, IDENTIFYING EXISTING BUILDING HEIGHTS

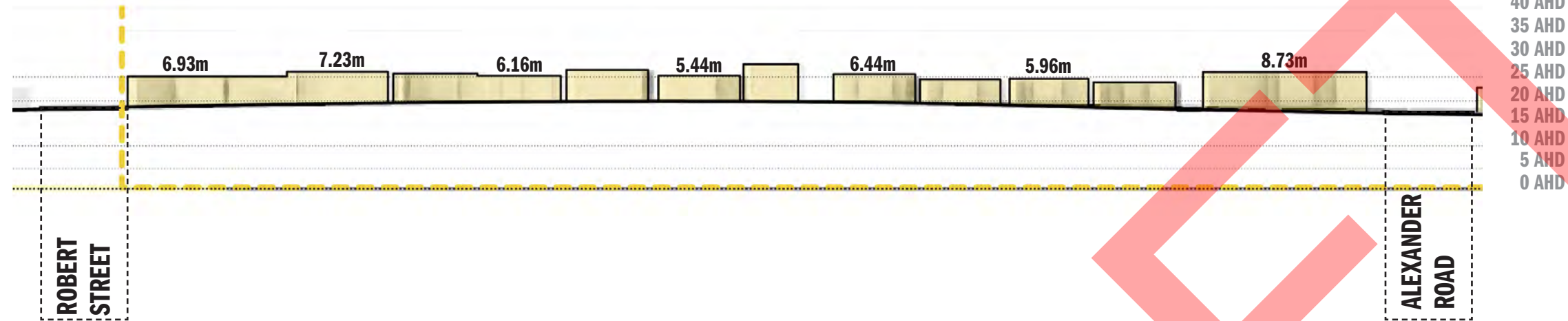


Figure 10: Topography - Section A1

SECTION A2 - TOPOGRAPHY OF THE PRECINCT WITHIN CENTRAL PART OF THE PRECINCT, IDENTIFYING EXISTING BUILDING HEIGHTS

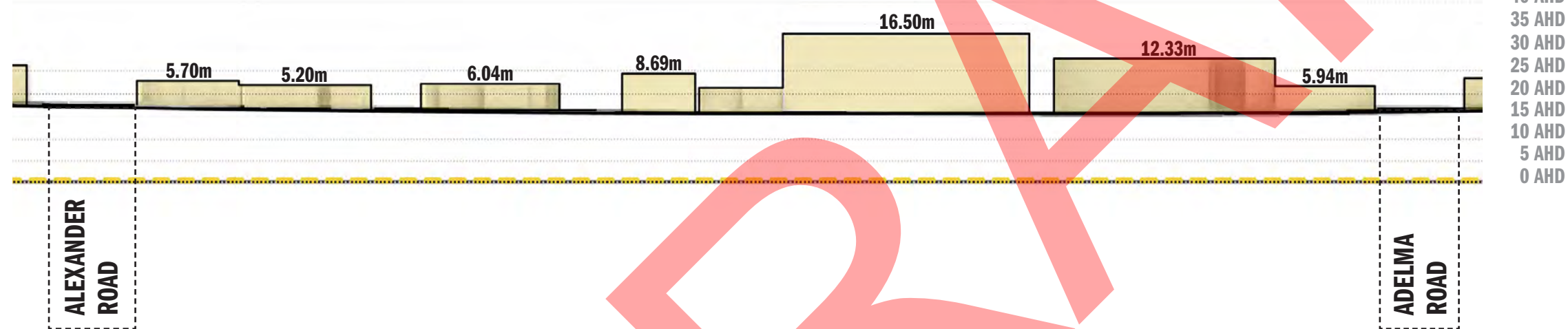


Figure 12: Topography - Section A2

SECTION A3 - TOPOGRAPHY OF THE PRECINCT WITHIN EASTERN PART OF THE PRECINCT, IDENTIFYING EXISTING BUILDING HEIGHTS

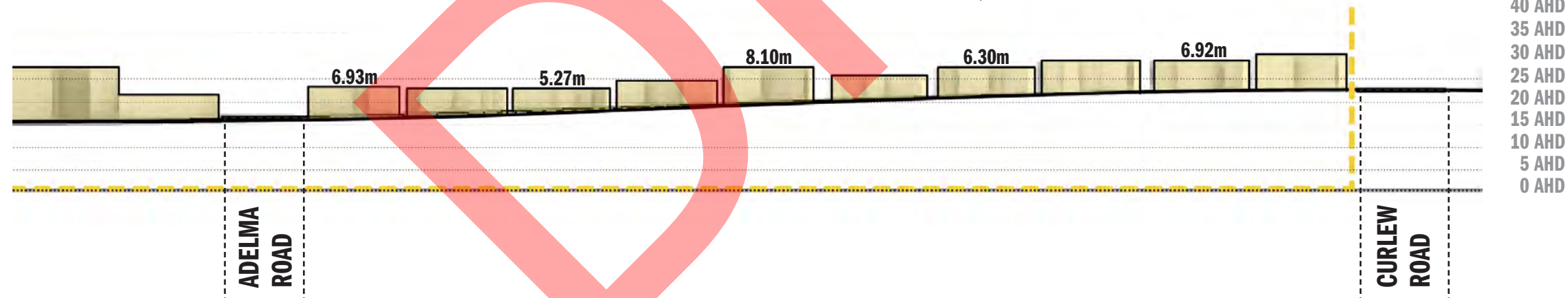


Figure 14: Topography - Section A3

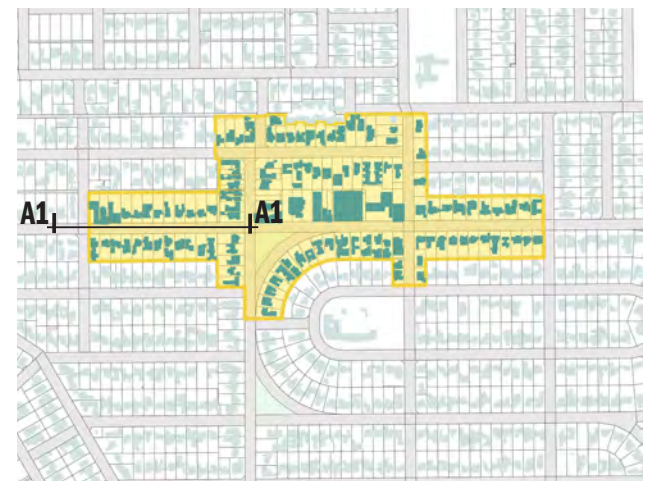


Figure 11: Location of Section A1



Figure 13: Location of Section A2

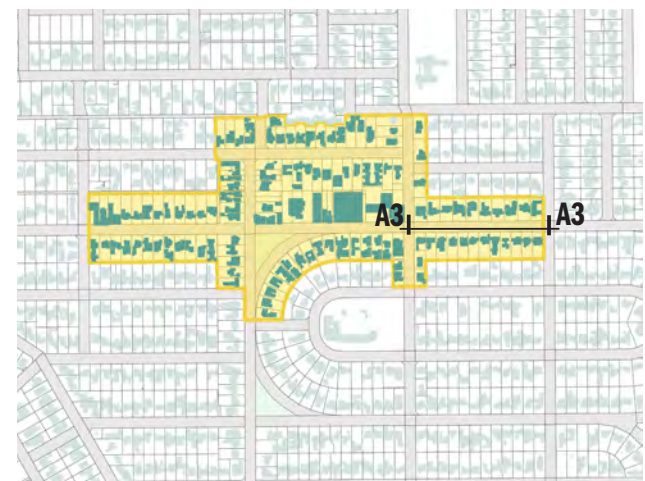


Figure 15: Location of Cross Section A3

Legend:

Sections

- Precinct Boundary
- Natural Ground Level
- Sea Level
- Existing Built Form Within The Precinct
- Existing Built Form External To Precinct
- 8.69m Building Heights

TOPOGRAPHY

SECTION B - TOPOGRAPHY OF THE PRECINCT WITHIN WESTERN SUB-PRECINCT, IDENTIFYING EXISTING BUILDING HEIGHTS

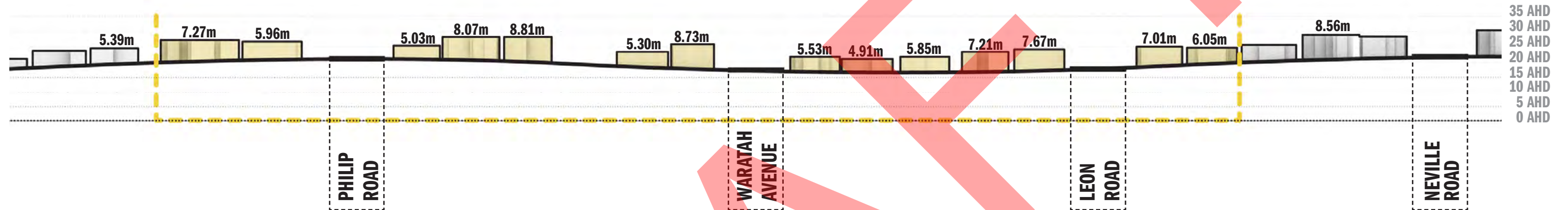


Figure 17: Location of Cross Section B

SECTION C - TOPOGRAPHY OF THE PRECINCT WITHIN CENTRAL SUB-PRECINCT, IDENTIFYING EXISTING BUILDING HEIGHTS

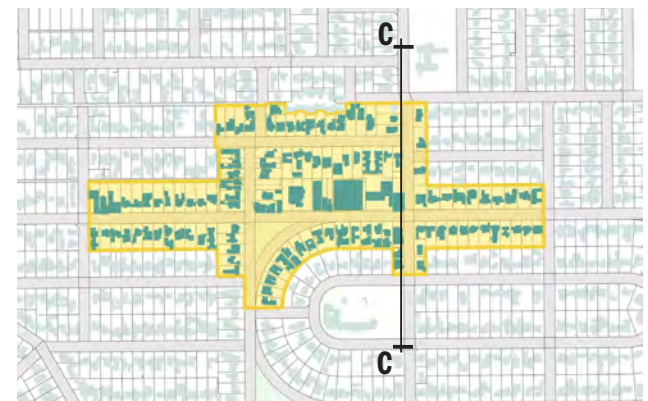
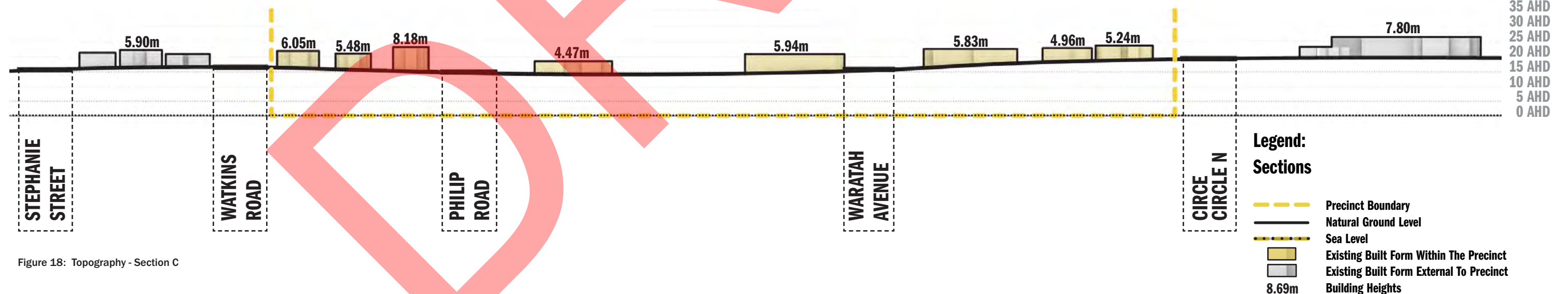
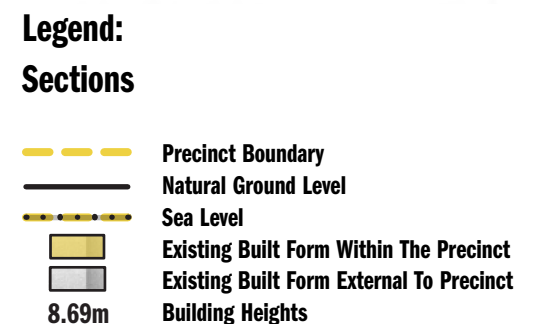


Figure 19: Location of Cross Section C



BUILT FORM

Built form within the Precinct informs local distinctiveness. The mass, scale and height of buildings are some of the many elements that make up built form character. Building setbacks also establish a relationship with the street and influence the perception of built form bulk.

Importantly, the bulk and scale of buildings need to respond to interfaces and edge qualities between land uses effectively. Quality built form outcomes should both support a sense of place and accommodate future land uses.

The core of the Waratah Precinct provides for local shopping needs within low to moderately scaled buildings. Traditional low-rise shopfronts are alongside medium-rise, mixed use development and retail businesses. The Dalkeith Community Centre is a low-rise building within a large lot.

Substantial, single dwellings of one to two storey surround the mixed use core.

Due to the increase in development intensity, provided via LPS3, there is an opportunity to provide detailed planning provisions to address built form with a focus on the transition between zones.

The built form plan provides an overview of the diversity of the existing built environment within the Precinct. Further plans provide analysis associated with the following existing building elements:

- Setbacks
- Heights
- Footprints.

These qualities will be considered along with streetscape character, landscaping, land use and a range of other built form elements that contribute to local distinctiveness.

With the gazettal of LPS3, there is an opportunity to provide nuanced built form provisions to address the transition and edges to abutting lower density residential developments and provide guidance as to height, setbacks and active ground floor use.

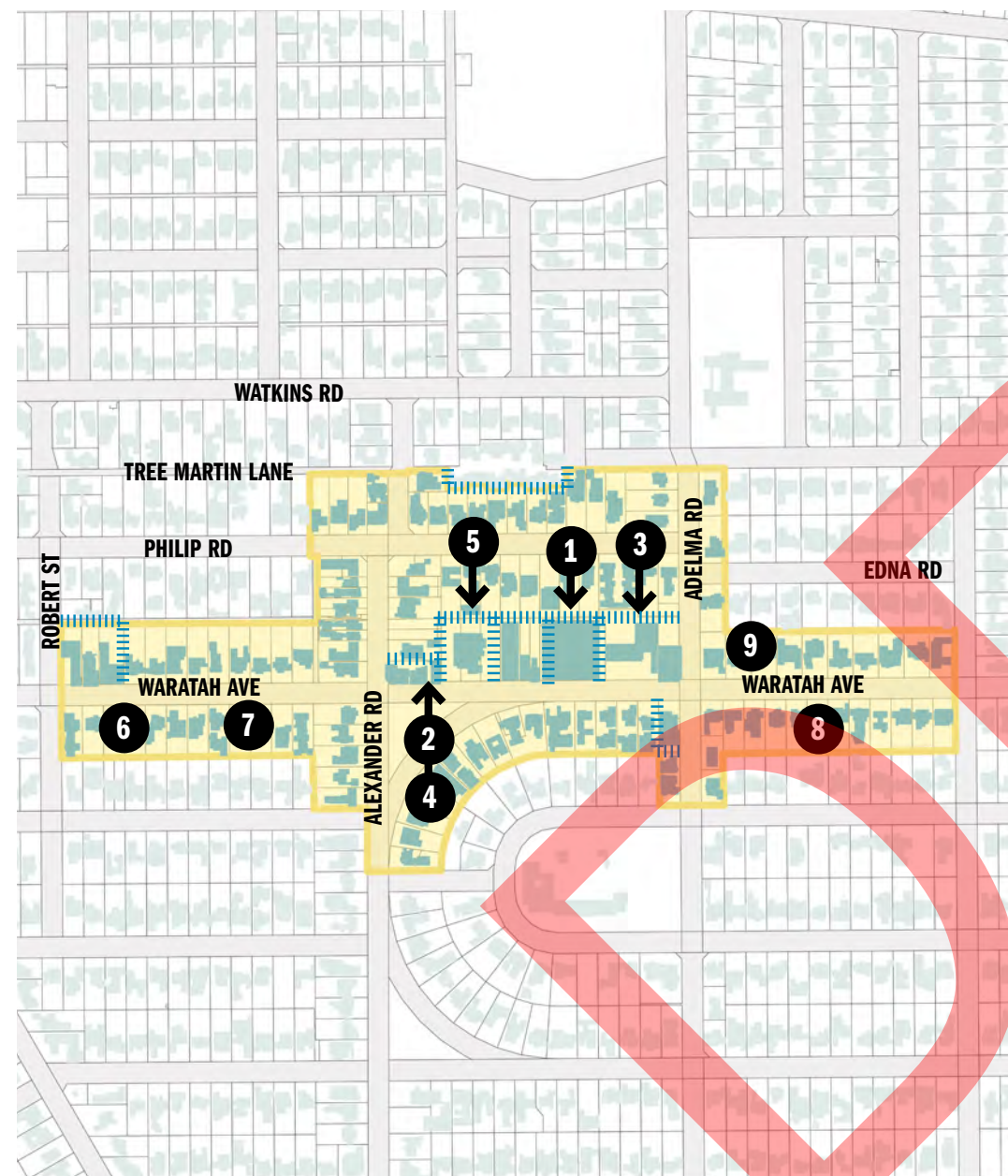


Figure 20: Built Form



BUILDING HEIGHTS

Building height is a key element within the built environment. The perception of building height can be ameliorated through the manipulation of setbacks, bulk, topography, typology and introduction of landscaping. How a building is oriented is also found to contribute to a responsive urban landscape.

Receptive development heights should respond to land uses and zones, as well as current and future contexts. Building height provisions should promote a built form that is responsive to the street and enables a functional and pleasant internal environment.

In general, the Precinct is currently low-rise in nature reflecting the existing, low-density residential uses and moderately scaled retail and commercial activities. Along Waratah Avenue, the Precinct is characterised by single-storey retail uses with exception to the centre of the Precinct, which has a five-storey mixed use building and another medium-rise development. The residential uses are distinctively low-rise throughout the Precinct, including single dwellings and battleaxe lots.

With the gazettal of LPS3 the low-rise residential provisions have been replaced with medium-rise residential and a mixed use zone with a Residential R-AC3 coding, supporting a medium-rise urban centre. There is an opportunity to provide careful consideration of the interfaces between different R-coded zones and the mixed use centre. Abutting the Precinct are areas coded R10 and R12.5, making the consideration of interfaces and edges vital to the overall amenity of the area.

To ensure a seamless transition between densities, the City of Nedlands Local Planning Scheme 3 Proposed Scheme Amendment No. 9 amends R60 and R80 land along Waratah Avenue, Philip and Alexander Roads to R35. Additionally, the City of Nedlands Local Planning Scheme 3 Proposed Scheme Amendment No. 13 amends the peripheral R10 and R12.5 land to a mixture of R20-R40 within the Waratah Village Precinct. These provision amendments provide an enhanced built form outcome for the Precinct where building heights will now reflect the desired character for the Waratah Village Precinct.

LOW-RISE

RETAIL



RESIDENTIAL



MEDIUM-RISE

COMMERCIAL



MEDIUM TO HIGH-RISE

MIXED USE

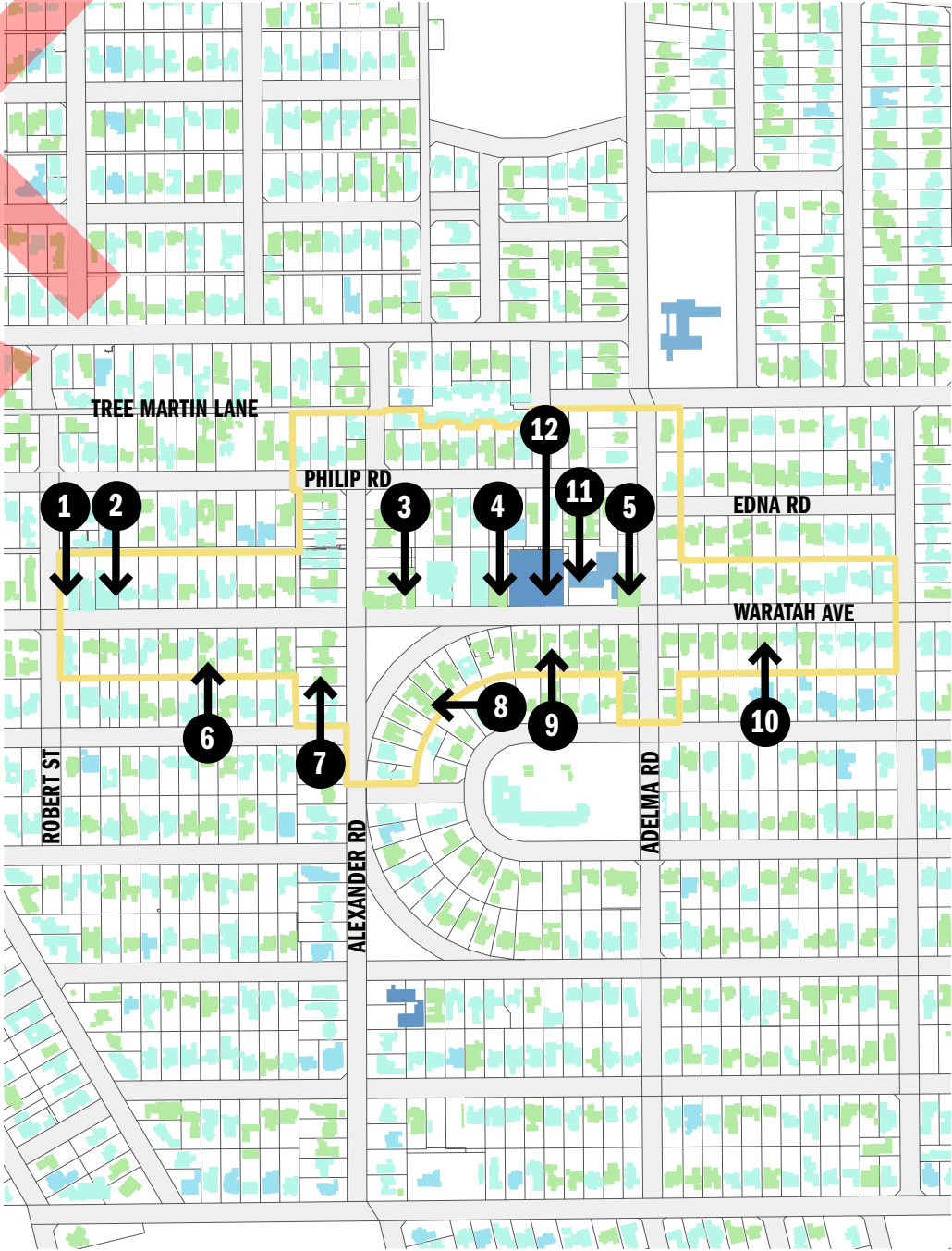
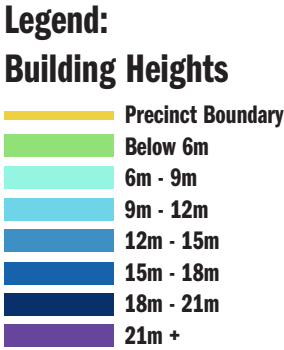


Figure 21: Building Heights

BUILDING FOOTPRINT

The building footprint is the area the structure (dwelling, shop, office or civic building) occupies on the site. It is essential to understanding local distinctiveness as the building footprint reflects the orientation, siting and bulk of a building. It demonstrates the grain and rhythm of the streetscape.

In general, the building footprints within a Precinct need to respond to and support the function of identified land uses and activities. Commercial and mixed use building footprints tend to be larger in scale to accommodate open plan working arrangements and often occupy a greater area of the site. Single residential building footprints tend to provide for generous areas of private recreation to the front and rear of properties. Importantly, larger-scale commercial or residential developments that are well-designed with appropriate setbacks, facade articulation and landscape can integrate more sympathetically into a streetscape than low-rise buildings with a high site cover and poor consideration of context.

Low-rise, single residential, built form footprints are dominant throughout the Waratah Village Precinct. Significant setbacks provide for mature landscapes to the front of dwellings and large back yards. The residential lots to the extremes of the Precinct, east and the west, along Waratah Avenue have a relatively small building footprint reflecting the historic R10 R-coding. In contrast, the residential lots to the north and south of the Precinct have slightly larger building footprints due to increased residential density codings that have previously been in place. A node of large building footprints abutting Waratah Avenue to the north is predominately located between Alexander and Adelma Road. These lots accommodate low to medium-rise retail and commercial uses as well as the larger-scale mixed use development and the local shopping centre.



RESIDENTIAL FOOTPRINT

- Low-rise
- Low site cover
- Approx. 60% open space on site



RESIDENTIAL FOOTPRINT

- Low-medium rise
- Medium site cover
- Approx. 55% open space on site

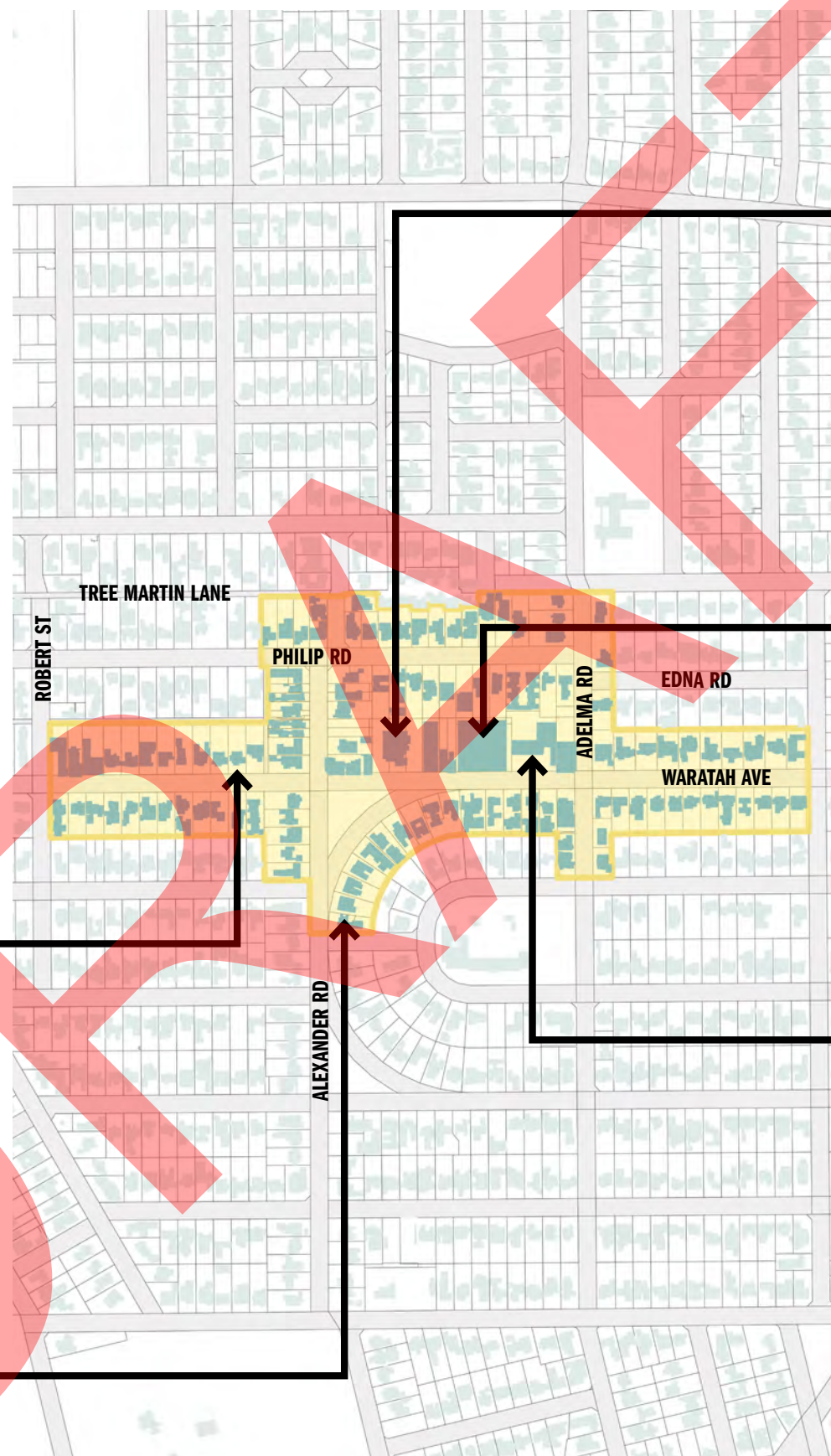


Figure 22: Building Footprint

COMMUNITY USE FOOTPRINT

- Low-rise
- Medium site cover
- Approx. 55% open space on site



COMMERCIAL FOOTPRINT

- Medium to high rise
- High site cover
- Approx. 10% open space on site



RETAIL FOOTPRINT

- Low-medium rise
- Medium site cover
- Approx. 55% open space on site



Legend: Building Footprints

- Precinct Boundary
- Existing Building Footprints Within Precinct
- Existing Building Footprints External to Precinct

Buildings data sourced from the City of Nedlands Building Footprints (dated 2013) & Data WA Building Heights Information (dated 2016).

BUILDING SETBACKS - PRIMARY STREET

Built form setbacks influence the perception of Precinct character and streetscape amenity. A setback refers to the horizontal distance between a wall or building and an adjacent lot boundary, measured at right angles (90 degrees) to the boundary.

