



City of Nedlands

Agenda

Council Meeting

24 July 2018

Dear Council member

The next Ordinary Meeting of the City of Nedlands will be held on Tuesday 24 July 2018 in the Council Chambers at 71 Stirling Highway Nedlands commencing at 7 pm.

Greg Trevaskis
Chief Executive Officer
18 July 2018

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City of Nedlands

Notice of an Ordinary Meeting of Council to be held in the Council Chambers, Nedlands on Tuesday 24 July 2018 at 7 pm.

Council Agenda

Declaration of Opening

The Presiding Member will declare the meeting open at 7 pm and will draw attention to the disclaimer below.

(NOTE: Council at its meeting on 24 August 2004 resolved that should the meeting time reach 11.00 p.m. the meeting is to consider an adjournment motion to reconvene the next day).

Present and Apologies and Leave Of Absence (Previously Approved)

Leave of Absence Councillor L J McManus Coastal Districts Ward
(Previously Approved)

Apologies None as at distribution of this agenda.

Disclaimer

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

Any plans or documents in agendas and minutes may be subject to copyright. The express permission of the copyright owner must be obtained before copying any copyright material.

1. Public Question Time

A member of the public wishing to ask a question should register that interest by notification in writing to the CEO in advance, setting out the text or substance of the question.

The order in which the CEO receives registrations of interest shall determine the order of questions unless the Mayor determines otherwise. Questions must relate to a matter affecting the City of Nedlands.

2. Addresses by Members of the Public

Addresses by members of the public who have completed Public Address Session Forms to be made at this point.

3. Requests for Leave of Absence

Any requests from Councillors for leave of absence to be made at this point.

4. Petitions

Petitions to be tabled at this point.

5. Disclosures of Financial Interest

The Presiding Member to remind Councillors 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.

6. Disclosures of Interests Affecting Impartiality

The Presiding Member to remind Councillors 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.

The following pro forma declaration is provided to assist in making the disclosure.

"With regard to the matter in item x..... I disclose that I have an association with the applicant (or person seeking a decision). As a consequence, there may be a perception that my impartiality on the matter may be affected. I declare that I will consider this matter on its merits and vote accordingly."

The member or employee is encouraged to disclose the nature of the association.

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

Members who have not read the business papers to make declarations at this point.

8. Confirmation of Minutes

8.1 Ordinary Council meeting 26 June 2018

The Minutes of the Ordinary Council Meeting held 26 June 2018 are to be confirmed.

9. Announcements of the Presiding Member without discussion

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

10. Members announcements without discussion

Written announcements by Councillors to be tabled at this point.

Councillors may wish to make verbal announcements at their discretion.

11. Matters for Which the Meeting May Be Closed

Council, in accordance with Standing Orders and for the convenience of the public, is to identify any matter which is to be discussed behind closed doors at this meeting, and that matter is to be deferred for consideration as the last item of this meeting.

12. Divisional reports and minutes of Council committees and administrative liaison working groups

12.1 Minutes of Council Committees

This is an information item only to receive the minutes of the various meetings held by the Council appointed Committees (N.B. This should not be confused with Council resolving to accept the recommendations of a particular Committee. Committee recommendations that require Council's approval should be presented to Council for resolution via the relevant departmental reports).

The Minutes of the following Committee Meetings (in date order) are to be received:

Council Committee

10 July 2018

Circulated to Councillors on 13 July 2018

Note: As far as possible all the following reports under items 12.2, 12.3, 12.4 and 12.5 will be moved en-bloc and only the exceptions (items which Councillors wish to amend) will be discussed.

12.2 Planning & Development Report No's PD30.18 to PD35.18 (copy attached)

Note: Regulation 11(da) of the *Local Government (Administration) Regulations 1996* requires written reasons for each decision made at the meeting that is significantly different from the relevant written recommendation of a committee or an employee as defined in section 5.70, but not a decision to only note the matter or to return the recommendation for further consideration.

PD30.18	(Lot 5146) No. 2 Alfred Road, Claremont – Increase in Staff and Children Numbers for a Child Day Care Centre (Retrospective)
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Committee	10 July 2018
Council	24 July 2018
Applicant	R Skinner
Landowner	A Skinner
Director	Peter Mickleson – Director Planning & Development Services
Reference	DA2017/253
Previous Item	PD12.18 – April 2018
Delegation	In accordance with Clause 6.7.1a) of the City's Instrument of Delegation, Council is required to determine the application due to objections being received.
Attachments	<ol style="list-style-type: none"> 1. Photograph of the subject property 2. Photographs of the Parking Situation on 19 October 2017 3. Photographs of the Parking Situation on 24 October 2017 4. Photographs of the Parking Situation on 25 October 2017 5. Photographs of the Parking Situation on 21 March 2018 6. Photographs of the unauthorised patio structures 7. Noise Management Plan (received on 7 March 2018) 8. Photographs of the unauthorised shade sail structure 9. Photograph of the unauthorised sign

Committee Recommendation

Council approves the retrospective development application to increase staff and children numbers at (Lot 5146) No. 2 Alfred Road, Claremont, in accordance with the amended plans received on 7 December 2017, subject to the following conditions and advice:

1. The development shall at all times comply with the approved plans.
2. The on-site car-parking bays being maintained by the landowner to the City's satisfaction.

3. **A maximum of 10 staff and 46 children on the premises at any one time.**
4. **The child day care centre only being permitted to operate between 7.00am and 6.00pm Monday to Friday (excluding public holidays).**
5. **All stormwater from the development, which includes permeable and non-permeable areas, shall be contained onsite.**
6. **The landowner complying with the noise management plan received on 7 March 2018 (Attachment 7) to the City's satisfaction.**
7. **Absorptive lining being applied to the underside of the patios' roof frame within 28 days from the date of this decision, in accordance with the Patio Acoustic Assessment dated 9 February 2018, to the City's satisfaction.**
8. **The absorptive lining applied to the underside of the patios' roof frame is to remain and be maintained by the landowner thereafter to the City's satisfaction.**
9. **That a 2.4m masonry boundary wall be constructed on the boundary between the site and number 4 Alfred Road.**

Advice Notes specific to this proposal:

1. **A separate application is required to be lodged and approved by the City prior to increasing staff and/or children numbers for the child day care centre in future.**
2. **All downpipes from guttering shall be connected so as to discharge into drains, which shall empty into a soak-well; and each soak-well shall be located at least 1.8m from any building, and at least 1.8m from the boundary of the block.**
3. **The landowner is advised that all mechanical equipment and activities on the property are required to comply with the *Environmental Protection (Noise) Regulations 1997*, in relation to noise.**
4. **The applicant shall make application to the City's Building Services for a Building Approval Certificate, to acknowledge the unauthorised works.**

Recommendation to Committee

Council approves the retrospective development application to increase staff and children numbers at (Lot 5146) No. 2 Alfred Road, Claremont, in accordance with the amended plans received on 7 December 2017, subject to the following conditions and advice:

1. The development shall at all times comply with the approved plans.
2. The on-site car-parking bays being maintained by the landowner to the City's satisfaction.
3. A maximum of 10 staff and 46 children on the premises at any one time.
4. The child day care centre only being permitted to operate between 7.00am and 6.00pm Monday to Friday (excluding public holidays).
5. All stormwater from the development, which includes permeable and non-permeable areas, shall be contained onsite.
6. The landowner complying with the noise management plan received on 7 March 2018 (Attachment 7) to the City's satisfaction.
7. Absorptive lining being applied to the underside of the patios' roof frame within 28 days from the date of this decision, in accordance with the Patio Acoustic Assessment dated 9 February 2018, to the City's satisfaction.
8. The absorptive lining applied to the underside of the patios' roof frame is to remain and be maintained by the landowner thereafter to the City's satisfaction.

Advice Notes specific to this proposal:

1. A separate application is required to be lodged and approved by the City prior to increasing staff and/or children numbers for the child day care centre in future.
2. All downpipes from guttering shall be connected so as to discharge into drains, which shall empty into a soak-well; and each soak-well shall be located at least 1.8m from any building, and at least 1.8m from the boundary of the block.
3. The landowner is advised that all mechanical equipment and activities on the property are required to comply with the *Environmental Protection (Noise) Regulations 1997*, in relation to noise.
4. The applicant shall make application to the City's Building Services for a Building Approval Certificate, to acknowledge the unauthorised works.

PD31.18	(Lot 55) No. 5 Webster Street, Nedlands – Proposed Retaining Walls and Dividing Fencing
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Committee	10 July 2018
Council	24 July 2018
Applicant	L and E Stoyanov
Landowner	As above
Director	Peter Mickleson – Director Planning & Development Services
Reference	DA2018/28736
Previous Item	Nil.
Delegation	In accordance with Clause 6.7.1a) of the City's Instrument of Delegation, Council is required to determine the application due to an objection being received.
Attachments	1. Photograph of the subject property

Committee Recommendation / Recommendation to Committee

Council approves the development application dated 23 April 2018, with amended plans received on 11 May 2018, for proposed retaining walls and fencing at (Lot 55) No. 5 Webster Street, Nedlands, subject to the following conditions and advice:

- 1. The development shall at all times comply with the application and the approved plans, subject to any modifications required as a consequence of any condition(s) of this approval.**
- 2. This development approval only pertains to the fencing and retaining walls proposed along the property's southern lot boundary.**
- 3. Amended plans being submitted as part of the building permit application which show the finished ground level proposed as part of this development application not exceeding 0.5m above natural ground level.**
- 4. All stormwater from the development, which includes permeable and non-permeable areas, shall be contained onsite.**
- 5. All footings and structures to retaining walls and fences shall be constructed wholly inside the site boundaries of the property's Certificate of Title.**

Advice Notes specific to this approval:

- 1. Stormwater to be contained on site by draining to soak-wells of adequate capacity to contain runoff from a 20-year recurrent storm event. All downpipes from guttering shall be connected so as to discharge into drains, which shall empty into a soak-well; and each soak-well shall be located at least 1.8m from any building, at least 1.8m from the boundary of the block. Soak-wells shall be a minimum capacity of 1.0m³ for every 80m² of calculated surface area of the development.**
- 2. All street tree assets in the nature-strip (verge) shall not be removed. Any approved street tree removals shall be undertaken by the City of Nedlands and paid for by the owner of the property where the development is proposed, unless otherwise approved under the Nature Strip Development approval.**
- 3. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two-year period, the approval shall lapse and be of no further effect.**

PD32.18	(Lot 4) No. 67 Minora Road, Dalkeith – Proposed Patio
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Committee	10 July 2018
Council	24 July 2018
Applicant	Oasis Patios Pty Ltd
Landowner	S and M Gonsalves
Director	Peter Mickleson – Director Planning & Development Services
Reference	DA18/28229
Previous Item	Nil.
Delegation	In accordance with Clause 6.7.1a) of the City's Instrument of Delegation, Council is required to determine the application due to an objection being received.
Attachments	1. Photograph of the patio's proposed location

Committee Recommendation

That Council refuse the development application.

Recommendation to Committee

Council approves the development application for a patio to be constructed at (Lot 4) No.67 Minora Road, Dalkeith, received on 11 April 2018, with an amended elevation plan received on 1 May 2018, subject to the following conditions and advice:

1. The development shall at all times comply with the application and the approved plans, subject to any modifications required as a consequence of any condition(s) of this approval.
2. This development approval pertains to the proposed patio only.
3. All stormwater from the development, which includes permeable and non-permeable areas, shall be contained onsite.

Advice Notes specific to this approval:

1. The swimming pool shall be kept dry during the construction period. Alternatively, the water shall be maintained to a quality which prevents mosquitoes from breeding.
2. Stormwater to be contained on site by draining to soak-wells of adequate capacity to contain runoff from a 20-year recurrent storm event. All downpipes from guttering shall be connected so as to discharge into drains, which shall empty into a soak-well; and each soak-well shall be located at least 1.8m from any building, at least 1.8m from the boundary

of the block. Soak-wells shall be a minimum capacity of 1.0m³ for every 80m² of calculated surface area of the development.

3. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two-year period, the approval shall lapse and be of no further effect.

PD33.18	(Lot 226) No. 37 Tyrell Street, Nedlands – Additions to Existing Single Dwelling
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Committee	10 July 2018
Council	24 July 2018
Applicant	Dale Alcock Home Improvements
Landowner	C Monaco
Director	Peter Mickleson – Director Planning & Development Services
Reference	DA18/28482
Previous Item	Nil.
Delegation	In accordance with Clause 6.7.1d) of the City's Instrument of Delegation, Council is required to determine the application when refusal is recommended and discretion exists for Council to approve the variations under the City's Town Planning Scheme No. 2, Council Policies and/or the Residential Design Codes.
Attachments	1. Photographs of the subject property

Committee Recommendation / Recommendation to Committee

Council:

1. Refuses the games room component of the development application dated 20 April 2018, with amended plans received on 1 May 2018, for (Lot 226) No. 73 Tyrell Street, Nedlands, for the following reasons:
 - a) The development will adversely affect the amenity of the local area as the it will increase the bulk and scale due to its reduced rear lot boundary setback and will set an undesirable precedent.
 - b) The proposal does not satisfy the design principles stipulated under clause 5.1.3 (Lot Boundary Setback) of the *Residential Design Codes 2018* due to the bulk of the building when seen from adjoining properties caused by the rear lot boundary setback.
 - c) The proposal does not satisfy provisions (m), (n) and (s) of Clause 67 within the *Planning and Development (Local Planning Schemes) Regulations 2015*, as the appearance of the building will negatively impact the amenity of the locality due to its rear lot boundary setback.

- d) **A habitable room setback 1.78m in lieu of 6m from a rear lot boundary does not represent the orderly and proper planning of the City and conflicts with cl. 6.5.1 of Town Planning Scheme No. 2.**
2. **Approves the carport and street boundary fencing components of the development application dated 20 April 2018, with amended plans received on 1 May 2018, for (Lot 226) No. 73 Tyrell Street, Nedlands, subject to the following conditions and advice:**
 - a) **The development shall comply with the approved plans at all times.**
 - b) **All footings and structures to the fencing and carport shall be constructed wholly inside the site boundaries of the Certificate of Title.**
 - c) **All stormwater from the development, which includes permeable and non-permeable areas, shall be contained onsite.**
 - d) **The carport shall not accommodate a door.**

Advice Notes specific to this approval:

1. **Any construction in the verge will require a Nature-Strip Development Application (NSDA) to be lodged with, and approved by, the City's Engineering section, prior to construction.**
2. **The crossover to the street shall be constructed to the Council's Crossover Specifications and the applicant / landowner to obtain levels for crossovers from the Council's Infrastructure Services under supervision onsite, prior to commencement of works.**
3. **A separate development application is required to be submitted to and approved by the City prior to erecting any further fencing within the street setback area(s) which is not compliant with the deemed-to-comply provisions of the Residential Design Codes, and/or erecting any fencing behind the primary street setback area which is more than 1.8m in height above natural ground level.**
4. **All internal water closets and ensuites without fixed or permanent window access to outside air or which open onto a hall, passage, hobby or staircase, shall be serviced by a mechanical ventilation exhaust system which is ducted to outside air, with a minimum rate of air change equal to or greater than 25 litres / second.**
5. **All downpipes from guttering shall be connected so as to discharge into drains, which shall empty into a soak-well; and each soak-well shall be located at least 1.8m from any building, and at least 1.8m from the boundary of the block.**

6. The landowner is advised that all mechanical equipment (e.g. air-conditioner, swimming pool or spa) is required to comply with the *Environmental Protection (Noise) Regulations 1997*, in relation to noise.
7. Prior to the commencement of any demolition works, any Asbestos Containing Material (ACM) in the structure to be demolished, shall be identified, safely removed and conveyed to an appropriate landfill which accepts ACM.
 - a) Removal and disposal of ACM shall be in accordance with *Health (Asbestos) Regulations 1992*, Regulations 5.43 - 5.53 of the *Occupational Safety and Health Regulations 1996*, *Code of Practice for the Safe Removal of Asbestos 2nd Edition*, *Code of Practice for the Management and Control of Asbestos in a Workplace*, and any Department of Commerce Worksafe requirements.
 - b) Where there is over 10m² of ACM or any amount of friable ACM to be removed, it shall be removed by a Worksafe licensed and trained individual or business.
8. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two-year period, the approval shall lapse and be of no further effect.

PD34.18	(Lot 3) No. 7 Nardina Crescent, Dalkeith – Proposed Street Boundary Fencing (Retrospective)
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Committee	10 July 2018
Council	24 July 2018
Applicant	C Wang
Landowner	C Wang
Director	Peter Mickleson – Director Planning & Development Services
Reference	DA2017/334
Previous Item	Nil.
Delegation	In accordance with Clause 6.7.1d) of the City's Instrument of Delegation, Council is required to determine the application when refusal is recommended and discretion exists for Council to approve the variations under the City's Town Planning Scheme No. 2, Council Policies and/or the Residential Design Codes.
Attachments	1. Photographs of the subject property

Committee Recommendation / Recommendation to Committee

Council approves the retrospective development application received on 1 December 2017, with amended plans received on 28 March 2018, for the existing street boundary fencing to remain at (Lot 3) No. 7 Nardina Crescent, Dalkeith, subject to the following conditions and advice:

- 1. The development shall at all times comply with the application and the approved plans, subject to any modifications required as a consequence of any condition(s) of this approval.**
- 2. This development approval only pertains to the fencing which exists along the Nardina Crescent and Minora Road boundaries of the property.**
- 3. Amended plans being provided as part of the Building Certificate Application which shows the following alterations:**
 - a) The pillar for the letterbox on the northern side of the drive way being 0.5m in width; and**
 - b) The fencing on the southern side of the driveway consisting of one brick pier 1.9m in height and 0.5m in width, solid infill of 0.75m in height, and visually permeable infill up to 1.8m in height above natural ground level (refer to advice note 1).**

4. **The alterations required to be made to the fencing specified under Condition 3 of this approval decision being made within 28 days of the Building Certificate being issued by the landowner to the City's satisfaction, or by an alternative date agreed to in writing by the City.**
5. **All footings and structures to the fencing shall be constructed wholly inside the site boundaries of the property's Certificate of Title.**

Advice Notes specific to this approval:

1. **The applicant is advised that a wall for the gas and electric meter is able to be located within the street setback area subject to being solid up to 1.8m in height, 1m in width, right aligned to the street, and not being closer than 1.5m from where a driveway meets the crossover on the subject property and/or an adjoining property.**
2. **A separate development application is required to be submitted to and approved by the City prior to erecting any further fencing within the street setback area(s) which does not form part of this approval, is not compliant with the deemed-to-comply provisions of the Residential Design Codes, and/or erecting any fencing behind the primary street setback area which is more than 1.8m in height above natural ground level.**
3. **The applicant shall make application to the City's Building Services for a Building Approval Certificate, to acknowledge any unauthorised works.**

PD35.18	(Lot 352) No. 81 Dalkeith Road, Nedlands – Home Business (Acupuncturist) Renewal
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Committee	10 July 2018
Council	24 July 2018
Applicant	C Xu and P Ding
Landowner	C Xu and P Ding
Director	Peter Mickleson – Director Planning & Development Services
Reference	DA2018/28882
Previous Item	Nil.
Delegation	In accordance with Clause 6.7.1a) of the City's Instrument of Delegation, Council is required to determine the application due to an objection being received.
Attachments	<ol style="list-style-type: none"> 1. Details of the home business from the applicant's website 2. Photographs of the acupuncture rooms on the subject property 3. Photographs of the car parking situation taken on 7 and 8 June 2018

Committee Recommendation

Council approves the development application for a home business (acupuncturist) to continue operating at (Lot 352) No. 81 Dalkeith Road, Nedlands, received on 14 May 2018, subject to the following conditions and advice:

- 1. The development shall at all times comply with the application and the approved plans, subject to any modifications required as a consequence of any condition(s) of this approval.**
- 2. The home business approval being valid for a period of 3 years from the date of Council's decision in accordance with Council's Home Business Policy, after which time it is not permitted to continue operating unless a separate planning application has been approved.**
- 3. The proposed use complying with the home business definition stipulated under the City's Town Planning Scheme No. 2 (refer to advice note 1).**
- 4. Patients visiting the property by prior appointment only.**

5. The home business only being permitted to operate between the following times:

**Mondays to Fridays – 8.00am to 6.30pm
Saturdays – 8.00am to 1.00pm**

6. Provision be made for 2 onsite car parking bays on the premises.

Advice Notes specific to this approval:

1. With regard to Condition 2, The applicant is advised that the use 'Home Business' is defined as being the following under the City's Town Planning Scheme No. 2:

"Home Business - means a business, service or profession carried out in a dwelling or on land around a dwelling by an occupier of the dwelling which:

- a) does not employ more than 2 people not members of the occupier's household;***
 - b) will not cause injury to or adversely affect the amenity of the neighbourhood;***
 - c) does not occupy an area greater than 50 square metres;***
 - d) does not involve the retail sale, display or hire of goods of any nature;***
 - e) in relation to vehicles and parking, does not result in traffic difficulties as a result of the inadequacy of parking or an increase in traffic volumes in the neighbourhood, and does not involve the presence, use or calling of a vehicle more than 3.5 tonnes tare weight; and***
 - f) does not involve the use of an essential service of greater capacity than normally required in the zone."***
2. Noise levels are to comply with the *Environmental Protection (Noise) Regulations 1997*.
 3. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two-year period, the approval shall lapse and be of no further effect.

Recommendation to Committee

Council approves the development application for a home business (acupuncturist) to continue operating at (Lot 352) No. 81 Dalkeith Road, Nedlands, received on 14 May 2018, subject to the following conditions and advice:

1. The development shall at all times comply with the application and the approved plans, subject to any modifications required as a consequence of any condition(s) of this approval.
2. The home business approval being valid for a period of 12 months from the date of Council's decision in accordance with Council's Home Business Policy, after which time it is not permitted to continue operating unless a separate planning application has been approved.
3. The proposed use complying with the home business definition stipulated under the City's Town Planning Scheme No. 2 (refer to advice note 1).
4. Patients visiting the property by prior appointment only.
5. The home business only being permitted to operate between the following times:
Mondays to Fridays – 8.00am to 6.30pm
Saturdays – 8.00am to 1.00pm

Advice Notes specific to this approval:

1. With regard to Condition 2, The applicant is advised that the use 'Home Business' is defined as being the following under the City's Town Planning Scheme No. 2:

"Home Business - means a business, service or profession carried out in a dwelling or on land around a dwelling by an occupier of the dwelling which:

- a) *does not employ more than 2 people not members of the occupier's household;*
- b) *will not cause injury to or adversely affect the amenity of the neighbourhood;*
- c) *does not occupy an area greater than 50 square metres;*
- d) *does not involve the retail sale, display or hire of goods of any nature;*

- e) *in relation to vehicles and parking, does not result in traffic difficulties as a result of the inadequacy of parking or an increase in traffic volumes in the neighbourhood, and does not involve the presence, use or calling of a vehicle more than 3.5 tonnes tare weight; and*
 - f) *does not involve the use of an essential service of greater capacity than normally required in the zone.”*
2. Noise levels are to comply with the *Environmental Protection (Noise) Regulations 1997*.
 3. This decision constitutes planning approval only and is valid for a period of two years from the date of approval. If the subject development is not substantially commenced within the two-year period, the approval shall lapse and be of no further effect.