Any proposed development should provide for setbacks that positively contribute to the streetscape. Well-designed setbacks are responsive to the physical characteristics of the site and manage constraints and opportunities to create optimal amenity outcomes.

The setbacks to retail and commercial buildings in the Waratah Village Precinct are relatively consistent. The majority of the commercial uses have nil to 3m setback from the primary street, including both the traditional and the more modern forms of development found along Waratah Avenue. The centre of the Precinct has a mix of low to medium rise commercial use buildings which have a relationship with the existing tree-lined street character.

Within the central core of the Waratah Village Precinct, a distinctive mixed commercial complex and supermarket have a setback of up to 12m, with at-grade car parking forward of the lot. This larger setback is also reflected in the location and orientation of the community centre further to the west.

Residential setbacks within the Waratah Village Precinct range from nil to 9m. The majority of residential primary street setbacks found in the Waratah Village Precinct are 6-9m and are predominately two-storey dwellings. These setbacks reflect the planning provisions of the Residential Design Codes Volume 1 and the previous City of Nedlands Town Planning Scheme No. 2 (TPS2). Along Adelma Road two dwellings are found to have a primary street setback of below 3m. Additionally, there are a small number of lots (to the north and east) that have a primary setback between 3m and 6m, typically found on corner lots.

It is important to find opportunities to preserve and enhance the leafy-green character of the Precinct. Outside of the Mixed Use and Local Centre areas, appropriate setbacks to development could safeguard the existing streetscape character and preserve the local sense of place. There is an opportunity to provide more detailed setback guidance to inform the streetscape character and address the transitions between differently coded areas across the Precinct.

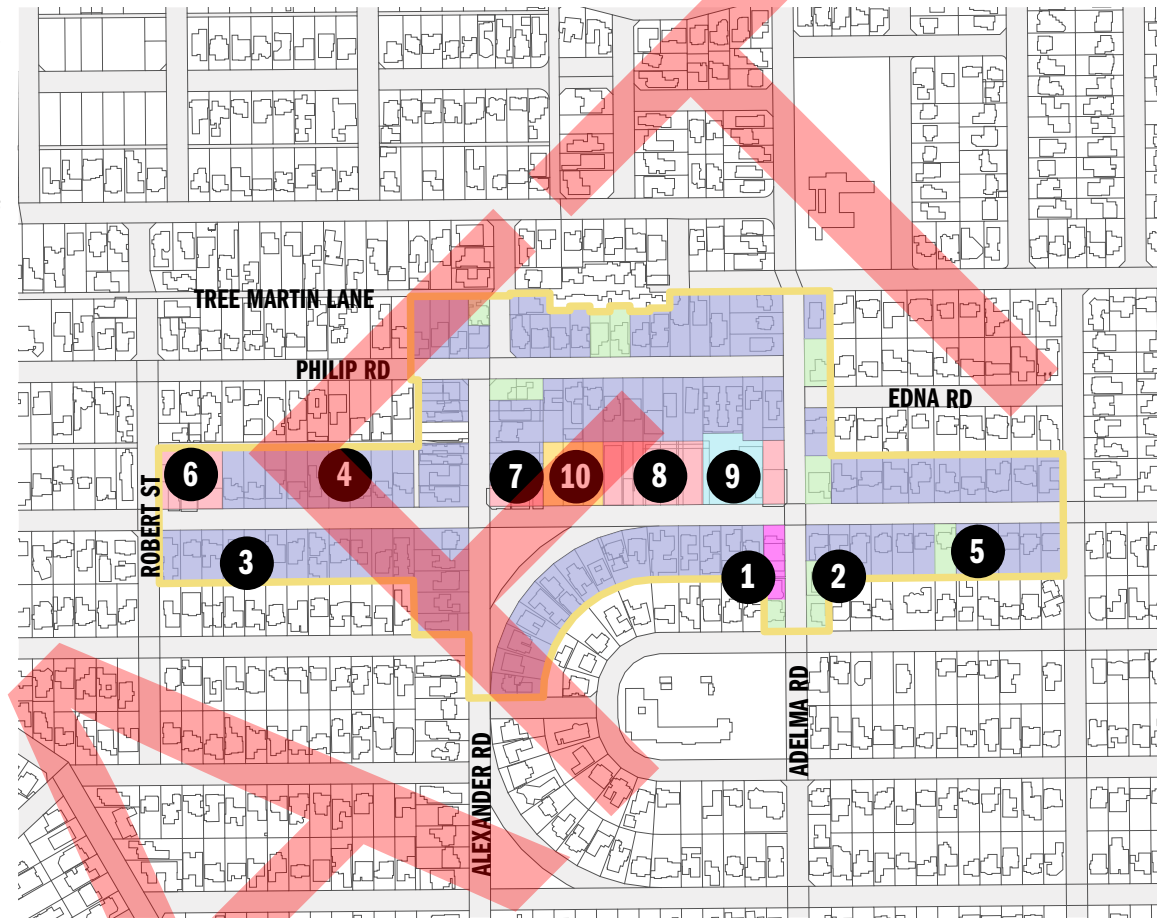


Figure 23: Building Setbacks – Primary Street

Legend: Building Setbacks

Precinct Boundary

Primary Streetbacks

Nil to 3m Setback - Residential
3m to 6m Setbacks - Residential
6m to 9m Setback - Residential

Nil to 3m Setbacks - Commercial and Mixed Use
Upto 12m Setback - Commercial/Retail
12m + Setbacks - Civic

NIL TO 3M SETBACKS - RESIDENTIAL

→ Setbacks characterised by picket fencing, vegetated planting beds and trees



3M TO 6M SETBACKS - RESIDENTIAL

→ Setbacks characterised by vegetated planting beds, trees and driveway access



6M TO 9M SETBACK - RESIDENTIAL

→ Setbacks influenced by large front yards and small retaining walls



NIL TO 3M SETBACKS - COMMERCIAL AND MIXED USE

→ Setbacks include an active ground plane with opportunities alfresco dining



UP TO 12M SETBACK - COMMERCIAL AND RETAIL

→ Setback dominated by at-grade car parking to service the commercial and retail land uses



12M + SETBACKS - CIVIC

→ Setback includes at-grade car parking and vegetated garden beds



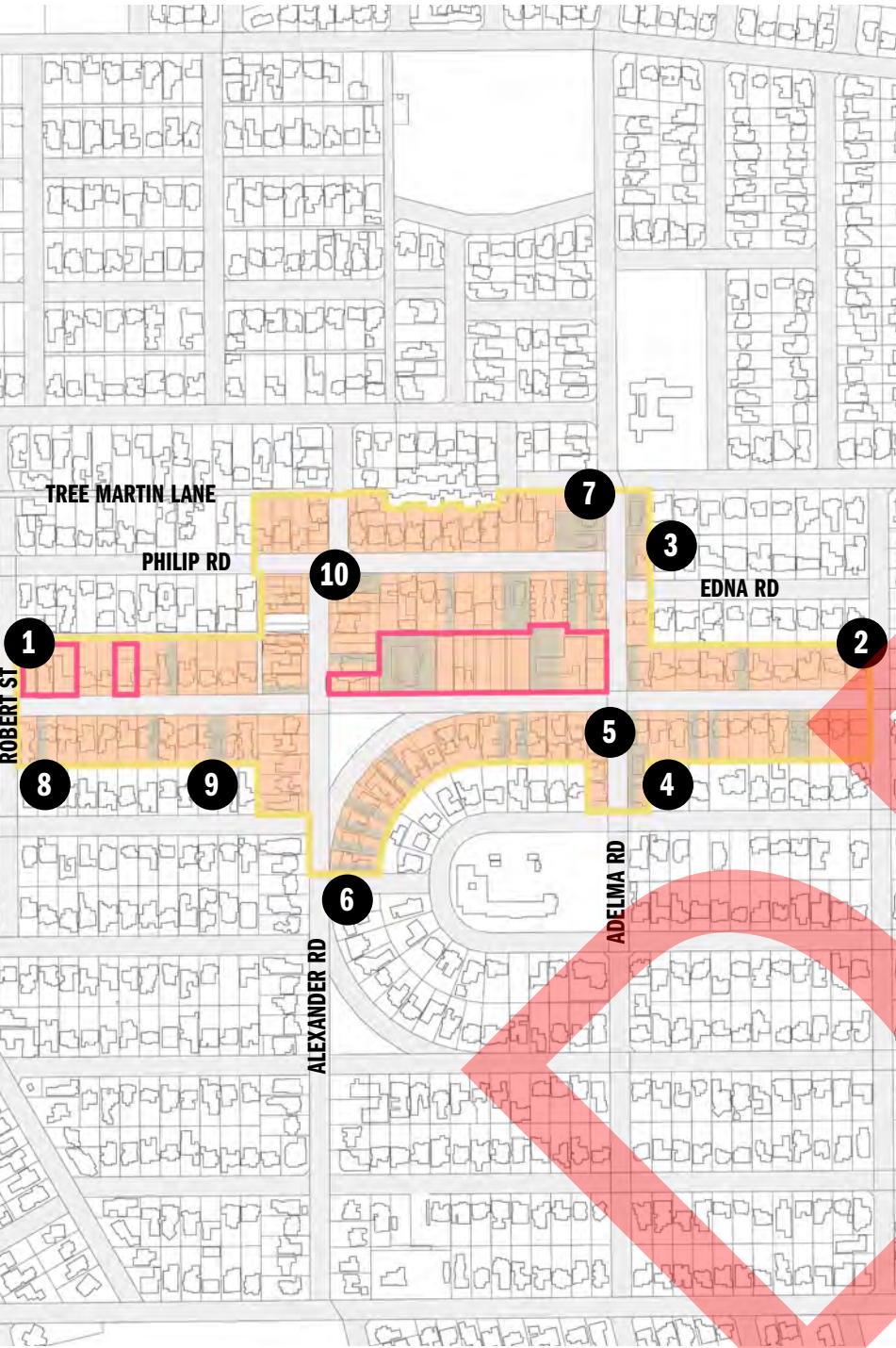
BUILDING SETBACKS - SIDE

Side setbacks assist in defining building envelopes and are expressed as a minimum distance in metres between the building and the site boundary. Side setbacks moderate the extent of built form in order for land to be effectively used for open space, courtyards, driveways, stormwater run-off management, tree planting and landscaping.

In terms of residential dwellings, the Waratah Village Precinct includes side setbacks of less than 2m. Side setbacks that are greater than 2m are sparsely distributed

throughout the Precinct and not generally present on both sides of a lot. The majority of greater than 2m setbacks are located along Genesta crescent and at the intersections of Adelma, Philip and Edna Road.

Commercial side setbacks share the same attributes as the residential setbacks, being predominately less than 2m. Although, the Nedlands Community Care Centre and the Dalkeith Fresh IGA have side setbacks of greater than 2m, providing for vehicle circulation and rear car parking.



LESS THAN 2M SIDE SETBACK



GREATER THAN 2M SIDE SETBACK



Legend:
Side Setbacks

- Precinct Boundary
- Less than 2m
- Greater than 2m
- Commercial Development

Buildings data sourced from the City of Nedlands Building Footprints (dated 2013)

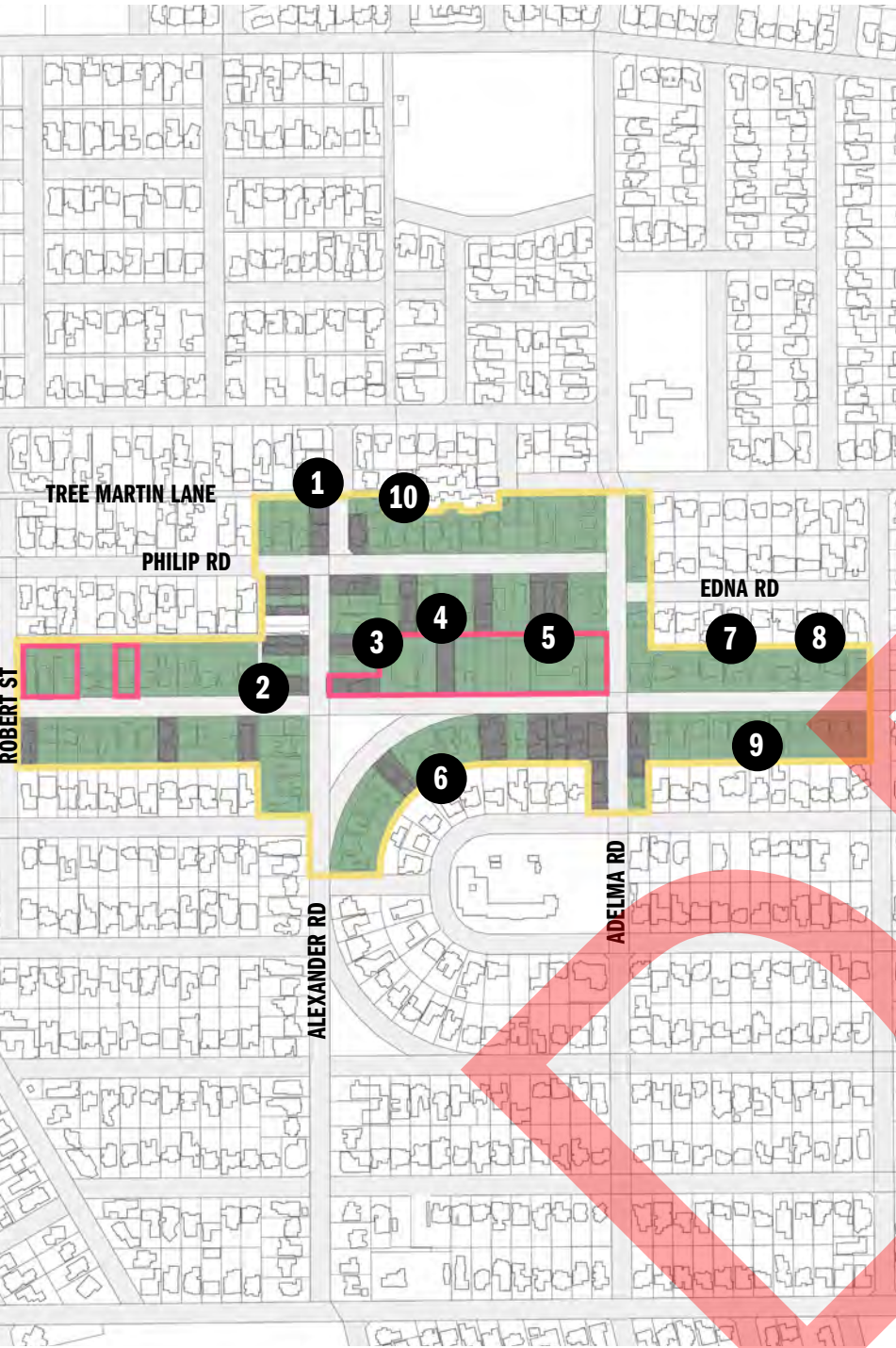
Figure 24: Building Setback – Side

BUILDING SETBACKS – REAR

A rear setback is defined as a minimum distance in metres between the building and the rear site boundary. Rear setbacks can be effectively used for open space, courtyards, driveways, stormwater run-off management, tree planting and landscaping. Appropriate rear setbacks can also ameliorate the interface between differently coded areas.

In terms of residential dwellings, the Waratah Village Precinct includes rear setbacks that are greater than 6m. Rear setbacks that are less than 2m are primarily located within the central and southern areas of the Precinct.

Commercial rear setbacks are predominately greater than 6m (to accommodate parking and vehicle circulation) with commercial development at the intersection of Alexander Road and Waratah Avenue having setbacks that are less than 2m.



LESS THAN 2M REAR SETBACK



GREATER THAN 6M REAR SETBACK



- Legend:**
Rear Setbacks
- Precinct Boundary
 - Less than 2m
 - Greater than 6m
 - Commercial developments

Buildings data sourced from the City of Nedlands Building Footprints (June 2022)

Figure 25: Building Setback – Rear

FAÇADES AND MATERIALS

The materials and textures of building and public realm features combine to inform and reflect a local sense of place. Much of the current materiality reflect the character of the area and the different stages of development. The many homes across the City have diverse architectural styles. After World War I, the Federation Cottage and Bungalow styles were widespread, and variants of the California Bungalow and Old English style homes were also prevalent. The materials associated with these dwellings are typically brick, tile with a rich red brick and terracotta colouring with off white and cream features.

Within the general locality, modern single and double-storey residential dwellings are interspersed with high-quality Inter-War Functionalist, and Inter-War Old

English style homes (1). These homes exhibit attention to architectural detail and the use of high-quality materials such as stone and variegated brickwork.

Commercial and civic buildings are diverse in character and materiality. Traditional shopfront style retail was constructed in the 1940s, with single-storey masonry and iron buildings with parapet walls concealing the roofs located along Waratah Avenue (2-3). The parapet walls are simple, some stepped, some with simple detailing, and all shops having boxed metal awnings cantilevered over the footpath. Shopfronts have been altered over time, with little original detailing remaining. The design of the Dalkeith Village Shopping Centre reflects elements of an Inter-War Old English character with intense contrasting colours (4).

The low-rise, rendered masonry and tile, Dalkeith Hall and Community Centre is a mix of styles initially constructed in 1955 with alterations in 1998 (5).

The larger scale contemporary mixed use development has integrated modern building techniques with quality and restrained materials and colours (6-7). Tones and colours reference the richness of the darker red brick, darker-toned tiles and stone with the bulk of the building being an off white colour (8-10).

Any new built form should embrace a diverse mix of the highest quality building materials. There is an opportunity for a contemporary interpretation of the existing materiality and rich, sophisticated colouring. The choice of materials can contribute to environmental sustainability with an

opportunity to encourage enduring, robust materials with a recycled component. Natural warm-toned materials, including stone and timber, should be integrated into design outcomes. In the right locations, the meaningful integration of locally inspired artworks would also contribute to a thoughtful, more inclusive local sense of place.

The design of built form should consider the constraints of the site, and provide highly articulated forms with elegant, vertical proportions. Blank imposing façades should be avoided, with consideration for an appropriate interface with the public realm and adjoining properties.

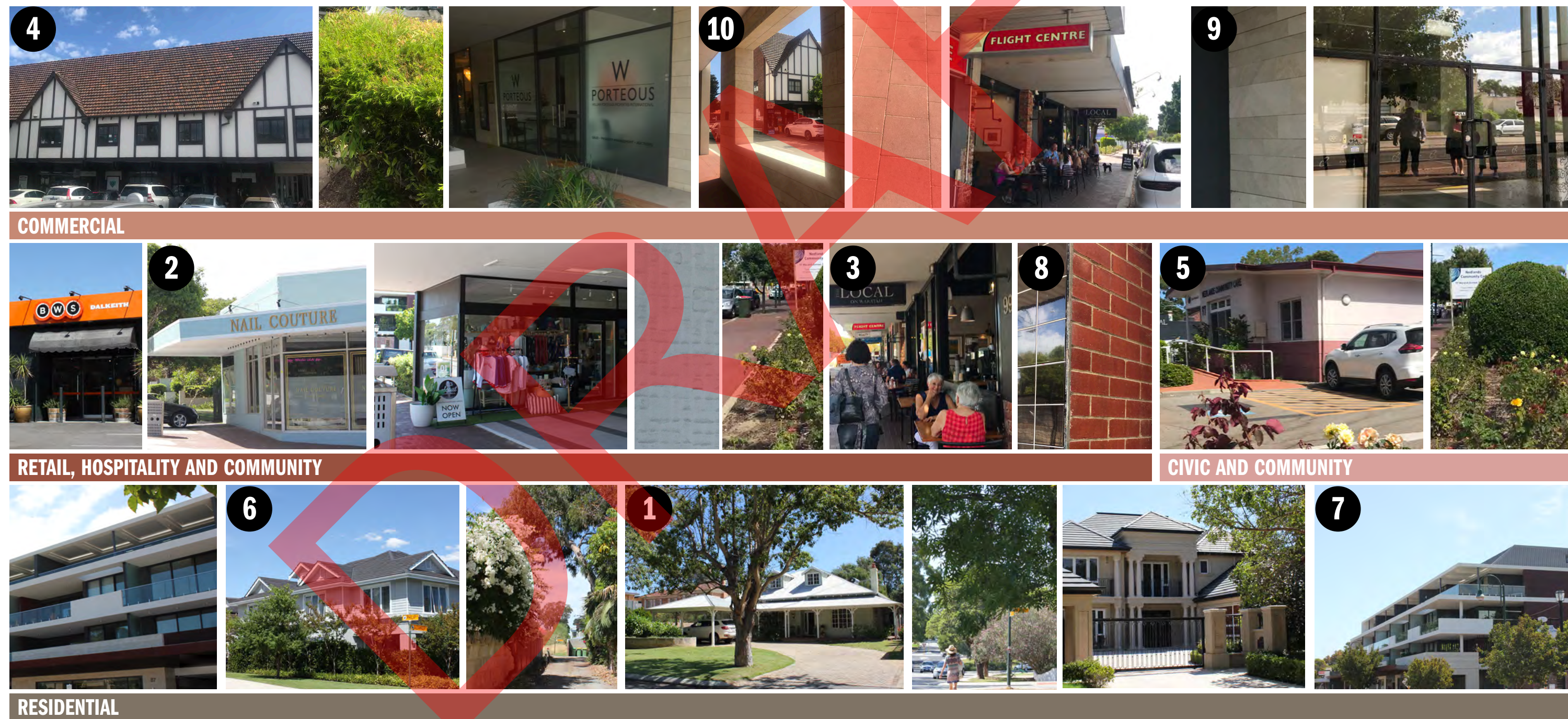


Figure 26: Façades and Materials

HERITAGE AND CHARACTER

The important elements of an enduring sense of place are the character and heritage qualities of buildings and places within a Precinct. It is also important to consider that there are differences between heritage and character. A heritage place has a formal recognition that it is of cultural heritage significance (either at a Local or State level). The process of listing a property ensures that any proposed changes respect and retain those qualities and characteristics that make the place significant. Heritage Significance is defined in terms of aesthetic, historic, scientific, social or spiritual value for all past, present and future generations. Determining Heritage Significance is a detailed process where places of different age, condition and style are reviewed by a heritage expert. Character includes the private built environment as well as public spaces, relating to the uniqueness of the urban landscape. It is complex to define as it includes the accumulation and interaction of many elements such as vegetation, scale and bulk of built form, size of verges, street trees, setbacks and use of materials.

No heritage listed places are within the Waratah Village Precinct. Two places situated to the south of the Precinct are on the State Register and the City of Nedlands Heritage List. 32 Genesta Crescent is an Inter-War Functionalist architectural style residential development that is listed as State Heritage Place No. 04651. Another distinctive feature to the south of the Precinct is St. Lawrence's Anglican Church and Rectory. This structure is listed as State Heritage Place No. 04576. There are no Municipal Inventory listings within the Waratah Village Precinct, but there are three nearby. These listings are classified as categories A, B and C respectively.

STATE HERITAGE LISTINGS AND CITY OF NEDLANDS HERITAGE LIST

→ State Heritage Listings

The State Register of Heritage Places is a statutory list of places that have been assessed by the Heritage Council of WA and are considered to have cultural heritage significance for Western Australia. There are a number of State-listed places within the City of Nedlands.

→ City of Nedlands Heritage List

The City of Nedlands has a Heritage List containing a small number of properties that have statutory protection under the planning framework.



- 32 Genesta Crescent
- Two storey residential house
- Constructed 1939-1940
- Inter-War Functionalist Style



- Corner Viking Road and Alexander Road
- Religious building
- Constructed in 1957
- Post-war Ecclesiastical Style



- Birdwood Parade
- Sunset Hospital
- Constructed in 1904-1906
- Federation Arts and Crafts Style

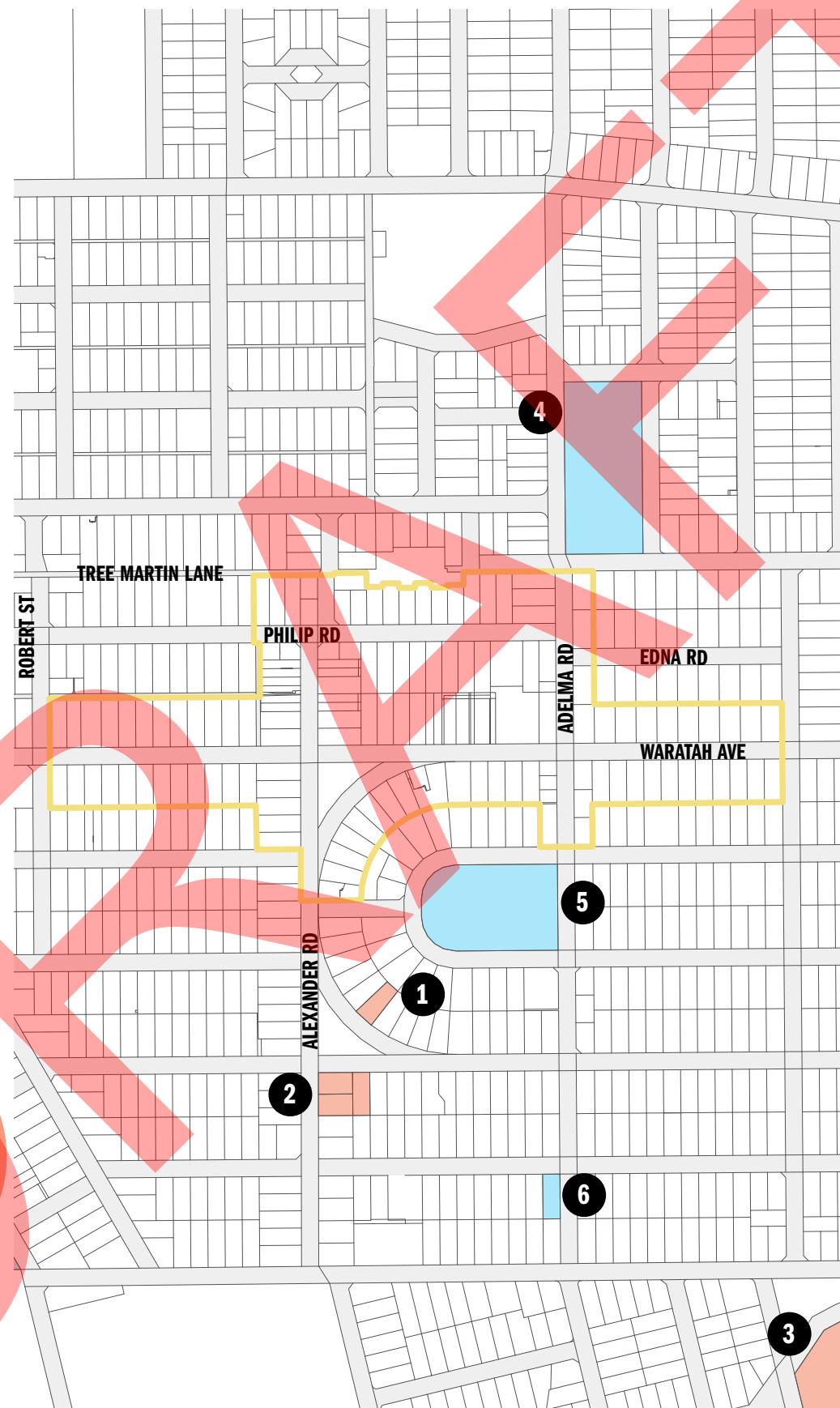


Figure 27: Heritage and Character

MUNICIPAL INVENTORY LISTINGS

→ Municipal Inventory Heritage Listings

The Heritage of Western Australia Act 1990 requires all local governments to compile a Municipal Inventory (MI). The City of Nedlands MI was originally compiled in 1999 and adopted in 2001. An updated version of the Municipal Inventory was endorsed by Council in October 2018 and includes 5 heritage classifications from A -E as per the City of Nedlands Management Categories document.



- Corner Adelma Road and Gallop Road
- Category A heritage management
- Carmelite Monastery
- Constructed 1935
- Inter-War Gothic Style



- 44 Circe Circle
- Category B heritage management
- Dalkeith Primary School
- First constructed in 1937
- Inter-War Stripped Classical Style



- 40 Minora Road
- Category C heritage management
- Two storey residential house
- Constructed in 1936
- Inter-War Old English Style

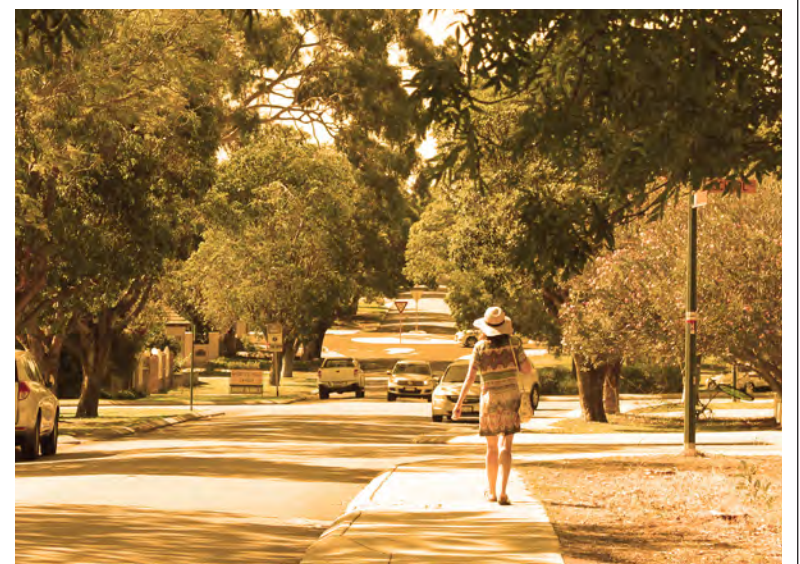
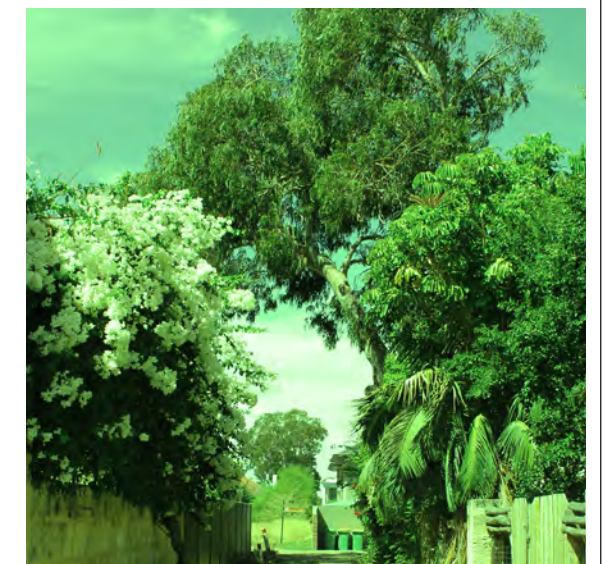
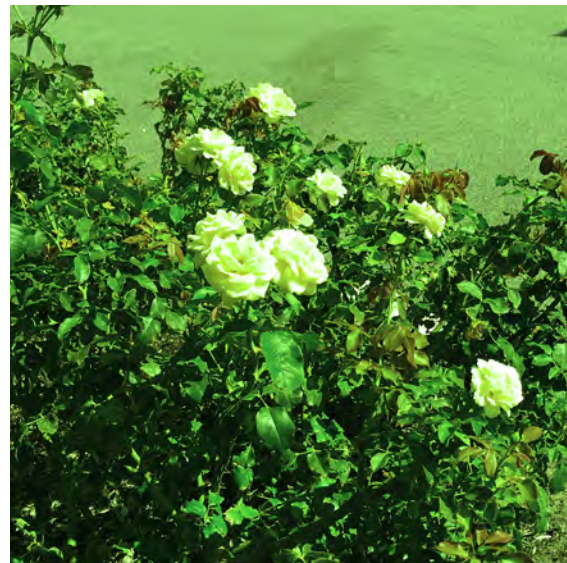
Legend: Heritage Sites

- Precinct Boundary
- State Heritage Listings and City of Nedlands Heritage List
- Municipal Inventory Listings

Heritage source: City of Nedlands Municipal Inventory 2003 & updated 2018.

4. PUBLIC REALM

A review of the elements within the public realm that combine to create a unique sense of place.



EXISTING LANDSCAPE CHARACTER

The concept of landscape character is underpinned by a combination of many elements that include trees, vegetation, hardscape, paving, planters and street amenities. Landscape character relates to a distinct pattern of recognisable features within an area.

Green spaces can provide for inviting micro-climates contributing to the overall amenity of the Precinct. Importantly, the choice of plants and landscape materials contributes to an authentic sense of place that can be enjoyed by the community.

Within the Waratah Village Precinct, mature street trees are located along most residential streets. These mature trees can predominately be found to the east and west of the Waratah Village Precinct along Philip, Alexander and Adelma Roads. Where retail and commercial uses are present along Waratah Avenue, there are minimal landscape elements and mature tree plantings within the streetscape. Opposite

of the retail and commercial uses is the green space of Genesta Park which provides a lower scale of landscape integration into the Precinct.

There are opportunities to improve the landscape character along the length of Waratah Avenue and the surrounding streets of Philip, Alexander and Adelma Roads. Through the provision of well-designed soft and hard landscaping, this Precinct will have improved amenity outcomes. While most surrounding streets are leafy-green in character, the central area of the Waratah Village Precinct has the highest level of opportunity for landscape integration. The ongoing maintenance and preservation of existing mature street trees throughout the Precinct will also support the distinctive and local sense of place for the Waratah Village.



UNDULATING GRADIENT

→ Undulating natural ground levels result in private lots located below the level of the road reserve



MATURE TREES

→ Mature trees in road reserve and local parks provide shade and contribute to an improved streetscape quality
→ Existing street tree species are noted on a separate plan



MAIN STREET

→ Nil (or reduced) setbacks restrict opportunities for soft landscape



RESIDENTIAL

→ Established grass verges with large, shady street trees in the road reserve
→ Well kept, green domestic gardens
→ Limited or visually permeable fencing in primary setback delineating the private and public spaces



Figure 28: Existing Landscape Character

EXISTING LANDSCAPE CHARACTER



CIVIC

- Opportunity to improve the landscape and rationalise access arrangements



UNDULATING GRADIENT

- Undulating natural ground levels result in private lots located below the level of the road reserve



MATURE TREES AND POCKET PARK

- Mature trees in road reserve and local parks provide shade and contribute to an improved streetscape quality
- Existing street tree species are noted on a separate plan



RESIDENTIAL SINGLE DWELLINGS

- Established grass verges with large, shady street trees in the road reserve
- Well kept, green domestic gardens
- Limited or visually permeable fencing in primary setback delineating the private and public spaces

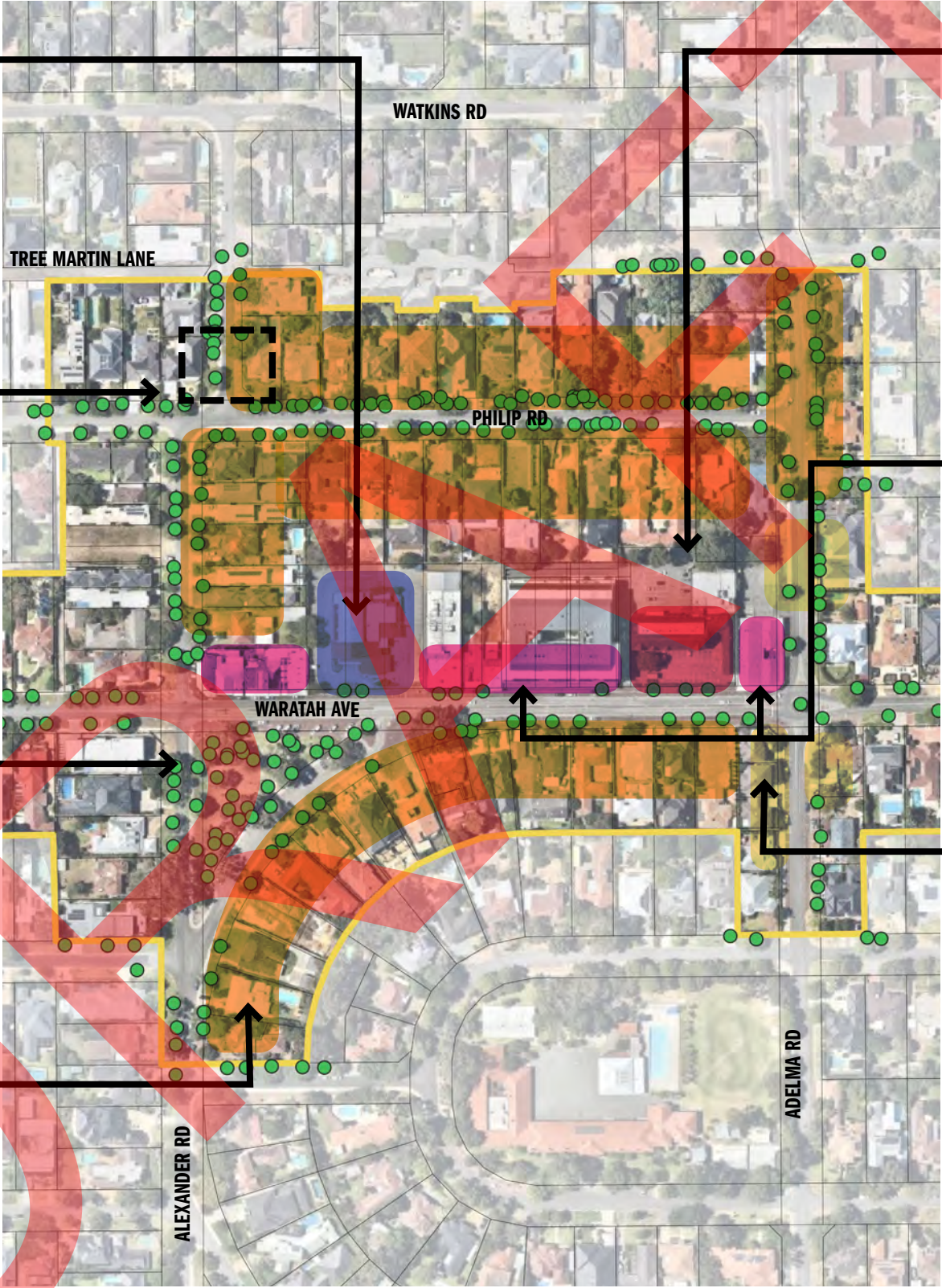


Figure 29: Existing Landscape Character

RETAIL AND COMMERCIAL

- Extensive setback provides an opportunity for landscape or public plaza creating a community focal point for the Precinct



MAIN STREET

- Nil (or reduced) setbacks restrict opportunities for soft landscape



RESIDENTIAL

- Side boundaries and reduced setbacks to residential buildings with a reduced verge influences street character
- Increased number of cross overs reduces opportunities for street trees



- Legend:**
- Precinct Boundary
 - Main Street
 - Residential
 - Residential (Single Dwellings)
 - Undulating Gradient
 - Civic
 - Retail/Commercial
 - Tree Location

EXISTING LANDSCAPE CHARACTER



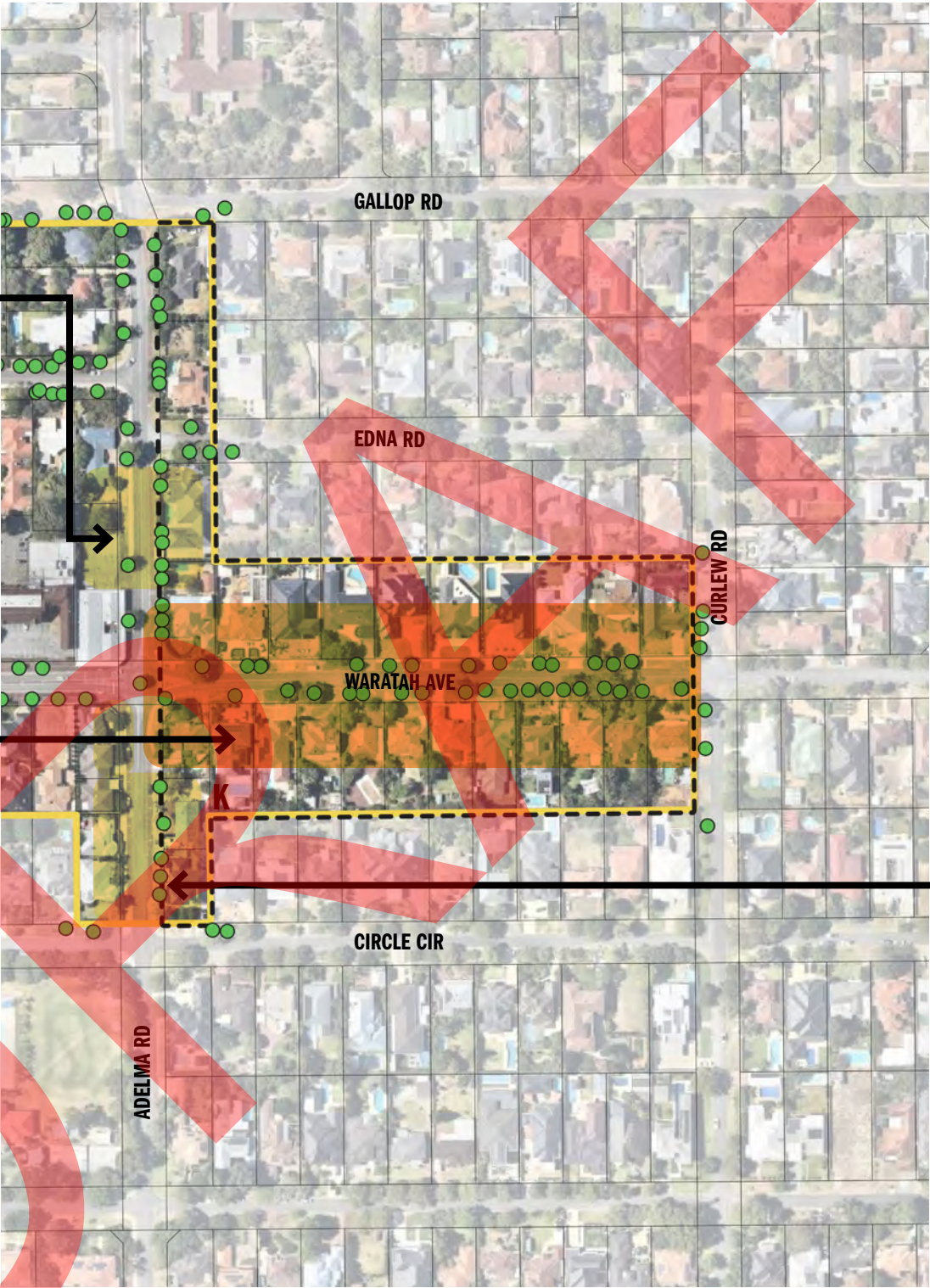
RESIDENTIAL AND COMMERCIAL

- Increased number of cross overs and parking spaces reduce opportunities for street trees



RESIDENTIAL SINGLE DWELLINGS

- Established grass verges with large, shady street trees in the road reserve
- Single, lower scale houses set back from the street edge
- A diversity of fencing delineating the private and public spaces
- Bus shelters in Waratah Avenue road reserve



Legend:

- Precinct Boundary
- Sub-Precinct Boundary
- Residential and Commercial
- Residential (Single Dwellings)
- Tree Location

Lot Boundaries data sourced from City of Nedlands Property Cadastral Data (file dated 2020)

REDUCED STREET TREES

- Reduced number of mature trees in road reserve influences streetscape quality
- Existing street tree species are noted on a separate plan



Figure 30: Existing Landscape Character

TREE SPECIES

Trees are a positive contribution to the streetscape. They are highly visible and appealing. Trees and shrubs provide shade, habitat, improve the micro-climate while contributing to the aesthetics of a place. Importantly, research also tells us both physical and mental health outcomes are supported by access to nature.

Selecting native tree species can contribute to an authentic sense of place, but also complementing and contributing to an established landscape approach is important. The trees identified are located within the road reserve and complement the mature vegetation within the private properties. They are a combination of native and exotic trees. The leafy-green character of Nedlands is an enduring quality that is loved by the community. There is an opportunity to enhance areas that have reduced tree canopy coverage both within the road reserve and private lots.

○ BOX SCRUB



LOPHOSTEMON CONFERTUS

● KURRAJONG



BRACHYCHITON POPULNEUS

● FLAMBOYANT



DELONIX REGIA

● BLUE GUM



EUCALYPTUS LEUCOXYLON

● PEPPERMINT MYRTLE



AGONIS FLEXUOSA

● AMERICAN SWEETGUM



LIQUIDAMBAR STYRACIFLUA

● CHINESE TALLOW TREE



SAPIUM SEBIFERUM

● MOPTOP ROBINIA



ROBINIA UMBRACULIFERA 'MOPTOP'

■ CALLERY PEAR



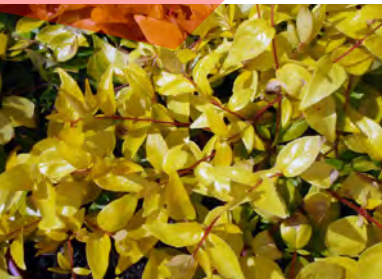
PYRUS CALLERYANA

● JACARANDA



JACARANDA MIMOSIFOLIA

● ASH - GOLDEN



FRAXINUS EXCELSIOR 'AUREA'

● TIPA



TIPUANA TIPU

● CHINESE ELM



ULMUS PARVIFOLIA

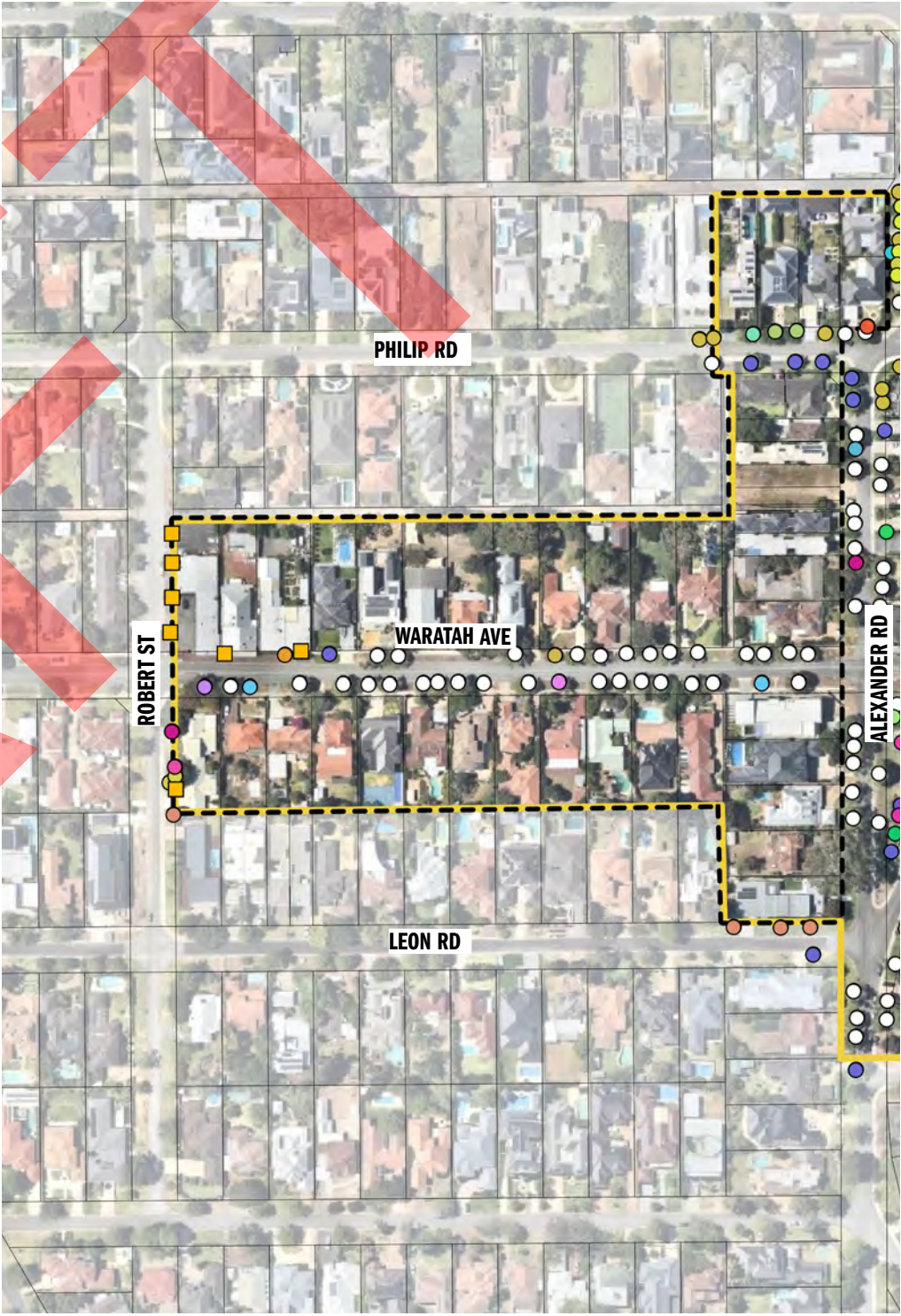


Figure 31: Tree Species

Legend:

- Precinct Boundary
- - - Sub-Precinct Boundary
- Species

Aerial map sourced from Nearmap (file dated 2020). Tree species data sourced from the City of Nedlands (file dated 2020). Species photos sourced from the websites: <https://www.bonarrurseries.com/>, <https://metrosideros-exelsa-vibrance.com/>, <https://ellenhytreefarm.com/> and <https://www.ala.org.au/>

TREE SPECIES

○ BOX SCRUB



LOPHOSTEMON CONFERTUS

● PEPPERMINT MYRTLE



AGONIS FLEXUOSA

● CREEK BOTTLEBRUSH



CALLISTEMON VIMINALIS

● CANARY ISLAND DATE PALM



PHOENIX CANARIENSIS

● RED FLOWERING GUM



CORYMBIA FICIFOLIA

● JACARANDA



JACARANDA MIMOSIFOLIA

■ CALLERY PEAR



PYRUS CALLERYANA

● CHINESE TALLOW TREE



SAPIUM SEBIFERUM

● ASH - GOLDEN



FRAXINUS EXCELSIOR 'AUREA'

● MARRI



CORYMBIA CALOPHYLLA

● NORFOLK ISLAND PINE



ARAUCARIA HETEROPHYLLA

● JARRAH



EUCALYPTUS MARGINATA

● CHINESE ELM



ULMUS PARVIFOLIA

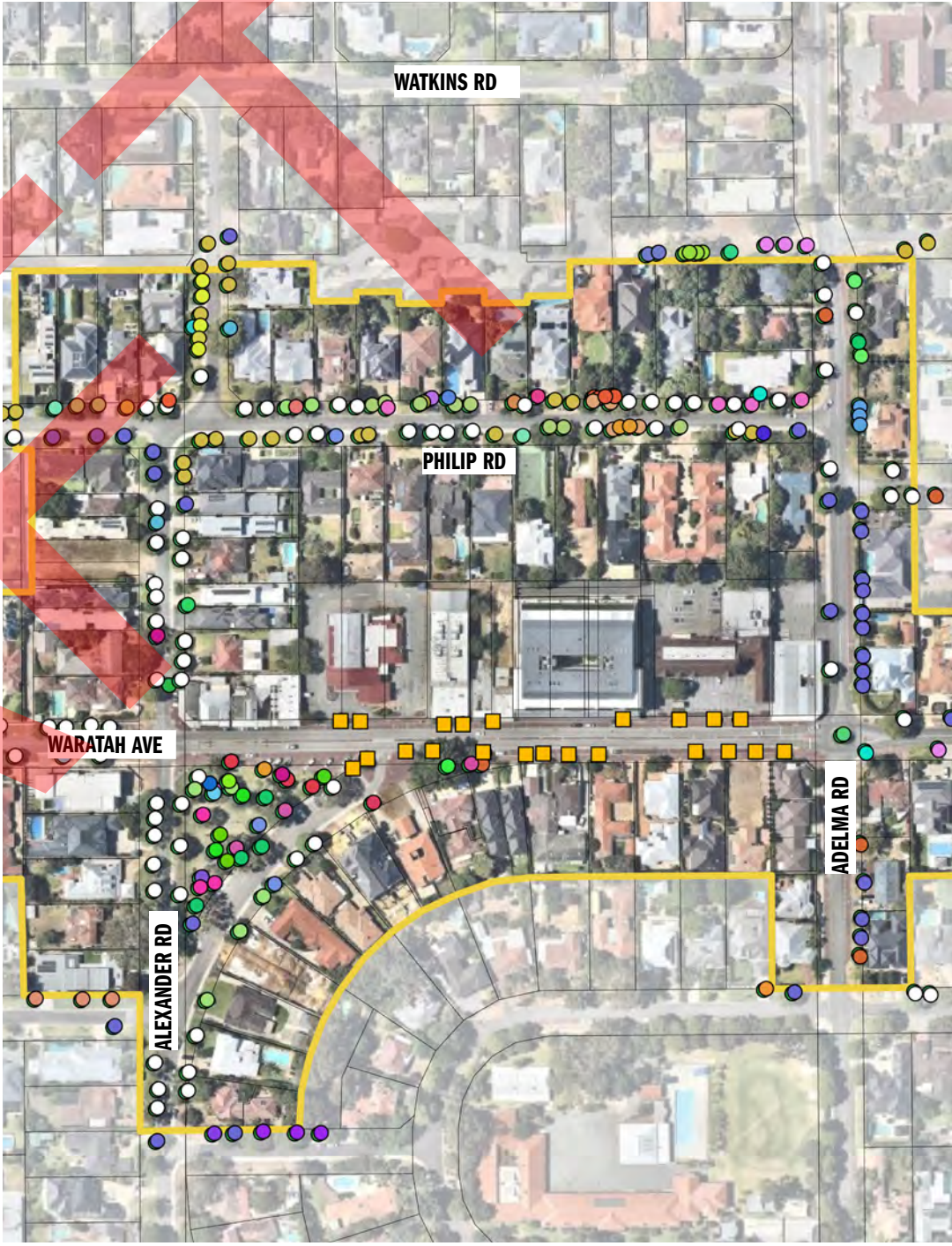


Figure 32: Tree Species

- Legend:**
- Precinct Boundary
 - - - Sub-Precinct Boundary
 - Species

Aerial map sourced from Nearmap (file dated 2020). Tree species data sourced from the City of Nedlands (file dated 2020). Species photos sourced from the websites: <https://www.benarmanurseries.com/>, <https://metrosideros-excelsa-vibrance.com/>, <http://ellenbytreefarm.com/> and <https://www.ala.org.au/>

TREE SPECIES

○ BOX SCRUB



LOPHOSTEMON CONFERTUS

● PEPPERMINT MYRTLE



AGONIS FLEXUOSA

● CREEK BOTTLEBRUSH



CALLISTEMON VIMINALIS

● KURRAJONG



BRACHYCHITON POPULNEUS

● AMERICAN SWEETGUM



LIQUIDAMBAR STYRACIFLUA

● JACARANDA



JACARANDA MIMOSIFOLIA

● FLAMBOYANT



DELONIX REGIA

● CAESIA



EUCALYPTUS CAESIA 'SILVER PRINCESS'

● BULL OAK



ALLOCASUARINA FRASERIANA

● SYDNEY BLUE GUM



EUCALYPTUS SALIGNA

● CUPRESSUS SEMPERVIRENS



CUPRESSUS SEMPERVIRENS

★ ITALIAN CYPRESS



EUCALYPTUS RUDIS

● WHITE MULBERRY



MORUS ALBA

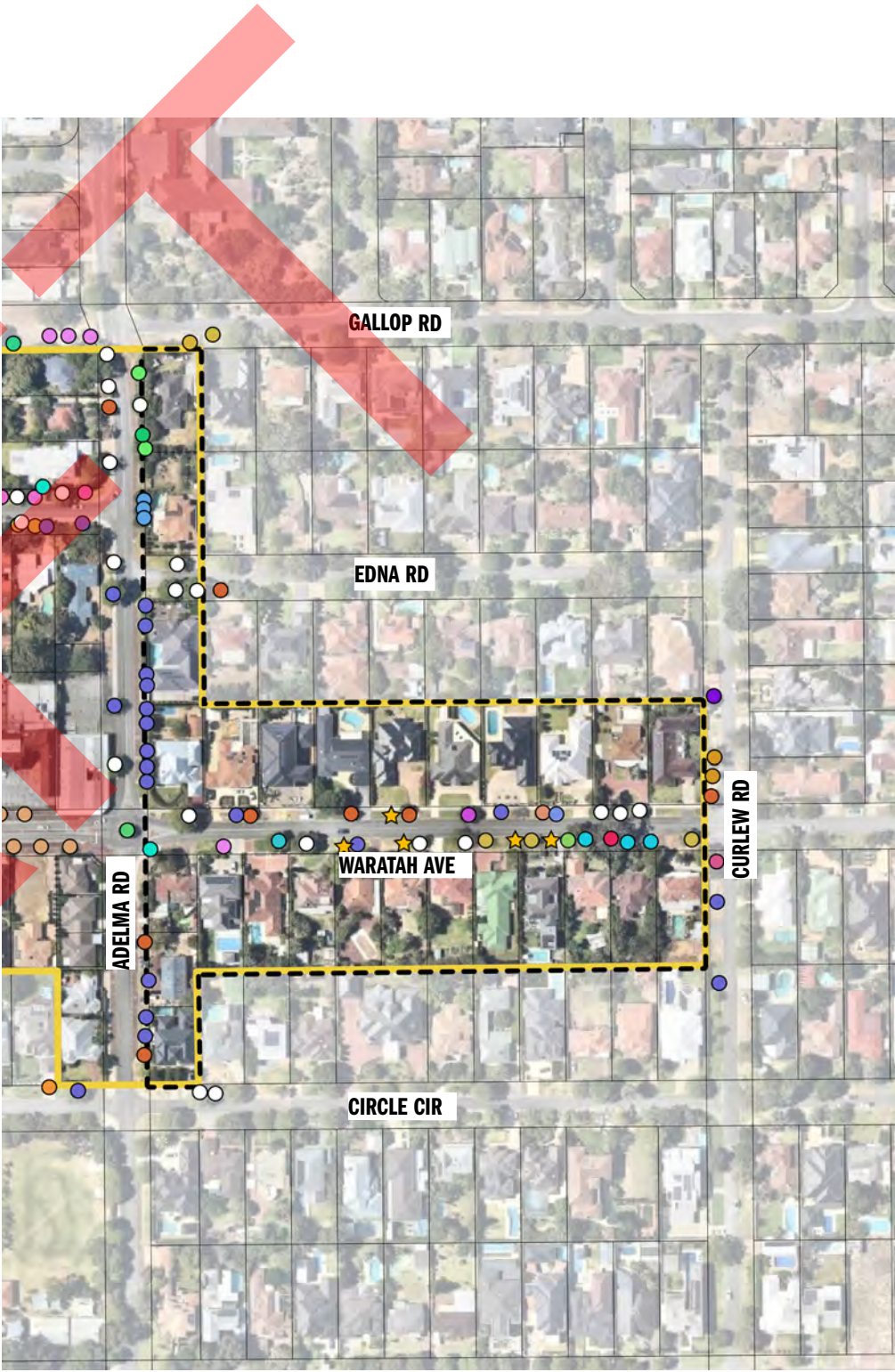


Figure 33: Tree Species

Legend:

- Precinct Boundary
- - - Sub-Precinct Boundary
- Species

Aerial map sourced from Nearmap (file dated 2020). Tree species data sourced from the City of Nedlands (file dated 2020). Species photos sourced from the websites: <https://www.benarumseries.com/>, <https://www.benarumseries.com/metrosideros-excelsa-vibrance>, <http://ellenbytreefarm.com/> and <https://www.ala.org.au/>

TREE SPECIES

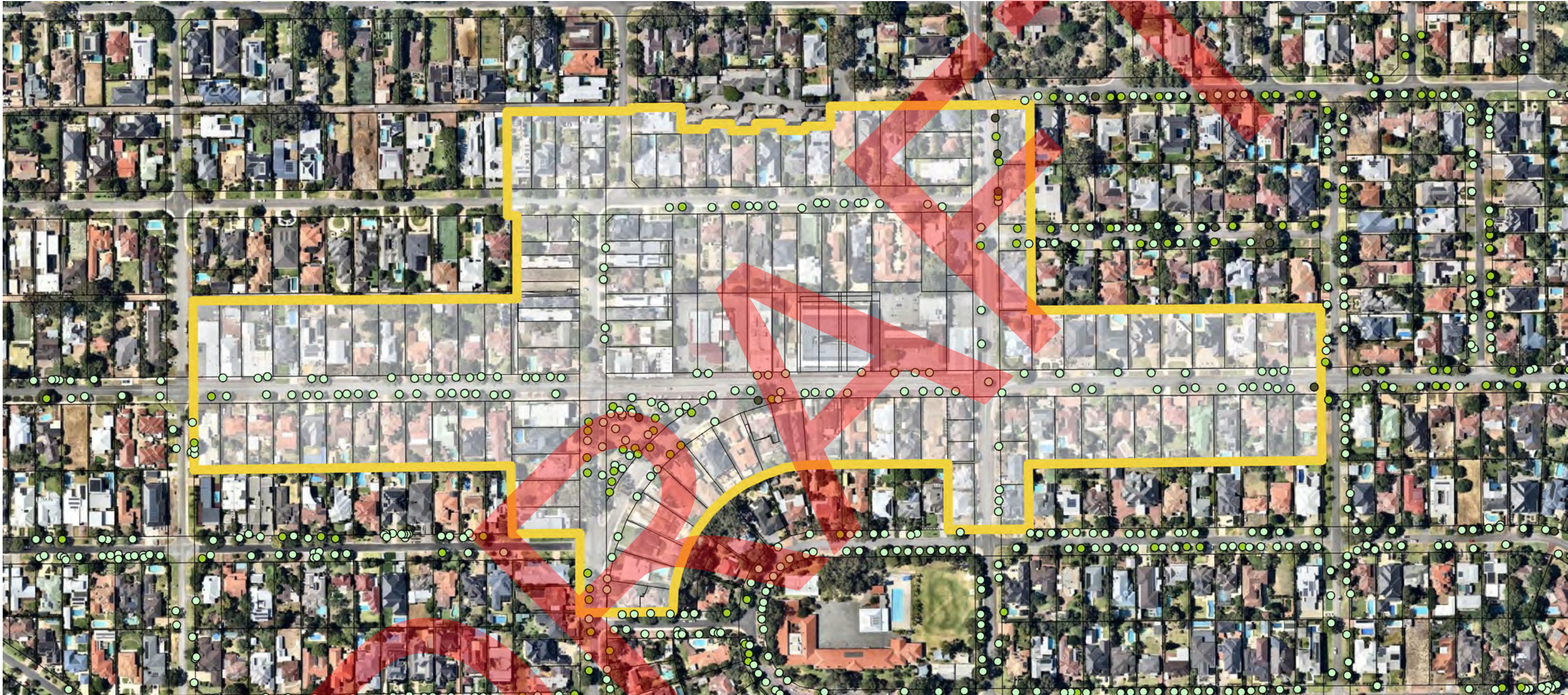


Figure 34: Tree Heights

- Legend:**
- Precinct Boundary
 - Tree Heights:
 - Below 4m
 - 4m-6m
 - 6m-9m

PUBLIC REALM AND OPEN SPACES

Healthy communities have access to welcoming public spaces that offer both a range of active and passive recreation opportunities. These opportunities include the use of parks for leisure, sporting facilities, and recreation, spiritual and civic buildings. Public spaces can range in character and attract a number of users-the best places adopt an intergenerational approach. Tree-lined streets can also have a positive contribution to the public realm, offering a less formal space but a distinctive sense of place.

The best public spaces support a sense of local distinctiveness and meet the needs of the local community.Places can be enhanced through the integration of references to local historical events and sensitive cultural understandings. Successful spaces are shown to be social, activated, universally accessible and also provide opportunities for quiet contemplation for all members of the community.

Easily accessible parklands surround the Waratah Precinct. Two regional spaces are located to the south, being David Cruickshank Reserve and the Sunset Heritage Precinct, with College Park to the north. Blain Park and Mason Gardens complement local public open space within the Waratah Precinct. The mature trees and sports grounds of the Dalkeith Primary School also positively contribute to the leafy-green sense of place with places of worship complementing community activities. Genesta Park lies within the village Precinct and offers spaces to play, and opportunities to relax. The mature trees provide for extensive shade within an open grassed area. Across the road, the City of Nedlands Community Centre and Dalkeith Hall provides for formal community activities. Several mature trees within the road reserve and open spaces provide for inviting streetscapes.

There are many opportunities to enhance the public realm, such as improving the connection between the mixed use areas to the north of Waratah with Genesta Park. Additional park amenities and facilities would support higher levels of park use. Rationalising vehicular access to the community centre and improved integration with the streetscape would enhance streetscape outcomes. The community could benefit from an inviting, universally accessible public plaza creating a community focal point for the Precinct. Within the retail core, additional mature trees or landscaping would also improve pedestrian amenity outcomes.



PUBLIC OPEN SPACE - LPS3 RESERVE

- Genesta Park
- 11 Genesta Crescent, Dalkeith

PUBLIC OPEN SPACE - LPS3 RESERVE

- Blain Park
- 33 Genesta Crescent, Dalkeith

City of Nedlands
Local Distinctiveness Study – Waratah Village

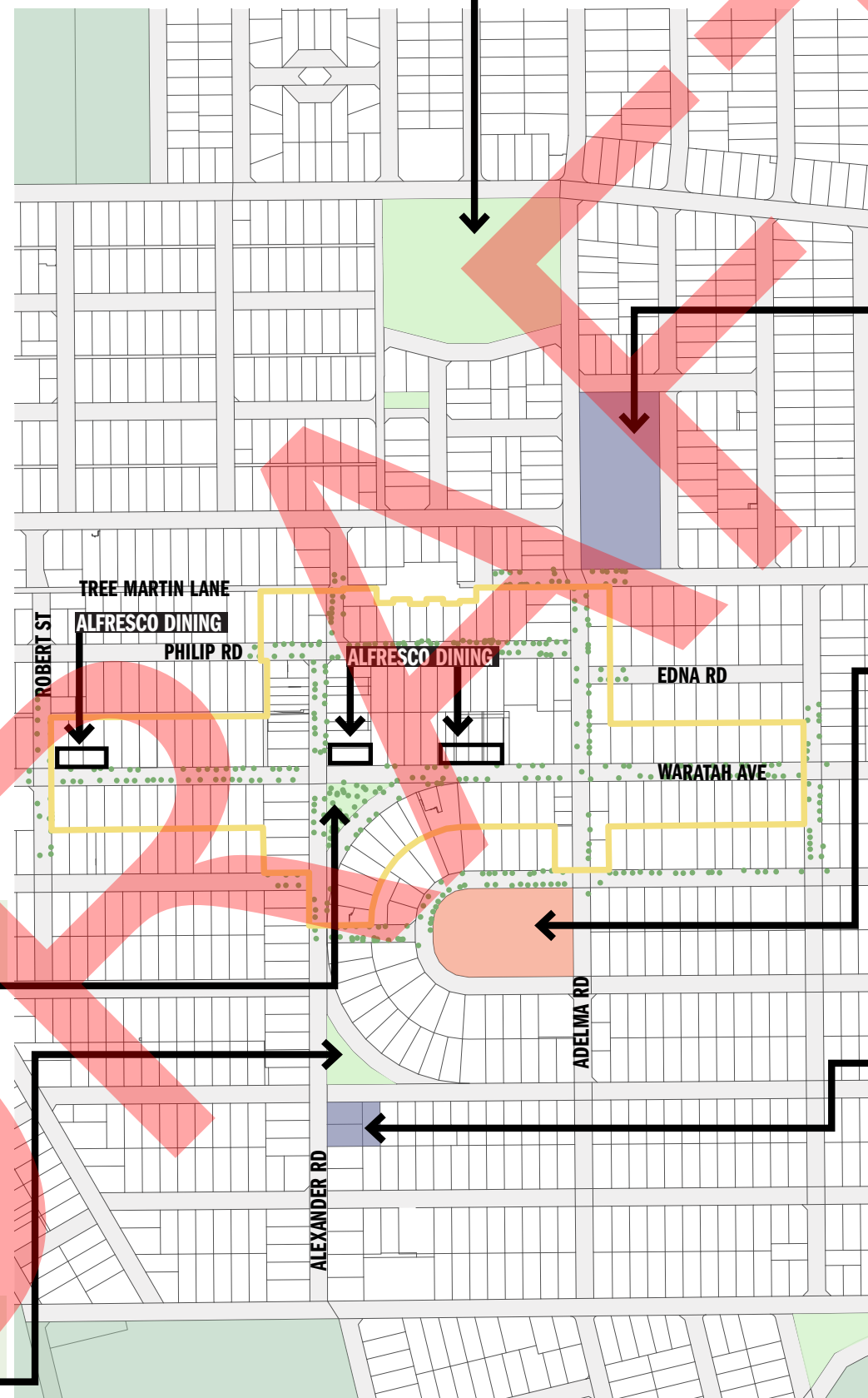


Figure 35: Public Realm and Open Spaces

PUBLIC OPEN SPACE - LPS3 RESERVE

- Mason Gardens
- 80 Melvista Avenue, Dalkeith



PRIVATE COMMUNITY PURPOSE ZONE

- Carmelite Monastery
- 104 Adelma Road, Dalkeith



EDUCATION - LPS3 RESERVE

- Dalkeith Primary School
- 44 Circle Circle, Dalkeith



PRIVATE COMMUNITY PURPOSE ZONE

- Dalkeith Anglican Church
- 56 Viking Road, Dalkeith



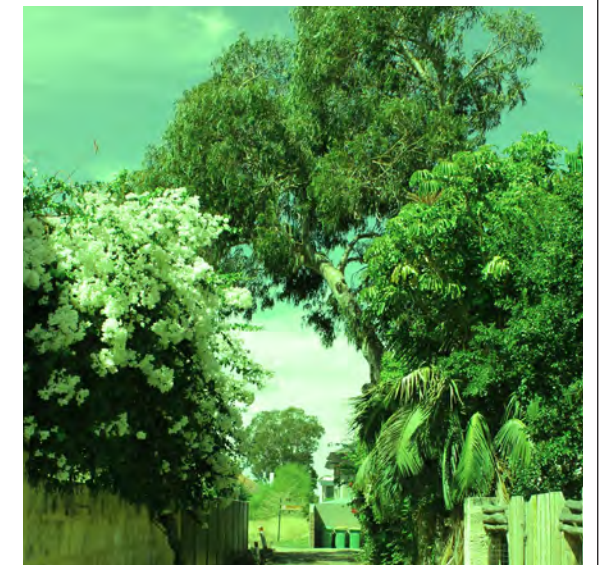
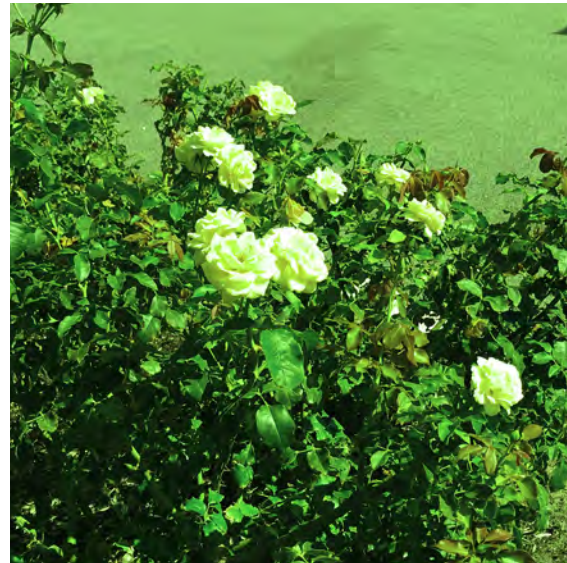
Legend: Public Spaces

- MRS Reserves
- MRS Parks and Recreation
 - MRS Parks and Recreation - Restricted
- Local Planning Scheme Zones and Reserves
- Private Community Purposes - LPS3 Zone
 - Public Open Space - LPS3 Reserve
 - Education - LPS3 Reserve
 - Precinct Boundary
 - Trees (species as per tree species map)

Open spaces source: City of Nedlands LPS No. 3

5. MOVEMENT

A study of the movement networks within and connecting to the Precinct.



MOVEMENT NETWORKS

An interconnected network of streets, paths and parking defines a Precinct's movement network and supports the activities of pedestrians, cyclists, public transport patrons and private vehicle users—a distinct relationship is formed between the movement network, built form and land use.

The best movement networks prioritise active transport modes including walking, cycling and public transport to complement private motor vehicle movements. Increased physical activity levels, reduced greenhouse gas emissions and improved amenity and social wellbeing are outcomes of adopting an active transport approach.

In terms of active transport, the Waratah Village Precinct has a relatively low level of public transport provision due to the single bus route 24 along Waratah Avenue. The low-frequency buses travel along Waratah Avenue in an east-west orientation with no diversion to the north or south.

In terms of pedestrian movement and cycling, the Waratah Village Precinct features a prominent pathway to both sides of Waratah Avenue. Adelma, Philip and Alexander Road have a pathway to only one side of the street. Although paths are generally large, especially along Waratah Avenue, the Precinct lacks cycling infrastructure as the area has no dedicated cycling provisions within the street networks.

Waratah Avenue is the main east-west street in the Precinct, which is supported by secondary streets such as Philip Road and Alexander Road. Adelma Road provides the most prominent north-south movement. As these streets are residential, speed limits are set at 50 km/hr, and traffic is slowed at the roundabouts at the intersections of Waratah Avenue and Alexander Road as well as Waratah Avenue and Adelma Road. In terms of parking, the Precinct has a large amount of formal on-street parking along the expanse of Waratah Avenue. The retail and commercial land uses in the village centre core are supported by customer car parking in the primary setback and sleeved behind buildings.

The Waratah Village has the opportunity to improve active transportation measures such as public transport infrastructure in the form of greater bus route diversity and the inclusion of more bus stop locations. Furthermore, the Precinct would also benefit from the integration of cycling infrastructure, which would increase physical activity levels and social wellbeing among community members. The City is pursuing the ability to provide a laneway within the town centre core to support more effective traffic management and improve amenity in the mixed use area.

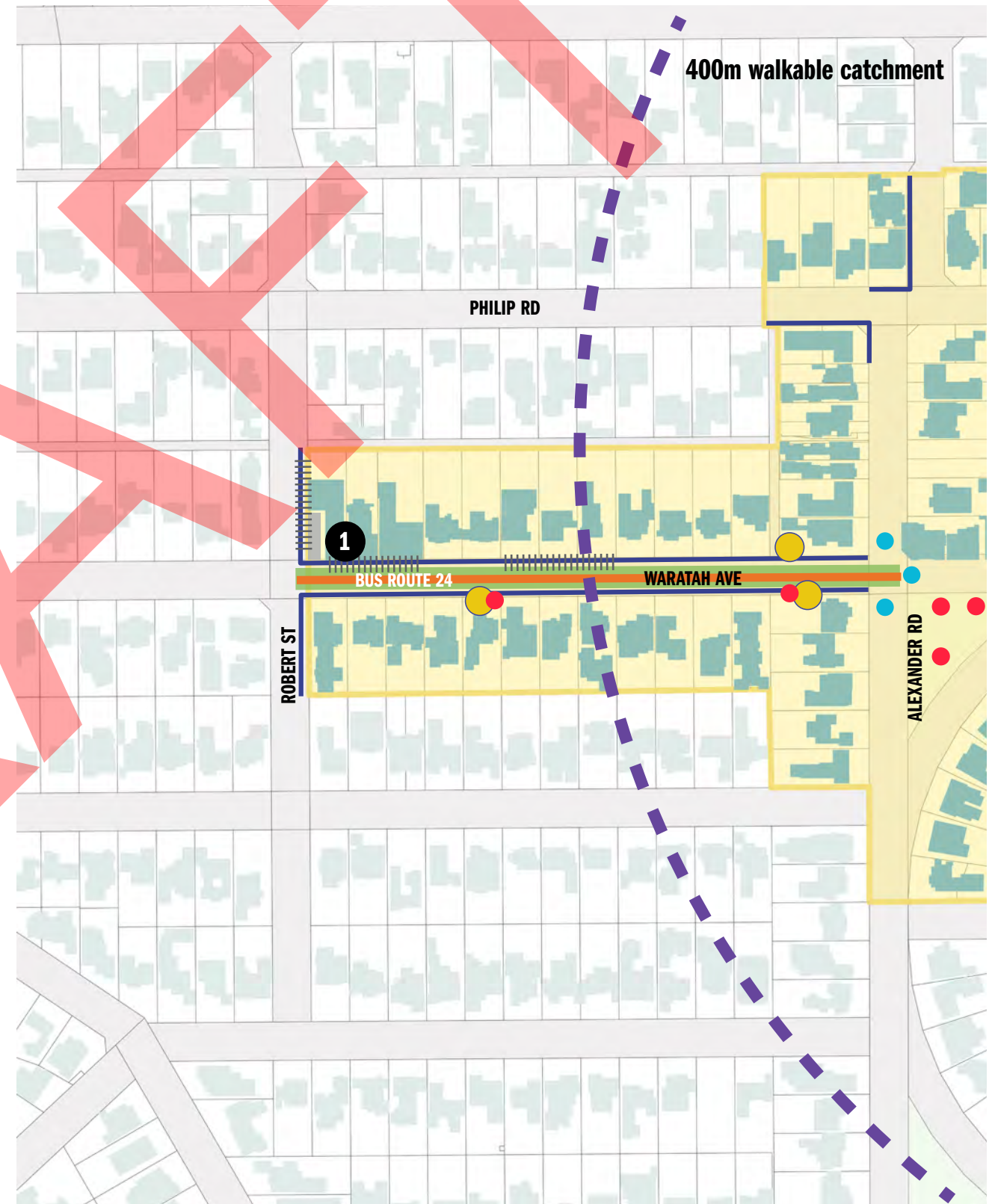


→ On-street car parking servicing retail offer

Legend:

Movement Networks

- Precinct Boundary
- Waratah Avenue
- 400m Walkable Catchment
- Footpath
- Public Transport Route
- Bus Stop
- Pedestrian Crossing
- Public Seating
- Car Parking
- On-street Car Parking
- Existing Building Footprint Within Precinct
- Existing Building Footprint External To Precinct
- Open Spaces



Building data sourced from the City of Nedlands Building Footprints (file dated 2013). Public transport data sourced from the UWA/Nedlands - Public Transport Information map (file dated 2019)

Figure 36: Movement Networks

MOVEMENT NETWORKS



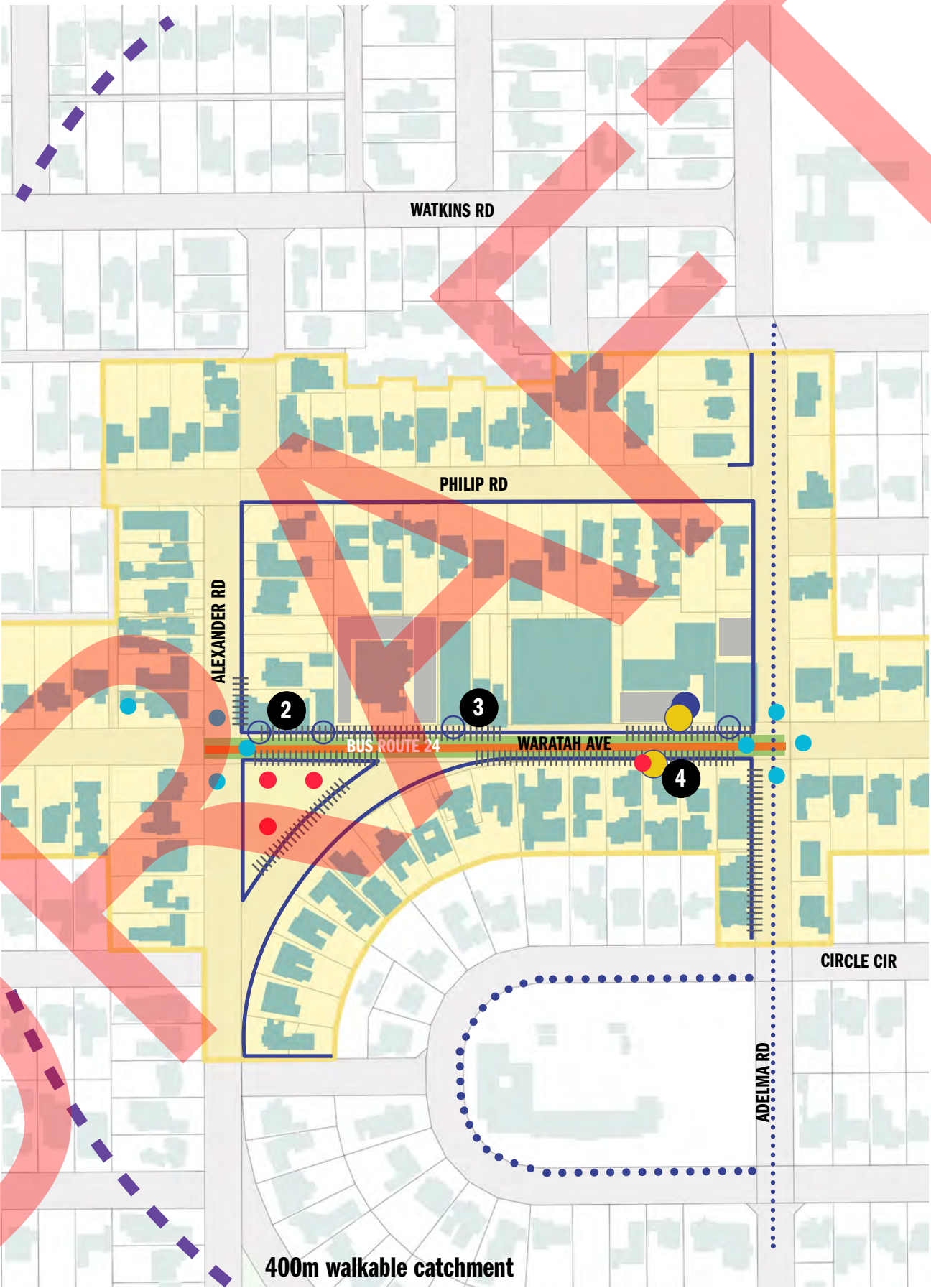
→ On-street car parking servicing retail offer



→ On-street car parking on both sides of Waratah Avenue



→ Bus stop adjacent to local supermarket



- Legend:**
Movement Networks
- Precinct Boundary
 - Sub-Precinct Boundary
 - Waratah Avenue
 - 400m Walkable Catchment
 - High-quality Shared Path (Bikes & Pedestrians)
 - Local Bicycle Friendly Route
 - Footpath
 - Public Transport Route
 - Bus Stop
 - Pedestrian Crossing
 - Bike Parking
 - Bike Stand
 - Public Seating
 - Car Parking
 - On-street Car Parking
 - Existing Building Footprint Within Precinct
 - Existing Building Footprint External To Precinct
 - Open Spaces

Figure 37: Movement Networks

Building data sourced from the City of Nedlands Building Footprints (file dated 2013). Public transport data sourced from the UWA/Nedlands - Public Transport Information map (file dated 2019)

MOVEMENT NETWORKS



→ Roundabout at intersection of Waratah Avenue and Adelma Road

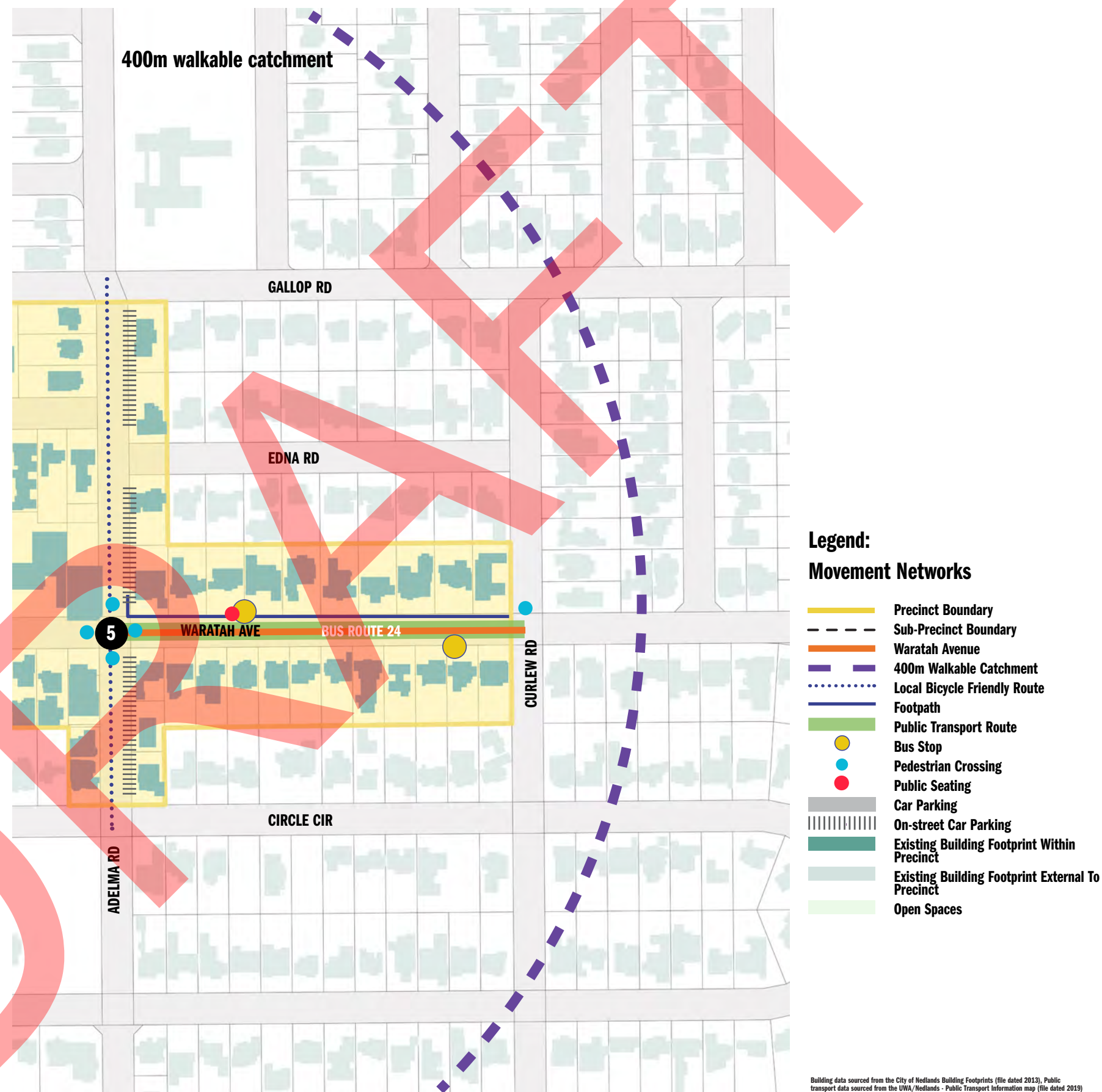
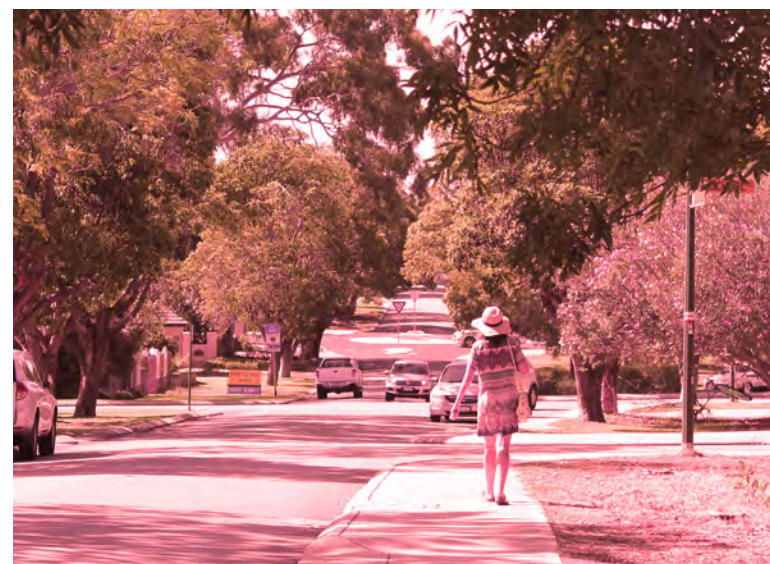
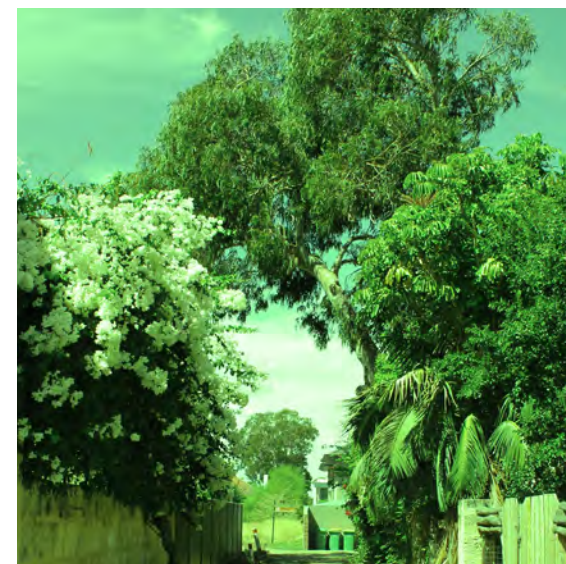


Figure 38: Movement Networks

6. URBAN DESIGN PRINCIPLES



URBAN DESIGN PRINCIPLES

A review of the Waratah Village Precinct has identified the urban design principles that will assist in preserving a unique local sense of place. These principles will assist in defining local distinctiveness as development responds to a more intense development vision.