12.3 Technical Services Report No's TS14.18 to TS18.18 (copy attached)

Note: Regulation 11(da) of the *Local Government (Administration) Regulations 1996* requires written reasons for each decision made at the meeting that is significantly different from the relevant written recommendation of a committee or an employee as defined in section 5.70, but not a decision to only note the matter or to return the recommendation for further consideration.

TS14.18	School Sports Circuit Project
Committee	10 July 2018
Council	24 July 2018
Applicant	City of Nedlands
Officer	Director Technical Services
Director	Director Technical Services
Attachments	1. School Sports Circuit Project Synopsis 2017

Committee Recommendation

That the item be referred back for Councillor Briefing.

Recommendation to Council

Council:

1. supports in principle the proposed School Sports Circuit Project subject to the following:
 - a. The Administration secures right of access over the lands required for the route not owned or managed by the City; and
 - b. A minimum of 50 percent alternative funding (grant or private contribution) is sourced to fund the project.
2. agrees that where the route coincides with existing path replacement projects, the path is constructed to meet the minimum width requirements for universal access.

TS15.18	St Johns Wood Boulevard POS Community Consultation
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Committee	10 July 2018
Council	24 July 2018
Applicant	City of Nedlands
Officer	Director Technical Services
Director	Director Technical Services
Attachments	1. Community Consultation Report 2. Revised Concept Plan

Committee Recommendation

Council:

1. in consideration of the community’s support, approves the development of St Johns Wood Boulevard Public Open Space in accordance with the revised Concept Plan (refer attachment 2);
2. endorses the Administration’s action to seek a management order for Lot 415 St Johns Wood Boulevard for the purposes of recreation.

Recommendation to Committee

Council:

1. in consideration of the community’s support, approves the development of St Johns Wood Boulevard Public Open Space in accordance with the revised Concept Plan (refer attachment 2);
2. approves that St Johns Wood Boulevard Public Open Space be renamed Abbey Park; and
3. endorses the Administration’s action to seek a management order for Lot 415 St Johns Wood Boulevard for the purposes of recreation.

TS16.18	Proposed Removal and Replacement of Street Trees in Beecham Road, Mt Claremont
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Committee	10 July 2018
Council	24 July 2018
Applicant	City of Nedlands
Officer	Andrew Dickson – Manager Parks Services
Director	Martyn Glover – Director Technical Services
Attachments	1. Arboricultural Report January 2009 2. Tree Assessment June 2010

Committee Recommendation

Council:

- 1. authorises the removal of the 11 street trees, identified in arboricultural report as being considered to have a potentially greater associated risk, to ensure the safety of persons and property in both the public and private realm;**
- 2. instructs Administration to stage the removal of the 11 street trees over a period of not less than four (4) years, to ensure the transition of the streetscape, prioritising removal of trees posing the greatest concern to safety; and**
- 3. instructs Administration to replace all removed trees and reinstate the streetscape with appropriate vegetation.**

Recommendation to Committee

Council:

1. authorises the removal of the 11 street trees, identified in arboricultural report as being considered to have a potentially greater associated risk, to ensure the safety of persons and property in both the public and private realm;
2. instructs Administration to stage the removal of the 11 street trees over a period of not less than four (4) years, to ensure the transition of the streetscape, prioritising removal of trees posing the greatest concern to safety; and
3. instructs Administration to replace all removed trees and reinstate the streetscape in accordance with the renewed northern portion of Beecham Road as previously supported by the majority of residents consulted, and agreed by Council, in 2010.

TS17.18	City of Nedlands Waste Management Services Tender 2013/14.01 Contract Extension
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Committee	10 July 2018
Council	24 July 2018
Applicant	City of Nedlands
Officer	Chaminda Mendis – Waste Minimisation Co-ordinator
Director	Martyn Glover – Director Technical Service
Attachments	1. SUEZ Contract Extension Request letter

Committee Recommendation / Recommendation to Committee

Council accepts the City of Nedlands Waste Management Service tender 2013/14.01 contract extension for a further two (2) years from 3 December 2018 to 3 December 2020.

TS18.18	RFT 2017-18.11 Traffic Management Services
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Committee	10 July 2018
Council	24 July 2018
Applicant	City of Nedlands
Officer	Nathan Brewer – Purchasing and Tenders Coordinator
Director	Martyn Glover – Director Technical Services
Attachments	1. Final Evaluation (Confidential)

Committee Recommendation / Recommendation to Committee

Council:

1. agrees to award tender no. 2017-18.11 to Advanced Traffic Management WA Pty Ltd for Traffic Management Services as per the schedule of rates submitted; and
2. authorises the Chief Executive Officer to sign an acceptance of offer for this tender.

12.4 Corporate & Strategy Report No's CPS16.18 (copy attached)

Note: Regulation 11(da) of the *Local Government (Administration) Regulations 1996* requires written reasons for each decision made at the meeting that is significantly different from the relevant written recommendation of a committee or an employee as defined in section 5.70, but not a decision to only note the matter or to return the recommendation for further consideration.

CPS16.18	List of Accounts Paid – May 2018
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Committee	10 July 2018
Council	24 July 2018
Applicant	City of Nedlands
Officer	Vanaja Jayaraman – Manager Finance
Director	Lorraine Driscoll – Director Corporate & Strategy
Attachments	1. Creditor Payment Listing May 2018 2. Purchasing Card Payments May 2018 (28 th April – 28 th May)

Committee Recommendation / Recommendation to Committee

Council receives the List of Accounts Paid for the month of May 2018 (refer to attachments).

13. Reports by the Chief Executive Officer

13.1 Common Seal Register Report – June 2018

The attached Common Seal Register Report for the month of June 2018 is to be received.

June 2018

SEAL NUMBER	DATE SEALED	DEPARTMENT	MEETING DATE / ITEM NO.	REASON FOR USE
911	6 June 2018	CEO Office	Ordinary Council Meeting 28 November 2017 Council Resolution Item 13.5	Seal Certification - Seal No. 911 - Execution of Transfer of Land Document - Sale of 75 Doonan Road, Nedlands.
912	25 June 2018	Planning & Development	Delegated Authority	Seal Certification - Seal No. 912 - Removal of Section 70A Lot 101, 102 & 103 Monash Avenue, Nedlands (Regis Site).

13.2 List of Delegated Authorities – June 2018

The attached List of Delegated Authorities for the month of June 2018 is to be received.

Date of use of delegation of authority	Title	Position exercising delegated authority	Act	Section of Act	Applicant / CoN / Property Owner / Other
June 2018					
01/06/2018	3029776 - Parking Infringement Withdrawals – other compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Rebeca Madosa
05/06/2018	3027771 - Parking Infringement Withdrawals – other compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Olivia Seymour
07/06/2018	(APP) – DA18/29247 – 8 Finch Way, Mt Claremont – Two Storey Single House	A/Manager Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	Coastview Australia Pty Ltd
07/06/2018	(APP) – DA18/28888 – 45 Viking Rd, Dalkeith – Amendment to DA17/311	A/Manager Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	Mercedes Group Pty Ltd
07/06/2018	(APP) – DA18/29079 – 57 Portland St, Nedlands – Additions (Patio) to Existing Aged Person’s Dwelling	Kate Bainbridge – Senior Statutory Planning Officer	City of Nedlands TPS2	Section 6.7.1	T Kempson
07/06/2018	3030148 - Parking Infringement Withdrawals – other compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Carla Martin

07/06/2018	3031622 - Parking Infringement Withdrawals – other compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Evan Larter
08/06/2018	(APP) – DA18/27687 – 61 Strickland St, Mt Claremont – Additions (Pavillion) to Single House	A/Manager Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	Kyle Riemann – Platinum Outdoors
14/06/2018	Approval to write off minor rates debt May 2018 - \$3.59	Chief Executive Officer – Greg Trevaskis	Local Government Act	Section 6.12 (1) (c)	City of Nedlands
14/06/2018	3031625 - Parking Infringement Withdrawals – other compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Lia Bailey
11/06/2018	(APP) – DA18/27878 – 20 Landon Way, Mt Claremont – Two Storey Single House	A/Manager Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	Aintree Holdings Pty Ltd
12/06/2018	(APP) – DA18/28871 – 8 Kennedia Lane, Mt Claremont – Single Storey Single House	Senior Statutory Planning Officer – Kate Bainbridge	City of Nedlands TPS2	Section 6.7.1	Gold Style Homes
15/06/2018	3031659 - Parking Infringement Withdrawals – other compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	James Cresswell
15/06/2018	(APP) – DA18/28862 – 22 Hillway, Nedlands – Swimming Pool and Fencing	A/Manager Planning – Andrew Bratley	City of Nedlands TPS2	Section 6.7.1	Distinctive Pools Pty Ltd
19/06/2018	(APP) – DA18/28140 – 12A James Road, Swanbourne – Two storey Grouped Dwelling	A/Manager Planning – Aron Holbrook	City of Nedlands TPS2	Section 6.7.1	Webb & Brown Neaves

19/06/2018	(APP) – DA18/29075 – 51 Taylor Road, Nedlands – Single Storey Single House	A/Manager Planning – Aron Holbrook	City of Nedlands TPS2	Section 6.7.1	M K O'Halloran
21/06/2018	3031684 - Parking Infringement Withdrawals – other compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Jay Treloar
20/06/2018	(APP) – DA18/29130 – 10 Stephanie Street, Dalkeith – Additions to Single House	A/Manager Planning – Aron Holbrook	City of Nedlands TPS2	Section 6.7.1	Tascone Design Team
26/06/2018	3016018 - Parking Infringement Withdrawals – other compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Sean Foley
29/06/2018	(APP) – DA18/28732 – 9 Lynton Street, Swanbourne – 2x Two Storey Grouped Dwelling	A/Manager Planning – Aron Holbrook	City of Nedlands TPS2	Section 6.7.1	Distinctive Homes WA Pty Ltd
29/06/2018	(APP) – DA18/28430 – 65 Hobbs Avenue, Dalkeith – Amendment to DA17/257	A/Manager Planning – Aron Holbrook	City of Nedlands TPS2	Section 6.7.1	BuildingLines Approvals Ltd
29/06/2018	3029922 - Parking Infringement Withdrawals – other compassionate grounds	Manager Health & Compliance – Andrew Melville	Local Government Act 1995	Section 9.20/6.12(1)	Ray Miller
29/06/2018	(APP) – DA18/28917 – 35 Waroonga Rd, Nedlands – Additions (patio) to Single Huse	A/Manager Planning – Aron Holbrook	City of Nedlands TPS2	Section 6.7.1	Outdoor Professionals
30/06/2018	Approval to write off minor rates debt June 2018 - \$.24	Chief Executive Officer – Greg Trevaskis	Local Government Act	Section 6.12 (1) (c)	City of Nedlands

13.3 Professional Development Approved by the Chief Executive Officer

The attached Professional Development Approved by the Chief Executive Officer for the month of January 2018 is to be received.

Name	Conference Details	Reason
Caroline Walker, Community Engagement Coordinator	International Association of Public Participation (Position & Outrage) Melbourne 27 & 28 June 2018	Interstate training approved to allow Caroline to complete her IAP2 training as this training is not offered in Western Australia. No registration fees or accommodation charges. Airfares only.
Caroline Walker, Community Engagement Coordinator	International Association of Public Participation (Leadership & Engagement) (Engagement Training Forum) Sydney 22 & 23 July 2018	Interstate training approved to allow Caroline to complete her IAP2 training as this training is not offered in Western Australia. No registration fees. Airfares and accommodation only.

13.4 Monthly Financial Report – June 2018

Council	24 July 2018
Applicant	City of Nedlands
Officer	Vanaja Jayaraman –Manager Financial Services
Director	Lorraine Driscoll – Director Corporate & Strategy
Attachments	<ol style="list-style-type: none"> 1. Financial Summary (Operating) by Business Units – 30 June 2018 2. Capital Works & Acquisitions – 30 June 2018 3. Net Current Assets – 30 June 2018 4. Statement of Activity – 30 June 2018

Executive Summary

Administration is required to provide Council with a monthly financial report in accordance with *Regulation 34(1) of the Local Government (Financial Management) Regulations 1996*. The monthly financial variance from the budget of each business unit is reviewed with the respective manager and the Executive to identify the need for any remedial action. Significant variances are highlighted to Council in the attached Monthly Financial Report.

Recommendation to Council

Council receives the Monthly Financial Report for 30 June 2018.

Discussion/Overview

The monthly financial management report meets the requirements of *Regulation 34(1) and 34(5) of the Local Government (Financial Management) Regulations 1996*.

The monthly financial variance from the budget of each business unit is reviewed with the respective Manager and the Executive to identify the need for any remedial action. Significant variances are highlighted to Council in the Monthly Financial Report.

This report gives an overview of the year to date revenue and expenses of the City for the month of June together with a Net Assets Statement as at 30 June 2018.

The operating expenditure at the end of June 2018 was \$34.8 M, which represents a \$754K favourable variance compared to the year-to-date budget.

The operating revenue at the end of June 2018 was \$33.1 M which represents a \$804k favourable variance compared to the year-to-date budget.

The attached Operating Statement compares “Actual” with “Budget” by Business Units. Variations from the budget of revenue and expenses by Directorates are highlighted in the following paragraphs.

The monthly financial report for 30 June 2018 are based on transactions recorded until 30th June 2018. However, the City will continue to receive supplier invoices for the financial year 30 June 2018 in July 2018. Invoices received after the year end are not included in this report due to the timing of due date of this report. However, for final audited accounts, these invoices and other final journal adjustments as required by Accounting Standards will be included.

Governance

Expenditure:	Favourable variance of	\$172,586
Revenue:	Favourable variance of	\$82,103

Cost savings were made through lower expenses for the WESROC, Other employee costs and special projects.

The favourable revenue variance is due to invoicing of the 2016/17 cost of WESROC projects invoiced to other Councils in July 2017.

Corporate and Strategy

Expenditure:	Favourable variance of	\$417,019
Revenue:	Favourable variance of	\$486,046

Favourable expenditure variance is due to Customer Service, ICT, General Finance salary and other employee cost savings of \$246k due to vacancies not filled yet, and savings on Office, professional fees, depreciation and Special projects of \$162k.

Favourable revenue variance is due to interim rates income and advance payment of 2018/19 FAG Grant of \$395k.

Community Development and Services

Expenditure:	Favourable variance of	\$502,517
Revenue:	Favourable variance of	\$17,983

The favourable expenditure variance is mainly due to a lower community development donation payment of \$91k, savings in community events and special project of \$58k. Savings on NCC and Library Salary, other employee costs, office expenses, others, professional fees and ICT expenses of \$330K.

The small favourable revenue variance is due to increase income of NCC and Tresillian fees and charges.

Planning and Development

Expenditure:	Favourable variance of	\$376,497
Revenue:	Unfavourable variance of	\$(67,215)

The favourable expenditure variance is due to savings in other operational activities of Sustainability, Environmental Health, and Conservation of \$92k. Further savings on Ranger services motor vehicles, finance, other and ICT expenses of \$50k. There is also some cost savings in professional fees, salaries and other employee costs of \$219k arising from vacancies not filled yet.

The unfavourable revenue variance is due to lower Development Applications received compared to the Budget.

Technical Services

Expenditure:	Favourable variance of	\$ 823,776
Revenue:	Favourable variance of	\$ 330,203

The favourable expenditure variance is due to underground power works amounting to \$500k delayed to the 2018/19 financial year. The remaining favourable variance of \$300k is due partly to maintenance works delayed to the new financial year and partly to invoices not received by 30th June 2018. As mentioned above, invoices received subsequent to 30th June 2018 relating to the 2018 financial year will be adjusted to be included in the final accounts for 30th June 2018.

Favourable revenue variance is due to extra revenue on infrastructure services of \$46k for Montario Quarter subdivision supervision fees and Parks fines & penalties of \$176K for unauthorised development activities within the reserve area. Also, unbudgeted vehicle registration refund from department of Transport \$32k and higher profit on sale of assets of \$15k.

Capital Works Programme

At the end of June, the expenditure on capital works were \$10.5 M with further commitments of \$848K which is 79.8% of a total revised budget of \$14.27 M.

Net Current Assets Statement

At 30 June 2018, net current assets were \$4.1 M compared to \$3.6 M in prior period. This is mainly due to drawdown of reserves amount and less creditor payment.

Conclusion

The statement of financial activity for the period ended 30 June indicates that operating expenses are under the year-to-date budget by 6.2% or \$2.2m, while revenue is above the Budget by 2.6% or \$849k.

Key Relevant Previous Council Decisions:

Nil.

Consultation

N/A

Budget/Financial Implications

As outlined in the Monthly Financial Report.

CITY OF NEDLANDS
FINANCIAL SUMMARY - OPERATING - BY BUSINESS UNIT
AS AT 30 JUNE 2018

Row Labels	Master Account (desc)	June Actual YTD	Variance	Committed Balance	Annual Budget	Budget Available
Governance						
CEO's Office						
Governance						
Expense						
20420	Salaries - Governance	885,966	(79,938)	0	806,028	(79,938)
20421	Other Employee Costs - Governance	36,465	(2,865)	0	33,600	(2,865)
20423	Office - Governance	30,372	(2,672)	589	27,700	(3,261)
20424	Motor Vehicles - Governance	12,155	346	0	12,500	346
20425	Depreciation - Governance	96,212	788	0	97,000	788
20427	Finance - Governance	248,400	(42)	0	248,358	(42)
20428	Insurance - Governance	131,676	(1,876)	0	129,800	(1,876)
20430	Other - Governance	11,576	6,424	0	18,000	6,424
20434	Professional Fees - Governance	10,944	29,056	8,675	40,000	20,381
20450	Special Projects - Governance / PC93	110,229	92,271	0	202,500	92,271
Expense Total		1,573,995	41,491	9,264	1,615,486	32,228
Income						
50410	Sundry Income - Governance	(296,587)	88,287	0	(208,300)	88,287
Income Total		(742,587)	88,287	0	(654,300)	88,287
Governance Total		831,408	129,778	9,264	961,186	120,514
Communications						
Expense						
28320	Salaries - Communications	280,100	29,499	0	309,599	29,499
28321	Other Employee Costs - Communications	5,920	8,080	0	14,000	8,080
28323	Office - Communications	66,991	12,309	0	79,300	12,309
28327	Finance - Communications	91,080	5	0	91,085	5
28330	Other - Communications	1,159	741	0	1,900	741
28334	Professional Fees - Communications	0	500	0	500	500
28335	ICT Expenses - Communications	28,875	3,725	1,095	32,600	2,630
28350	Special Projects - Communications / PC 90	3,000	37,000	0	40,000	37,000
Expense Total		477,125	91,859	1,095	568,984	90,764
Communications Total		477,125	91,859	1,095	568,984	90,764
Human Resources						
Expense						
20520	Salaries - HR	382,544	(65,097)	0	317,447	(65,097)
20521	Other Employee Costs - HR	113,723	52,677	0	166,400	52,677
20522	Staff Recruitment - HR	15,291	40,709	55	56,000	40,654
20523	Office - HR	4,846	154	0	5,000	154
20524	Motor Vehicles - HR	6,576	4,824	0	11,400	4,824
20525	Depreciation - HR	467	33	0	500	33
20527	Finance - HR	(663,360)	13	0	(663,347)	13
20530	Other - HR	711	1,889	0	2,600	1,889
20534	Professional Fees - HR	134,576	(29,576)	0	105,000	(29,576)
20535	ICT Expenses - HR	0	24,000	0	24,000	24,000
Expense Total		(4,626)	29,626	55	25,000	29,571
Income						
50510	Contributions & Reimbursements - HR	(3,816)	(6,184)	0	(10,000)	(6,184)
Income Total		(3,816)	(6,184)	0	(10,000)	(6,184)
Human Resources Total		(8,442)	23,442	55	15,000	23,387
Members Of Council						
Expense						
20323	Office - MOC	37,534	(1,534)	(788)	36,000	(746)
20325	Depreciation - MOC	869	31	0	900	31
20329	Members of Council - MOC	496,338	11,562	0	507,900	11,562
20330	Other - MOC	1,448	(448)	0	1,000	(448)
Expense Total		536,189	9,611	(788)	545,800	10,399
Members Of Council Total		536,189	9,611	(788)	545,800	10,399
CEO's Office Total		1,836,281	254,690	9,625	2,090,970	245,064
Governance Total		1,836,281	254,690	9,625	2,090,970	245,064
Corporate & Strategy						
Corporate Strategy & Systems						
Customer Services						
Expense						
21320	Salaries - Customer Service	400,262	144,488	0	544,750	144,488
21321	Other Employee Costs - Customer Service	3,476	3,524	0	7,000	3,524
21323	Office - Customer Service	4,616	884	260	5,500	624
21327	Finance - Customer Service	(778,200)	(50)	0	(778,250)	(50)
21330	Other - Customer Service	13,317	7,683	0	21,000	7,683

21334	Professional Fees - Customer Service	0	0	0	0	0
21350	Special Projects - Customer Service	232,651	58,349	6,341	291,000	52,008
Expense Total		(123,877)	214,877	6,601	91,000	208,276
Income						
51301	Fees & Charges - Customer Services	(630)	630	0	0	630
Income Total		(630)	630	0	0	630
Customer Services Total		(124,507)	215,507	6,601	91,000	208,906
ICT						
Expense						
21720	Salaries - ICT	442,676	(11,238)	0	431,438	(11,238)
21721	Other Employee Costs - ICT	21,169	12,331	0	33,500	12,331
21723	Office - ICT	40,516	9,484	0	50,000	9,484
21724	Motor Vehicles - ICT	17,192	4,109	0	21,300	4,109
21725	Depreciation - ICT	162,636	40,464	0	203,100	40,464
21727	Finance - ICT	(1,814,160)	22	0	(1,814,138)	22
21730	Other - ICT	2,519	5,481	0	8,000	5,481
21734	Professional Fees - ICT	74,330	20,670	1,435	95,000	19,235
21735	ICT Expenses - ICT	702,319	(53,419)	(1,376)	648,900	(52,043)
21749	Loss Sale of Assets - ICT	0	0	0	0	0
21750	Special Projects - ICT	26,591	5,409	0	32,000	5,409
Expense Total		(324,212)	33,312	59	(290,900)	33,253
ICT Total		(324,212)	33,312	59	(290,900)	33,253
Corporate Strategy & Systems Total		(448,719)	248,819	6,660	(199,900)	242,159
Finance						
Rates						
Expense						
21920	Salaries - Rates	81,649	1,534	0	83,183	1,534
21921	Other Employee Costs - Rates	801	399	0	1,200	399
21923	Office - Rates	16,692	(2,692)	0	14,000	(2,692)
21927	Finance - Rates	131,438	4,736	0	136,174	4,736
21930	Other - Rates	13,438	6,562	842	20,000	5,720
21934	Professional Fees - Rates	82,275	(13,975)	1,100	68,300	(15,075)
Expense Total		326,294	(3,437)	1,942	322,857	(5,379)
Income						
51908	Rates - Rates	(22,813,594)	96,866	0	(22,716,728)	96,866
Income Total		(22,813,594)	96,866	0	(22,716,728)	96,866
Rates Total		(22,487,299)	93,428	1,942	(22,393,871)	91,486
General Finance						
Expense						
21420	Salaries - Finance	799,140	66,217	11,382	865,357	54,835
21421	Other Employee Costs - Finance	32,184	17,816	0	50,000	17,816
21423	Office - Finance	105,981	10,319	13,516	116,300	(3,196)
21424	Motor Vehicles - Finance	10,758	10,242	0	21,000	10,242
21425	Depreciation - Finance	443	957	0	1,400	957
21427	Finance - Finance	(1,056,020)	(6,837)	0	(1,062,857)	(6,837)
21428	Insurance - Finance	0	0	0	0	0
21430	Other - Finance	0	3,000	0	3,000	3,000
21434	Professional Fees - Finance	36,275	6,225	2,722	42,500	3,503
21450	Special Projects - Finance	10,288	9,712	4,725	20,000	4,987
Expense Total		(60,951)	117,651	32,345	56,700	85,306
Income						
51401	Fees & Charges - Finance	(59,338)	(2,862)	0	(62,200)	(2,862)
51410	Sundry Income - Finance	(23,422)	(1,078)	0	(24,500)	(1,078)
Income Total		(82,760)	(3,940)	0	(86,700)	(3,940)
General Finance Total		(143,711)	113,711	32,345	(30,000)	81,366
General Purpose						
Expense						
21627	Finance - General Purpose	21,331	19,469	0	40,800	19,469
21631	Interest - General Purpose	234,423	54,577	0	289,000	54,577
Expense Total		255,754	74,046	0	329,800	74,046
Income						
51602	Service Charges - General Purpose	(24)	24	0	0	24
51604	Grants Operating - General Purpose	(733,335)	395,032	0	(338,303)	395,032
51607	Interest - General Purpose	(384,343)	(2,757)	0	(387,100)	(2,757)
51610	Sundry Income - General Purpose	(192)	192	0	0	192
Income Total		(1,117,893)	392,490	0	(725,403)	392,490
General Purpose Total		(862,140)	466,537	0	(395,603)	466,537
Shared Services						
Expense						
21523	Office - Shared Services	32,507	(10,507)	1,012	22,000	(11,520)
21527	Finance - Shared Services	(74,040)	40	0	(74,000)	40
21534	Professional Fees - Shared Services	85,962	(8,962)	4,200	77,000	(13,162)
Expense Total		44,430	(19,430)	5,212	25,000	(24,642)

Shared Services Total		44,430	(19,430)	5,212	25,000	(24,642)
Finance Total		(23,448,720)	654,246	39,499	(22,794,474)	614,747
Corporate & Strategy Total		(23,897,439)	903,065	46,159	(22,994,374)	856,906
Community Development						
Community Development						
Community Development						
Expense						
28120	Salaries - Community Development	448,130	(13,973)	286	434,157	(14,259)
28121	Other Employee Costs - Community Development	15,250	4,650	0	19,900	4,650
28123	Office - Community Development	4,214	(14)	0	4,200	(14)
28124	Motor Vehicles - Community Development	12,992	908	0	13,900	908
28125	Depreciation - Community Development	3,225	175	0	3,400	175
28127	Finance - Community Development	192,840	25	0	192,865	25
28130	Other - Community Development	4,546	(1,046)	0	3,500	(1,046)
28134	Professional Fees - Community Development	500	1,500	0	2,000	1,500
28137	Donations - Community Development	122,545	91,255	0	213,800	91,255
28150	Special Projects - Community Development	8,756	6,244	0	15,000	6,244
28151	OPRL Activities - Community Development / PC82-8:	135,274	52,526	13,246	187,800	39,280
Expense Total		948,272	142,250	13,532	1,090,522	128,718
Income						
58101	Fees & Charges - Community Development	(19,409)	(2,091)	0	(21,500)	(2,091)
58104	Grants Operating - Community Development	(17,669)	(3,831)	0	(21,500)	(3,831)
58106	Contributions & Reimbursen - Community Developr	(100)	(2,900)	0	(3,000)	(2,900)
Income Total		(37,178)	(8,822)	0	(46,000)	(8,822)
Community Development Total		911,094	133,428	13,532	1,044,522	119,896
Community Facilities						
Income						
58201	Fees & Charges - Community Facilities	(13,740)	1,240	0	(12,500)	1,240
58206	Contributions & Reimbursen -Community Facilities	0	(1,000)	0	(1,000)	(1,000)
58209	Council Property - Community Facilities	(210,638)	25,138	0	(185,500)	25,138
Income Total		(224,378)	25,378	0	(199,000)	25,378
Community Facilities Total		(224,378)	25,378	0	(199,000)	25,378
Volunteer Services VRC						
Expense						
29320	Salaries - Volunteer Services VRC	91,782	(8,726)	0	83,056	(8,726)
29321	Other Employee Cost - Volunteer Services VRC	2,155	545	0	2,700	545
29323	Office - Volunteer Services VRC	2,710	2,290	0	5,000	2,290
29327	Finance - Volunteer Services VRC	24,360	45	0	24,405	45
29330	Other - Volunteer Services VRC	4,694	2,606	0	7,300	2,605
Expense Total		125,702	(3,241)	0	122,461	(3,241)
Income						
59304	Grants Operating - Volunteer Services VRC	(22,546)	(7,454)	0	(30,000)	(7,454)
Income Total		(22,546)	(7,454)	0	(30,000)	(7,454)
Volunteer Services VRC Total		103,156	(10,695)	0	92,461	(10,695)
Volunteer Services NVS						
Expense						
29220	Salaries - Volunteer Services NVS	27,304	3,293	0	30,597	3,293
29221	Other Employee Costs - Volunteer Services NVS	420	80	0	500	80
29223	Office - Volunteer Services NVS	174	3,226	0	3,400	3,226
29227	Finance - Volunteer Services NVS	22,440	(44)	0	22,396	(44)
29230	Other - Volunteer Services NVS	991	3,009	812	4,000	2,197
29250	Special Projects - Volunteer Services NVS	1,634	(1,634)	0	0	(1,634)
Expense Total		52,963	7,930	812	60,893	7,118
Volunteer Services NVS Total		52,963	7,930	812	60,893	7,118
Tresillian Community Centre						
Expense						
29120	Salaries - Tresillian CC	242,566	(2,471)	0	240,095	(2,471)
29121	Other Employee Costs - Tresillian CC	4,727	1,473	0	6,200	1,473
29123	Office - Tresillian CC	25,318	82	1,888	25,400	(1,806)
29125	Depreciation - Tresillian CC	681	119	0	800	119
29127	Finance - Tresillian CC	92,789	1,614	0	94,403	1,614
29130	Other - Tresillian CC	6,472	6,028	243	12,500	5,785
29136	Courses - Tresillian CC	204,532	(4,032)	3,702	200,500	(7,734)
29137	Donations - Tresillian CC	0	0	0	0	0
29150	Exhibition	2,437	4,663	0	7,100	4,663
Expense Total		579,521	7,477	5,833	586,998	1,644
Income						
59101	Fees & Charges - Tresillian CC	(370,308)	8,308	0	(362,000)	8,308
59109	Council Property - Tresillian CC	(31,442)	2,942	0	(28,500)	2,942
Income Total		(401,750)	11,250	0	(390,500)	11,250
Tresillian Community Centre Total		177,771	18,727	5,833	196,498	12,894
Community Development Total		1,020,605	174,769	20,178	1,195,374	154,591

Community Services Centres						
Nedlands Community Care						
Expense						
28620	Salaries - NCC	770,953	144,089	0	915,042	144,089
28621	Other Employee Costs - NCC	6,232	20,768	0	27,000	20,768
28623	Office - NCC	4,630	6,870	538	11,500	6,332
28624	Motor Vehicles - NCC	109,637	7,363	0	117,000	7,363
28625	Depreciation - NCC	27,036	564	0	27,600	564
28626	Utility - NCC	6,528	(2,428)	0	4,100	(2,428)
28627	Finance - NCC	299,400	(37)	0	299,363	(37)
28630	Other - NCC	42,115	33,485	4,408	75,600	29,077
28634	Professional Fees - NCC	0	20,000	0	20,000	20,000
28635	ICT Expenses - NCC	13,924	3,076	0	17,000	3,076
28664	Hacc Unit Cost - NCC / PC66	0	(0)	0	0	(0)
Expense Total		1,280,456	233,749	4,946	1,514,205	228,803
Income						
58601	Fees & Charges - NCC	(97,279)	11,279	0	(86,000)	11,279
58604	Grants Operating - NCC	(1,044,294)	11,394	0	(1,032,900)	11,394
58610	Sundry Income - NCC	(2,000)	0	0	(2,000)	0
58615	Profit Sale of Assets - NCC	(4,182)	4,182	0	0	4,182
Income Total		(1,147,755)	26,855	0	(1,120,900)	26,855
Nedlands Community Care Total		132,701	260,604	4,946	393,305	255,659
Positive Ageing						
Expense						
27420	Salaries - Positive Ageing	51,661	(4,848)	0	46,813	(4,848)
27421	Other Employee Costs - Positive Ageing	1,509	1,191	0	2,700	1,191
27427	Finance - Positive Ageing	23,520	(4)	0	23,516	(4)
28437	Donations - Positive Ageing	5,613	387	900	6,000	(513)
28450	Other - Positive Ageing	20,239	(4,039)	300	16,200	(4,339)
Expense Total		102,542	(7,313)	1,200	95,229	(8,513)
Income						
58420	Fees & Charges - Positive Ageing	(28,545)	14,545	0	(14,000)	14,545
58423	Grants Operating - Positive Ageing	0	(500)	0	(500)	(500)
Income Total		(28,545)	14,045	0	(14,500)	14,045
Positive Ageing Total		73,996	6,733	1,200	80,729	5,533
Point Resolution Child Care						
Expense						
28820	Salaries - PRCC	491,926	(10,625)	0	481,301	(10,625)
28821	Other Employee Costs - PRCC	4,278	8,822	0	13,100	8,822
28823	Office - PRCC	7,147	1,653	0	8,800	1,653
28824	Motor Vehicles - PRCC	8,213	(213)	0	8,000	(213)
28825	Depreciation - PRCC	1,055	(755)	0	300	(755)
28826	Utility - PRCC	5,764	1,236	0	7,000	1,236
28827	Finance - PRCC	93,908	(1,889)	0	92,019	(1,889)
28830	Other - PRCC	15,808	5,292	1,831	21,100	3,462
28835	ICT Expenses - PRCC	4,279	(79)	0	4,200	(79)
28850	Special Projects - PRCC	637	(637)	0	0	(637)
Expense Total		633,014	2,806	1,831	635,820	975
Income						
58801	Fees & Charges - PRCC	(563,298)	(48,702)	0	(612,000)	(48,702)
Income Total		(563,298)	(48,702)	0	(612,000)	(48,702)
Point Resolution Child Care Total		69,716	(45,896)	1,831	23,820	(47,726)
Mt Claremont Library						
Expense						
28523	Office - Mt Claremont Library	8,241	2,759	576	11,000	2,183
28525	Depreciation - Mt Claremont Library	0	500	0	500	500
28527	Finance - Mt Claremont Library	40,320	51	0	40,371	51
28530	Other - Mt Claremont Library	30,706	4,994	1,989	35,700	3,006
28535	ICT Expenses - Mt Claremont Library	9,884	3,516	0	13,400	3,516
28549	Loss Sale of Assets - Mt Claremont Library	0	0	0	0	0
Expense Total		89,151	11,820	2,565	100,971	9,256
Income						
58501	Fees & Charges - Mt Claremont Library	(721)	221	0	(500)	221
58510	Sundry Income - Mt Claremont Library	(1,132)	932	0	(200)	932
58511	Fines & Penalties - Mt Claremont Library	(386)	(114)	0	(500)	(114)
Income Total		(2,239)	1,039	0	(1,200)	1,039
Mt Claremont Library Total		86,911	12,860	2,565	99,771	10,295
Nedlands Library						
Expense						
28720	Salaries - Library Services	942,282	37,829	0	980,111	37,829
28721	Other Employee Costs - Library Services	27,834	5,166	0	33,000	5,166
28723	Office - Nedlands Library	34,589	10,911	610	45,500	10,301
28724	Motor Vehicles - Nedlands Library	17,528	773	0	18,300	773

28725	Depreciation - Nedlands Library	12,127	(127)	0	12,000	(127)
28727	Finance - Nedlands Library	473,040	(35)	0	473,005	(35)
28730	Other - Nedlands Library	99,083	42,917	1,195	142,000	41,721
28731	Grants Expenditure - Nedlands Library	1,200	800	0	2,000	800
28734	Professional Fees - Nedlands Library	0	1,200	0	1,200	1,200
28735	ICT Expenses - Nedlands Library	31,196	4,504	0	35,700	4,504
28750	Special Projects - Nedlands Library	0	3,100	0	3,100	3,100
Expense Total		1,638,878	107,038	1,805	1,745,916	105,233
Income						
58701	Fees & Charges - Nedland Library	(7,571)	2,571	0	(5,000)	2,571
58704	Grants Operating - Nedlands Library	(1,200)	(800)	0	(2,000)	(800)
58710	Sundry Income - Nedlands Library	(8,685)	2,185	0	(6,500)	2,185
58711	Fines & Penalties - Nedlands Library	(3,937)	437	0	(3,500)	437
Income Total		(21,393)	4,393	0	(17,000)	4,393
Nedlands Library Total		1,617,486	111,430	1,805	1,728,916	109,625
Community Services Centres Total		1,980,810	345,731	12,346	2,326,541	333,385
Community Development Total		3,001,415	520,500	32,524	3,521,915	487,976
Planning & Development Services						
Planning Services						
Town Planning - Administration						
Expense						
24820	Salaries - Town Planning Admin	101,949	(1,510)	0	100,439	(1,510)
24821	Other Employee Costs-Town Planning Admin	36,210	15,190	0	51,400	15,190
24823	Office - Town Planning Admin	4,958	6,042	0	11,000	6,042
24824	Motor Vehicles - Town Planning Admin	42,142	5,858	0	48,000	5,858
24825	Depreciation - Town Planning Admin	455	145	0	600	145
24827	Finance - Town Planning Admin	393,120	50	0	393,170	50
24830	Other - Town Planning Admin	1,309	7,691	0	9,000	7,691
24862	Statutory Projects - Town Planning	0	6,000	0	6,000	6,000
Expense Total		580,143	39,466	0	619,609	39,466
Income						
54801	Fees & Charges - Town Planning Admin	(321,187)	(91,313)	0	(412,500)	(91,313)
54811	Fines & Penalties - Town Planning	(9,000)	8,000	0	(1,000)	8,000
Income Total		(330,187)	(83,313)	0	(413,500)	(83,313)
Town Planning - Administration Total		249,956	(43,847)	0	206,109	(43,847)
Statutory Planning						
Expense						
24320	Salaries - Statutory Planning	377,810	(1,106)	0	376,704	(1,106)
24321	Other Employee Costs - Statutory Planning	2,196	6,204	0	8,400	6,204
24334	Professional Fees - Statutory Planning	79,007	20,993	3,682	100,000	17,311
Expense Total		459,013	26,091	3,682	485,104	22,409
Statutory Planning Total		459,013	26,091	3,682	485,104	22,409
Strategic Planning						
Expense						
24857	Strategic Projects - Strategic Planning	97,047	5,953	18,707	103,000	(12,754)
24920	Salaries - Strategic Planning	391,375	76,022	0	467,397	76,022
24921	Other Employee Costs - Strategic Planning	5,270	2,330	0	7,600	2,330
24934	Professional Fees - Strategic Planning	15,650	7,350	3,936	23,000	3,413
Expense Total		509,343	91,654	22,643	600,997	69,011
Strategic Planning Total		509,343	91,654	22,643	600,997	69,011
Planning Services Total		1,218,312	73,898	26,325	1,292,210	47,573
Health & Compliance						
Sustainability						
Expense						
24620	Salaries - Sustainability	90,373	(13,253)	0	77,120	(13,253)
24621	Other Employee Costs - Sustainability	963	137	0	1,100	137
24624	Motor Vehicles - Sustainability	18,998	(7,798)	0	11,200	(7,798)
24625	Depreciation - Sustainability	1,503	97	0	1,600	97
24627	Finance - Sustainability	11,520	(24)	0	11,496	(24)
24630	Other - Sustainability	421	(421)	0	0	(421)
24634	Professional Fees - Sustainability	0	0	1,364	0	(1,364)
24638	Operational Activities - Sustainability / PC79	15,979	26,521	1,364	42,500	25,157
Expense Total		139,758	5,258	2,727	145,016	2,531
Income						
54610	Sundry Income - Sustainability	(851)	(149)	0	(1,000)	(149)
Income Total		(851)	(149)	0	(1,000)	(149)
Sustainability Total		138,907	5,109	2,727	144,016	2,382
Environmental Health						
Expense						
24720	Salaries - Environmental Health	448,882	(19,572)	632	429,310	(20,204)
24721	Other Employee Costs - Environmental Health	18,123	10,677	975	28,800	9,702
24723	Office - Environmental Health	467	2,133	0	2,600	2,133

24724	Motor Vehicles - Environmental Health	0	8,400	0	8,400	8,400
24725	Depreciation - Environmental Health	5,354	(1,254)	0	4,100	(1,254)
24727	Finance - Environmental Health	145,440	25	0	145,465	25
24730	Other - Environmental Health	6,304	30,196	29,160	36,500	1,036
24734	Professional Fees - Environmental Health	0	15,000	0	15,000	15,000
24735	ICT Expenses - Environmental Health	505	1,495	0	2,000	1,495
24751	OPRL Activities - Environmental Health PC76,77,78	55,056	25,144	7,091	80,200	18,053
Expense Total		680,131	72,244	37,858	752,375	34,386
Income						
54701	Fees & Charges - Environmental Health	(78,690)	33,690	0	(45,000)	33,690
54710	Sundry Income - Environmental Health	(695)	(1,305)	0	(2,000)	(1,305)
54711	Fines & Penalties - Environmental Health	(11,093)	(15,407)	0	(26,500)	(15,407)
Income Total		(90,478)	16,978	0	(73,500)	16,978
Environmental Health Total		589,653	89,222	37,858	678,875	51,364
Environmental Conservation						
Expense						
24221	Other Employee Costs - Environmental Conservation	2,085	1,915	409	4,000	1,506
24223	Office - Environmental Conservation	2,889	(1,889)	0	1,000	(1,889)
24227	Finance - Environmental Conservation	71,579	(11)	0	71,568	(11)
24230	Other - Environmental Conservation	1,570	130	0	1,700	130
24237	Donations - Environmental Conservation	1,600	100	0	1,700	100
24251	Operational Activities-Environ Conservation / PC80	639,757	40,643	49,215	680,400	(8,573)
Expense Total		719,480	40,888	49,624	760,368	(8,736)
Income						
54204	Grants Operating - Environmental Conservation	(44,191)	1,895	0	(42,296)	1,895
54210	Sundry Income - Environmental Conservation	(6,356)	(2,444)	0	(8,800)	(2,444)
Income Total		(50,547)	(549)	0	(51,096)	(549)
Environmental Conservation Total		668,933	40,339	49,624	709,272	(9,285)
Ranger Services						
Expense						
21120	Salaries - Ranger Services	612,848	(1,607)	0	611,241	(1,607)
21121	Other Employee Costs - Ranger Services	18,872	328	0	19,200	328
21123	Office - Ranger Services	10,062	1,238	195	11,300	1,043
21124	Motor Vehicles - Ranger Services	48,586	13,414	0	62,000	13,414
21125	Depreciation - Ranger Services	5,583	(1,483)	0	4,100	(1,483)
21127	Finance - Ranger Services	218,320	17,171	0	235,491	17,171
21130	Other - Ranger Services	79,266	5,034	1,797	84,300	3,237
21134	Professional Fees - Ranger Services	11,122	(6,122)	3,248	5,000	(9,370)
21135	ICT Expenses - Ranger Services	0	15,000	0	15,000	15,000
21137	Donations - Ranger Services	1,000	0	0	1,000	0
Expense Total		1,005,657	42,975	5,240	1,048,632	37,735
Income						
51101	Fees & Charges - Ranger Services	(69,588)	(13,912)	0	(83,500)	(13,912)
51106	Contributions & Reimbursements- Rangers Services	(27,420)	(2,580)	0	(30,000)	(2,580)
51110	Sundry Income - Ranger Services	(500)	(2,000)	0	(2,500)	(2,000)
51111	Fines & Penalties - Rangers Services	(410,556)	43,556	0	(367,000)	43,556
Income Total		(508,064)	25,064	0	(483,000)	25,064
Ranger Services Total		497,593	68,039	5,240	565,632	62,799
Health & Compliance Total		1,895,087	202,708	95,449	2,097,795	107,259
Building Services						
Building Services						
Expense						
24420	Salaries - Building Services	716,554	14,315	0	730,869	14,315
24421	Other Employee Costs - Building Services	29,558	14,742	0	44,300	14,742
24423	Office - Building Services	6,432	(1,432)	0	5,000	(1,432)
24424	Motor Vehicles - Building Services	27,598	(1,998)	0	25,600	(1,998)
24425	Depreciation - Building Services	242	58	0	300	58
24427	Finance - Building Services	317,040	(34)	0	317,006	(34)
24430	Other - Building Services	4,123	(2,123)	0	2,000	(2,123)
24434	Professional Fees - Building Services	25,606	34,394	886	60,000	33,507
Expense Total		1,127,153	57,922	886	1,185,075	57,035
Income						
54401	Fees & Charges - Building Services	(422,934)	(68,666)	0	(491,600)	(68,666)
54410	Sundry Income - Building Services	(100,608)	608	0	(100,000)	608
54411	Fines & Penalties - Building Services	(59,811)	42,811	0	(17,000)	42,811
Income Total		(583,353)	(25,247)	0	(608,600)	(25,247)
Building Services Total		543,800	32,675	886	576,475	31,788
Building Services Total		543,800	32,675	886	576,475	31,788
Planning & Development Services Total		3,657,199	309,281	122,661	3,966,480	186,620
Technical Services						
Engineering						
Infrastructure Services						