The gazettal of LPS3 has attributed increased development intensities across the Precinct. By understanding the underlying fundamentals, detailed planning provisions will assist in guiding the best possible development outcomes for the existing and future communities.



→ Identify opportunities for a public plaza creating a focal point and heart for the centre



→ Improve connections between retail, commercial and civic uses along Waratah Avenue



→ Encourage active, low-rise, fine grain uses within the ground floor of new development



→ Consider the interfaces between low, medium and higher residential densities and mixed use



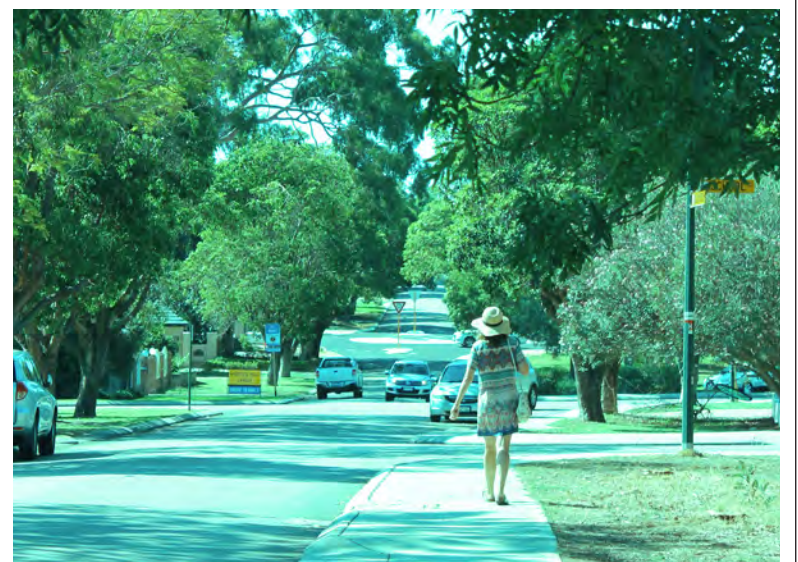
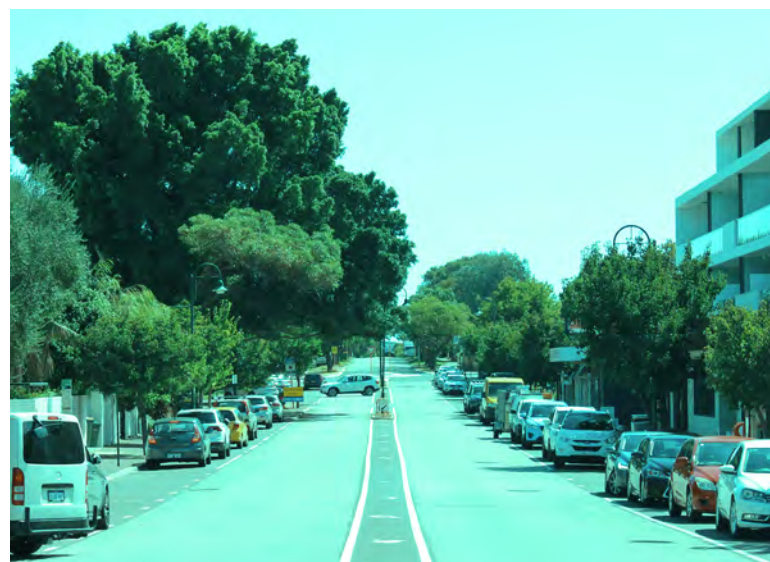
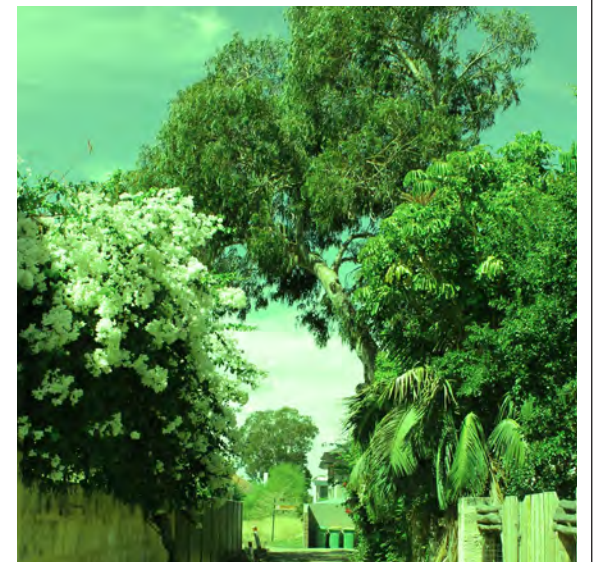
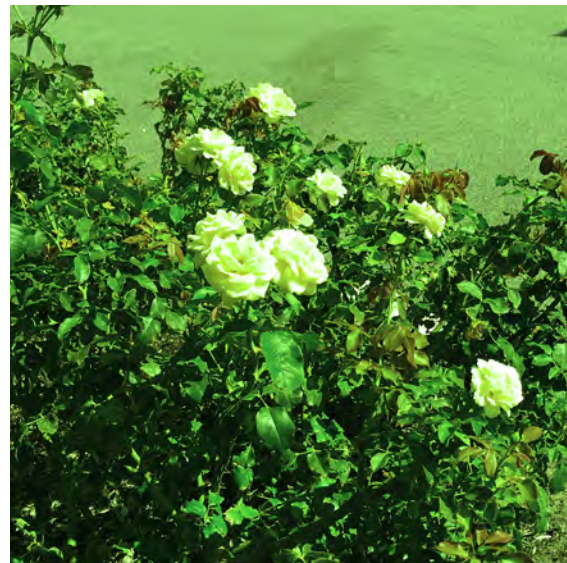
→ Ensure safe, legible and connected lane ways that are also a place for nature



→ Identify opportunities to contribute to a leafy-green sense of place throughout the Precinct

7. CONTEXT ANALYSIS

An overview of community, governance and planning context.



COMMUNITY CONTEXT

CULTURE, VALUES AND IDENTITY

The City of Nedlands is a highly desirable location to live and work, with a passionate and engaged community. In the preparation of the Nedlands 2018-2028 Strategic Community Plan, 213 people attended open days and the City received 420 surveys and submissions. The dominant streetscape character of Nedlands is as a leafy-green suburb with high-quality, low-rise, single residential homes. These homes are typically nestled within mature gardens which complement the high-quality tree-lined streets.

The adoption of the City's Local Planning Scheme No. 3 in April 2019 resulted in the amendment to a number of areas across the City. The new Scheme resulted in low-rise residential areas being up coded to high-density urban residential areas and higher density urban centres.

The rezoning and up-coding of areas within the City of Nedlands has necessitated the development of more refined, built form controls, with a focus on targeted infill areas and the surrounding transition areas. These targeted infill areas are located along high transit routes (namely Stirling Highway and Broadway) and co-located with the existing Neighbourhood and Local Centres across the City. To prepare nuanced built form controls a detailed appreciation of local character is essential. Part of that process is to understand the community's values and local sense of identity.

A community engagement process informed the Nedlands Strategic Community Plan (2018-2028), which identified the following priorities:

- Retain the existing character of Nedlands whilst still including appropriate development along activity corridors. Specifically, identifying the need for a 'Town Centre', and new developments to include canopy trees
- Encourage Sustainable Building - prioritising buildings that are made of quality and sustainable materials is key to the City of Nedlands
- Renewal of Community Infrastructure – maintaining roads, footpaths, cycling and drainage
- Plant more native vegetation, especially in public areas
- Preserve heritage sites
- Allow for an efficient transport network that contributes to a more environmentally-friendly, safer City for both business and community activities
- Establish a City for both business and community activities.

Derived from the community's priorities identified within Our Vision 2030, and subsequent Nedlands Strategic Community Plan (2018-2028) process created the following vision:

"Our overall vision is of a harmonious community. We will have easy access to quality health and educational facilities and lively local hubs consisting of parks, community and sporting facilities and shops where a mix of activities will bring people together, strengthening local relationships. Our gardens, streets, parks will be well maintained, green and tree-lined and we will live sustainably within the natural environment. We will work with neighbouring Councils and provide leadership to achieve an active, safe, inclusive community enjoying a high standard of local services and facilities. We will live in a beautiful place."

Informed by the vision, the strategic drivers impacting the City of Nedlands have been captured in the City's Local Planning Strategy and translated into planning principles. The principles seek to address the state planning framework that affects the City and provide clarity on how the City seeks to respond to the requirements of the State.

Planning Principles:

- Protect and enhance local character and amenity
- Respect the community vision for the development of the district
- Achieve quality residential built form outcomes for the growing population
- To develop and support a hierarchy of activity centres
- To integrate land uses and transport systems
- Facilitate improved multi-modal access into and around the district
- Maintain and enhance the network of open space
- Facilitate good public health outcomes
- Facilitate a high-quality provision of community services and facilities
- Encourage local economic development and employment opportunities
- To maintain, protect and enhance natural resources
- Respond to the local physical and climatic conditions
- Facilitate efficient supply and use of essential infrastructure.

NEDLANDS STRATEGIC COMMUNITY PLAN (2018-2028)

KEY PRIORITIES



RETAIN THE EXISTING CHARACTER OF NEDLANDS



ENCOURAGE SUSTAINABLE BUILDING



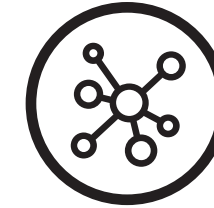
RENEWAL OF COMMUNITY INFRASTRUCTURE



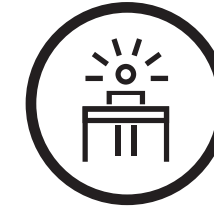
NATIVE VEGETATION



PRESERVATION OF HERITAGE SITES



EFFICIENT TRANSPORT NETWORK



A CITY FOR BUSINESS AND COMMUNITY ACTIVITIES

CULTURE, VALUES AND IDENTITY

The City's Local Planning Strategy goes on to identify the intent for a range of strategic areas including population and housing, retail and commerce, physical features, climate and natural areas, recreation and open space, community facilities, traffic and transport, infrastructure services, urban design, character and heritage.

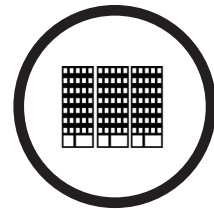
Importantly the City's intent associated with housing and local character is detailed through a number of planning strategies.

Population and Housing – To strongly encourage the development of additional diverse dwelling types within the targeted infill areas. Allowing the conservation and enhancement of the quality of the City of Nedlands' existing attractive residential neighbourhoods.

Strategies:

- Locate high-intensity development within Urban Growth Areas (particularly Stirling Highway)
- Develop appropriate Transition Zones adjacent to Urban Growth Areas to maintain separation from existing high-quality, low-density residential areas
- Facilitate quality development in targeted infill areas and along transit corridors
- Facilitate redevelopment opportunities for medium density residential development within Neighbourhood Centres
- Appropriately scaled residential densities located within and in the immediate vicinity of Neighbourhood Centres, responding to the local context
- Facilitate greater housing diversity, specifically higher density multiple and grouped dwelling developments in targeted infill areas to accommodate changes in population trends
- Establish controls for key sites to ensure the existing residential character is protected long term and development is focused in these locations
- Maintain established residential urban areas to ensure the retention of the existing residential character and lot configurations.

POPULATION AND HOUSING



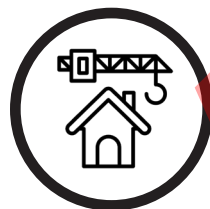
**HIGH-INTENSITY
DEVELOPMENT IN URBAN
GROWTH AREAS**



**DEVELOP
TRANSITION
ZONES**



**QUALITY INFILL
DEVELOPMENT**



**REDEVELOPMENT
OPPORTUNITIES IN
NEIGHBOURHOOD
CENTRES**



**FACILITATE
GREATER
HOUSING
DIVERSITY**



**APPROPRIATELY
SCALED
DEVELOPMENT**



**MAINTAIN
ESTABLISHED
RESIDENTIAL AREAS**



**ESTABLISH
CONTROLS**

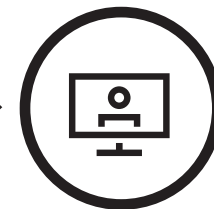
Urban Design, Character and Heritage – To retain and enhance the character and streetscape of the City's existing residential areas whilst promoting best practice urban design principles in targeted infill areas. Ensure that proposed development responds to the unique character of each Precinct and preserve quality streetscapes.

Strategies:

- Adopt development controls to retain and enhance the existing character of each identified Precinct
- Promote best practice urban design outcomes in areas experiencing change and in areas of transition
- Improve public realm within Urban Growth Areas and Transition Zones
- Understand the elements that contribute to streetscapes to inform statutory controls
- Protect and promote places of heritage significance through the City.

URBAN DESIGN, CHARACTER AND

HERITAGE



**DEVELOPMENT
CONTROLS TO
RETAIN EXISTING
CHARACTER**



**PROMOTE BEST
PRACTICE OUTCOMES**



**IMPROVED PUBLIC
REALM**



**UNDERSTAND
STREETSCAPE
CHARACTER TO
INFORM CONTROLS**



**PROMOTE PLACES
OF HERITAGE
SIGNIFICANCE**

ENGAGEMENT

The vision for the Waratah Avenue Placemaking Strategy was to support the mixed use nature of the Precinct through a specific focus on improving placemaking and wayfinding across the site. The Strategy aimed to better link Waratah Avenue with the adjacent Genesta Park and the Dalkeith Hall. The City undertook a systematic and genuine engagement process that allowed community members to contribute to the Waratah Avenue Placemaking Strategy authentically.

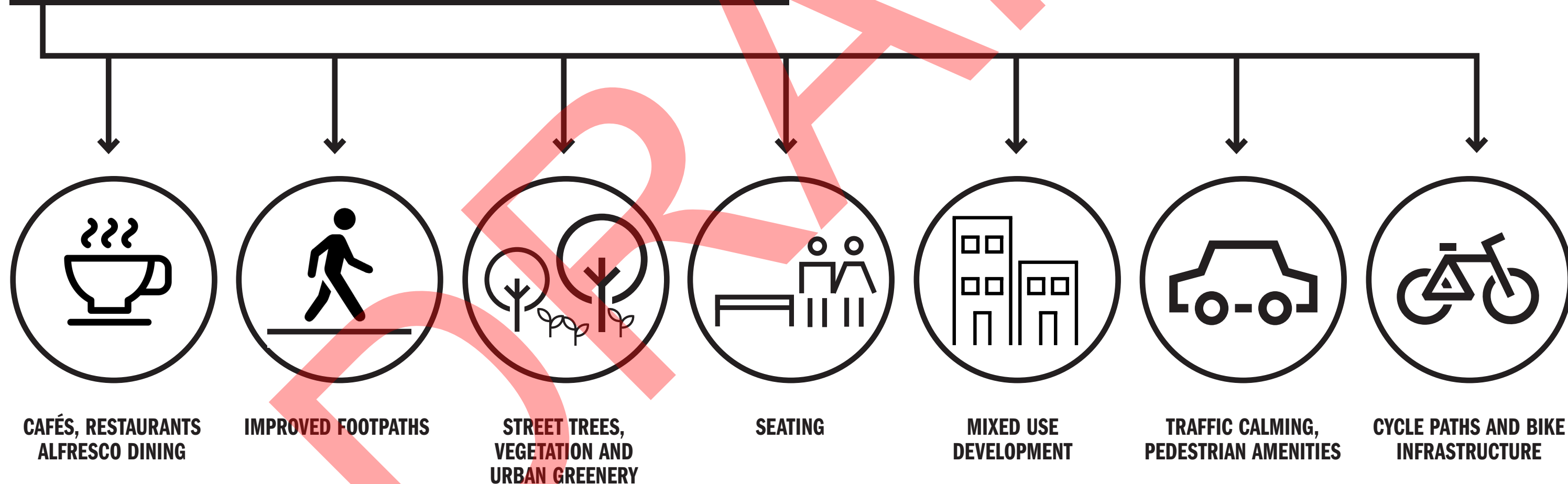
The engagement process had four objectives which included:

- Involve local residents, traders and landowners systematically and genuinely
- Implement an authentic engagement process
- Frequently communicate consistently with local residents, traders and business owners about the project and the engagement process
- Ensure opportunities for people to participate in the engagement process as different points in the project's progression.

To engage with the community, the City organised an array of different community events and engagement methods. There were 11 different events and methods. They ranged from a Steering Committee (which discussed the progress of the project and ensured the community were kept up to date - comprising three residents, four Councillors, the Mayor and the CEO), two community workshops, online surveys and interviews with local businesses. Some 77 respondents contributed to the Waratah Avenue's place assessment process. Respondents perceived Waratah Avenue as a local meeting place, with a sense of place, including a good mix of residential and commercial land uses (with a variety of shops, cafés and restaurants). They saw the Precinct as a safe and good place to access services.

In terms of how the City could improve Waratah Avenue, the community suggested various measures. Firstly, the highest-scoring responses were the incorporation of more cafés, restaurants, alfresco dining opportunities along with improvement of footpaths (which allow for greater carrying capacity and alfresco dining). Furthermore, the community also identified that greater amounts of street trees, significant vegetation, seating and urban greenery (more attractive streetscapes) were to be integrated into Waratah Avenue. Lastly, the community also advocated for mixed use developments, increased traffic calming and pedestrian amenities and cycle paths with supporting bike infrastructure such as bike racks.

WARATAH AVENUE: KEY SUGGESTED IMPROVEMENTS



PEOPLE, EMPLOYMENT AND HOUSING

The 2016 ABS Census identified the City of Nedlands having a population of 21,121 people. Some 53% of them worked full time, in the areas of management (17%) or a profession (45%), earning a median weekly household income of \$2,708, with an average of two children.

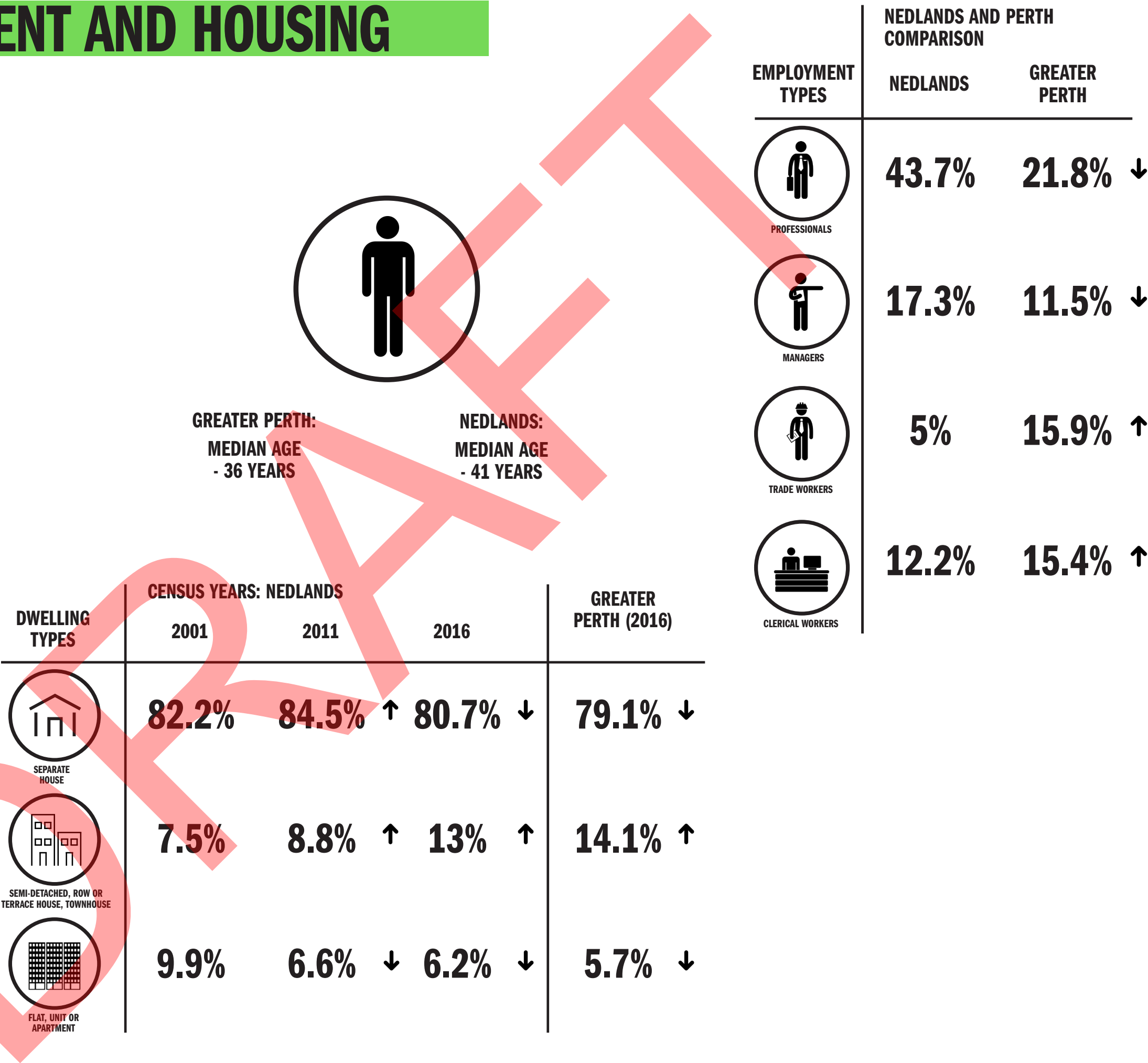
The City’s Local Planning Strategy identifies Nedlands as having a relatively higher proportion of its population born in: Australia, Malaysia, Singapore and USA. The 2011 ABS Census indicated a reasonably significant decline in the 35-44 and 75-84 age groups and some reasonably substantial increases in the 20-24, 55-64 and 65-74 age groups. Also, the ABS Census 2001 and 2011, identifies the population of Nedlands as a whole is older than the Greater Perth regional population. In 2016 this trend continued with Nedlands median age being 41 years, while the Western Australian median was 36 years.

When the City of Nedlands is compared to the Greater Perth area, there are some key employment differences. On average, Nedlands has a significantly lower proportion of households within the lower and middle-income groups compared to Greater Perth. For instance, the income groups that are \$2,500 and above are 43.1% for Nedlands and 23.3% for Greater Perth, where the difference between Nedlands and Greater Perth is evident in the high proportion of households making \$4,000 or more a week.

In terms of the labour force, residents in Nedlands have a higher proportion of professionals and managers, compared to Greater Perth. In comparison, the Greater Perth area has more technicians and trade workers and clerical and administrative workers.

Housing diversity within the City of Nedlands is considered to be relatively low. According to the ABS, Nedland housing characteristics remained relatively static up to 2011, with 84.5% of dwellings described as separate houses. The 2016 ABS figures identified dwellings classified as separate houses had reduced to 80.7%, with separate houses slightly declining, while semi-detached, row and townhouses were increasing. Nonetheless, the separate house typology continues to be the dominant typology.

In proportional terms, Nedlands housing profile is much the same as the average for the Greater Perth area, with a slightly higher percentage of separate houses.



PEOPLE, EMPLOYMENT AND HOUSING

The Local Planning Strategy identifies the demographic and housing characteristics of the City. In particular, the Dalkeith Precinct is detailed in comparison to the City of Nedlands

Dalkeith is described as a well-designed low-density neighbourhood, reflecting mainly R10 and R12.5 residential densities. There are local shops at its centre co-located with the intersection of Waratah Avenue and Adelma Road. The Dalkeith Primary School and Genesta Park within the Waratah Village Precinct provide for a high amenity Neighbourhood Centre.

When compared to the Nedlands LGA as a whole, the Dalkeith Precinct has:

- A slightly younger population
- A higher proportion of people born in Malaysia and Singapore
- A higher proportion of households on high incomes
- Higher motor vehicle ownership
- Fewer small households and more larger ones
- A high proportion of separate houses
- Higher home-ownership, with fewer rentals
- Higher employment in health care and social assistance
- A higher proportion of journeys to work by private car (as driver).

Within the Waratah Village Precinct, the LPS3, R-AC3 mixed use area generally aligns with the City's Local Planning Strategy which identified "potentially available land" along Waratah Avenue. It is an area of land potentially available for development or redevelopment for the purposes of increasing dwelling numbers across the City.

The residential up-coding within the Waratah Village Precinct will also provide an opportunity to increase the diversity of housing within Dalkeith. By locating the increased development intensity within the Precinct boundary, it will help preserve the low-rise suburban amenity surrounding the Precinct.

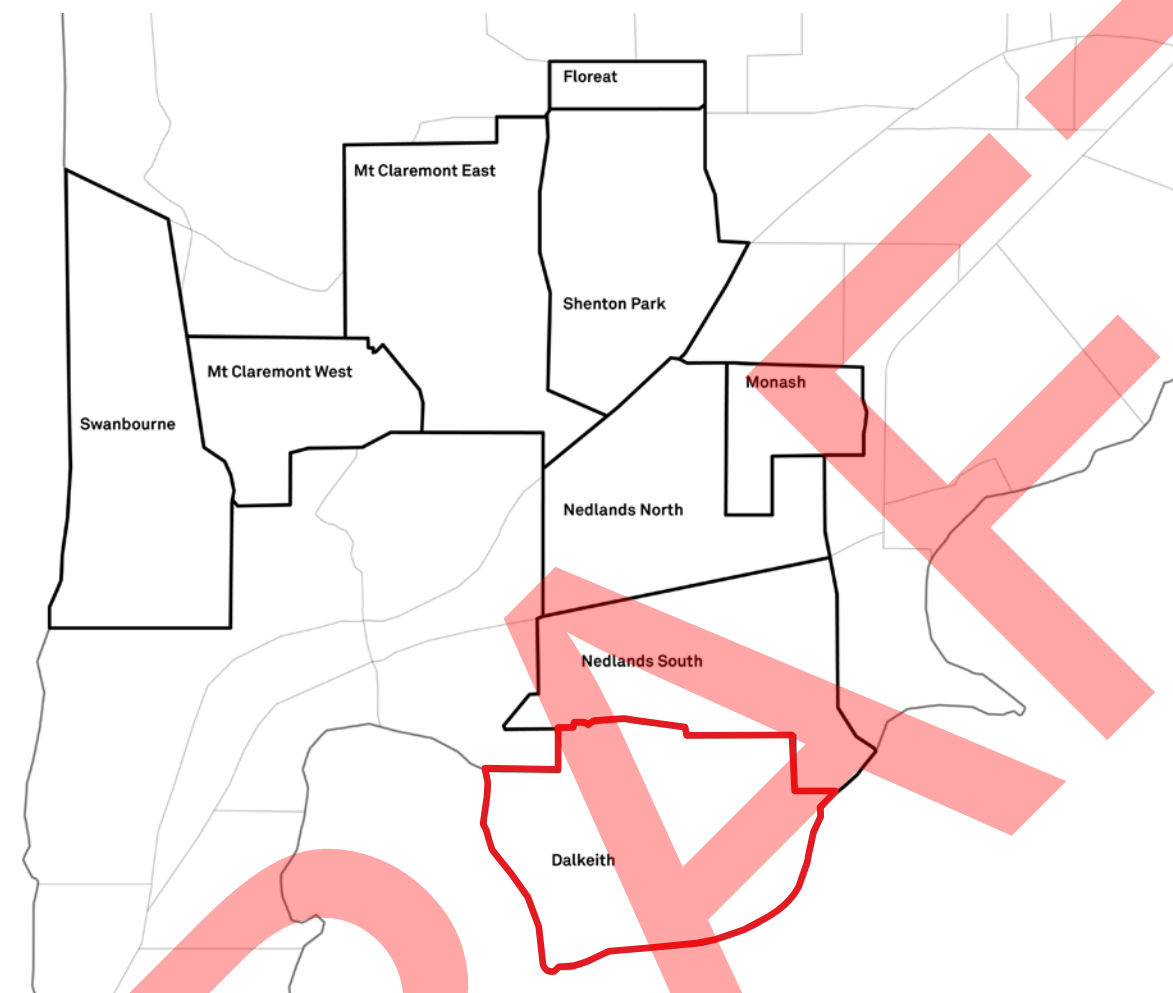


Figure 39: City of Nedlands Local Planning Strategy Precincts

HOUSING

The Western Australian Planning Commission's Perth and Peel @3.5million (2018) policy identifies a greater reliance on infill development with a target of 47 per cent for the Perth and Peel regions. The Central Sub-regional Planning Framework reflects a strong focus on guiding infill growth in the Central sub-region and establishes specific dwelling targets for all local governments. For Nedlands the targets indicate an additional 2,540 dwelling units to be developed by 2031 and 1,780 post 2031. The WAPC's 2013 Report Card identified the need for a further 1,860 dwellings to be developed between 2031 and 2050 to reach an overall target of 4,400 additional dwellings.