Expense						
26220	Salaries - Infrastructure Svcs	2,219,720	(77,483)	0	2,142,237	(77,483)
26221	Other Employee Costs - Infrastructure Svcs	154,497	20,803	7,199	175,300	13,604
26223	Office - Infrastructure Svcs	34,341	4,659	5,124	39,000	(465)
26224	Motor Vehicles - Infrastructure Svcs	55,415	30,685	0	86,100	30,685
26225	Depreciation - Infrastructure Svcs	11,621	(121)	0	11,500	(121)
26227	Finance - Infrastructure Svcs	(2,371,754)	(136,652)	0	(2,508,406)	(136,652)
26228	Insurance - Infrastructure Svcs	65,277	2,323	0	67,600	2,323
26230	Other - Infrastructure Svcs	30,051	44,549	4,494	74,600	40,055
26234	Professional Fees - Infrastructure Svcs	80,544	31,956	16,609	112,500	15,347
26235	ICT Expenses - Infrastructure Svcs	6,368	8,972	1,011	15,340	7,961
36101	Project Contribution - Infrastructure	4,524,655	528,345	85,252	5,053,000	443,093
Expense Total		4,810,735	458,036	119,688	5,268,771	338,348
Income						
56201	Fees & Charges - Infrastructure Svcs	(46,848)	46,848	0	0	46,848
Income Total		(46,848)	46,848	0	0	46,848
Infrastructure Services Total		4,763,887	504,884	119,688	5,268,771	385,196
Plant Operating						
Expense						
26525	Depreciation - Plant Operating	562,944	(32,444)	0	530,500	(32,444)
26527	Finance - Plant Operating	(1,201,476)	(344,024)	0	(1,545,500)	(344,024)
26532	Plant - Plant Operating	666,871	16,829	365	683,700	16,463
26533	Minor Parts & Workshop Tools - Plant Operating	35,804	3,196	414	39,000	2,782
26549	Loss Sale of Assets - Plant Operating	30,708	(808)	0	29,900	(808)
Expense Total		94,851	(357,251)	779	(262,400)	(358,031)
Income						
56501	Fees & Charges - Plant Operating	(49,325)	(675)	0	(50,000)	(675)
56510	Sundry Income - Plant operating	(32,782)	32,782	0	0	32,782
56515	Profit Sale of Assets - Plant Operating	(45,463)	15,363	0	(30,100)	15,363
Income Total		(127,570)	47,470	0	(80,100)	47,470
Plant Operating Total		(32,718)	(309,782)	779	(342,500)	(310,561)
Streets Roads and Depots						
Expense						
26625	Depreciation - Streets Roads & Depots	3,552,610	30,391	0	3,583,000	30,391
26626	Utility - Streets Roads & Depots	485,850	44,850	0	530,700	44,850
26630	Other	25,886	4,114	800	30,000	3,314
26640	Reinstatement - Streets Roads & Depot	361	10,839	0	11,200	10,839
26667	Road Maintenance / PC51	721,016	(21,016)	14,070	700,000	(35,086)
26668	Drainage Maintenance / PC52	517,179	12,821	30,361	530,000	(17,539)
26669	Footpath Maintenance / PC53	216,860	(5,560)	538	211,300	(6,098)
26670	Parking Signs / PC54	109,573	(19,573)	287	90,000	(19,860)
26671	Right of Way Maintenance / PC55	104,502	(14,502)	0	90,000	(14,502)
26672	Bus Shelter Maintenance / PC56	10,066	(66)	0	10,000	(66)
26673	Graffiti Control / PC57	17,237	2,763	911	20,000	1,852
26674	Streets Roads & Depot / PC89	242,515	(92,515)	5,522	150,000	(98,037)
26627	Finance - Streets Roads & Depots	100	(100)	0	0	(100)
Expense Total		6,003,754	(47,554)	52,488	5,956,200	(100,042)
Income						
56601	Fees & Charges - Streets Roads & Depots	(68,576)	(8,424)	0	(77,000)	(8,424)
56604	Grants Operating - Streets Roads & Depots	(47,629)	(17,371)	0	(65,000)	(17,371)
56606	Contributions & Reimburse - Streets Roads & Depots	(48,973)	28,973	0	(20,000)	28,973
56610	Sundry Income - Streets Roads & Depots	(1,633)	633	0	(1,000)	633
56611	Fines and Penalties - Streets Roads & Depots	(1,100)	1,100	0	0	1,100
Income Total		(167,912)	4,912	0	(163,000)	4,912
Streets Roads and Depots Total		5,835,842	(42,642)	52,488	5,793,200	(95,131)
Waste Minimisation						
Expense						
24520	Salaries - Waste Minimisation	251,137	(12,778)	68	238,359	(12,846)
24521	Other Employee Costs - Waste Minimisation	7,613	(3,113)	0	4,500	(3,113)
24524	Motor Vehicles - Waste Minimisation	9,198	(298)	0	8,900	(298)
24525	Depreciation - Waste Minimisation	0	0	0	0	0
24527	Finance - Waste Minimisation	168,742	(48)	0	168,694	(48)
24538	Purchase of Product - Waste Minimisation	2,021	1,979	225	4,000	1,755
24552	Residential Kerbside - Waste Minimisation / PC71	1,685,814	160,786	710,139	1,846,600	(549,353)
24553	Residential Bulk - Waste Minimisation / PC72	179,629	269,471	316,756	449,100	(47,285)
24554	Commercial - Waste Minimisation / PC73	72,199	23,501	51,775	95,700	(28,273)
24555	Public Waste - Waste Minimisation / PC74	73,235	27,265	65,156	100,500	(37,891)
24556	Waste Strategy - Waste Minimisation / PC75	70,901	40,499	4,739	111,400	35,760
Expense Total		2,520,489	507,264	1,148,857	3,027,753	(641,593)
Income						
54501	Fees & Charges - Waste Minimisation	(3,316,952)	(848)	0	(3,317,800)	(848)
Income Total		(3,316,952)	(848)	0	(3,317,800)	(848)
Waste Minimisation Total		(796,463)	506,416	1,148,857	(290,047)	(642,441)

Building Maintenance						
Expense						
24120	Salaries - Building Maintenance	343,486	3,252	0	346,738	3,252
24121	Other Employee Costs - Building Maintenance	11,515	885	0	12,400	885
24123	Office - Building Maintenance	2,104	(1,004)	0	1,100	(1,004)
24124	Motor Vehicles - Building Maintenance	36,619	(619)	0	36,000	(619)
24125	Depreciation - Building Maintenance	718,594	11,206	0	729,800	11,206
24126	Utility - Building Maintenance PC41,42,43	256,408	192	(431)	256,600	622
24127	Finance - Building Maintenance	222,360	(12)	0	222,348	(12)
24128	Insurance - Building Maintenance PC40	56,504	7,296	0	63,800	7,296
24130	Other - Building Maintenance	22,053	(18,053)	572	4,000	(18,625)
24133	Building - Building Maintenance PC58	1,243,230	164,670	74,383	1,407,900	90,287
Expense Total		2,912,874	167,812	74,524	3,080,686	93,288
Income						
54106	Contributions & Reimbursement - Building Maintenance	(104,554)	54,054	0	(50,500)	54,054
54109	Council Property - Building Maintenance	(272,318)	(47,562)	0	(319,880)	(47,562)
Income Total		(376,872)	6,492	0	(370,380)	6,492
Building Maintenance Total		2,536,002	174,304	74,524	2,710,306	99,780
Engineering Total		12,306,550	833,180	1,396,337	13,139,730	(563,156)
Parks Services						
Expense						
26360	Depreciation - Parks Services	828,462	38	0	828,500	38
26365	Maintenance - Parks Services / PC59	4,260,069	95,431	166,075	4,355,500	(70,644)
Expense Total		5,088,531	95,469	166,075	5,184,000	(70,606)
Income						
56301	Fees & Charges - Parks & Ovals	(1,079)	1,079	0	0	1,079
56306	Contributions & Reimbursements - Parks Services	(32,472)	27,472	0	(5,000)	27,472
56309	Council Property - Parks Services	(68,906)	6,906	0	(62,000)	6,906
56310	Sundry Income - Parks Services	(13,723)	13,723	0	0	13,723
56312	Fines & Penalties - Parks & Ovals	(176,150)	176,150	0	0	176,150
Income Total		(292,330)	225,330	0	(67,000)	225,330
Parks Services Total		4,796,201	320,799	166,075	5,117,000	154,724
Parks Services Total		4,796,201	320,799	166,075	5,117,000	154,724
Technical Services Total		17,102,751	1,153,979	1,562,412	18,256,730	(408,432)
City of Nedlands Total		1,700,206	3,141,515	1,773,380	4,841,721	1,368,135

CITY OF NEDLANDS
CAPITAL WORKS & ACQUISITIONS
AS AT 30 JUNE 2018

L1	L1 Desc / N L2 - Desc	June Actual YTD	Committed Balance	June Budget YTD	Budget Available
2	Footpath Rehabilitation				
	2030 Beatrice Road	0	0	73,710	73,710
	2500 Stirling Hwy - CF Taylor to Vincent 4 sections	571,139	0	580,800	9,661
	2452 School Sports Facility	0	0	95,550	95,550
	2044 Leon Road	34,458	0	33,646	-812
	600 Princess Rd - Marita to Broadway LHS	153,598	42,710	178,100	-18,208
	602 Stirling Hwy - Thomas to Archdeacon Sth	0	0	178,120	178,120
	603 Stirling Hwy - Archdeacon to Bruce Sth	0	0	82,450	82,450
	2027 The Avenue	46,863	2,032	39,600	-9,295
	Footpath Rehabilitation Total	806,059	44,742	1,261,976	411,175
3	Road Rehabilitation				
	2024 Carrington Street	13,302	26,000	0	-39,302
	2028 Dalkeith Road	156,663	0	154,920	-1,743
	2038 Jenkins Ave	4,686	0	215,280	210,594
	2189 Adams Road	156,395	0	161,000	4,605
	2174 Sayer Street	82,042	455	104,790	22,293
	2081 Browne Avenue	503,386	0	503,100	-286
	2127 Gunn Street	137,804	0	137,305	-499
	2188 Iris Avenue	149,458	0	148,000	-1,458
	2094 Birkdale Street	351,009	1,873	423,020	70,138
	2098 Shann Street	428,129	700	562,250	133,421
	2305 Bee Eater Lane	104,557	0	75,010	-29,547
	Road Rehabilitation Total	2,087,432	29,028	2,484,675	368,215
4	Drainage Rehabilitation				
	2024 Carrington Street	637	134,570	260,000	124,793
	2190 Riverview Ct	0	0	45,000	45,000
	2226 Waratah Place	15,655	0	15,700	45
	2050 Strickland Street	133,532	1,091	144,000	9,377
	Drainage Rehabilitation Total	149,824	135,661	464,700	179,215
5	Street Furniture / Bus Shelter				
	4057 Beaton Park	55,890	77,882	111,500	-22,272
	9000 City Wide	83,756	0	70,200	-13,556
	Street Furniture / Bus Shelter Total	139,646	77,882	181,700	-35,828
6	Grant Funded Projects				
	2003 Alfred Road	2,341	0	3,628	1,287
	2012 Waratah Avenue	0	0	205,000	205,000
	2401 INTXN Brockway/Brookdale/Underwood - UG & safety	748,938	0	762,783	13,845
	2403 INTXN Gugerl St/Railway Rd/Loch St	380,037	0	331,569	-48,468
	2290 Quintilian Road	41,210	0	92,000	50,790
	2409 INTXN- Smyth Road/Monash Avenue	986	215,936	250,000	33,077
	400 Brockway Rd - Underwood to Lemnos	645,487	8,882	724,700	70,331
	401 INTXN Brockway/Underwood - Boundary Rd resurfacir	193,209	0	189,500	-3,709
	Grant Funded Projects Total	2,012,209	224,819	2,559,180	322,153
11	Building Construction				
	4001 Kirkwood Rd - Allen Park Lower Pavilion	6,240	0	42,715	36,475
	4003 Broome St - Council Depot	43,370	4,505	154,005	106,130
	4005 Drabble House Flat - 8A Webster St	16,672	16,191	39,000	6,136
	4006 2 Draper St - Hackett Playcentre	16,236	-730	30,000	14,495
	4007 140 Melvista Ave - JC Smith Pavilion	88,116	0	88,200	84
	4008 60 Stirling Hwy - Nedlands Library	31,785	0	31,200	-585
	4009 53 Jutland Pde - PRCC	27,363	2,764	84,500	54,373
	4010 97 Wartah Ave - NCC	21,113	0	22,100	987
	4011 105 Montgomery Ave - MTC Library	0	17,727	19,500	1,773
	4012 19 Haldane St - MTC Community Centre	779	0	0	-779
	4018 21 Tyrell St - Tresillian	26,123	0	7,000	-19,123
	4019 84 Beatrice Rd - Adam A. Pavilion (Collegians AFC)	32,894	0	33,320	426
	4020 71 Stirling Hwy - Administration Bldg	53,656	919	120,000	65,425
	4022 Public Toilets/Changerooms	7,384	10,455	26,000	8,161
	4052 Allen Park (Master Plan)	70,979	0	255,640	184,661
	4053 42 Smyth Rd - Hollywood Subiaco Bowling	11,183	0	13,000	1,817
	4101 Melvista Reserve	0	-1,161	0	1,161
	4108 Alfred Rd/Montgomery Ave - MTC Oval	2,942	0	0	-2,942
	4201 John XXIII Ave - Council Depot	13,075	11,445	25,000	480

	9000	City Wide	39,345	6,758	65,000	18,898
	Building Construction Total		509,256	68,871	1,056,180	478,054
12	Off Street Parking					
	2175	Odern Crescent (Bridge Club)	1,341	0	0	-1,341
	402	Beaton Park - Car park stage 2	317,872	0	286,000	-31,872
	404	Hollywood Bowling C - UG fence & resurfacing	128,078	800	130,000	1,122
	Off Street Parking Total		447,291	800	416,000	-32,091
14	Parks & Reserves Construction					
	4051	Administration Surrounds	1,092	0	1,100	8
	4052	Allen Park	10,293	0	10,140	-153
	4057	Beaton Park	0	8,001	0	-8,001
	4060	Birdwood Parade Reserve	0	8,134	17,420	9,286
	4061	Bishop Road Reserve	1,092	0	3,250	2,158
	4064	Brockman Reserve	16,264	0	16,300	36
	4072	College Park	52,419	0	0	-52,419
	4078	Daran Park	17,251	0	17,810	559
	4079	David Cruickshank Reserve	46,461	757	0	-47,218
	4082	Dott Bennett Park	11,047	0	14,430	3,383
	4083	Sunset Foreshore	49,231	0	50,400	1,169
	4089	Hamilton Park	13,992	216	11,570	-2,638
	4094	Jones Park	630	482	15,340	14,229
	4101	Melvista Reserve	0	37,174	55,300	18,126
	4128	Shirley Fyfe Park	24,740	0	18,700	-6,040
	4137	Swanbourne Beach Reserve	6,061	0	6,160	99
	4169	River Wall Restoration	432,577	28,045	877,800	417,178
	4300	Bore Installation MTC G/Water Monitoring	24,500	0	20,000	-4,500
	700	Beaton Park - Irrigation upgrade	67,105	13,773	106,400	25,523
	701	Beaton Park - R bollard lighting	59,157	51,583	56,300	-54,440
	702	Charles Ct Rsv - R fencing to bollard	58,866	0	67,200	8,334
	703	Charles Ct Rsv - R boomgate	5,362	0	4,940	-422
	704	Charles Ct Rsv - R rugby goals x2	23,615	0	22,900	-715
	705	Charles Ct Rsv - R park sign	6,160	0	8,710	2,550
	706	College Park - R security lights	5,488	0	6,000	512
	707	College Park - UG irrigation system	0	0	445,000	445,000
	708	College Park - R tennis court & nets x3	0	0	56,000	56,000
	709	College Park - R basketball tower	4,463	0	8,580	4,117
	710	College Park - UG fitness equipment	34,062	0	36,200	2,138
	712	David C Rsv - R cricket nets	0	0	47,970	47,970
	713	David C Rsv - Construct internal DUP	108,951	0	109,000	49
	714	David C Rsv - INST dry climate planting	95,636	0	89,600	-6,036
	715	David C Rsv - UG irrigation system	263,747	0	263,200	-547
	716	Lesley Graham Rsv - Renew garden beds	19,799	0	24,050	4,251
	717	Lesley Graham Rsv - INST new bore & pump	46,799	0	46,900	101
	718	Mt Claremont Rsv - UG 2 eroded paths	87,624	384	120,900	32,892
	719	Mt Claremont Rsv - INST basketball fence	13,461	0	12,870	-591
	720	Ned Library S - R 32m section fence	3,436	0	3,900	464
	721	Ned Library S - R bollard light x 6	12,418	0	12,400	-18
	722	PM Rose Gdn - R 230m fence to bollard	15,255	0	16,380	1,125
	723	PM Rose Gdn - R rose garden beds	7,910	153	15,990	7,927
	724	Pt Res Rsv - DVPT Greenway buffer S1	2,993	4,925	55,900	47,982
	725	Pt Res Rsv - Construct 710m DUP	0	0	82,000	82,000
	726	River Fshore - INST landscaping JL Pd	0	0	58,600	58,600
	729	St John Wood Bv POS - INST ctrl cabinet	1,508	0	232,100	230,592
	Parks & Reserves Construction Total		1,285,717	151,602	3,145,710	1,708,391
15	Plant & Equipment					
	7500	Technical Svs - Engineering	361,891	0	311,200	-50,691
	7501	Development Svs - Town Planning	60,038	0	63,000	2,962
	7502	Development Svs - Building Svs	63,477	0	72,000	8,523
	7505	Planning & Development Svs - Ranger Svs	18,365	0	16,000	-2,365
	7509	Technical Svs - Parks Svs	278,543	3,000	307,000	25,458
	7510	Governance - Human Resources	0	0	38,000	38,000
	7511	Community Svs - Service Centres	97,764	2,786	106,000	5,450
	7512	Community Svs - Community Development	16,271	0	19,500	3,229
	Plant & Equipment Total		896,349	5,786	932,700	30,566
16	ICT Capital Projects					
	6039	Library System Software	8,179	0	70,000	61,821
	6053	Hardware	60,040	0	62,100	2,060
	6054	Sofware	0	0	80,000	80,000

	6055	Mobility	4,784	0	10,000	5,216
	ICT Capital Projects Total		73,003	0	222,100	149,097
17	Greenway Development					
	4172	Point Resolution Reserve - Greeway	1,493	0	0	-1,493
	Greenway Development Total		1,493	0	0	-1,493
18	Furniture & Fixture					
	4007	140 Melvista Ave - JC Smith Pavilion	11,059	0	11,100	41
	4010	97 Wartah Ave - NCC	4,723	0	5,000	277
	4020	71 Stirling Hwy - Administration Bldg	11,641	0	12,000	359
	7505	Planning & Development Svs - Ranger Svs	29,871	319	44,000	13,810
	Furniture & Fixture Total		57,293	319	72,100	14,488
20	Major Projects - Parks					
	900	Beaton Park - AAPS Stage 1	1,704,686	106,707	1,473,240	-338,153
	Major Projects - Parks Total		1,704,686	106,707	1,473,240	-338,153
City of Nedlands Total			10,543,046	848,240	14,270,261	2,878,975

CITY OF NEDLANDS
NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
CLOSING FUNDS

FOR THE PERIOD ENDING 30 JUNE 2018

	2017/18 YTD 30 June 2018	2016/17 YTD 30 June 2017
Current Assets		
Cash & Cash Equivalents	11,119,772	11,087,286
Receivable - Rates Outstanding	357,410	401,932
Receivable - Sundry Debtors	455,399	403,068
Receivable - Self Supporting Loan	0	3,145
GST Receivable	191,602	178,441
Prepayments	186,333	254,683
Less: Provision for Doubtful Debts	(5,923)	(1,170)
Inventories	22,113	15,659
	12,326,706	12,343,044
Current Liabilities		
Payable - Sundry Creditors	(987,126)	(2,135,690)
Payable - ESL	0	(76,444)
Accrued Salaries and Wages	(39,024)	(59,887)
Staff Provisions	(2,091,437)	(1,862,570)
Borrowings	(3,249,693)	(983,843)
Deferred Income	(25,500)	0
	(6,392,780)	(5,118,434)
	5,933,926	7,224,610
Less: Restricted Reserves	(5,017,193)	(4,516,630)
Less: Current Self Supporting Loan Liability	0	(3,145)
Add Back: Loan Repayment	3,249,693	983,843
*Net Current Assets	4,166,426	3,688,678

CITY OF NEDLANDS
STATEMENT OF FINANCIAL ACTIVITY
BY DIRECTORATES
FOR THE PERIOD ENDED 30 JUNE 2018

Note	2017-18 Annual Budget \$	June 18 YTD Actual \$	June 18 YTD Variance \$	Variance %
Operating Income				
Governance	664,300	746,403	82,103	12.4%
Corporate & Strategy	23,528,831	24,014,877	486,046	2.1%
Community Development	2,431,100	2,449,083	17,983	0.7%
Planning & Development Services	1,630,696	1,563,481	(67,215)	-4.1%
Technical Services	3,998,280	4,328,483	330,203	8.3%
	32,253,207	33,102,326	849,119	2.6%
Operating Expense				
Governance	(2,755,270)	(2,582,684)	172,586	6.3%
Corporate & Strategy	(534,457)	(117,438)	417,019	78.0%
Community Development	(5,953,015)	(5,450,498)	502,517	8.4%
Planning & Development Services	(5,597,176)	(5,220,679)	376,497	6.7%
Technical Services	(22,255,010)	(21,431,234)	823,776	3.7%
	(37,094,928)	(34,802,533)	2,292,395	6.2%
Capital Income				
Grants Capital	3,976,369	2,609,259		
Proceeds from Disposal of Assets	2,212,000	2,062,571		
New Borrowings	7,200,000	4,886,285		
Self Supporting Loan Principal Repayments	12,821	15,966		
Transfer from Reserve	1,782,300	1,204,364		
	15,183,490	10,778,445		
Capital Expenditure				
Land & Buildings	(1,056,184)	(483,081)		
Infrastructure - Road	(7,368,231)	(5,668,634)		
Infrastructure - Parks	(4,618,950)	(3,364,685)		
Plant & Equipment	(932,700)	(896,349)		
Furniture & Equipment	(294,200)	(130,296)		
Repayment of Debentures	(983,843)	(1,134,221)		
Transfer to Reserves	(3,776,298)	(1,704,928)		
	(19,030,406)	(13,382,194)		
Total Operating and Non-Operating	(8,688,637)	(4,303,955)		
Adjustment - Non Cash Items				
Depreciation	6,041,500	5,992,119		
Receivables/Provisions/Other Accruals	15,000	(22,252)		
(Profit) on Sale of Assets	(476,100)	(495,645)		
Loss on Sale of Assets	29,900	30,708		
ADD - Surplus/(Deficit) 1 July b/f	2,965,451	2,965,451		
LESS - Surplus/(Deficit) 30 June c/f	(112,886)	4,166,426		
	8,688,637	4,303,955		

13.5 Investment Report – June 2018

Council	24 July 2018
Applicant	City of Nedlands
Officer	Vanaja Jayaraman – Manager Financial Services
Director	Lorraine Driscoll – Director Corporate & Strategy
Attachments	1. Investment Report for the period ended 30 June 2018

Executive Summary

In accordance with the Council's Investment Policy, Administration is required to present a summary of investments to Council on a monthly basis.