To assist in determining an appropriate response to these infill targets, the City of Nedlands has undertaken land requirement calculations outlined within the City of Nedlands Local Planning Strategy (2018). These calculations indicate that based on the various assumptions, the total land area required to satisfy the 2031 target ranges between 49 and 75 hectares. Between 2031 and 2050, the calculations indicate that, based on the various assumptions, the total land area required to satisfy the 2050 target ranges between 25 hectares and 46 hectares. Total land area, comprising both the 2031 and 2050 targets, therefore ranges between 74 and 121 hectares. As summarised within the City of Nedlands Local Planning Strategy, much of the medium and higher density housing requirement could be incorporated into mixed use developments.

The core of the Waratah Village Precinct has been identified as a local area that would be suitable for targeted infill and has "potentially available land". The City of Nedlands Local Planning Strategy states that some sites may be able to be identified as appropriate for targeted infill. Yet, the total land area available (classified as Site available) amounts to 0.72ha. It goes on the state that the existing uses on identified infill sites could be considered to have the potential to accommodate an expansion of uses to include multiple dwelling development within mixed use development, subject to development interest.

While the Waratah Village Precinct has the capacity to contribute to the residential infill targets, the intensity of development needs to be commensurate with the local, low-rise, suburban context. The Precinct is serviced by a reduced frequency of public transport and has a relatively small R-AC3 mixed use centre. Areas within the Precinct are also lower residential codes compared to Precincts located on higher-order roads. Therefore, the overall residential yield should reflect this lower order activity centre.

ADDITIONAL DWELLINGS 2011-2036

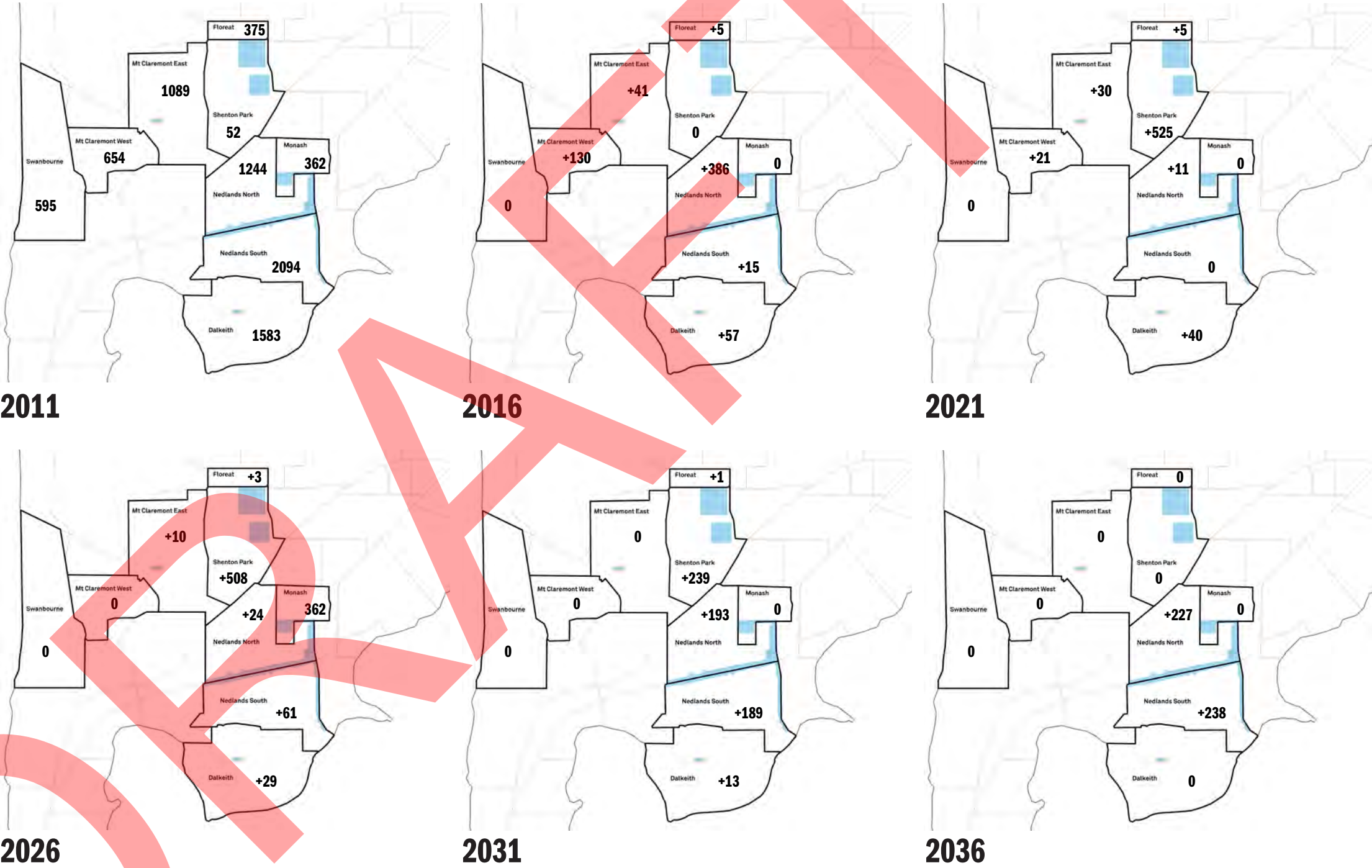


Figure 40: City of Nedlands Local Planning Strategy - Additional Dwellings 2011-2036

Legend:

- Planning Precincts
- Potentially Available Land

Additional Dwellings by 2036:	
Nedlands North	841
Nedlands South	503
Dalkeith	139

GOVERNANCE CONTEXT

STATE PLANNING FRAMEWORK

→ State Planning Strategy 2050

The WAPC's State Planning Strategy 2050 (2014) is the Government's strategic planning response to the challenges Western Australia is likely to face in the future. The strategy proposes that diversity, liveability, connectedness and collaboration must be central to the vision of sustained growth and prosperity. The Strategy takes into account what is known about the future and the expectations of Western Australians, to provide a guide for future land-use planning and development.

The strategy has six key principles that relate to all strategic development within the state, including the City of Nedlands and the Waratah Village Precinct. While the state level policy does not mention the Precinct specifically, the principles and aims are recognised in all development.

These six principles comprise:

- Community: Enabling diverse, affordable, accessible and safe communities
- Economy: Facilitating trade, investment, innovation, employment and community betterment
- Environment: Conserving natural assets through sustainable development
- Infrastructure: Ensuring infrastructure supports development
- Regional Development: Building the competitive and collaborative advantages of regions
- Governance: Building community confidence in development processes and practices.

Overview of the Western Australian planning system

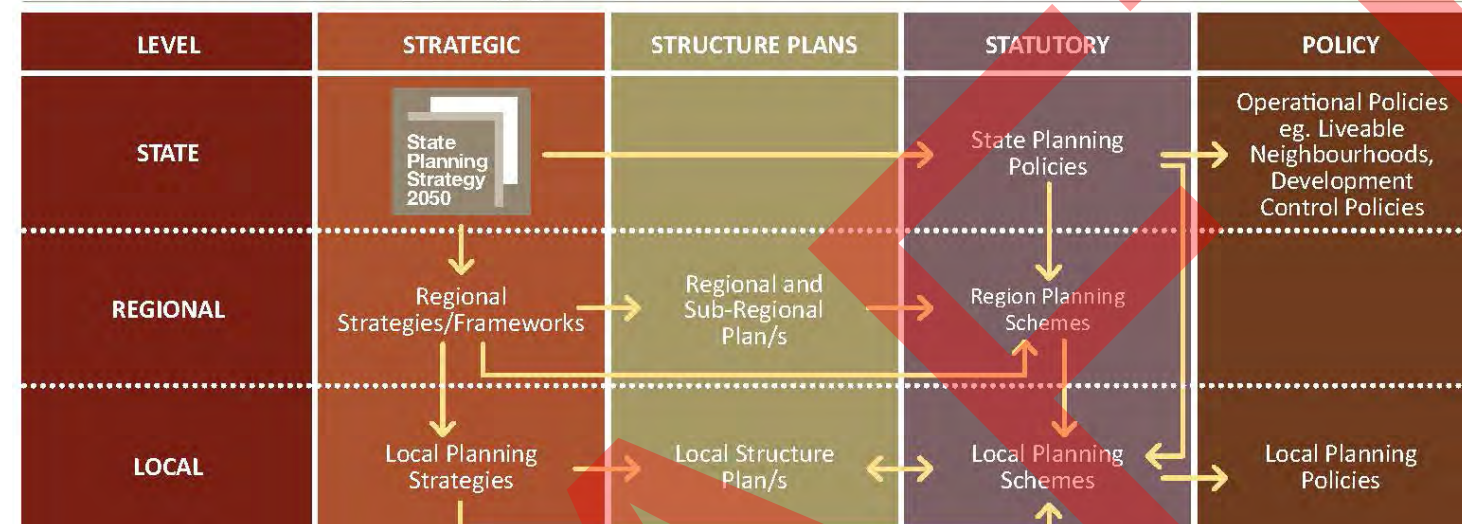


Figure 41: The State Planning Strategy 2050 highlights the planning response to address the challenges facing the State within the Western Australian planning system.



Figure 42: The State Planning Strategy 2050 highlights housing and urban form trends from 1850 to 2050.

STATE PLANNING FRAMEWORK

→ Perth and Peel @ 3.5 million and Central Sub-Regional Planning Framework

The Perth and Peel @ 3.5million land use planning and infrastructure frameworks aim to accommodate 3.5 million people by 2050. The WAPC's Central Metropolitan Sub-Regional Planning Framework (2018) is a localised infrastructure framework set by the Perth and Peel @ 3.5 Million Plan to help guide future urban growth and infill across the metropolitan region. The City of Nedlands is located within the Central Sub-Region area where the framework aims to:

- Achieve more consolidated urban form and development
- Meet long-term housing requirements
- Strengthen key employment centres
- Provide transport linkages that connect people with key centres of activity and employment, with access to areas beyond the Perth and Peel regions
- Facilitate and support a future regional infrastructure network including transport, service, community, social, health, tertiary education, regional sport and recreation infrastructure
- Encourage and guide increased connectivity between areas of open space or conservation and protect areas of value
- Identify targeted increases in the density and diversity of mixed use development, housing and employment
- Ensure urban consolidation Precincts have access to existing and future high-frequency public transit
- Protect the green network of high-quality natural areas such as parks, rivers, beaches and wetlands and the linkages between these areas.

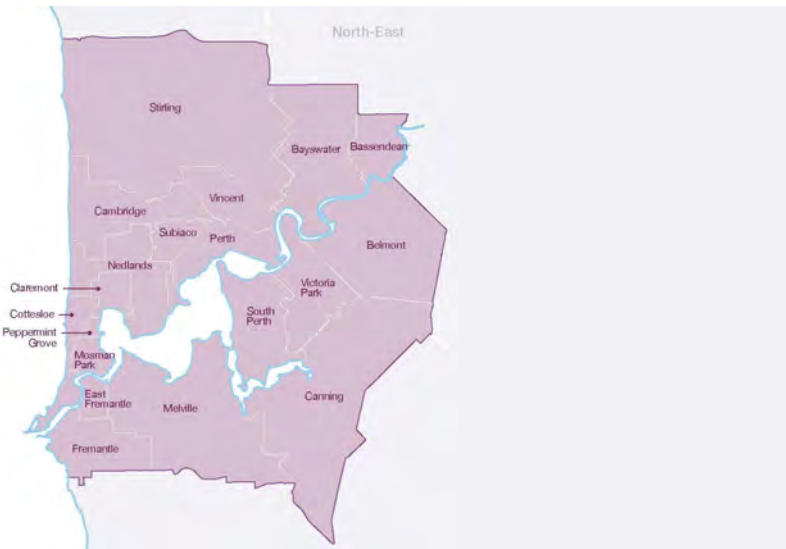


Figure 43: Nedlands is located within the Central Sub-Regional Planning Framework.

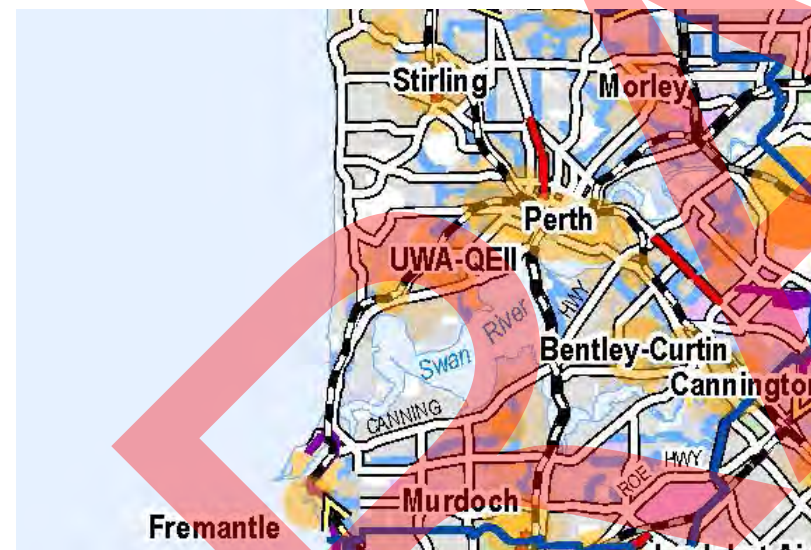


Figure 44: The spatial plan for Perth and Peel regions has been developed to deliver a more consolidated urban form to achieve a more efficient and cost-effective urban structure.

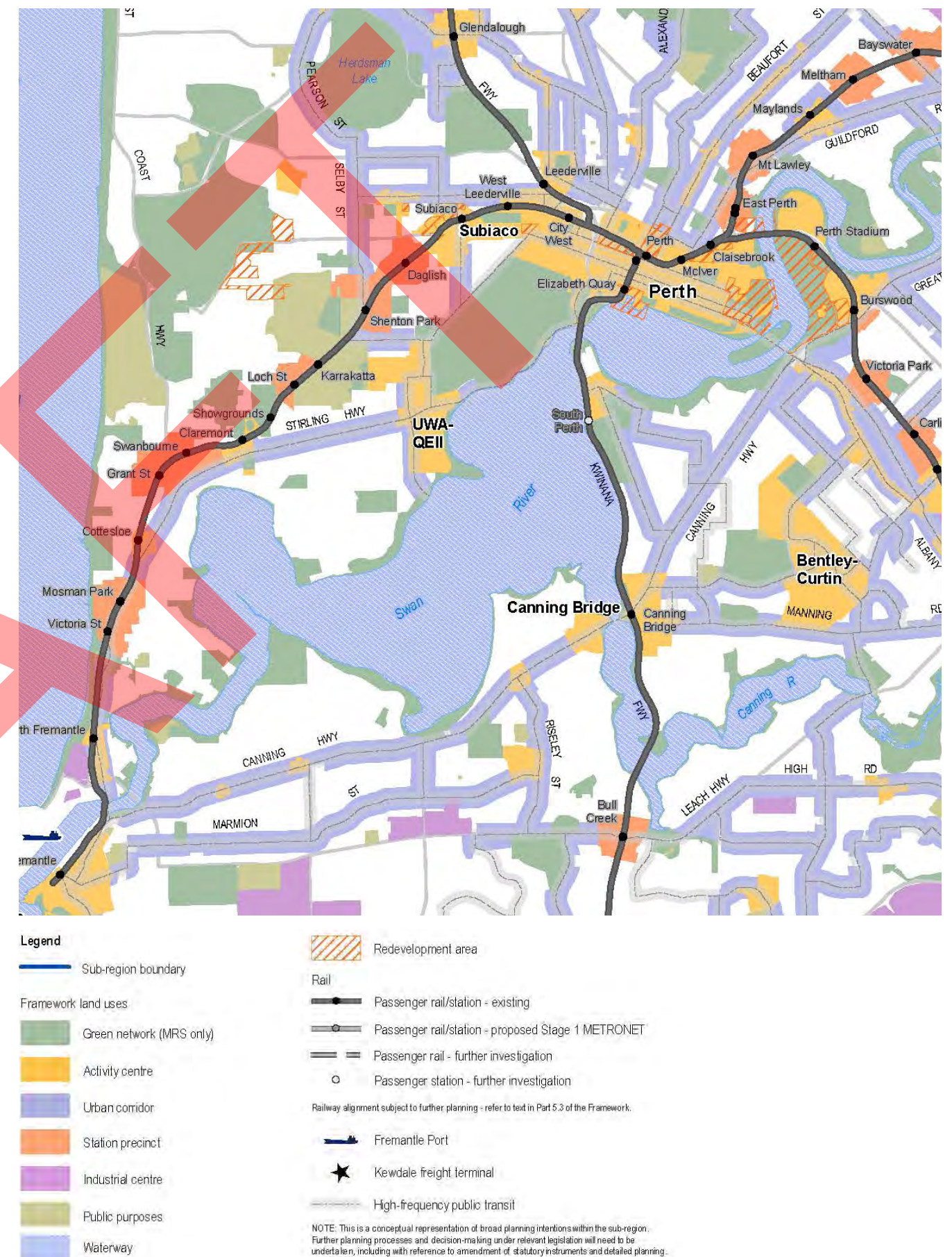


Figure 45: The Central Sub-Regional Planning Framework identifies Stirling Highway and Broadway as Urban Corridors. The principle is to focus infill within areas in close proximity to transit corridors and stations, activity centres and urban corridors. The framework identifies urban corridors in the Central Sub-Region alongside high-frequency public transit corridors.

STATE PLANNING FRAMEWORK

Central Metropolitan Sub-Regional Planning Framework (2018) references the Directions 2031 and Beyond Policy, which sets infill targets (proportion of the total amount of additional dwellings) at 47 per cent for the Perth and Peel regions.

The target equates to approximately 380,000 new infill dwellings out of the estimated 800,000 dwellings that will be needed to accommodate the additional people expected by 2050.

Some 215,000 dwellings (56 per cent of the total amount of new infill dwellings) are identified as being delivered in the Central Sub-Region.

The framework identifies infill targets where Nedlands will accommodate an additional 4,320 dwellings and population of 9,500 by 2050. The up coded areas of the City of Nedlands Local Planning Scheme No. 3 (LPS3) provide for an increase in residential development within the Precinct.

Table 1: City of Nedlands' existing and projected dwellings and population 2011-2050 identified within the Sub-Regional Planning Framework.

Existing dwellings	Existing population	Additional dwellings	Additional population	Total dwellings	Total population
8,070	22,030	4,320	9,500	12,390	31,530

Table 2: For the City of Nedlands, the Sub-Regional Planning Framework identifies a residential infill timing projection, based on the draft framework scenario in five-year intervals, from 2011 to 2031 and Post 2031.

2011-16	2016-21	2021-26	2026-31	Total 2031	Post 2031	Total
880	860	400	400	2,540	1,780	4,320

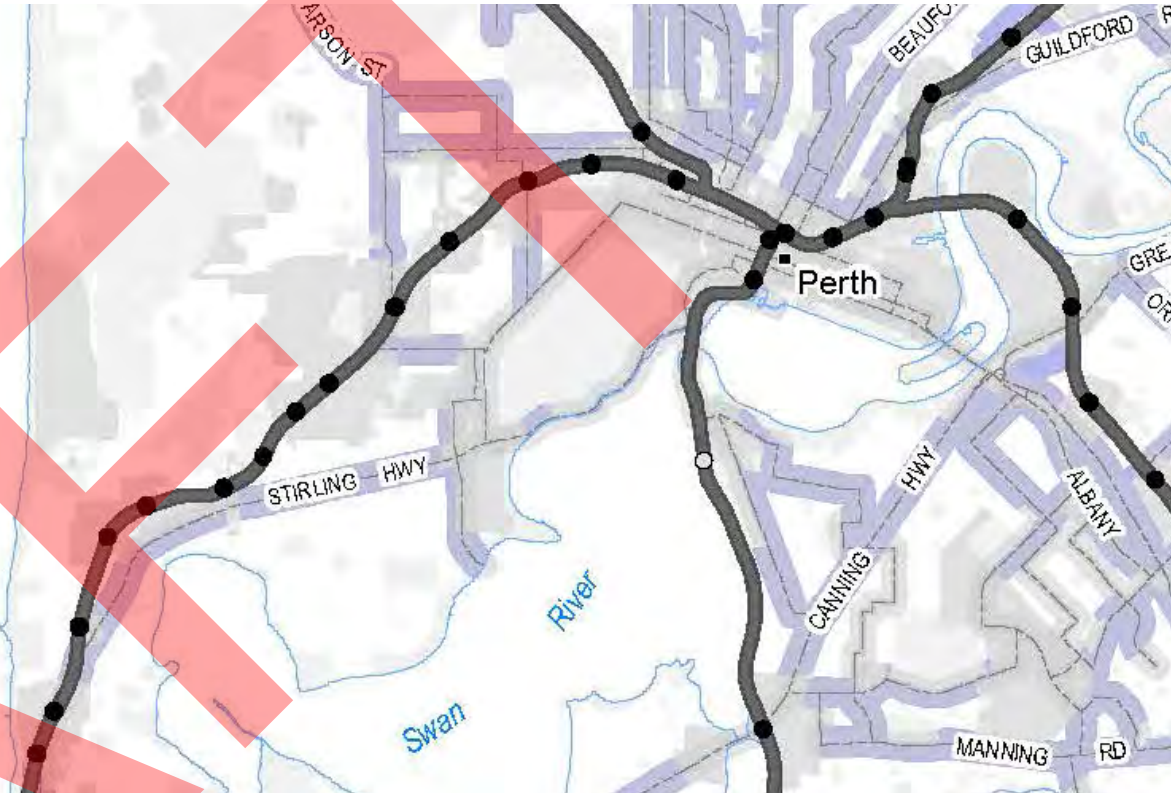
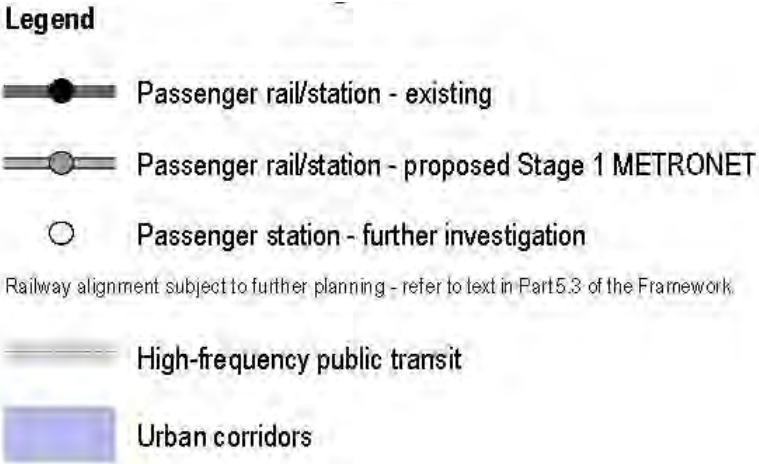


Figure 46: The Central Sub-Regional planning framework identifies urban corridors in the Central Sub-Region co-located with high-frequency public transit corridors.



STATE PLANNING FRAMEWORK



Corner of Albany Highway and Kent Street Victoria Park



Albany Highway Victoria Park



Corner of Canning Highway and Riseley Street, Ardross



Figure 47: The Central Sub-Regional Framework provides a number of visualisations of urban corridors from across the Perth Metropolitan area, demonstrating the existing and the future built form.

→ Directions 2031 and Beyond: Metropolitan Planning Beyond the Horizon

The WAPC's Directions 2031 and Beyond (2010) is a state level strategic framework that addresses urban growth needs and the consideration to protect natural ecosystems. The framework recognises the benefits of a consolidated city, along with the integration of historical urban growth patterns. The framework sets achievable goals that will promote housing affordability while providing for different lifestyle choices, sustainable urban transport, nodes for economic and social activity and a long-term co-ordinated approach to the provision of infrastructure. The vision for the framework is to create Perth and Peel into a world-class liveable city that is green, vibrant, compact and accessible, with a unique sense of place by 2031.

The framework identifies Nedlands within the Central Metropolitan Perth Sub-Region, where the area is characterised by a suburban settlement pattern and includes a high level of amenity due to its proximity to the river and the coast. The framework additionally identifies that a particular characteristic of the central metropolitan sub-region is the dominance of the traditional grid form of neighbourhood subdivision. This form provides important opportunities for targeted infill development and redevelopment to meet changing community needs.

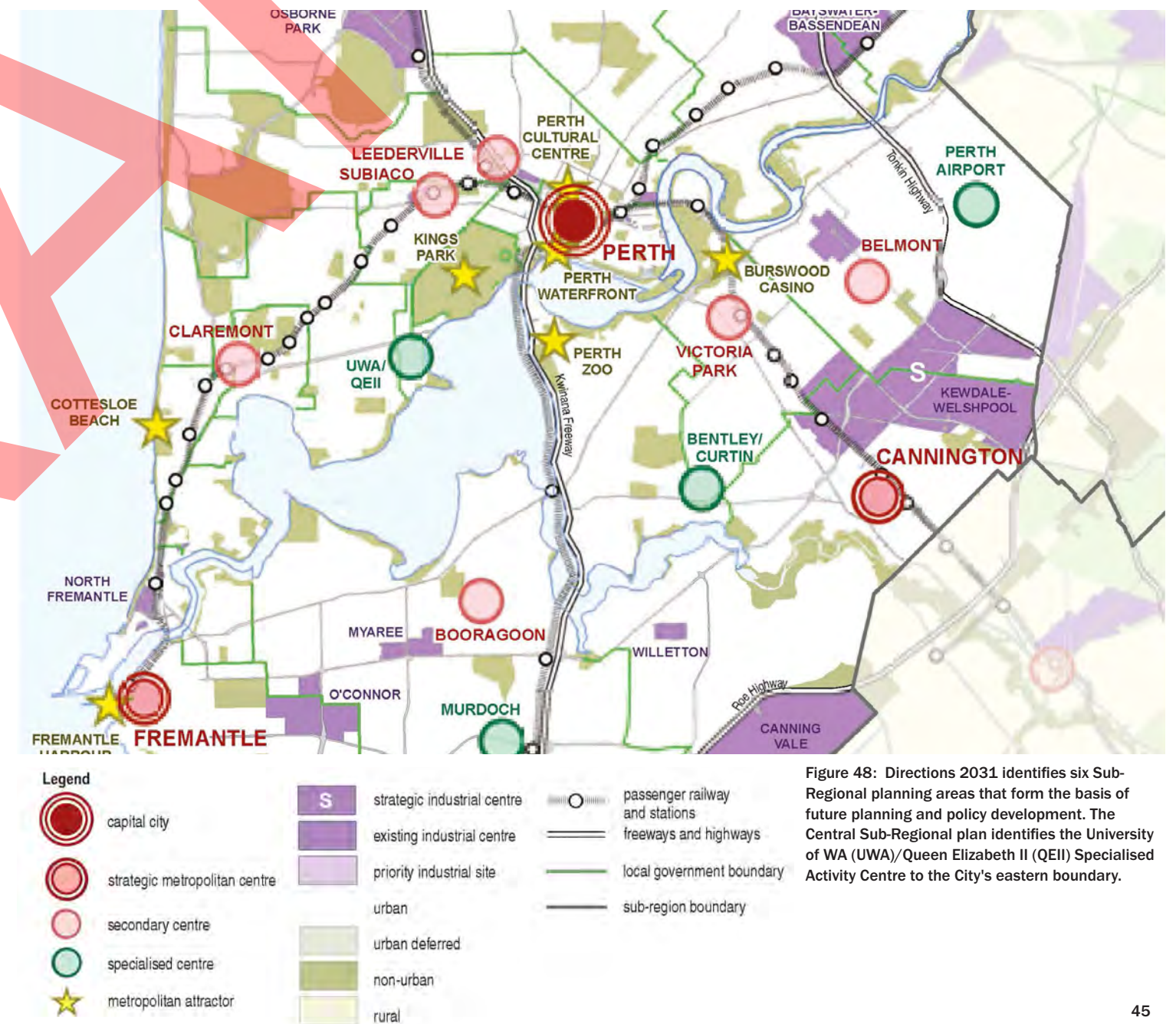


Figure 48: Directions 2031 identifies six Sub-Regional planning areas that form the basis of future planning and policy development. The Central Sub-Regional plan identifies the University of WA (UWA)/Queen Elizabeth II (QEII) Specialised Activity Centre to the City's eastern boundary.