Recommendation to Council

Council receives the Investment Report for the period ended 30 June 2018.

Discussion/Overview

Council's Investment of Funds report meets the requirements of *Section 6.14* of the *Local Government Act 1995*.

The Investment Policy of the City, which is reviewed each year by the Audit and Risk Committee of Council, is structured so as to minimise any risks associated with the City's cash investments. The officers adhere to this Policy, and continuously monitor market conditions to ensure that the City obtains attractive and optimum yields without compromising on risk management.

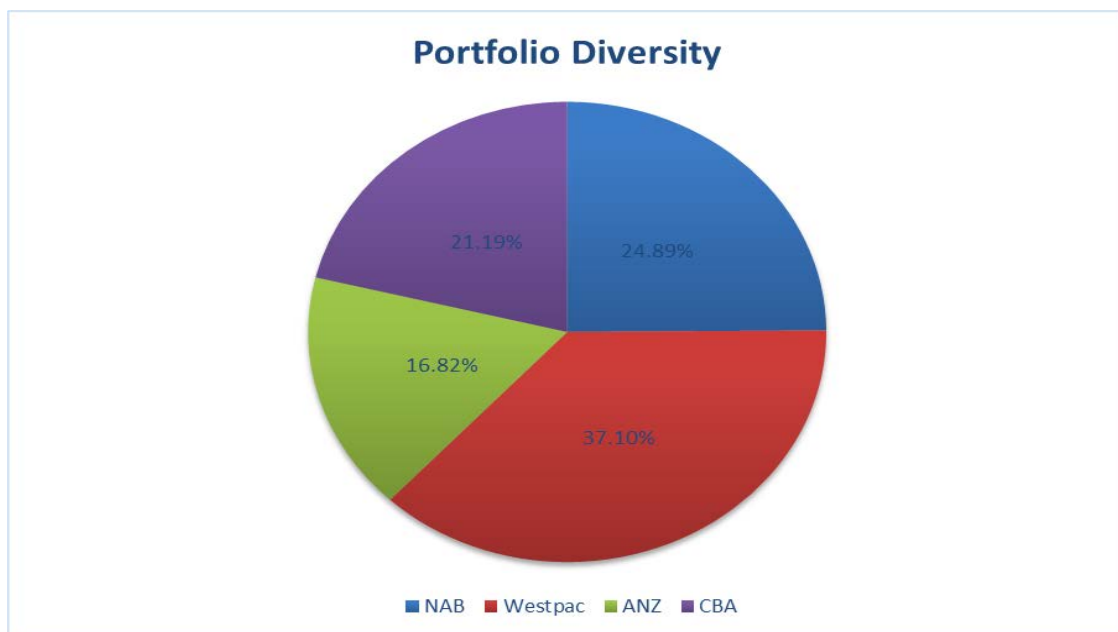
The Investment Summary shows that as at 30 June 2018 the City held the following funds in investments:

Municipal Funds	\$ 2,018,719.06
Reserve Funds	\$ 5,017,194.01
Total	<u>\$ 7,035,913.07</u>

The total interest earned from investments as at 30 June 2018 was \$325,021.78.

The Investment Portfolio comprises holdings in the following institutions:

Financial Institution	Funds Invested	Interest Rate	Proportion of Portfolio
NAB	\$1,751,039.58	2.46% - 2.74%	24.89%
Westpac	\$2,610,662.34	2.50% - 2.81%	37.10%
ANZ	\$1,183,533.76	1.72% - 2.50%	16.82%
CBA	\$1,490,677.39	0.60% - 2.47%	21.19%
Total	\$7,035,913.07		100.00%



Conclusion

The Investment Report is presented to Council.

Key Relevant Previous Council Decisions:

Nil.

Consultation

Required by legislation:

Yes

No

Required by City of Redlands policy:

Yes

No

Budget/Financial Implications

Investment income is steady as per budget.

**INVESTMENTS REPORT
FOR THE PERIOD ENDED 30 JUNE 2018**

Particulars	Interest	Invest.	Maturity	Period	NAB	Westpac	ANZ	CBA	Total	Interest
	Rate	Date	Date	Days	*AA-/Stable/A-1+	*AA-/Stable/A-1+	*AA-/Stable/A-1+	*AA-/Stable/A-1+		YTD Accumulated
RESERVE INVESTMENTS										
Plant Replacement							0.00		0.00	\$3,140.13
City Development - Western Zone	2.38%	17-May-18	13-Nov-18	180				168,058.88	168,058.88	\$9,788.14
City Development - Western Zone	2.47%	25-Jun-18	24-Sep-18	91				200,429.43	200,429.43	\$429.43
North Street	2.74%	22-Jun-18	21-Sep-18	91	765,923.40				765,923.40	\$18,190.11
Welfare - General	2.42%	18-Jun-18	17-Sep-18	91				306,483.17	306,483.17	\$7,137.85
Welfare - NCC	2.36%	17-May-18	13-Nov-18	180				153,727.23	153,727.23	\$3,817.81
Welfare - PRCC	1.30%	N/A	N/A	N/A				15,393.74	15,393.74	\$94.18
Services - Tawarri 1	2.74%	22-Jun-18	21-Sep-18	91	65,637.84				65,637.84	\$1,558.85
Services General	2.47%	30-May-18	30-Aug-18	92	24,680.27				24,680.27	\$20,864.54
Services - Tawarri 2	2.50%	11-May-18	11-Nov-18	184			112,728.57		112,728.57	\$2,662.82
Insurance	2.50%	11-May-18	11-Nov-18	184			62,748.47		62,748.47	\$1,482.21
Waste Management	2.38%	17-May-18	13-Nov-18	180				491,769.44	491,769.44	\$11,235.03
City Development - Swanbourne	2.42%	18-Jun-18	17-Sep-18	91				129,242.58	129,242.58	\$3,001.88
City Building - General	2.74%	22-Jun-18	21-Sep-18	91	469,869.63				469,869.63	\$11,159.03
City Building - PRCC	1.30%	N/A	N/A	N/A				25,572.91	25,572.91	\$153.65
Business system Reserve	2.46%	28-May-18	28-Aug-18	92	102,469.45				102,469.45	\$2,456.02
Public Art Reserves	2.46%	28-May-18	28-Aug-18	92	87,099.01				87,099.01	\$2,087.60
Waste Management Reserve	2.46%	28-May-18	28-Aug-18	92	102,469.43				102,469.43	\$2,456.00
City Development Reserve	2.46%	28-May-18	28-Aug-18	92	88,828.70				88,828.70	\$2,129.06
Building Replacement Reserve	2.46%	28-May-18	28-Aug-18	92	44,061.85				44,061.85	\$1,056.08
Major projects	2.81%	29-Jun-18	29-Sep-18	92		1,600,000.00			1,600,000.00	\$0.00
Welfare Services	2.81%	29-Jun-18	29-Sep-18	92					0.00	\$27.53
TOTAL RESERVE INVESTMENTS					1,751,039.58	1,600,000.00	175,477.04	1,490,677.38	5,017,194.01	\$104,927.96
MUNICIPAL INVESTMENTS										
Muni Investment NS31							0.00		0.00	\$51,275.67
Muni Investment NS60	2.50%	30-Jun-18	31-Aug-18	62		1,010,662.34			1,010,662.34	\$10,662.34
Muni Investment #127 - NAB-CLOSED					0.00				0.00	\$10,353.70
Muni Investment #131 - ANZ-CLOSED							0.00		0.00	\$6,175.34
Muni Investment #129 - NAB-CLOSED									0.00	\$3,624.66
Muni Investment #142 - CBA-CLOSED									0.00	\$3,119.39
Muni Investment #158 - CBA-CLOSED								0.00	0.00	\$2,603.84
Muni Investment #128 - NAB-CLOSED							0.00		0.00	\$12,249.87
Muni Investment #130 - ANZ-CLOSED					0.00				0.00	\$6,257.61
Muni Investment #146 - NAB -CLOSED							0.00		0.00	\$28,771.76
Muni Investment #147 - WBC-CLOSED							0.00		0.00	\$6,289.87
Muni Investment #148 - WBC-CLOSED							0.00		0.00	\$3,238.63
Muni Investment #149 - WBC							0.00	0.00	0.00	\$20,512.21
Muni Investment #150 - ANZ-CLOSED								0.00	0.00	\$8,354.77
Muni Investment #151 - ANZ-CLOSED								0.00	0.00	\$8,410.01
Muni Investment #157 - ANZ	1.72%	9-Jun-18	9-Jul-18	30			1,008,056.72		1,008,056.72	\$8,056.73
Muni Investment #152 - NAB-CLOSED					0.00				0.00	\$16,515.04
Muni Investment #153 - WBC-CLOSED									0.00	\$3,024.66
Muni Investment #154 - WBC-CLOSED									0.00	\$2,432.88
Muni Investment #155 - WBC-CLOSED									0.00	\$1,630.68
Muni Investment #156 - ANZ- CLOSED									0.00	\$6,534.14
TOTAL MUNICIPAL INVESTMENTS					0.00	1,010,662.34	1,008,056.72	0.00	2,018,719.06	\$220,093.81
TOTAL				TOTAL	1,751,039.58	2,610,662.34	1,183,533.76	1,490,677.39	7,035,913.07	\$325,021.78

* Credit Rating - Source: Standard & Poor's

13.6 RFT 2017-18.07 Beaton Park – Jo Wheatley All Abilities Play Space – Toilet Block, Design and Construction

Council	24 July 2018
Applicant	City of Nedlands
Officer	Nathan Brewer – Purchasing and Tenders Coordinator
CEO	Greg Trevaskis
Attachments	1. Final Evaluation (confidential).

Executive Summary

To award the tender for the design and construction of the toilet block at the Jo Wheatley All Abilities Play Space, Beaton Park.

Recommendation to Council

Council:

1. **agrees to award tender no. RFT 2017-18.07 to Landmark Products Pty Ltd for the design and construction of the toilet block at the Jo Wheatley All Abilities Play Space, Beaton Park as per the price submitted; and;**
2. **authorises the Chief Executive Officer to sign an acceptance of offer for this tender.**

Discussion/Overview

At the Ordinary Meeting of Council on 22 May 2018 Council approved pre-funding for Jo Wheatley All Abilities Changing Place Ablution Facility at Beaton Park. Following Councils resolution, the City developed and released a tender seeking submissions for the design and construction of the facility.

The results are outlined in this report seeking Councils approval to award the tender and deliver the project.

Tender Information

Expenditure on this contract is to exceed \$150,000. Therefore, to comply with legislative requirements outlined in the Local Government Act 1995 and ensure the best value for money for the City, this project must be tendered.

Tender RFT 2017-18.15 was advertised on 25th June 2018 in the West Australian Newspaper and on www.tenderlink.com/nedlands. The tender period ended on 9 July 2018 and submitted tenders were opened by officers of the City at 10:00 am. Five (5) submissions were received by the City. Compliant tenders were received from the following companies:

1. Budo Group Pty Ltd;
2. Landmark Engineering & Design Pty Ltd ta Modus Australia;
3. Landmark Products Pty Ltd;
4. LKS Constructions WA Pty Ltd; and
5. Safeway Building Pty Ltd.

Evaluation

The tender was independently evaluated by three (3) City officers in accordance with the qualitative criteria specified in the tender documentation. Due to the exact technical requirement of the facility, the qualitative criteria was afforded a total of 90% of the total score.

Price criteria was evaluated on a schedule of rates basis, against prices based on the completed itemised price schedule included within the tender submissions. A price criteria score was allocated based on the best value being scored at 100% and other values scored proportionally against this price. A total of 10% weighting was allocated to the price criteria, noting that a firm budget had been set by resolution of Council based on a priced concept design.

A confidential evaluation and recommendation report was completed and approved by the evaluation panel, Manager Parks Services and Director Technical Services. References were sought from appropriate sources for quality assurance purposes which backed up the findings of the evaluation panel.

The final evaluation, including pricing and scoring, can be viewed in the confidential attachment – RFT 2017-18.07 Beaton Park – All Abilities Play Space – Toilet Block, Design and Construction Final Evaluation.

Conclusion

Landmark Products Pty Ltd finished comfortably as the best performer in the evaluation process. Landmark possess an experienced and well qualified team, also providing extensive details of previous projects of a similar size and nature to this project for other Local Government Authorities and to the private sector. Landmark Products demonstrated the ability to provide a high standard of work and an excellent understanding of the design requirements, providing concept designs and a thorough methodology. Landmark Products have manufactured and installed hundreds of facilities in Australia, many of which are compliant with Changing Places and other standards required for this project.

Referee reports backed up the claims made in the tender submission and the findings of the evaluation panel. In addition to the above, the price quoted by Landmark Products Pty Ltd came in well under the advertised budget for the project.

It is the City's recommendation that Landmark Products Pty Ltd is awarded the tender.

Key Relevant Previous Council Decisions:

Ordinary Meeting of Council 22 May 2018, Item 13.7

Council:

1. *agrees to pre-fund the All Abilities Changing Places Ablution Facility included in phase 2 of the project at an estimated cost of \$350,000 subject to the retention of the Changing Places grant of \$100,000; and*
2. *acknowledges the reassurance from Rotary that they will raise the funds to refund the City.*

It is noted that the City has been advised by WALGA that the Changing Places Grant has been extended until 31 May 2019. Landmark Products have advised a 14-week construction period on award. Consequently, works will be completed well before the expiry of the grant.

Consultation

Nil.

Budget/Financial Implications

The 2018/19 Capital Works Program includes a sufficient allocation for the award of this tender and design and construction of a toilet block at the All Abilities Play Space.

13.7 Waratah Avenue Place Making Strategy Community Consultation

Council	24 July 2018
Applicant	City of Nedlands
Director	Martyn Glover - Director Technical Services
Attachments	1. New Waratah Avenue Place Making Strategy Concept Plan 2. Community Engagement Plan

Executive Summary

The original concept plan for the Waratah Avenue Place Making Strategy was adopted in November 2015. The project was transferred to Technical Services for implementation and the City's design staff have since reviewed the concept plan (refer Attachment 1) in consideration of pedestrian facilities, road safety issues and amended the concept plan to suit.

Due to the altered design and both the demographic and ownership changes within the Strategy area, it is proposed to consult with the community a second time in accordance with the new community engagement plan (refer Attachment 2) to ensure that the proposal has retained support.

Recommendation to Council

Council endorses the amended Waratah Avenue Place Making Strategy Concept Plan for the purposes of community engagement in accordance with the attached Community Engagement Plan.

Discussion/Overview**Background**

Council supported a Notice of Motion in March 2012 to prepare a placemaking strategy for Waratah Avenue between Adelma Road and Alexander Road including creation of a Steering Committee with representation by the Mayor, Councillors, CEO and members of the public.

In March 2013 the Steering Committee adopted a Project Plan including a scope of work to develop the strategy and a notional budget of \$40k. The project leader was the Manager Strategic Planning and the team was predominantly Planning and Development staff with other Department staff resources as required.

The scope of the project was the preparation of a Placemaking Strategy for the portion of Waratah Avenue between Adelma Road and Alexander Road including but not limited to the following components:

- Genesta Park
- Waratah Avenue Road Reserve including the footpath

A concept plan (refer figure 1 below) was developed for the purposes of a community consultation.



Figure 1: Waratah Avenue Place Making Strategy Concept Plan 2015

Community consultation on the Concept Plan took place in September 2015 and five (5) submissions mostly supporting the project were received. Council adopted the strategy and concept plan in November 2015 and transferred the project to Technical Services in December 2015 to prepare detail design and prepare for delivery of the project.

Revised Concept Plan

Consultants were engaged to develop the detail design in 2016 providing 85% design review drawings in October of that year. The City, recognising the dependence on design consultants, at the same time was building its own in-house design resource.

Consultant fees had expended the available budget, so the decision was made to bring the project in-house to be finalised by the City's design team.

The City's new design team reviewed the design and in recognition that the Strategy was converting the area to a more pedestrian dominant precinct with a high proportion of aged clientele expressed concerns with safety issues for pedestrians crossing Waratah plus intersection configurations with Genesta Crescent that did not meet the required Australian Standards.

The City's Design Team identified five specific issues that would need review:

- Consideration of aged persons attending NCC because two lane crossings are a risk.
- The potential for traffic to turn into Genesta Crescent should be discouraged.
- The retention of the intersection geometry at Genesta and Alexander is non-compliant with contemporary standards.
- Loss of angle parking adjacent to Genesta Park in Waratah Avenue and realigning non-standard parking in Genesta Crescent.
- The Genesta Park design needed to be reconsidered using the Enviro-scape Master Planning (EMP) principles.

The City's Design Team prepared a plan which responded to the specific issues, and the new concept plan was presented to Councillors at a briefing on 3 April 2018 and the Ordinary Council Meeting of 22 May 2018.

The Council did not support the amended plan and provided feedback on what they would prefer to see within the Placemaking Strategy.

The City's Design Team have now prepared a concept plan which reflects the advice provided by Councillors (see Attachment 1).

Construction Program

Subject to the outcome of the consultation commencing August 2018, the proposed construction program is as follows:

- Commence construction in January 2019 including road and pedestrian facilities.
- Commence construction of roundabout in July 2019 with or without grant success.
- Commence EMP process for Genesta Park in late 2018 with construction of stage 3 in July 2020.

Key Relevant Previous Council Decisions:

Ordinary Meeting of Council 22 May 2018, Item 13.8

Regulation 11(da) – Council decided not to proceed with consultation to enable further consideration and discussion on design issues.

Ordinary Meeting of Council 24 November 2015, Item PD48.15

Council:

1. *Adopts the Waratah Avenue Placemaking Strategy Concept Plan and Report (Attachment 1 and 2)*

2. *Refers the adopted Concept Plan and Report to Technical Services for implementation.*

Consultation

Community consultation on the original Concept Plan took place in September 2015 with 338 letters to households, plus newsletters to over 900 people who subscribed and the concept was displayed at sites throughout the City. There were only five (5) submissions mostly supporting the project.

Council adopted the strategy and concept plan in November 2015.

Due to the changes in the concept design as well as the changes in the local demographic and ownership, it is now proposed that a second consultation take place in accordance with the attached Community Engagement Plan.

Budget/Financial Implications

The project is planned to be delivered in stages as follows:

1. Waratah Avenue paving and footpath upgrade in 2018/19 at total \$453k with \$137k MRRG grant.
2. Waratah and Alexander roundabout in 2019/20 including parking at west end Waratah Avenue at \$270k with \$180k RSA Black spot grant.
3. Genesta Park and Genesta/Alexander intersection upgrade at \$248k.