STATE PLANNING FRAMEWORK

→ Urban Growth Monitor and City Population Data

The WAPC's Urban Growth Monitor (2019) tracks zoned land supply and land consumption for development in the Perth Metropolitan, Peel and Greater Bunbury regions. In accordance with state level objectives, the Perth Metropolitan area is in a constant process of change and includes increased levels of urban infill development not previously seen. The WAPC attempts to understand this change through the collection of development related data and reporting through the Urban Growth Monitor.

The January 2019 Urban Growth Monitor identifies that the net infill rate for the Perth Metropolitan and Peel regions in 2017 was approximately 42%, which is the highest net infill rate recorded since infill monitoring began in 2011, and the net infill dwellings for the area totalled 6,720. Of the 6,720 net infill dwellings, 4,650 were identified in the Central Sub-Region and 2,060 in the outer sub-regions of the Perth metropolitan and Peel regions. The City of Nedlands, including the Waratah Village Precinct, is located in the Central Sub-Region area.

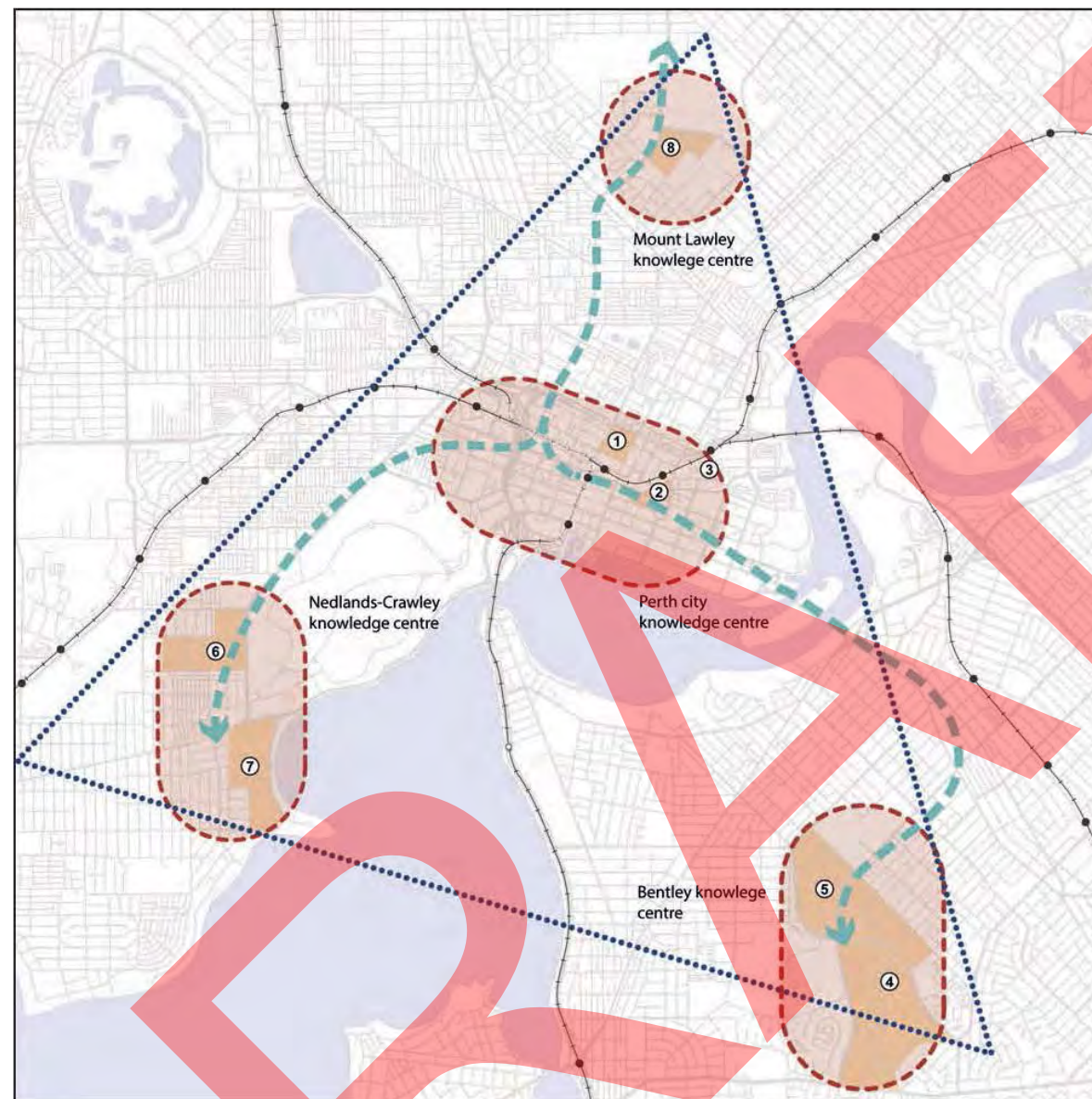
→ Capital City Planning Framework

The WAPC's Capital City Planning Framework (2013) provides a key planning strategy for Central Perth and sets out how it responds to its role as State Capital, and envisages a renewed sense of landscape character and connectivity. The Framework sets the spatial framework using a 12 kilometre by 12 kilometre area situated around the city centre. The framework indicates how the objectives of Directions 2031 and Beyond can be delivered in this focus area, and are guided by the policies implementation elements. The framework identifies the Waratah local centre as urban.

→ Metropolitan Region Scheme

The WAPC's Metropolitan Region Scheme (1963) is the state level framework that statutorily guides all future land use and development within the Perth Metropolitan Area. The scheme divides local government land into broad zones and reservations, which guide localised planning objectives and development outcomes.

The Waratah Village Precinct's land area is zoned as urban. Other areas in the City of Nedlands are zoned and reserved as public purpose, urban, parks and recreation, parks and recreation – restructure public access, railways, primary regional roads and other regional roads.



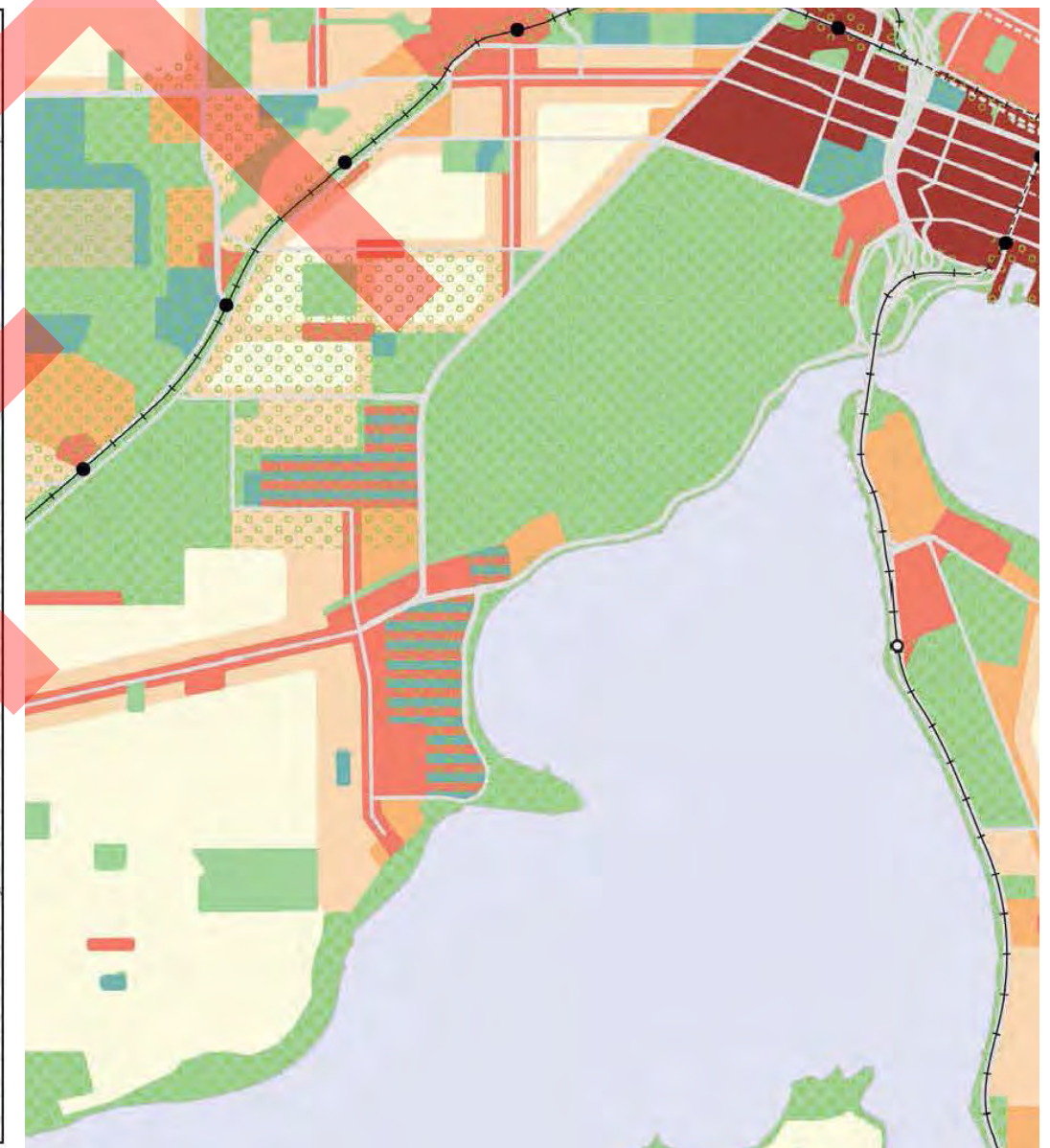
Knowledge triangle

← - - - - - → Proposed transit service concept



- Significant knowledge places and precincts
1. Perth Cultural Centre & education precinct
 2. Royal Perth Hospital precinct
 3. Central Institute of Technology East Perth campus
 4. Curtin University of Technology
 5. Bentley Technology Park
 6. QEII Hospital
 7. University of Western Australia
 8. Edith Cowan University Mount Lawley campus

Figure 49: The Knowledge Triangle between Nedlands-Crawley, Mount Lawley and Bentley Knowledge centre as identified within the Capital City Planning Framework.



Proposed urban form for central Perth

- City
- Urban
- Higher-intensity residential
- Medium-intensity residential
- Lower-intensity residential
- Building-in-landscape
- Urban / Building-in-landscape mix
- Service
- Open space
- Green infrastructure search area - refer to section 5.1.1

Notes for reading this plan

This plan is intended to identify strategic patterns for future development in the focus area, particularly to highlight opportunities for appropriate intensified development. It is not intended to be prescriptive with regards to any individual property, nor does it override local planning policies, physical constraints or other local factors. This plan provides high-level guidance for more detailed analysis and resolution in local planning schemes.

Figure 50: The Proposed Urban Form for Central Perth as identified within the Capital City Planning Framework.

STATE PLANNING FRAMEWORK

→ State Planning Policy 4.2 - Activity Centres for Perth and Peel

The WAPC's State Planning Policy 4.2 (2010) is a regional planning framework that aims to:

- Reduce the overall need to travel
- Support the use of public transport as well as cycling and pedestrian services, facilities and employment
- Promote more energy efficient urban form.

This policy defines an activity centre as a community focal point that includes the activities of commercial, retail, higher density housing, entertainment, tourism, civic and community, higher education, and medical services supported by public transport. These activity centres can vary in size, diversity and are designed to be well-served by public transport.

The State Planning Policy 4.2 Activity Centres specifically defines Neighbourhood and Local Centres as important local community focal points providing daily to weekly household shopping (delicatessens and convenience stores) and community needs with a focus on medium-density housing. The lower-order centres provide walkable access to services and facilities for communities.

The Waratah Village Neighbourhood Centre is identified in the City's Local Planning Strategy as required by the State Planning Policy.

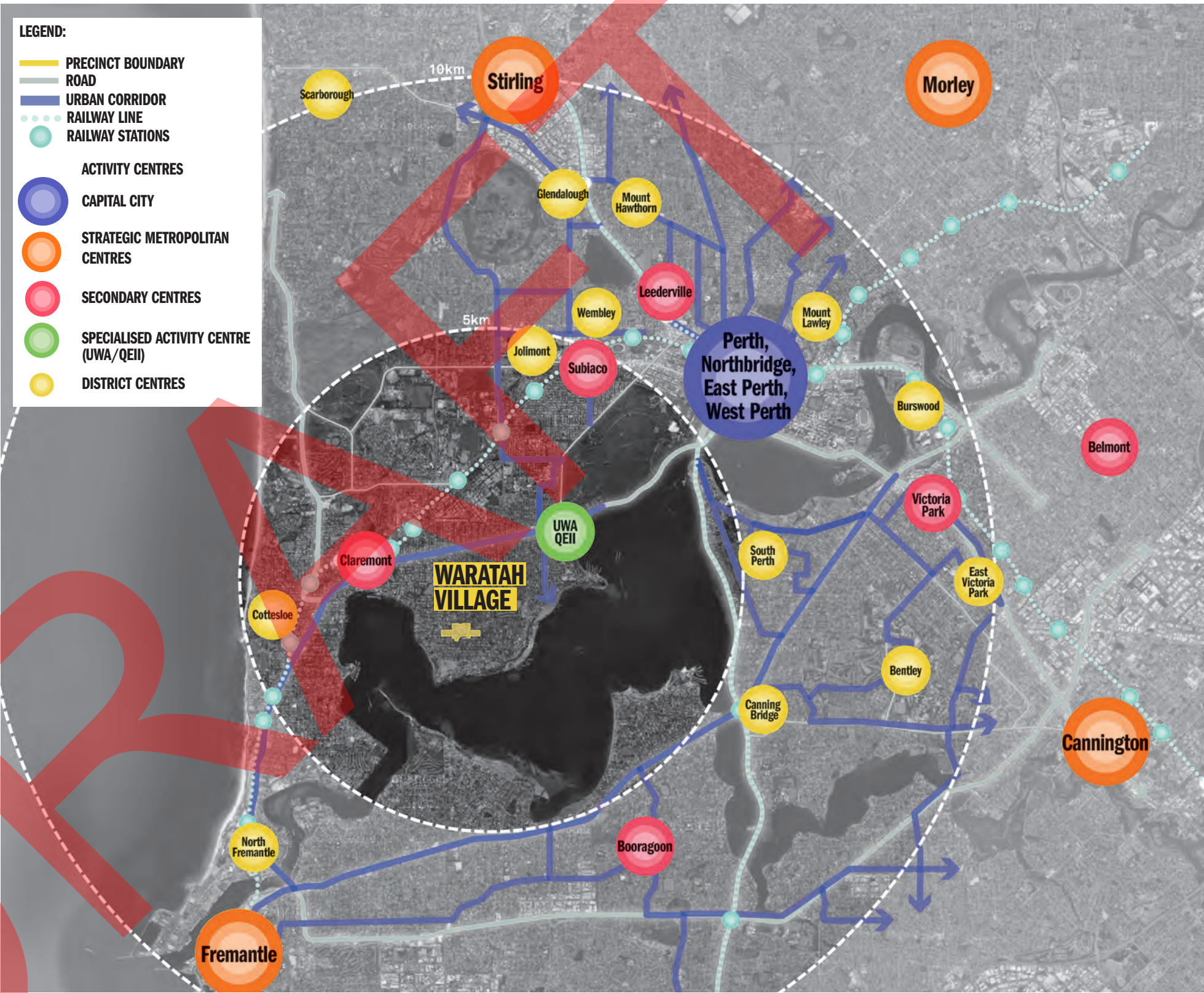


Figure 51: Activity centres within a 5km and 10 km radius of the precinct.

Figure 52: The SPP 4.2 Activity Centres Policy provides guidance for the functions, typical characteristics and performance targets of activity centres.

Activity centres within 5km of the Precinct.

Perth Capital City (Perth Northbridge, East Perth and West Perth)

Perth Capital City is the largest of the activity centres, providing the most intensely concentrated development in the region. It has the greatest range of high order services and jobs, and the largest commercial component of any activity centre.

Specialised Activity Centre (UWA/QEII)

The primary functions of the specialised centre is health, education and research activities. Specialised centres focus on regionally significant economic or institutional activities that generate many work and visitor trips, which therefore require a high level of transport accessibility.

Secondary Centre (Subiaco, Claremont)

Secondary centres share similar characteristics with strategic metropolitan centres but serve smaller catchments and offer a more limited range of services, facilities and employment opportunities. They perform an important role in the City's economy, and provide essential services to their catchments.

District Centre (Cottesloe, Jolimont)

District centres have a greater focus on servicing the daily and weekly needs of residents. Their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs of their catchments.

STATE PLANNING FRAMEWORK

→ State Planning Policy 7.0 Design of the Built Environment

The WAPC's State Planning Policy 7.0 (2019) is a regional planning framework that sets out objectives, measures, principles and processes that apply to the design and assessment of built environment proposals. The policy provides design quality guidance through the recognition of 10 design principles that include:

- Context and character
- Landscape quality
- Built form and scale
- Functionality and build quality
- Sustainability
- Amenity
- Legibility
- Safety
- Community
- Aesthetics.

Design WA's 10 design principles have informed the review of local distinctiveness and character within the Precinct. While the policy does not mention the Precinct specifically, the design principles are recognised in all new development within the City of Nedlands via the development assessment process.

→ State Planning Policy 7.3 Residential Design Codes - Volume 1

The WAPC's State Planning Policy 7.3 Residential Design Codes – Volume 1 (2019) aims to provide a comprehensive basis for the control of residential development throughout Western Australia. This policy specifically applies to all single houses, grouped dwellings and multiple dwellings (in areas with a coding of less than R40). This policy sets the following objectives for residential development:

- Provision of appropriately designed residential development in terms of purpose, tenure, density, context and scheme objectives
- Support for social, environmental and economic opportunities within new housing developments that respond to a local context
- Design that considers local heritage and culture
- Delivery of residential development that offers future residents opportunities for better living choices and affordability.

The policy also provides additional objectives for planning governance and development processes which include:

- Design that is responsive to site, size and geometry of the development site
- Variety and diversity that reflects context or scheme objectives
- A clear scope for scheme objectives to influence the assessment of proposals
- Timely assessments and determination of proposals consistently across State and Local governments.

→ State Planning Policy 7.3 Residential Design Codes Volume 2 - Apartments

The WAPC's State Planning Policy 7.3 Residential Design Codes – Volume 2 (2019) is a planning framework that aims to improve the design outcomes for apartments and mixed use development, replacing Part 6 of the R-Codes. This policy refers to multiple dwellings (apartments) that are coded R40 and above, within both mixed use development and activity centres. This policy encourages the:

- Provision of appropriately designed residential development in terms of purpose, tenure, density, context and scheme objectives
- Support for social, environmental and economic opportunities within new housing developments that respond to a local context
- Design that considers local heritage and culture
- Delivery of residential development that offers future residents the opportunities for better living choices and affordability as well as reduced operational costs and security of investment in the long term.

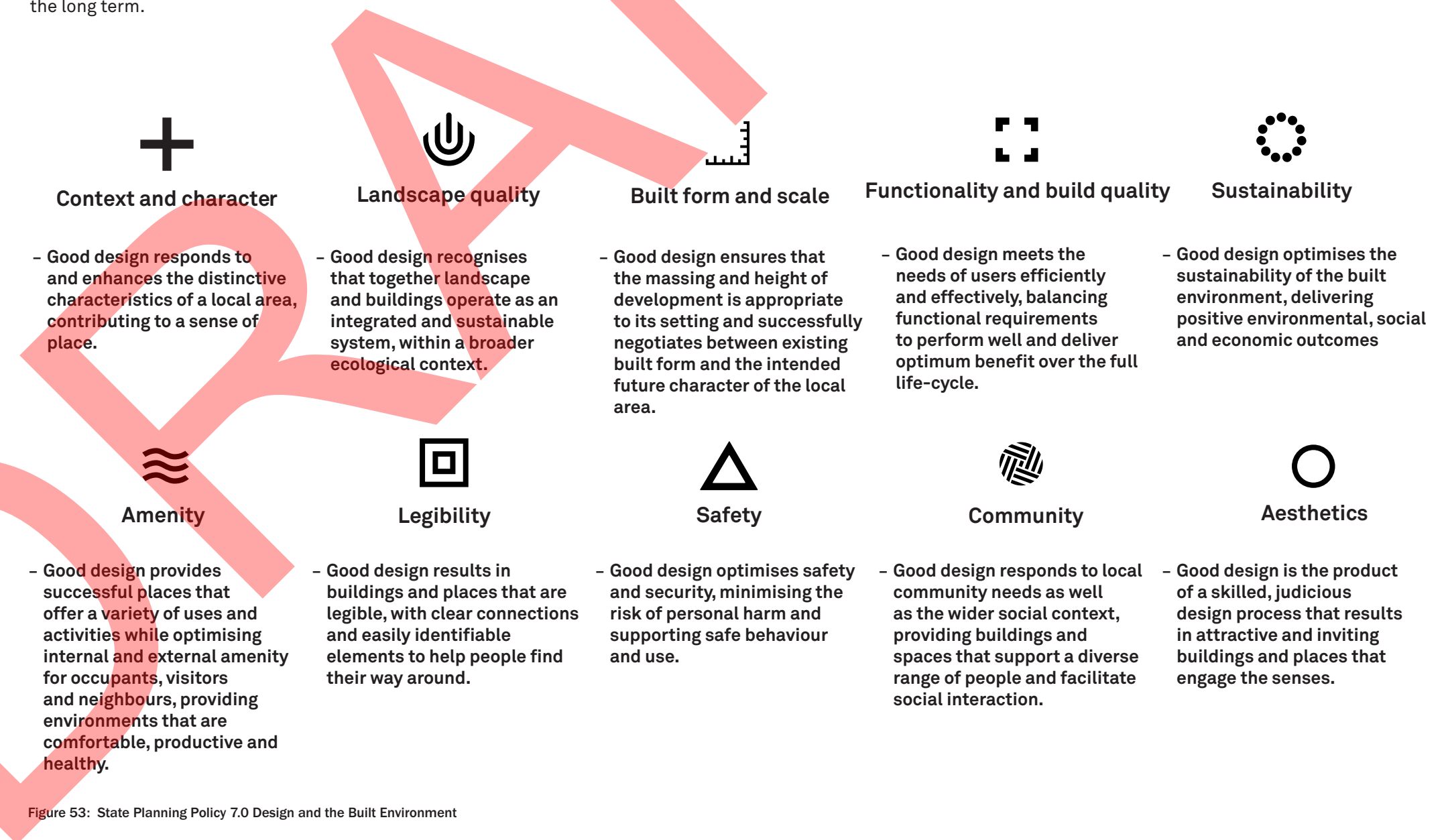


Figure 53: State Planning Policy 7.0 Design and the Built Environment

LOCAL PLANNING FRAMEWORK

STRATEGIES AND PLANS

→ City of Nedlands Local Planning Strategy

The City of Nedlands Local Planning Strategy (2017), to be read in conjunction with the LPS3, is a strategic document that sets out the City's long term vision and principles for the local government, and seeks to address the state planning framework that affects the City. The Local Planning Strategy gives clarity on how the City seeks to respond to the requirements of the State, and has been prepared following the City's Our Vision 2030 project, which was an initiative designed to engage the community in a shared vision for the future.

The strategy identifies the Waratah Village Precinct as a Neighbourhood Centre with potential land available for development and redevelopment purposes. This land area of 0.72ha (excluding roads) currently comprises commercial uses from Adelma Road to Robert Street. The centre was established along Waratah Avenue in order to link Nedlands and Dalkeith residents to Claremont, in which the development of the centre has grown organically to comprise multiple uses and shops. Recent development will see the emergence of apartments which will add further growth to the established Precinct. The Waratah Village Precinct is identified as a location within Nedlands that the City can optimise to achieve the additional 3,000 new dwellings target set by the WAPC for 2050.

City of Nedlands Local Planning Strategy Vision:

“Our overall vision is of a harmonious community.

We will have easy access to quality health and educational facilities and lively local hubs consisting of parks, community and sporting facilities and shops where a mix of activities will bring people together, strengthening local relationships. Our gardens, streets, parks will be well maintained, green and tree-lined and we will live sustainably within the natural environment.

We will work with neighbouring Councils and provide leadership to achieve an active, safe, inclusive community enjoying a high standard of local services and facilities.

We will live in a beautiful place.”

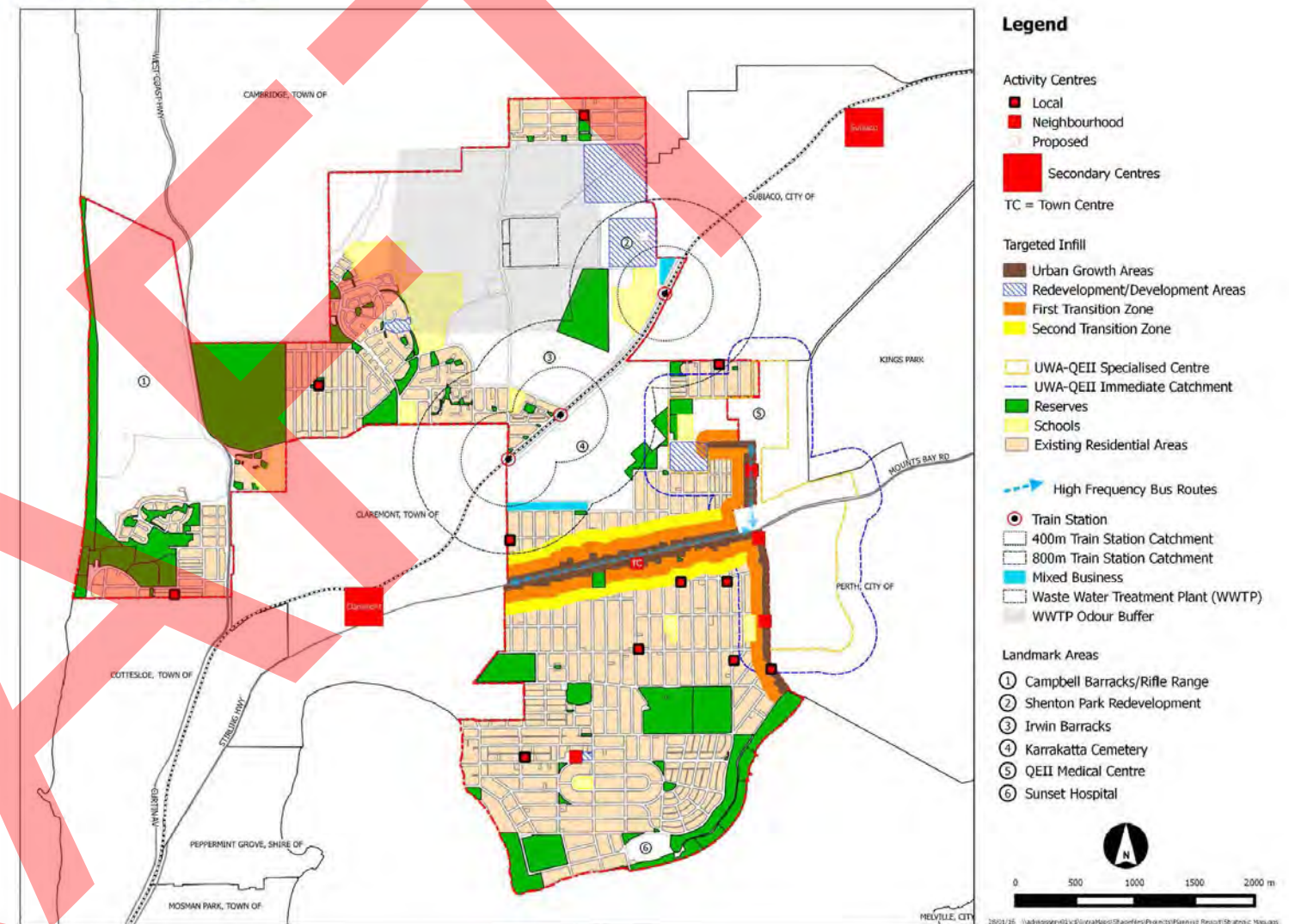


Figure 54: City of Nedlands Local Planning Strategy Map- Targeted infill along Stirling Highway and Broadway and Neighbourhood Centre within the Waratah Village Precinct.

STRATEGIES AND PLANS

→ City of Nedlands Strategic Community Plan 2018-2028

The City of Nedlands 2018-2028 Strategic Community Plan (2018), builds upon the previous 2023 Strategic Community Plan and identifies the City's new strategic vision for the area. The plan has the overall vision of creating a diverse community where people can live through different ages and stages of their lives.

The City has eight key values associated with the Strategic Community Plan, these values include:

- Health and safety
- Enhanced natural and built environments
- High standards of services
- Quality governance and civic leadership
- Inclusive and connected communities
- Valued Precinct character identities
- A strong City business and economic base
- Preferred modes of transport to be accessible and easy to navigate around.

The long term concept map specifically identifies the Waratah Village Precinct as a local centre that includes a distributor road and cycleway. Within a 400m catchment of the Precinct there will be a Local Greenway, Whadjuk Trail and Cycleway.