CONCEPT ONLY

LIMIT OF WORKS

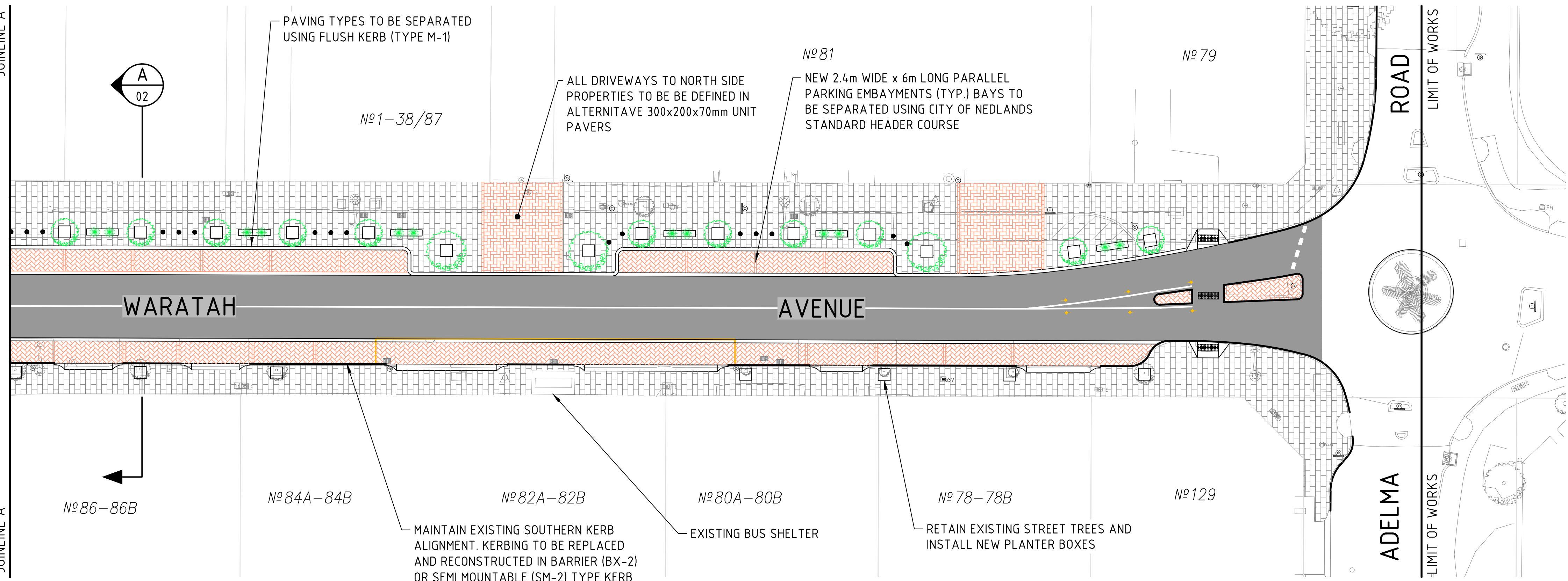
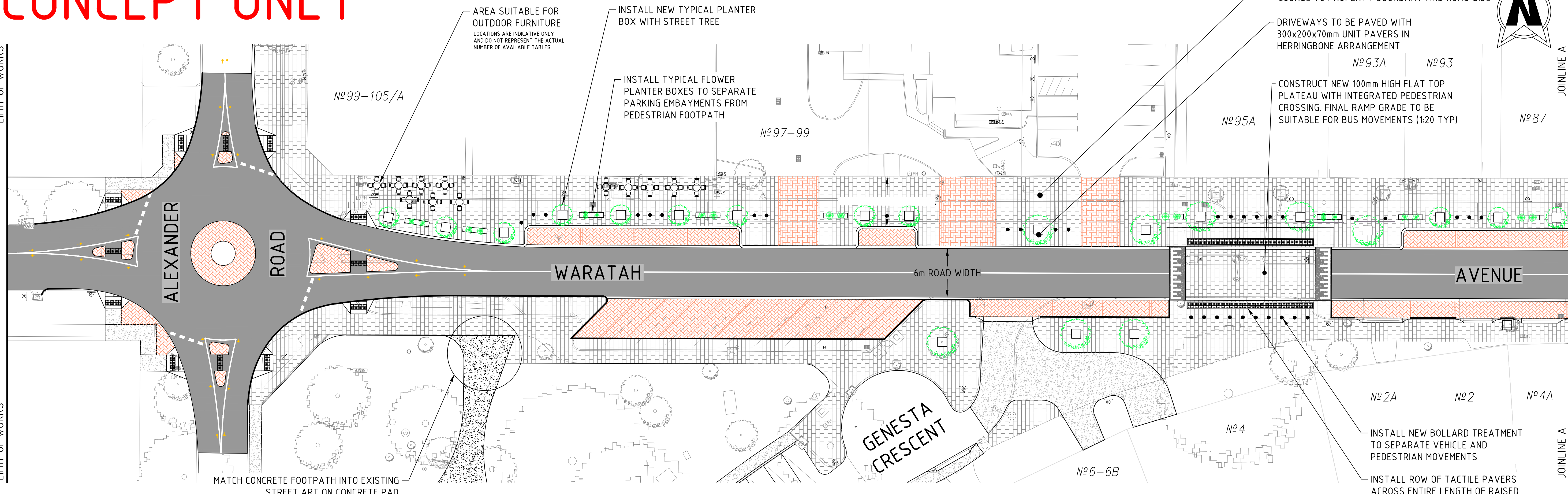
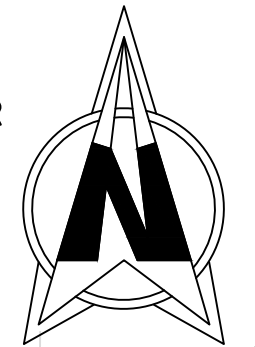
LIMIT OF WORKS

JOINLINE A

JOINLINE A

JOINLINE A

JOINLINE A



LEGEND:

- PROPOSED 400x200x60mm GREY BRICK PAVING
- PROPOSED 220x110x80mm RED BRICK PAVING
- PROPOSED CONCRETE INFILL
- ASPHALT (BLACK)
- EXISTING TREE
- PROPOSED TREE WITH PLANTER BOX
- PROPOSED FLOWER PLANTER BOX
- PROPOSED BOLLARD
- PROPOSED TACTILE PAVING
- PROPOSED SEMI MOUNTABLE OR BARRIER KERB
- PROPOSED FLUSH KERB
- EXISTING DRAINAGE
- OUTDOOR FURNITURE (INDICATIVE ONLY)

REV. No.	REVISION NOTES	DRAWN	CHECKED	DATE
0				

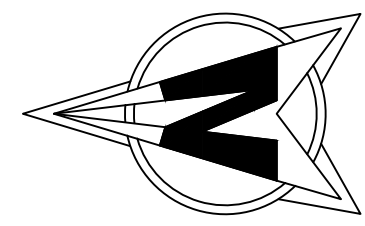
SCALE: 1:250@A1	DESIGNED: S. FLETCHER	CHECKED / DATE: J.CRESSWELL --/--/18
COUNCIL MINUTES:	DRAWN: S. FLETCHER	APPROVED / DATE:



City of Nedlands
 71 STIRLING HIGHWAY
 NEDLANDS WA 6909
 PO BOX 9 NEDLANDS WA 6909
 PH (08) 9273 3500 FX (08) 9273 3670 TTY (08) 9273 3646
 Email: council@nedlands.wa.gov.au
 www.nedlands.wa.gov.au

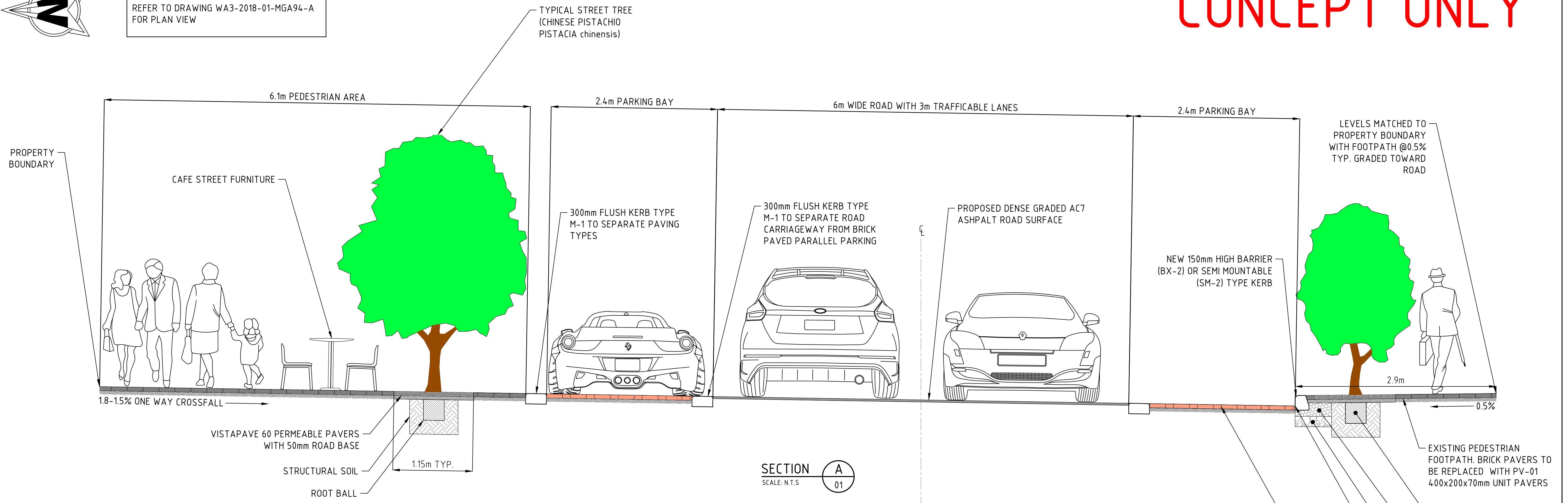
TITLE:	WARATAH AVENUE ALEXANDER ROAD - ADELMA ROAD WARATAH WAVE CONCEPT		
A1	DWG NO:	WA3-2018-01-MGA94-A	SHEET 1 OF 2

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NOTE:
REFER TO DRAWING WA3-2018-01-MGA94-A FOR PLAN VIEW

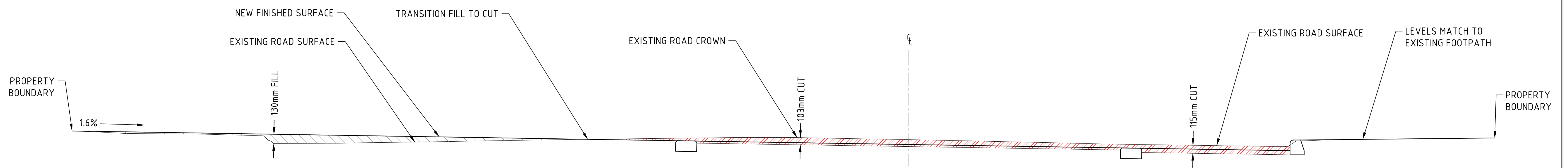
CONCEPT ONLY



SECTION A
SCALE: N.T.S.

LEGEND:

- CUT
- FILL
- STRUCTURAL SOIL
- ASPHALT (BLACK)
- BASE COURSE
- COMPACTED LIMESTONE
- PROPOSED BRICK PAVING (HEAVY DUTY RED)
- PROPOSED BRICK PAVING (GREY)
- BEDDING SAND



REV. No.	REVISION NOTES	DRAWN	CHECKED	DATE
0				

SCALE: N.T.S.	DESIGNED: S. FLETCHER	CHECKED / DATE: J.CRESSWELL --/--/18
COUNCIL MINUTES:	DRAWN: S. FLETCHER	APPROVED / DATE:



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TITLE:	WARATAH AVENUE ALEXANDER ROAD - ADELMA ROAD TYPICAL ROAD CROSS SECTION		
A1	DWG NO:	WA3-2018-02-MGA94-A	SHEET 2 OF 2

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COMMUNITY ENGAGEMENT PLAN WARATAH AVENUE PLACE MAKING STRATEGY PROPOSED WORKS FOR WARATAH AVENUE

The Community Engagement Policy identifies inform and consultation as follows:

	ENGAGEMENT GOAL	PROMISE TO THE PUBLIC	THIS MEANS	EXAMPLES
INFORM	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	We will keep you informed	We will give you balanced and objective information of a decision already been made by Council.	Road, parks, reserves, gardens, council facility, scheduled works
CONSULT	To obtain public feedback on analysis, alternatives and/or decisions.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will seek an opinion from you, ask advice, or turn to you for information when making decisions.	Parking and parking restrictions, minor road works, greenway projects, library events, local laws, customer satisfaction surveys

Please discuss the project with the [Community Engagement Coordinator](#) to finalise this template. At least five working days are required to ensure that the planning and setting up of the engagement project can be completed ready for the engagement period.

1. The Project

ABOUT THE PROJECT	
Project Name:	Waratah Avenue Place Making Strategy – Proposed works for Waratah Avenue and Genesta Park section
Project Description and Purpose of Engagement:	<p>To understand the business community and community views on the proposed redesign of Waratah Avenue.</p> <p>To gain support for the implementation of the concept design for road, parking and verge modifications.</p> <p>To present the concept for the enviro-scape master plan for Genesta Park to gain an understanding of the views of the community.</p> <p>Explain the changes from the initial approved plan and the reasons for the changes from the initial plans.</p>

ABOUT THE PROJECT	
Project Officer:	James Cresswell, Manager Infrastructure Services
Project Manager:	Martyn Glover, Director Technical Services
Contact Person:	James Cresswell, Manager Infrastructure Services
Request Date:	30 April 2018
Sharepoint Project Name and Reference Link:	Tech Services Projects – Waratah Avenue Place Making
Proposed Engagement Period:	Friday 31 August to Monday 1 October
Budget allocation:	

2. Stakeholders

Please list the stakeholders you have identified along with how you will inform them of the project and their level of involvement. Please consider accessibility issues, list any sub-contractors/third party people who are assisting/undertaking the project with the City and those areas of Council who receive enquiries (e.g. Customer Services, administrative support).

Internal Stakeholders	How will they be informed?	What are we asking from them?	How will feedback be sought?
Andrew Dickson Manager Parks Services	Meetings, notes. Participant in the project	Enviro-scape master plan for Genesta Park and this section of the engagement activities. Presentation of the enviro-scape master plan. Feedback on the engagement plan and the engagement report	Meetings, notes. Updating the engagement plan
James Creswell, Manager Infrastructure Services	Meetings, notes. Participant in the project	Provider of the concept designs for the road, parking, verge and footpath improvements. Feedback on the engagement plan and the engagement report	Meetings, notes and updating the engagement plan

Internal Stakeholders	How will they be informed?	What are we asking from them?	How will feedback be sought?
Customer Services	Meeting, briefing with follow-up email	Read the information on Your Voice Nedlands. To assist with customer enquiries; transferring calls and recording in the customer contact management system	Obtaining customer enquiry reports from the contact management system Assistance with FAQs Liaising with PA to the DTS with enquiries and any other support
Communications	Discussions, emails	Assist with the communications and media for the project	Approval of all documentation by the Director Technical Services
Mayor and Councillors	CEO Update	To share the project information within their networks and constituents and encourage people to participate, visit Your Voice Nedlands for further information	For information only. Feedback via discussions with the Director Technical Services

External Stakeholders	How will they be informed?	What are we asking from them?	How will feedback be sought?
Residents	Letter	<ul style="list-style-type: none"> Review the proposed road modifications Review the draft master plan concept for Genesta Park Visit Your Voice Nedlands Attend an information session Ask us questions using Your Voice Nedlands or call the City Call the Project Team for individual specific issues 	<ul style="list-style-type: none"> Your Voice Nedlands: Online survey Feedback Providing comments at the Information Session(s) Sending the Project Team an email or letter
Property Owners	Letter		
Business and Shop Owners	Letter		
Park Users	Park signage		
Community generally	Your Voice Nedlands, advertising		
Nedlands Community Care Centre	Letter		
Users of the Dalkeith Hall (list coming from customer services)	Letter		

External Stakeholders	How will they be informed?	What are we asking from them?	How will feedback be sought?
Utility Providers: <ul style="list-style-type: none"> <li data-bbox="118 383 256 416">• Telstra 	Letter, concept plan	To confirm or understand impacts on their infrastructure or impacts on the City's design	Letter and discussions
<ul style="list-style-type: none"> <li data-bbox="118 584 320 618">• Water Corp 	Letter, concept plan	To confirm or understand impacts on their infrastructure or impacts on the City's design	Letter and discussions
<ul style="list-style-type: none"> <li data-bbox="118 645 376 678">• Western Power 		To confirm or understand impacts on the bus route and bus stops, confirm any upgrades required for any of the bus stops, identify any impacts on the design.	
<ul style="list-style-type: none"> <li data-bbox="118 788 392 857">• Public Transport Authority 		To confirm or understand impacts on the delivery of their services or impacts on the City's design	
<ul style="list-style-type: none"> <li data-bbox="118 1135 424 1238">• Department of Fire and Emergency Services 		To confirm or understand impacts on their infrastructure or on the City's design Understand any approvals that may be required	
<ul style="list-style-type: none"> <li data-bbox="118 1370 360 1440">• Department of Main Roads 		To confirm or understand impacts on the delivery of their services or on the City's design	
<ul style="list-style-type: none"> <li data-bbox="118 1691 317 1760">• St John Ambulance 			

3. Methods Used (add other methods from above if different from below).

Projects will be placed on Your Voice Nedlands by the Community Engagement Coordinator, cwalker@nedlands.wa.gov.au. All other communications will be undertaken in liaison with the Communications Team. Advice to the Executive and Councillors will be undertaken in liaison with the Executive Assistant to the CEO following approval by the respective Manager/Director.

Please consider accessibility issues when considering your engagement activities (refer to the [help sheet](#) in the Reference Documents folder under 'Forms and template>Community Engagement').

Not all the methods listed below will apply to all projects. If considered not applicable please enter N/A in the publish Dates/Comments column for example customer satisfaction surveys. Technical Services staff should also reference the activities to the Technical Services community engagement matrix.

Method	Responsibility	Publish Dates/Comments
Consultation letters sent to residents, property owners, businesses, stakeholders	Project Manager	Finalise by 28 August to reach letter boxes by Friday 31 August Draft letter to be prepared by James with input from Andrew, approval by Martyn Corinne to do the mail merge
Information on front page of the City's website – News and Upcoming Events	Engagement	Chris to place on the front page by Friday 31 August. Caroline to provide content
Updates on Social Media (Facebook, Twitter)	Communications	Chris to place on the front page by Friday 31 August. Caroline to provide content
Information in Nedlands News (POST Newspaper)	Communications	Not required (due to dates)
Site signage	Engagement, Project Manager	Sign with both the road improvements and the enviro-scape master plan included and placed in the park, on Waratah Avenue Installed by Friday 31 August Will need at least three weeks to prepare and produce.
Information by advertising in The Post and the Western Suburbs weekly	Communications	Publication on Saturday 1 September – POST Newspaper Wording to Comms by Thursday 23 August Publication on Tuesday 28 August Western Suburbs Weekly. Wording by Tuesday 21 August

Method	Responsibility	Publish Dates/Comments
Information in CEO update to Councillors	CEO EA	Acknowledgement of the project commencing on Friday 31 August – CEO Update
Media Release	Project Manager	Text by 15 August to Comms for publication 29 August or nearby
Material placed at City's Community Centres and Notice Boards		Poster (copy of the signs) placed on the NCC and Dalkeith Hall community notice board. Place by Friday 31 August
Community Information Sessions	PA to DTS, CEC Staff attending: (Martyn, James and project design team Andrew, Craig New, Caroline, Corinne)	Two community information sessions. To be confirmed (Dalkeith Hall). Aim to have a separate session for businesses. Director to prepare the presentation. Depending on the number of attendees, either continue with presentation style session or break out into discussion tables. Caroline to prepare an agenda for the sessions. Corinne to identify businesses for consultation.
Outcomes included in a report to Council	Project Manager	October meeting. To be completed by 29 October with a Councillor briefing on 16 October. Report to include attachments for community engagement report and modifications to plan (if any)
Other (Specify):	Project Manager	E-newsletter to Your Voice Nedlands registered participants.

4. Supporting information required for Your Voice Nedlands

Standard inform projects will include a newsfeed, question and answer, and feedback tools along with any of the following information. Please consider accessibility issues when considering the information requirements (refer to the [help sheet](#) in the Reference Documents folder under 'Forms and template>Community Engagement'). The following are minimum requirements for any project.

Information Requirements	SharePoint References/Comments
2 or 3 photos/images (JPG)	To be taken
Site plans and maps (PDF)	Final plans from Manager Infrastructure (road and parking modifications) and Manager Parks Services (Genesta Park)

Information Requirements		SharePoint References/Comments
Logos of any project partners (PDF)		MRRG logo. Funding provided for road resurfacing
Frequently Asked Questions (FAQ) (attach)		To be developed
Reference documents		Waratah Avenue Placemaking Strategy and concept plan
Advertisements, particularly those with statutory requirements (e.g. road closures)		Not required
Images of similar projects to illustrate what the completed project would look like		Not required
Timeframe	Stage 1:	Preparation of the Waratah Place-making Strategy and concept plan (use lifecycle) – completed
	Stage 2:	Planning and project development, initial community engagement – completed
	Stage 3:	Approval by Council – completed
	Stage 4:	Finalisation of concept design, allocation of funds etc. – completed
	Stage 5:	Presentation of concept design modifications and engagement proposal to Council – July
	Stage 6:	Community engagement period: 31 August to 1 October. Includes information sessions (dates to be confirmed).
	Stage 7:	<p>Wednesday 3 October to Thursday 25 October (Executive – agenda settlement): Council report preparation including the community engagement report, and any amendments to the plans</p> <p>Tuesday 16 October – Councillor Briefing – presentation of community engagement outcomes</p> <p>Tuesday 13 November – Council Committee meeting</p> <p>Tuesday 27 November – Council meeting</p>
	Stage 8:	Feedback to community and scheduling of works (if supported by the community and Council)

5. Project Description

Provide a detailed description of the project, or if part of a larger project, identify past or existing issues, needs of the community, and why we are engaging with the community. Please include project timeframes and how feedback to the community will be provided on the outcomes of the engagement. Include contact details for enquiries (please use standard email council@nedlands.wa.gov.au and telephone number (08) 9273 3500) unless otherwise specified. **This text should be used as the basis for all communications.**

This project progresses an initiative of the Waratah Place Making Strategy (between Adelma and Alexander Road) to address recommendations proposed for Waratah Avenue and Genesta Park. The strategy was developed by a Steering Committee with representation by from the City and the community. It focused on addressing the areas of Dalkeith Hall, Nedlands Community Care (NCC), Genesta Park and the Waratah Avenue road reserve.

Community consultation was undertaken on the concept plan during September 2015 involving some 340 household letters, over 900 newsletters and displays at sites throughout the City. The outcomes of the engagement which consisted of five submissions was reported to Council who subsequently adopted the strategy and concept plan at its meeting in November 2015.

The City appointed consultants to develop the detailed design to 85 percent completion and transferred to the City for review and finalising. The review identified the following issues and the proposed design amended accordingly:

1. Safety for older persons attending NCC who try to cross Waratah Avenue
2. Traffic turning into Genesta Crescent from Waratah Avenue
3. Intersection at Genesta and Alexander no longer complies with relevant Australian Standards – current intersection angle is at approximately 30 degrees, the Standards require no less than 70 degrees
4. Proposed loss of parking in Waratah Avenue
5. Parking in Genesta Crescent is not perpendicular to the road.

In addition to the above issues the following is also proposed:

- A draft enviro-scape master plan for Genesta Park to progress improvements and changes to management practices to address climate change and water supply issues
- The modification of the materials to be used for the Waratah Avenue paving and footpath upgrade due to the pending confirmation of developments that could conflict with the proposed works.

In response to the issues raised it is proposed that community feedback be sought on the proposed improvements to the concept plan and the draft enviro-scape master plan as follows:

- Narrowing the road pavement to six metres and aligning it to the southern kerb boundary
- Reconstructing the pavement as a one-way crossfall so northern pedestrian space and car parking is at grade.

- Utilising new street trees, flower boxes and bollards to delineate between vehicle and pedestrian spaces.
- Northern path widened to 6.1 metres to accommodate pedestrian traffic and alfresco dining.
- Retaining most of the existing available parking.
- Paved pedestrian road crossing linking northern path to Genesta Park.
- Change of configuration of intersection at Waratah and Genesta, and the Genesta and Alexander Road intersection
- retain the angle parking adjacent to Genesta Park on Waratah Avenue and correct to the right-angle parking in Genesta Crescent
- an enviro-scape master plan be developed for Genesta Park to identify and set out the development and management priorities going forward.

The project is budgeted to cost approximately \$971,000 and if supported by the community will be delivered as follows:

- Waratah Avenue paving and footpath upgrade (2018-19) (\$453,000)
- Waratah and Alexander roundabout upgrade and parking at the west end of Waratah Avenue (2019-20) (\$270,000)
- Genesta and Alexander intersection upgrade (2019-20) (\$100,000)
- commence implementation of the enviro-scape plan for Genesta Park (2020-21) (\$148,000).

How can you get involved, find out more or provide feedback?

If not already a registered participant of Your Voice Nedlands, please register using the Register to get Involved tab above to participate in this project. You can:

- attend a Community Information Session to discuss the improvements with an Officer and to learn more about the proposed enviro-scape master plan for Genesta Park.
- read the information provided on this page, or view the Waratah Place-Making Strategy and concept plans and the revised design in the document library
- ask us a question using the Ask us a Question tab below and we will respond
- provide feedback using the Feedback tab
- complete the survey
- keep updated by visiting Your Voice Nedlands.

If you would like to discuss the proposal, please contact the Project Managers – James Cresswell, Manager Infrastructure Services (proposed road refurbishment proposal) or Andrew Dickson, Manager Parks Services (Genesta Park – proposed enviro-scape master plan), telephone (08) 9273 3500, or email council@nedlands.wa.gov.au.

6. Decision-Making Process

Please describe the decision-making that will occur. Include project timeframes and providing feedback to the community. Decision-making includes reports to Directors/CEO/Executive, Committee and Council, presentations to Council briefings etc. **These details will be used as part of communications.**

March 2012: Council – notice of motion to prepare a place-making strategy between Adelma Road and Alexander Road (including Dalkeith Hall, Nedlands Community Care, Genesta Park, Waratah Avenue road reserve). A steering committee with representation by Mayor, Councillors, CEO and members of the public was also approved.

March 2013: Steering Committee adopted a project plan including a scope of work to develop the strategy and a notional budget of \$40,000. Project leader – Strategic Planning Team

September 2015: community engagement period to develop the strategy and concept design

November 2015: Council adopted the strategy and concept plan

December 2015: project handed over to Technical Services for implementation

January to October 2016: Consultants completed 85% detail design, project transferred to the City.

November 2016 to March 2018: city staff undertake a review and finalise the design

April 2018: presentation to Council at Councillor Briefing

1 May to 22 May: report to Council regarding the change of design proposal (different from the approved concept plan, Nov. 2015)

22 May 2018: Council not to proceed with consultation to enable further consideration and discussion on the design issues.

19 June 2018: presentation of revised plan and administration comment from Council at Councillor Briefing.

17 July 2018: presentation of revised plan following commentary from Council at Councillor Briefing.

24 July 2018: report to Council on proposal and community engagement

Thursday 26 July to Wednesday 29 August: preparation for community engagement

Friday 31 August to Monday 1 October: community engagement on the proposal

Wednesday 3 October to Thursday 25 October (Executive – agenda settlement): Council report preparation including the community engagement report, and any amendments to the plans

Tuesday 16 October – Councillor Briefing – presentation of community engagement outcomes

Tuesday 13 November – Council Committee meeting

Tuesday 27 November – Council meeting

Friday 30 November – prepare and provide feedback to the community on the outcomes of engagement and the Council report, providing feedback to the community. Scheduling of works finalised (if supported by the community and council).

7. Approval of the Community Engagement Plan

Although the plan developed has been a collaborative process, the relevant Manager and/or Director needs to be aware/approve of the proposed plan and approval received from the Community Engagement Coordinator.

Approvals

Martyn Glover, Director Technical Services



Dated: 18/7/2018

Caroline Walker, Community Engagement Coordinator



Dated: 18/7/2018

14. Elected Members Notices of Motions of Which Previous Notice Has Been Given

Disclaimer: Where administration has provided any assistance with the framing and/or wording of any motion/amendment to a Councillor who has advised their intention to move it, the assistance has been provided on an impartial basis. The principle and intention expressed in any motion/amendment is solely that of the intended mover and not that of the officer/officers providing the assistance. Under no circumstances is it to be expressed to any party that administration or any Council officer holds a view on this motion other than that expressed in an official written or verbal report by Administration to the Council meeting considering the motion.

14.1 Councillor Wetherall – Recision Motion - Minister Notice to Comply with Order – Scheme Amendment No. 209 Philip Road

On 13 July 2018 the following Councillors gave notice to rescind a previous Council decision in accordance with *Standing Orders Local Law 2009*, Part 14 at the Council Meeting of City of Nedlands to be held on Tuesday, 24 July 2018.

1. Councillor Wetherall
2. Councillor Shaw
3. Councillor McManus
4. Councillor Hodsdon
5. Councillor de Lacy

That Council rescind its decision of 26 June 2018 relating to Item 13.8 Minister Notice to Comply with Order – Scheme Amendment No. 209 Philip Road which reads as follows:

Council Resolution

That this item be deferred pending proposed modifications to draft Local Planning Scheme No. 3 as advised to the Western Australian Planning Commission.

Reasons for Recision

Following Council's previous decision to ignore the Minister's written notice under section 76 of the Act, the Minister has now served a further written notice under section 212 of the Act, as the Minister is satisfied that the local government has failed to comply with an order under section 76.

The following reasons justify why it is necessary and prudent to rescind the previous Resolution of Council and replace it with the original recommendation from Administration.

1. The resolution passed may be in conflict with the City of Nedlands legal requirements under the *Local Government Act*.

2. The resolution disadvantages unnecessarily the City of Nedlands in its forthcoming dealings with the Minister, who has the power to accept, reject, or modify recommendations from the WAPC in respect to the forthcoming LPS3.
3. There will be an overlapping of timing in responding to the Minister's direction and the forthcoming completion and submission of revised LPS3 which is imminent.
4. regardless of any potential conflict between LPS 3 and the Minister's Order, all areas subject to zoning/density changes must have Detailed Area Plans produced for Council approval.

14.2 Councillor Wetherall – Minister Notice to Comply with Order – Scheme Amendment No. 209 Philip Road

Should Council agree to rescind its resolution of 26 June 2018 in relation to item 13.8 Minister Notice to Comply with Order – Scheme Amendment No. 209 Philip Road Councillor Wetherall gave notice of his intention to move the following motion at the Council Meeting 24 July 2018:

Council:

- 1. Adopts proposed Scheme Amendment No. 209 to:**
 - a. Rezone lot 50 Adelma Road; and lots 367-368 and 371-378 Philip Road, Dalkeith from Residential R10 to Residential R80; and**
 - b. Include an Additional Use ‘Dwelling House – Multiple’ with condition “Prior to the application and commencement of development, a Local Development Plan being prepared and approved by the City of Nedlands pursuant to Part 6 – *Local Development Plans* of the Deemed Provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*”.**
- 2. In accordance with *Planning and Development (Local Planning Schemes) Regulations 2015* s.35(2) Council is of the opinion that the Amendment is a Complex Amendment because it is “(d) an amendment to comply with an order made by the Minister under section 76 or 77 of the Act”.**
- 3. In accordance with *Planning and Development (Local Planning Schemes) Regulations 2015* s.37(1) Council resolves to proceed to advertise the complex amendment.**

Administration Comment

This Notice of Motion is the same as the original Administration report and recommendation presented to Council at its Ordinary Meeting of 26 June 2018.

14.3 Councillor Mangano – 40 Beatrice Road, Dalkeith - Motion

On the 13 July 2018 Councillor Mangano gave notice of his intention to move the following at this meeting.

That Council approves the pruning of the two Lemon Scented Gum street trees on the nature strip adjacent to 40 Beatrice Road, Dalkeith as requested by the property owner, subject to the following conditions:

- 1. The pruning to be undertaken in accordance with the arborist report dated 24 May 2018, commissioned by the owner of 40 Beatrice Road, and to their satisfaction;**
- 2. The works are to be completed by the end of August 2018, subject to the availability of the City's contractors; and**
- 3. All costs associated with the pruning works are to be borne by the City.**

Justification

There are two large mature Lemon Scented Gum street trees on the nature strip adjacent to 40 Beatrice Road, Dalkeith. Both trees extend significantly over Beatrice Road and have branches that are very low and can be reached from ground level. The owner of 40 Beatrice Road has advised they have a high level of concern regarding falling branches from both these trees that may result in damage to property or injury to persons. There are also concerns about damage to the road surface, road kerbing and to the adjacent crossover. The road kerbing in this location has been previously repaired but is showing signs of failure due to the roots of the trees. The adjacent crossover to 40 Beatrice Road has also been impacted by the roots of the eastern-most tree, however the owner is only seeking to have the trees pruned to reduce the risk of sudden or other limb failure.

Administration Comment

With reference to the two Lemon Scented Gum (*Corymbia citriodora*) street trees at 40 Beatrice Road, the City's Parks Services department has concerns with the appropriateness of the recommendations contained within the arborist report commissioned by the adjacent owner (see attached). Consequentially, the City has engaged an arboricultural consultant to inspect, assess and provide written recommendations for current and future management of the trees (see attached report). In appointing arboricultural consultants to manage the risks and potential liabilities associated with its public trees, the City ensures we appoint appropriately qualified and experienced professionals. There are a limited number of consultant arborists that the City, and local government authorities generally, consider have the demonstrated competency to assess risks associated with public trees and have the ability

to apply the relevant standards and techniques to effectively manage these risks. Prerequisite qualifications that are considered required in order to be appointed as a consultant arborist to assess public trees include:

- A minimum Diploma level qualification in arboriculture;
- International Society of Arboriculture 'ISA Certified Arborist' accredited; and
- A registered user of the 'Quantified Tree Risk Assessment (QTRA)' system
-or-
'ISA Tree Risk Assessment Qualification (TRAQ)' qualified.

The Administration considers the arborist report commissioned by the owner of the adjacent property is deficient in a number of elements. The qualifications of the person who has compiled the report are not provided. It is thought they may have acquired Certificate III level qualifications in arboriculture which would not qualify them as having the requisite skills or experience to understand and apply complex tree risk assessment methodologies. The report writers potential lack of qualification in this area is supported by the omitting of a suitable assessment and methodology for quantifying the risk the trees pose in context of the surrounding environment and to determine if the risk is acceptable with regard to the amenity value of the trees and the likelihood of harm in the event a tree branch failure was to occur. It is also lacking in regard to any statement or understanding of the impact the pruning will have on the physiological condition of the trees and how this may manifest at a later time. This is again highlighted by the extent of the pruning recommended, which significantly diverges from best practice as outlined by Australian Standard AS 4373-2007 Pruning of Amenity Trees. Council's Street Trees policy mandates AS 4373 as the standard for pruning street trees as indicated in the below excerpt:

In the interests of public safety, of the health of street trees and of managing the City's exposure to liability the following requirements and tree management standards apply to the pruning of street trees:

- *All pruning of street trees will be in accordance with Australian Standard AS 4373 Pruning of Amenity Trees or as otherwise instructed by a suitably competent and qualified arborist approved by the City.*

The City has identified 135 public trees that are considered to have a potentially higher associated risk and have placed these in an 'Annual Visual Tree Assessment' register (AVTA). The majority of trees included in the AVTA are street trees that are located adjacent to residential properties and public roads. Consequentially, these trees are managed more intensively as there is a high probability the daily activities of people will be in close proximity to them. The two Lemon Scented Gums on the nature strip adjacent to 40 Beatrice Road, Dalkeith have both been included on the AVTA since its inception more than 15 years ago. Each tree included in the register is inspected and assessed annually by an expert consultant arborist, appointed

by the City, after which a report is provided containing recommendations for each tree. Review of the five most recent inspections of these two trees conducted during the AVTA indicates the City's consultant has not identified any potential risk associated with the trees that requires significant or immediate remedial action. This expert opinion is supported by the current arboricultural consultant's report that recommends no works are carried out on the trees and does not support the works recommended in the report commissioned by the adjacent property owner.

Administration is amenable to undertaking some minor works to lift the height of vegetation over the road and will consult with the adjacent owner in respect to repairing the adjacent crossover. The Administration relies upon the expert advice of its consultant arborists and understands that pruning of the two trees as proposed by the Notice of Motion will be detrimental to their health. The City also understands that pruning of the trees as proposed has a high probability of giving rise to the unintended consequence of increasing the risk they pose to persons and property.

If Council were of the inclination to approve the pruning, in rejection of the advice of the City's expert consultant arborists, it may be prudent to seek advice as to future potential liabilities in the event a branch failure associated with the trees were to give rise to a claim for damages. If Council were to approve the pruning, it would also be prudent to stage this over a period of several years to mitigate the detrimental effects this will have on the trees. Council may also wish to consider the provisions of its Street Trees policy in determining who should pay for the cost of pruning if approved. Council's Street Trees policy states *"if a resident requests pruning of a street tree abutting their property, and in the opinion of the CEO the pruning is not associated with matters of safety, tree health or boundary encroachment, the ratepayer shall bear 100% of the cost to prune the tree if approved"*.

The Administration recommends that Council does not approve the pruning of the two street trees on the nature strip adjacent to 40 Beatrice Road as proposed in the arborist report commissioned by the adjacent property owner. It is also recommended that, in respect to managing complex arboricultural risk management concepts and the City's associated liabilities, Council authorise the Administration to manage the two street trees in accordance with the recommendations provided by its expert arboricultural consultants. It is the Administration's understanding that, if Council were to approve the pruning as proposed in the Notice of Motion, this would have the effect of exposing Council and/or individual Councillors to potential legal liability in the event a claim for damages arose out of an incident involving either tree.

Report from Owner
40 Beatrice Road
Site Visit on 24 May, 2018

As requested, I went out to have a look at the two *Corymbia citriodoras* situated on the verge at 40 Beatrice Road Nedlands. You mentioned you had concerns of the limbs over the road in particular.

Both the trees were low over the roadway and as is common with this species, very extended and lateral growth. With such growth, these trees have a chance of failure and with the location of these trees, do so pose a significant risk over the target area, this being the road way and verge. There was evidence of previous failure of several small diameter limbs throughout the canopy.

My recommendations for works include the following:

Western Tree

Remove 3 x lowest limbs over road back to source

Selective weight reduction of remaining northern limb over road including several more limbs back to source to reduce the likelihood of failure.

Eastern Tree

Remove first northern limb back to source.

Selective weight reduction of second northern limb over road to alleviate end loading.

Whilst this pruning will not remove all branches from over the roadway, it will reduce the load on the remaining tree over the target area.

Luke Osborne
Qualified Arborist

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Arboricultural Inspection Report for City of Nedlands

Date inspected: 3rd July 2018
Location: 40 Beatrice Road, Dalkeith
Tree species: *Corymbia citriodora* (Lemon Scented Gum) x 2

1. Reason for Assessment

- 1.1. In accordance with your instructions, I confirm that you have employed this consultant to carry out an inspection of two *Corymbia citriodora* (Lemon Scented Gum) situated within the Local Authority verge adjacent the above property due to resident concerns regarding the current extension of the canopy over the roadway and potential for limb failure.
- 1.2. The purpose of this report is to assess the trees' current health and mechanical structural condition, to identify potential hazards in relation to the targets beneath the trees and undertake an assessment of risk using the Quantified Tree Risk Assessment (QTRA) methodology and provide recommendations accordingly.
- 1.3. This consultant confirms that a site visit to inspect the trees situated at the above location was carried out on the 3rd of July 2018.

2. Tree Observations

Tree 1

- 2.1. This mature *Corymbia citriodora* (Lemon Scented Gum) is the westernmost of two trees of the species located within the Beatrice Road verge adjacent the above property.
- 2.2. The tree has a clinometer height reading of 25.7m with a canopy spread of 25.0m north/south & 17.0m east/west and a trunk diameter of 99.5cm taken at 1.4 metres above ground level (Figure 1).

- 2.3. The trunk of the tree is located approximately 5.1m from the boundary wall of the adjacent property and 1.6m from the Beatrice Road roadway.

Tree 2

- 2.4. This mature *Corymbia citriodora* (Lemon Scented Gum) is the easternmost of two trees of the species located within the Beatrice Road verge adjacent the above property.
- 2.5. The tree has a clinometer height reading of 23.6m with a canopy spread of 23.0m north/south & 15.0m east/west and a trunk diameter of 81cm taken at 1.4 metres above ground level (Figure 2).
- 2.6. The trunk of the tree is located 6.0m east of Tree 1, approximately 4.4m from the adjacent property boundary, abuts the paved crossover and is 1.5m from the Beatrice Road roadway.

3. Ground Level Inspection

- 3.1. An examination at ground level found both trees have developed a sound buttress root system, with no visual signs of harmful root pathogens, root movement, soil heave or displacement, confirming both trees to be structurally root firm at this time (Figures 3 & 4).
- 3.2. Surface roots were exposed close to the base of Tree 2 on the eastern side and lifting of sections of the paved crossover appeared due to structural root development beneath.
- 3.3. There was no evidence of decay or cavity formation at the base of the trees and no evidence of previous or recent root damage.

4. Trunk Inspection

- 4.1. An inspection of the trunks of both trees found it to be in a mechanically and structurally sound condition at this time with no evidence of decay or the development of cavities visible.

Tree 1 (Figures 5 & 6)

- 4.2. The trunk of this tree extends to a height of approximately 2.4m where a lower lateral limb has developed on the western side while the apical limb continues to a height of approximately 5.0m before further dividing with a cluster of three major limbs extending over the roadway while a fourth limb maintains a vertical orientation.
- 4.3. Major limbs appear soundly attached, forming sound, tensile unions with no cracking, splitting or separation visible from ground level.

Tree 2 (Figures 7 & 8)

- 4.4. The trunk of this tree extends to a height of approximately 5.0m where predominantly well-spaced lower lateral limbs have developed while the apical limb extends to the upper canopy, supporting lateral limb development predominantly on the northern side.
- 4.5. Major limbs throughout appear soundly attached, forming sound, tensile unions with no cracking, splitting or separation visible from ground level.

5. Crown Inspection

Tree 1 (Figures 1, 9 & 10, 13 & 14)

- 5.1. This mature tree displays a broad, asymmetrical form with most of the crown developing in a northerly direction over the roadway due to the proximity of the adjacent two trees of the species within the adjacent property.
- 5.2. Second and third order lateral limbs held within central and upper sections of the canopy appears soundly attached with no visible cracking, splitting or separation visible from ground level.
- 5.3. Previous removal of a number of lower lateral limbs on the northern side over the roadway was evident and some previous reduction of lateral limbs over the roadway was evident with wounds displaying full occlusion.
- 5.4. More recent pruning appeared to consist of the periodic removal of deadwood of a size and weight to represent a hazard and lifting of light growth to maintain suitable vehicle clearance over the roadway.
- 5.5. Some shedding of light material and minor deadwood was visible, however recent or previous significant limb failure from this tree was not evident.
- 5.6. Extended lower lateral limbs over the roadway appear soundly attached with extension to gain access to direct sunlight resulting in some subsidence and pendulous growth that is not considered to represent a significant hazard at this time.
- 5.7. A small amount of minor deadwood is held sporadically throughout while one dead limb over the road appeared of a size and weight to represent a hazard.
- 5.8. The tree displays a healthy vitality with suitable overall foliage coverage, colour and size, and with lateral and apical growth showing adequate extension, indicative of a sound and healthy root system.
- 5.9. The tree canopy extends over the adjacent sections of the Beatrice Road and Adelma Road roadway with limited growth in proximity of the adjacent property.

Tree 2 (Figures 2, 11 - 14)

- 5.10. This mature tree also displays an asymmetrical form with much of the crown supported by well-spaced lateral limbs developing from the apical limb and extending in a northerly direction over the roadway.
- 5.11. Previous removal of a number of lower lateral limbs on the northern side was also evident with wounds displaying full occlusion and some previous reduction of lateral limbs over the roadway was evident.
- 5.12. More recent pruning appeared to consist of the periodic removal of deadwood of a size and weight to represent a hazard and removal of light growth to maintain suitable vehicle clearance over the roadway.
- 5.13. Extended lower lateral limbs over the roadway appear soundly attached with extension to gain access to direct sunlight resulting in some subsidence and pendulous growth that is not considered to represent a significant hazard at this time.
- 5.14. Some shedding of light material and minor deadwood was visible, however, recent or previous significant limb failure from this tree was not evident.

- 5.15. A small amount of deadwood not considered of a size or weight to represent a hazard is held sporadically throughout.
- 5.16. The tree displays a healthy vitality with suitable overall foliage coverage, colour and size, and with lateral and apical growth showing adequate extension, indicative of a sound and healthy root system.
- 5.17. The tree canopy extends over the adjacent sections of Beatrice Road roadway with limited growth in proximity of the adjacent property.

6. Quantified Tree Risk Assessment (QTRA) (refer also to the assessment form accompanying this document)

Trees 1 and 2

- 6.1. QTRA assessment is based upon the likelihood of failure within the next 12 months.
- 6.2. For both of these trees the most significant limbs considered most likely to fail were deadwood or extended lateral limbs 25 – 100mm in diameter held over the adjacent roadway.
- 6.3. Probability of limb failure within the next 12 months was estimated at range 2 or 1/10 - 1/100. This equates with a likelihood of failure up to 10,000 times greater than a sound and healthy first order limb of the same species.
- 6.4. The target value of vehicles was considered the most significant and within range 3, equating to 48 - 470 vehicles per day passing beneath the trees.

The two trees passed QTRA with a Risk of Harm calculation of 1/500,000 and both are considered to represent a low and tolerable risk to persons and property at this time.