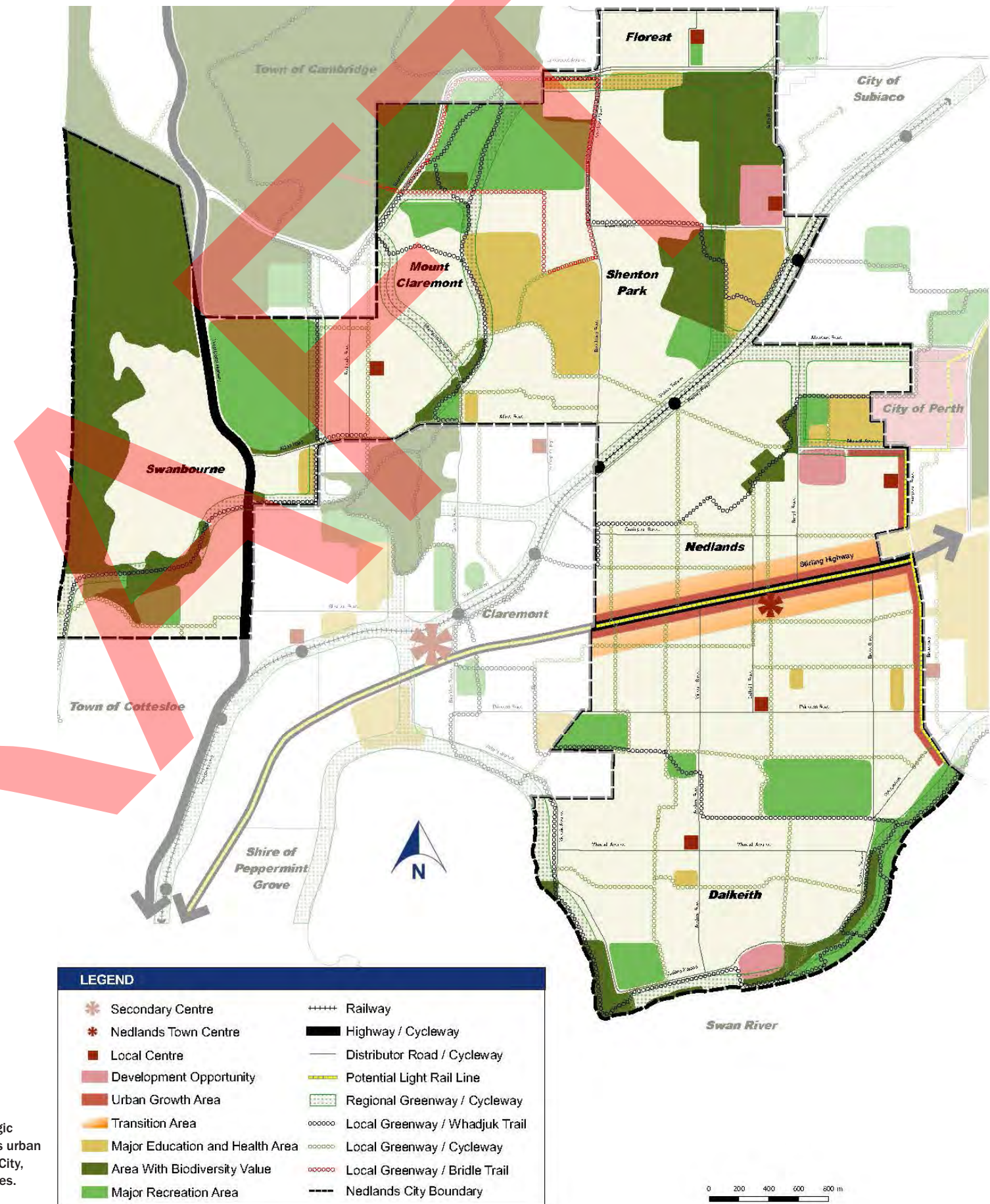


Figure 55: The City of Nedlands Strategic Community Plan 2018 - 2028 identifies urban growth and transition areas across the City, aligned with high-frequency transit routes.

STRATEGIES AND PLANS

→ City of Nedlands Strategic Recreation Plan 2010-2015

The City of Nedlands Strategic Recreation Plan 2010-2015 has the vision of creating a significant and sustainable contribution to the quality of life for the people living within and who visit the City's municipal boundary through the support of a broad range of sport and recreation services, facilities and programs. While the plan does not mention the Waratah Village Precinct specifically, the plan identifies six major sporting and recreation venues that will be focused on as part of the strategy. These locations include:

- College Park
- Allen Park
- Hollywood-Subiaco Bowling Club and Highview Park
- DC Cruickshank Reserve
- Nedlands River Foreshore
- Melvista Reserve.

The locations in close proximity to the Waratah Village Precinct are the David Cruickshank Reserve (which caters for Tennis, Lawn Bowls, AFL, Cricket, Ultimate Frisbee and the community's recreational needs) and Melvista Reserve (which caters for cricket, hockey, AFL, golf and croquet with centralised social clubrooms). The plan aims to enhance these nearby venues through:

- Floodlights to enable all users to participate throughout the year in the evenings and early mornings
- Additional facilities in the form of BBQ's, playground equipment and small local venues
- A network of linked and unlinked walking, and cycle paths for use by the community
- A trails network around the four themes of bush, heritage, natural and coastal
- More specialised sporting venues that ensure the community has access to a wide range of sporting activities
- Documented management and user agreements including maintenance, power, water and public liability insurance
- All facility specific groups to have documented leases.
- Two multi-use community centre's to better meet the community's use and needs patterns
- Policies in place detailing community standards and responsibilities for:
 - Fees
 - Signage
 - Floodlights
 - Facility development
 - Council community grants
 - Fences
 - Reserve utilisation
 - Lease and License user agreements.

→ City of Nedlands Urban Forest Strategy 2018-2023

The City of Nedlands Urban Forest Strategy 2018-2023 (2018) outlines the green spaces, trees and other vegetation that grow in the public domain of the Nedlands boundary area. The City additionally continues to monitor the condition of the trees on private land, however does not prescribe to control them within this strategy. This strategy has the 2023 vision of:

- Increasing the City's potential urban canopy by 10% towards the eventual target of 20% by 2028
- Replacing all deceased public trees (road reserves and public open space)
- Provision of street trees to all residents and ratepayers that have requested them
- Provision of infill street trees to all road rehabilitation projects
- Being recognised for quality customer service with respect to trees in the public domain
- Reported regularly to Council and the community on the progress of the urban forest strategy
- Deliver on greenway and bushland management plans
- Progress with the development of Enviro-scape Master Plans (EMP) for all public parks and reserves.

This strategy also has five key objectives which include:

1. Continue to increase the cover of the Urban Canopy to 20% greater than the original 2017 audit
2. Continue to support the operational activities with science-based decisions
3. Continue to progress with quality management practices in area of arboriculture and environmental conservation
4. Continue to develop and maintain documented plans for the maintenance of trees in all public open space
5. Continue to improve engagement with customers.

While the strategy does not mention the Waratah Village Precinct specifically, it identifies that the City of Nedlands landscape was originally characterised by a mosaic of Tuart, Jarrah, Marri and Banksia open forest and woodlands, which are still prevalent to this day. The City currently has 22,188 public trees consisting of 17,277 street trees and 4,911 trees within parks and reserves (excluding bushland). The City has planted an average of approximately 760 trees per annum from 2015-2018 in the public domain, and an average of 570 trees per annum in road reserves and parks. The nearby David Cruickshank Reserve has completed Enviro-scape Master Planning process, while Genesta Park within the Waratah Village Precinct is yet to commence.

→ Nedlands 2023 Making it Happen: 2013-2017 Corporate Business Plan

The City of Nedlands 2013-2017 Corporate Business Plan (2013), is a key part of the City's fulfilment of the Integrated Planning and Reporting Framework, implemented by the State Government's Local Government Reform Program. The Business Plan outlines a vision for a harmonious community that has access to quality health and education facilities, lively local hubs (consisting of parks, community and sporting facilities) and shops where a mix of activities bring people together and strengthen local relationships. It also identifies a desire to create a diverse community where people can live through the different ages and stages of their lives while enjoying the natural environment, efficient transport systems and cycling and walking facilities.

The Business Plan states that the Council's strategic priorities include:

- Protecting the City's quality living environment
- Renewal of community infrastructure such as roads, footpaths, community and sports facilities
- Underground power
- Encouraging sustainable building
- Retaining remnant bushland and cultural heritage
- Strengthening local hubs and centres
- Providing for sport and recreation opportunities
- Managing parking
- Working with neighbouring Councils to achieve the best outcomes for the Western Suburbs as a whole.

With a population increase of 3,000 people identified over the next ten years, it is anticipated that the City will experience a 67.4% increase in the over 75 age group. A community that has access to quality health services, education facilities and mixed use centres will be essential to the long term liveability of the City.



Figure 56: Nedlands 2023 Making it Happen 2013 - 2017 Corporate business plan

→ City of Nedlands Disability Access and Inclusion Plan 2018-19 – 2023-24

The City of Nedlands Disability Access and Inclusion Plan 2018-19 – 2023-24 (2018), which builds upon the City's previous 2013-14 – 2017-18 plan, aims to improve access for all.

This aim includes not just people with a permanent disability, but also parents with young children and prams, the elderly and people from cultural and linguistically diverse backgrounds, and those community members who have a temporary impairment.

The plan encourages seven key outcomes which include enhanced:

1. Services and Events

- People with disability have the same opportunities as other people to access the services of and any events organised by the City of Nedlands.

2. Buildings and Facilities

- People with disability have the same opportunities as other people to access the buildings and other facilities of the City of Nedlands.

3. Information

- People with disabilities receive information from the City of Nedlands in formats that enable them to access information as readily as other people are able to access it.

4. Service from Employees

- People with disabilities receive the same level and quality of service from the staff of the City of Nedlands as people without disabilities receive from the staff of the City of Nedlands.

5. Feedback and Complaints

- People with a disability have the same opportunities as other people to make complaints to the City of Nedlands.

6. Public Consultation

- People with disabilities have the same opportunities as other people to participate in any public consultation by the City of Nedlands.

7. Employment

- People with a disability have the same opportunities as other people to obtain and maintain employment with the City of Nedlands.

LOCAL PLANNING SCHEMES

→ City of Nedlands Local Planning Scheme No. 3 (LPS3)

The City of Nedlands Local Planning Scheme No. 3 (LPS3), gazetted in April 2019, is a statutory document which, under the guidance of the MRS, identifies zones and reserves within the Nedlands municipal area. These different designated zones and reserves include:

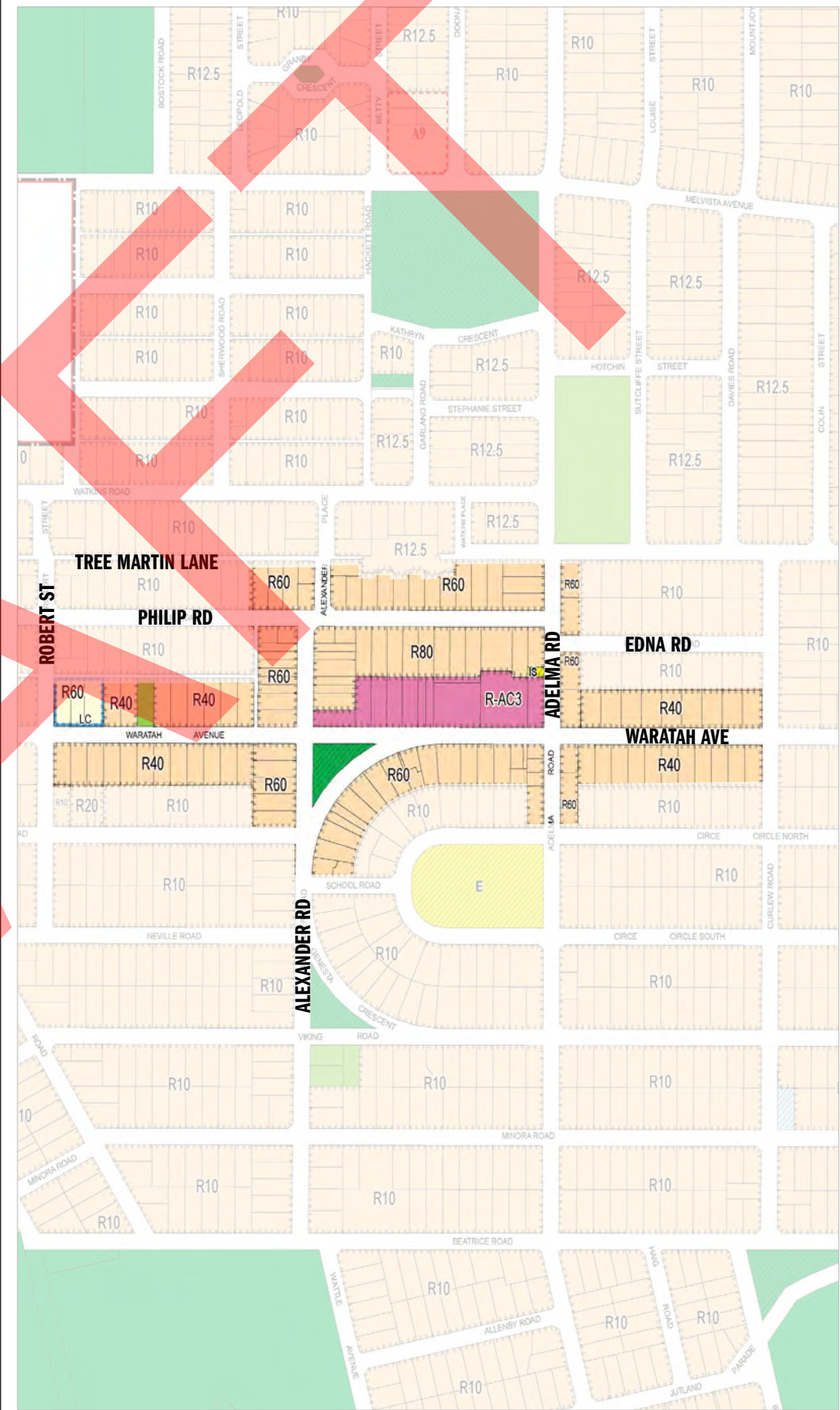
- Residential
- Mixed Use
- Local Centre
- Neighbourhood Centre
- Service Commercial
- Private Community Purpose
- Urban Development
- Special Use.

The City's LPS3, replacing the City of Nedlands Town Planning Scheme No. 2, is the legal document guiding all land use and development in the City of Nedlands. All planning decisions related to the Nedlands Town Precinct area, and its dedicated zones, are based on this document.

The up-coding of the area has seen the following amendments:

- Residential R10 to R40, R60 or R80
- Residential R20 to R60
- Residential R12.5 to R60
- Retail/Shopping zone to Mixed Use with R-AC3 coding.

Interfaces become important, there is a need to carefully consider interfaces between differently coded areas, with modifications to building height, setbacks and landscape provisions.



CITY OF NEDLANDS LPS3: SCHEME MAP

→ City of Nedlands Local Planning Scheme No. 3

On 16 April 2019, the LPS3 was gazetted, providing changes to the zoning, land use permissions, density codes and development standards for the City of Nedlands. All planning decisions are based on this new scheme, which is able to encourage more housing choice through urban infill, ageing-in-place opportunities and higher residential density around transport corridors.

RESIDENTIAL R80

- To provide for a range of housing and a choice of residential densities to meet the needs of the community.
- SPP 7.3 - Volume 2 refers to residential R80 as medium-rise residential development.
- SPP 7.3 - Volume 2 primary controls include a height of 4 storeys (default acceptable outcomes subject to element objective assessment), primary and secondary street setbacks of 2m and a plot ratio maximum of 1.0.

RESIDENTIAL R60

- To provide for a range of housing and a choice of residential densities to meet the needs of the community.
- SPP 7.3 - Volume 2 refers to residential R60 as medium-rise residential development.
- SPP 7.3 - Volume 2 primary controls include a height of 3 storeys (default acceptable outcomes subject to element objective assessment), primary and secondary street setbacks of 2m and a plot ratio maximum of 0.8.

LOCAL CENTRE

- To provide a range of low-scale retail and service uses for the immediate neighbourhood, that are easily accessible but which do not adversely impact on the amenity of adjoining residential areas.
- To focus on the main daily household shopping and community needs.
- To encourage high quality, pedestrian friendly, street-orientated development.
- To ensure non-residential uses are located at street level and are compatible with adjoining residential uses.

PRIVATE COMMUNITY PURPOSE

- To provide sites for privately owned and operated recreation, institutions and places of worship.
- To provide for a range of privately-owned community facilities, and uses that are incidental and ancillary to the provision of those facilities, which are compatible with surrounding development.

LPS PUBLIC OPEN SPACE RESERVE

- To provide for a range of active and passive recreation uses such as recreation buildings and courts and associated car parking and drainage.
- To set aside areas for public open space, particularly those established under the Planning and Development Act 2005 s.152.

MIXED USE WITH R-AC3 CODING

- To provide for a significant residential component as part of any new development.
- To facilitate well designed development of an appropriate scale which is sympathetic to the desired character of the area.
- To provide for a variety of active uses on street level that are compatible with residential and other non-active uses on upper levels.
- To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.
- SPP 7.3 - Volume 2 refers to residential R-AC3 as mid-rise urban centres.
- SPP 7.3 - Volume 2 primary controls for R-AC3 include a height of 6 storeys (default acceptable outcomes subject to element objective assessment), nil primary and secondary street setbacks (or nil if commercial use at ground floor) and a plot ratio maximum of 2.0.

RESIDENTIAL R40

- To provide for a range of housing and a choice of residential densities to meet the needs of the community.
- SPP 7.3 - Volume 2 refers to residential R40 as low-rise residential development.
- SPP 7.3 - Volume 2 primary controls include a height of 2 storeys (default acceptable outcomes subject to element objective assessment), primary and secondary street setbacks of 4m (with a minimum secondary street setback of 1.5m) and a plot ratio maximum of 0.6.

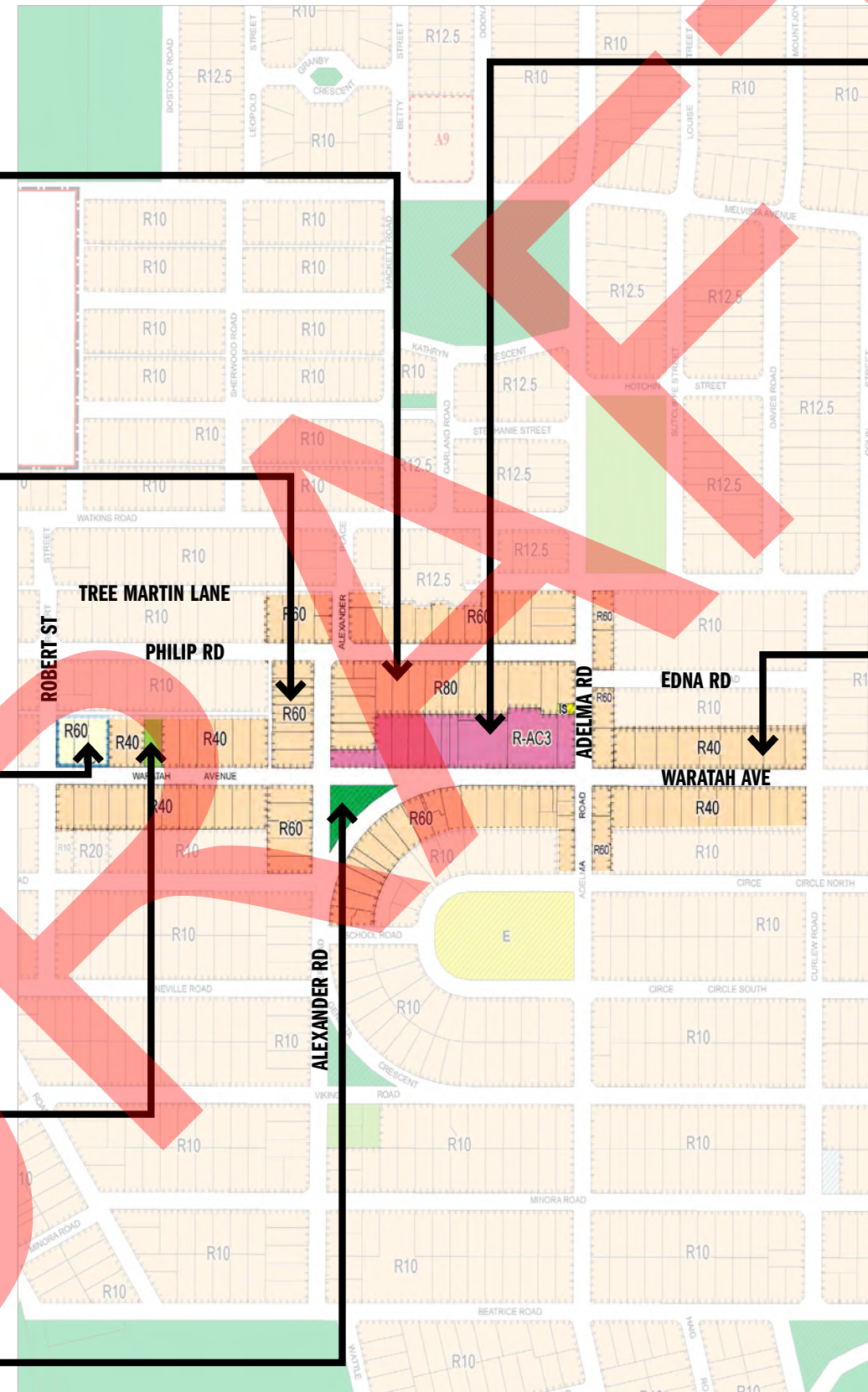


Figure 59: City of Nedlands Local Planning Scheme No.3 Scheme Map

LOCAL SCHEME RESERVES

CE	Cemetery	GS	Government Services
CC	Civic and Community	IS	Infrastructure Services
DW	Drainage/Waterway	POS	Public Open Space
E	Education	R	Recreational
EC	Environmental Conservation		

LOCAL SCHEME ZONES

LC	Local Centre	SC	Service Commercial
MU	Mixed Use	SU	Special Use
PCP	Private Community Purposes	UD	Urban Development
R	Residential		

LOCAL PLANNING POLICIES

Local planning policies are prepared by the City and adopted by Council under statutory procedures set out under the Planning and Development (Local Planning Schemes) Regulations 2015. All City of Nedlands Local Planning Policies apply to the Waratah Village Precinct unless stated otherwise within the policy.

PREVIOUS WARATAH VILLAGE STUDIES

→ Waratah Avenue Placemaking Strategy: Community Engagement Results (2013)

The City of Nedlands Waratah Avenue Placemaking Strategy: Community Engagement Results (2013) was a community engagement process undertaken for the Waratah Avenue, located within the Waratah Village Precinct area. The goal of the community consultation was to legitimately contribute to what is eventually produced, with the City outlining key objectives and principles for the engagement process. These objectives included:

- To involve local residents, traders and landowners in the preparation of the strategy in a systematic and genuine way
- To implement an engagement process that legitimately contributes to the preparation of the Strategy
- To communicate consistently with local residents, traders and business owners about the project and the engagement process through different mediums
- To ensure that there are different opportunities for people to participate in the engagement process as the project progresses.

When asked what the top three key areas the Council should focus on for the Waratah Avenue, the community voted for pedestrians (footpath and road), vegetation (trees, flowers and shrub) and traffic calming. Some elements from the engagement process that the community strongly disliked for the Waratah Avenue were built up median strips, raised road surfaces in lieu of roundabouts, on street parking (northern side only) and bike lanes.

→ The Waratah Avenue Concept Plan

The Waratah Avenue Concept Plan was prepared to guide changes to the Waratah Avenue and create a memorable, attractive, accessible and vibrant place where people want to gather and foster a sense of community. The concept plan was created as a result of the Placemaking Strategy, and included the desired outcomes of:

- An improved, upgraded and high-quality streetscape for Waratah Avenue with high-quality details. These details include functioning and comfortable street furniture that is placed out of the way of pedestrians and the provision of more street trees for the benefit of shade and softness to the urban landscape
- A more pedestrian friendly Waratah Avenue due to slow moving traffic, wider footpaths and greater alfresco dining opportunities

- Well-planned improvements to Waratah Avenue and Genesta Park that align with the expectations of the local residents and traders
- Genesta Park to be identified as a place for people to gather, that can be enjoyed by a range of age groups and host community activities.

A concept plan was then prepared by the City which focused on key streetscape upgrades and park improvements, which included:

Pedestrian Crossings

- Inclusion of dedicated raised pedestrian crossings that remove the need for a median to cross the road, enabling most people to make it across the street without a median refuge or pedestrian crossing.

Road widths, grades and traffic calming

- Median strip is proposed to be removed, in order to permit the widening of the northern side footpath
- The Waratah Avenue area to maintain the different grades between street and pedestrian areas with a resurfacing proposed to a different bitumen colour to indicate the entering of a different space
- The provision of a roundabout at the western end of Waratah Avenue to create a bookend to the street and mirror the roundabout at the other street end to calm street traffic.

Landscaping and trees

- Street trees incorporated into the concept plan, with provision of either side of the street between car parking bays of Waratah Avenue to provide an urban canopy along the street
- Additional plantings and trees proposed within and along the periphery of Genesta Park.

Footpath Widths

- Widening of the northern side footpath
- The provision of a wider footpath adjacent to Genesta Park on the southern side to create a promenade with additional street trees
- The proposal of a central footpath to connect the parking on the southern side of Genesta Park to the promenade on Waratah Avenue.

WARATAH AVENUE CONCEPT PLAN

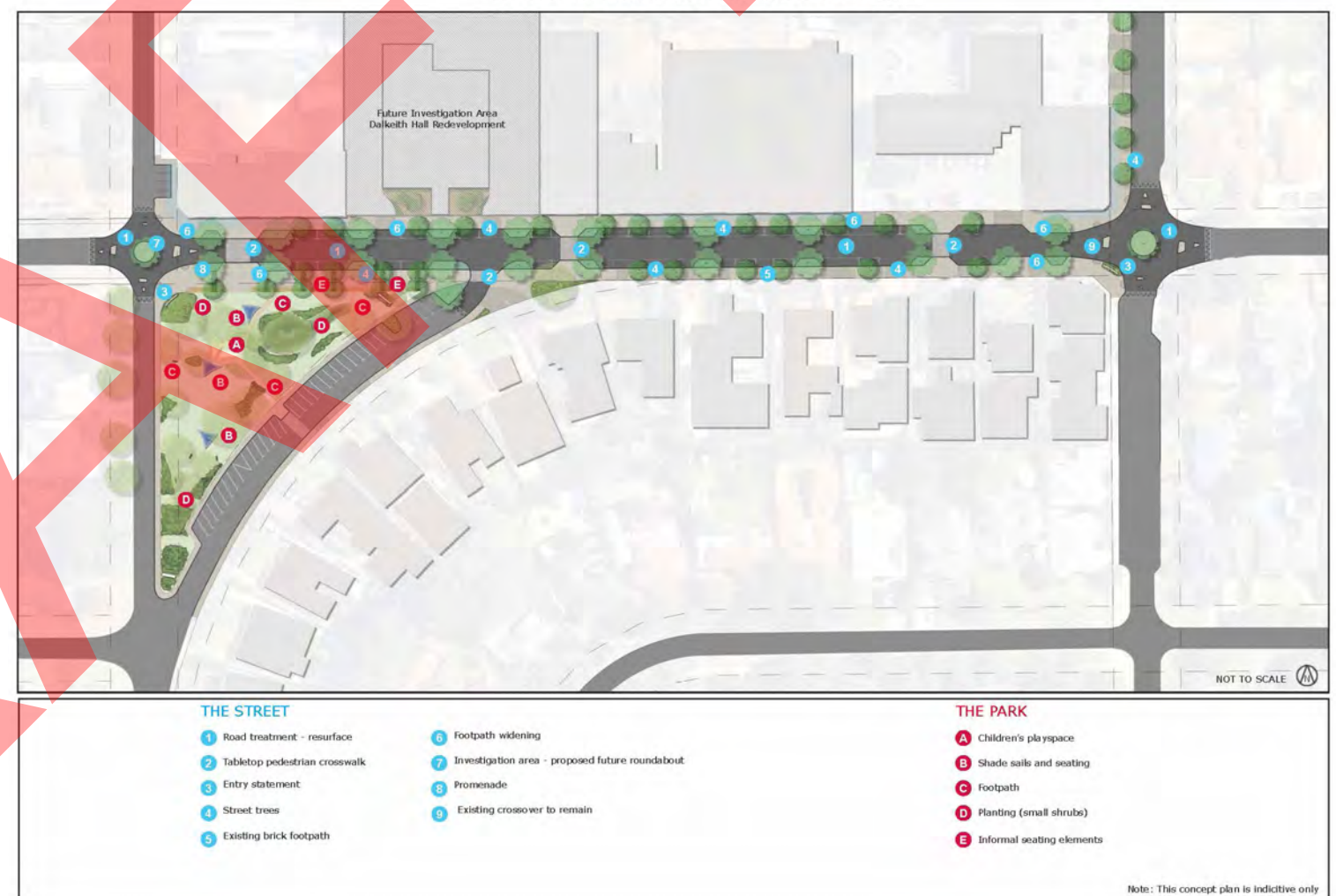


Figure 60: The Waratah Avenue Concept Pan

DRAFT