7. Discussion/Conclusions

- 7.1. This consultant's inspection found both of these *Corymbia citriodora* to be in good health and in a mechanically sound structural condition at this time with current management practice appearing to allow the trees to develop their natural, mature form with periodic intervention occurring on the basis of evidence of an increased potential risk to persons or property.
- 7.2. This consultant was asked to comment upon recent recommendations regarding the pruning of these trees provided, it is understood, by an arborist of unspecified qualifications.
- 7.3. For Tree 1 those recommendations were:
 - *Remove 3 x lowest limbs over road back to source.*
 - *Selective weight reduction of remaining northern limb over road including several more limbs back to source to reduce the likelihood of failure.*
- 7.4. For Tree 2 those recommendations were:
 - *Remove first northern limb back to source.*
 - *Selective weight reduction of second northern limb over road to alleviate end loading.*
- 7.5. Pruning of these trees in this manner will remove approximately 30% or more of the live canopy due to the asymmetrical form of the trees. This is contrary to the Australian Standard (AS4373-2007 *Pruning of amenity trees*) and will severely weaken the trees by removing a

significant proportion of stored carbohydrates within the larger diameter limbs while at the same time significantly reducing the trees' capacity to photosynthesise and therefore produce further carbohydrates.

- 7.6. The removal of multiple large diameter limbs will significantly wound the trees and expose the main trunk to insect attack and/or fungal and bacterial pathogens.
- 7.7. The above recommendations appear based upon the premise that the removal of much of canopy over the roadway will reduce the potential risk the trees present to people or property but does not consider the likelihood of people being beneath the tree at the time of failure.
- 7.8. The advice also disregards the likelihood of the development of vigorous, weakly attached epicormic limbs in response to excessive pruning. These limbs will develop as the trees seek to restore lost photosynthetic capacity and have a high propensity for failure.
- 7.9. Finally, the advice does not consider the principle of dynamic loading in trees (James K. ISA, 2003) indicating an increased risk of limb failure due to altered wind loading patterns associated with excessive pruning.
- 7.10. Residents may have expressed concerns regarding the potential risk of limb failure from these trees, however, if so, those fears appear unjustified given the good health and sound structural condition of the trees, the moderate level of potential targets and a lack of evidence of previous or recent significant limb failure.
- 7.11. This consultant therefore advises that although some periodic limited reduction of the canopies of these trees may be undertaken without compromising the structural form or condition of the trees, the extent of pruning required to fully mitigate any risk associated with sporadic limb failure would significantly damage the trees and may increase the risk of significant limb failure and is therefore not recommended.
- 7.12. These trees provide significant aesthetic and amenity value to the surrounding streetscape and there was no sound arboricultural justification for tree removal or significant canopy reduction pruning at this time.

8. Recommendations

- 8.1. No works are recommended at this time.
- 8.2. Reinspect the trees within 12 months and undertake appropriate limited pruning to continue to mitigate any potential risk at that time.

9. Method of Assessment

This consultant has made recommendations based upon the following criteria:

- The characteristics of the species.
- The existing health and condition of the tree.
- The structural integrity of major limbs.
- The level of risk that the trees represent to property and to persons.

- The aesthetic quality and amenity value that the trees provide to the surrounding streetscape.



Andrew Morrissey

Arboricultural Consultant

ISA Certified AU0341A

QTRA Licensed user 3442

Dip. Horticulture/Arboriculture

Limitation of liability

Trees can be managed, but they cannot be controlled. To live or work near a tree involves a degree of risk.

This report only covers identifiable defects present at the time of inspection. Paperbark Technologies accepts no responsibility and cannot be held liable for any structural defect or unforeseen event/situation or adverse weather conditions that may occur after the time of inspection. Paperbark Technologies cannot guarantee that the tree/s contained within this report will be structurally sound under all circumstances, and is not able to detect every condition that may possibly lead to the structural failure of a tree. Paperbark Technologies cannot guarantee that the recommendations made will categorically result in the tree being made safe.

Unless specifically mentioned this report will only be concerned with above ground inspections, as such all observations have been visually assessed from ground level. Trees are living organisms and as such cannot be classified as safe under any circumstances. Trees fail in ways that the arboriculture industry does not fully understand.

The recommendations are made on the basis of what can be reasonably identified at the time of inspection therefore Paperbark Technologies accepts no liability for any recommendations made.

All care has been taken to obtain information from reliable sources, however Paperbark Technologies can neither guarantee nor be responsible for the accuracy of information provided by others.

In the event that reinspection of the tree/s is recommended it is the client's responsibility to make arrangements with Paperbark Technologies.

10. Photos



Figure 1 - Displaying the westernmost *Corymbia citriodora* (Lemon Scented Gum) located within the verge adjacent no. 40 Beatrice Road, Dalkeith.



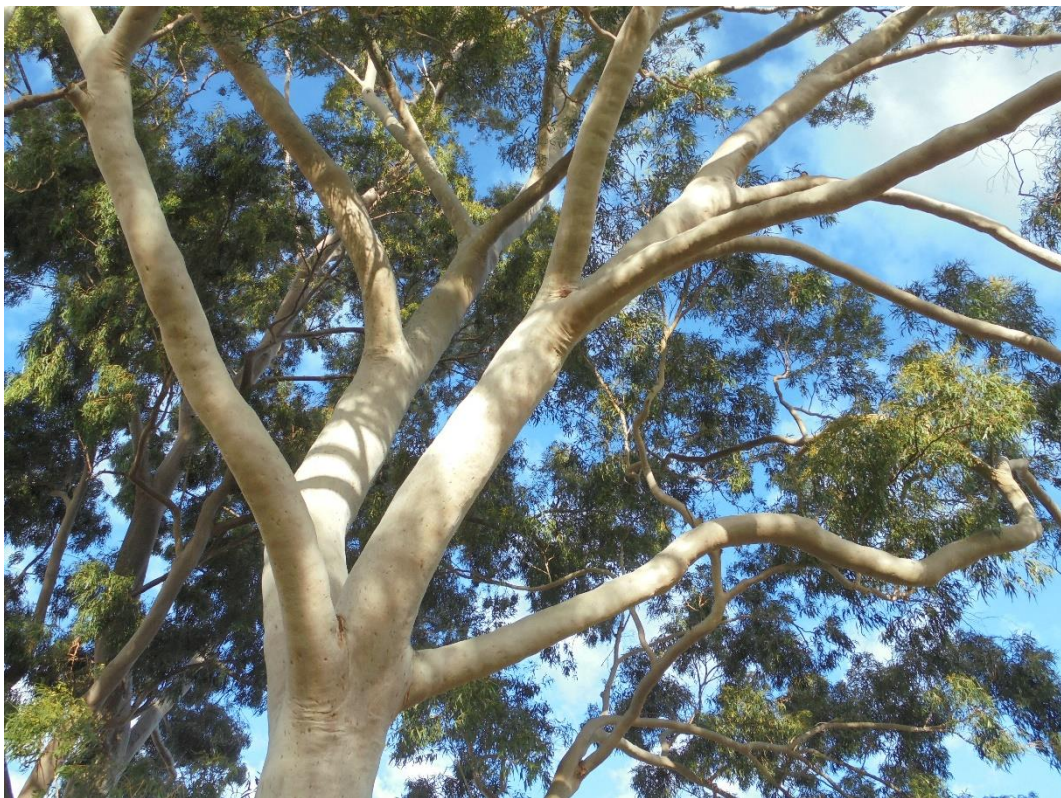
Figure 2 - Indicating the easternmost *Corymbia citriodora* (Lemon Scented Gum) located within the verge adjacent no. 40 Beatrice Road, Dalkeith.



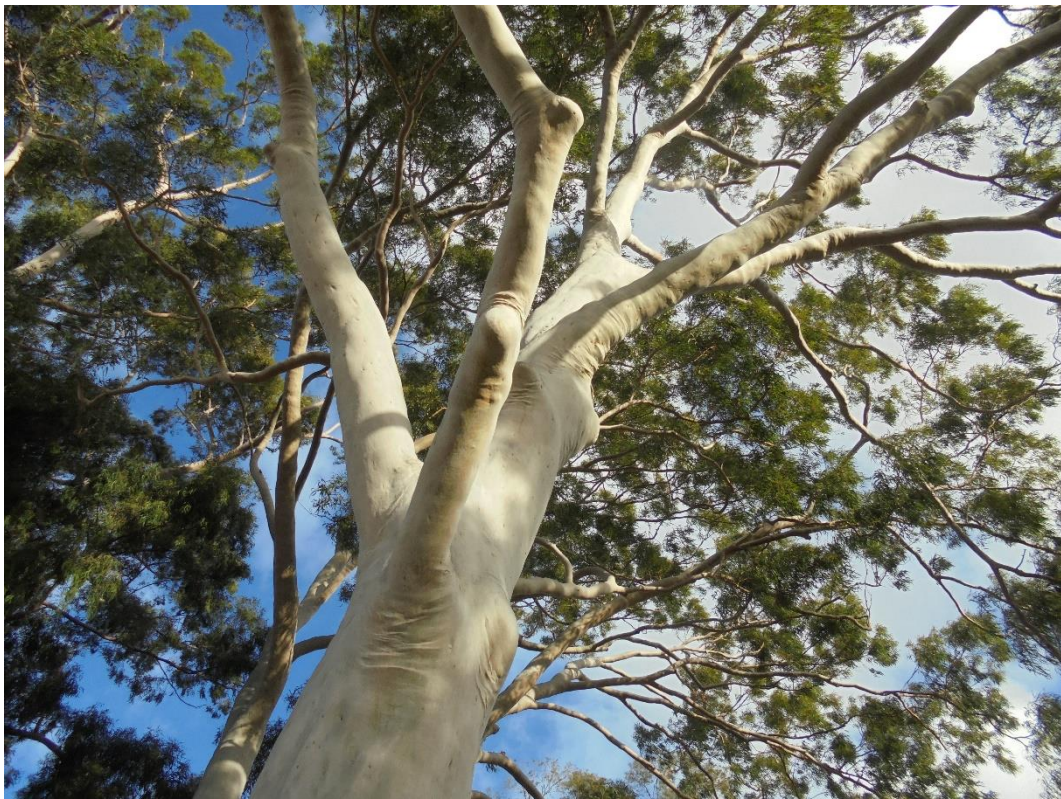
Figure 3 Displaying the base and lower trunk of Tree 1 viewed from the northern side.



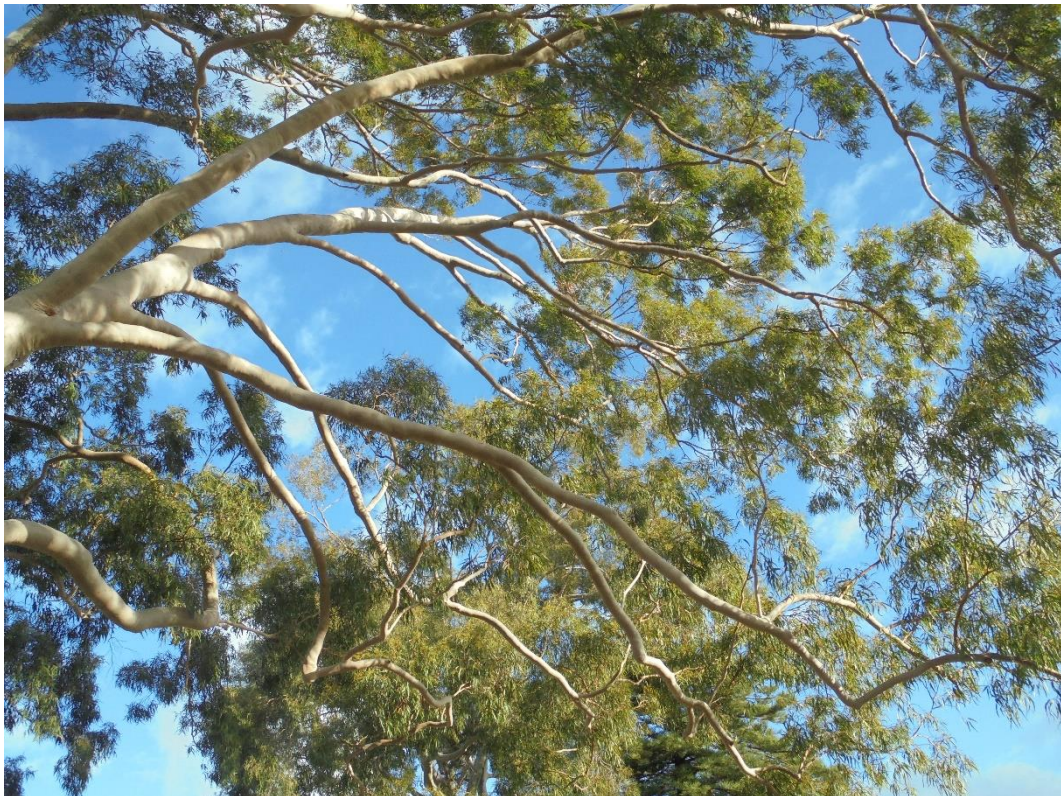
Figure 4 Displaying the base and lower trunk of Tree 2 viewed from the eastern side with lifting of adjacent paving evident.



Figures 5 & 6 Displaying the trunk and attachment of the lower limbs of Tree 1 and their extension to form the crown structure of the tree.



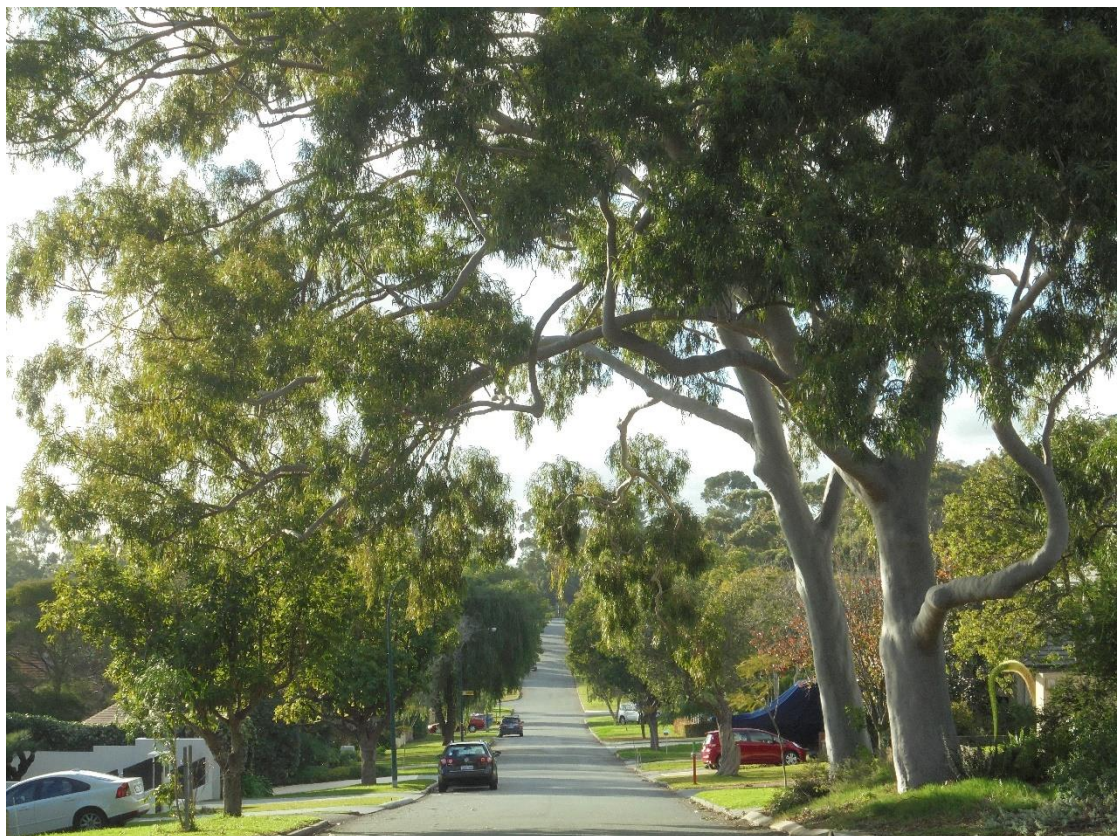
Figures 7 & 8 Displaying the trunk and attachment of lower limbs of Tree 2 their extension to support lower sections of the crown of this tree.



Figures 9 & 10 **Tree 1 (westernmost)** Displaying the extension of the major limbs to the upper crown and lower lateral limbs held over the roadway.



Figures 11 & 12 **Tree 2 (easternmost)** Displaying the extension of the major limbs to the upper crown and lower lateral limbs held over the roadway.



Figures 13 & 14 Displaying the canopy extension of both trees over Beatrice Road.

11. Glossary

Branch attachment	The structural union of a lateral limb to the trunk or another branch.
Branch bark ridge	Enlarged area of bark tissue on the upper side of a branch junction; a normal pattern of development.
Branch collar	Wood which forms around a branch attachment, frequently more pronounced below the branch.
Canker	A localised area of dead tissue on a stem or branch, caused by fungal or bacterial organisms.
Cavity	An open wound, characterized by the presence of decay and resulting in a hollow.
Central leader	The main stem of the tree.
Chlorotic	Lacking chlorophyll, typically yellow in colour.
Codominant	Equal in size and relative importance, usually associated with either the trunks/stems or scaffold limbs/branches in the crown.
Crack	Longitudinal split in the stem, involving bark, cambium and xylem; may be vertical and horizontally oriented.
Crotch	The point at which two branches (or branch and leader) meets.
DBH	Diameter breast height. Diameter of the trunk, measured at breast height - 1.4 m above ground level.
Decay	Process of degradation of woody tissues by fungi and bacteria through the decomposition of cellulose and lignin.
Decurrent	Referring to the growth habit of the tree being rounded or spreading.
Defect	Any structural weakness or deformity.
Dieback	Progressive death of twigs and small branches, generally from tips.
Dripline	The width of the crown, as measured by the lateral extent of foliage.
End Weight	The concentration of the foliage at the distal ends of branches.
Epicormic shoot	Shoot that arises from latent or adventitious buds that occur on stems and from poorly pruned branches.
Excurrent	Tree growth habit with pyramidal crown and a central leader.
Flush cut	Pruning technique where both branch and stem tissue are removed; Flush cutting usually is a poor practice.

Item 14.3 - Attachment 2 - City of Nedlands Appointed Arboricultural Consultant Report

Fork	Bifurcation of branches, usually equal in size and occurring at a narrow angle.
Girdling roots	Roots that grow around the trunk in a circular manner, constricting other roots or restricting trunk growth.
Growth crack	Longitudinal split in the bark due to normal expansion of cambium and xylem; not considered a defect.
Hanger	Both partially attached (but clearly broken) and unattached, lodged branches in the crown.
Heart rot	Decay in the centre (heartwood) of a branch, trunk, or large root.
Included bark	Pattern of development at branch junctions where bark is turned inward and embedded in a crotch between branches or stems causing a weakened structure.
Lion tailing	The removal of excessive number of inner laterals and foliage. This practice displaces foliar weight to the ends of the branches and may result in sunburned bark tissue, water sprouts, reduced branch taper, weakened branch structure and breakage from wind exposure.
Necrotic	Localised death of tissue in a living organism.
pH	A measure of the acidity or alkalinity of a soil. pH of 7.0 is neutral, acidic soil has a pH less than 7.0, and alkaline soil is greater the 7.0.
Pollard	Pruning technique where young trees or branches are initially lopped, then re-logged on an annual basis without disturbing the callus.
Scaffold limb	Primary structural branch of the crown.
Structural Root Zone (SRZ)	The area required for tree stability. The SRZ radius is calculated by the diameter at root flare using the following formula $(D \times 50)^{0.42} \times 0.64$.
Stub	Short length of branch remaining following pruning or limb failure.
Suppressed	Trees which have been overtopped by adjacent trees and whose crown development is restricted from above.
Topping	Pruning technique to reduce a trees height, heading of large branches. Generally considered poor practice.
Tree Protection Zone (TPZ)	The tree protection zone is the principal means of protecting trees on development sites. It is an area isolated from construction disturbance, so that the tree remains viable. The radius of the TPZ is calculated for each tree by multiplying its DBH x 12.

12. References

Lonsdale David, (1999) *Principles of Tree Hazard Assessment and Management*. London TSO (The Stationery Office).

Mattheck, C & Breloer H, (1994) *The body language of trees, a handbook for failure analysis*. London TSO (The Stationery Office)

Mattheck, Claus, (2007) Updated Field Guide for Visual Tree Assessment. Karlsruhe, Karlsruhe Research Centre.

Hayes, Ed (2007) *Evaluating Tree Defects, second edition*. Safetrees Rochester.

Australian Standard 4373-2007 *Pruning of amenity trees*.

James, K. (2003) *Dynamic Loading of Trees* Journal of Arboriculture 29(3) International Society of Arboriculture, Illinois USA

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15. Elected members notices of motion given at the meeting for consideration at the following ordinary meeting on 28 August 2018

Disclaimer: Where administration has provided any assistance with the framing and/or wording of any motion/amendment to a Councillor who has advised their intention to move it, the assistance has been provided on an impartial basis. The principle and intention expressed in any motion/amendment is solely that of the intended mover and not that of the officer/officers providing the assistance. Under no circumstances is it to be expressed to any party that administration or any Council officer holds a view on this motion other than that expressed in an official written or verbal report by Administration to the Council meeting considering the motion.

Notices of motion for consideration at the Council Meeting to be held on 28 August 2018 to be tabled at this point in accordance with Clause 3.9(2) of Council's Local Law Relating to Standing Orders.

16. **Urgent Business Approved By the Presiding Member or By Decision**
- 16.1 **Minister Notice to Comply with Order – Scheme Amendment No. 212 – 80 Stirling Highway, Nedlands**

Council	24 July 2018
Applicant	Urbis
Owner	Various
Director	Peter Mickleson – Director Planning & Development
Previous Item	PD46.17 Council Resolution 24 October 2017
Delegation	Order to the City of Nedlands under section 76(1) of the Act
Attachments	3. Council Meeting Minutes and Report 24 October 2017
Confidential Attachment	1. Order Under Section 76 of the <i>Planning and Development Act 2005</i> – 22 May 2018

1.0 Executive Summary

The purpose of this report is to inform Council of an order issued by the Minister for Planning under s.76 of the *Planning and Development Act 2005*. The Order covers a number of lots at 80 Stirling Highway adjacent to the Captain Stirling Hotel and is the site of a proposed Woolworths supermarket. This report provides a brief overview as to the procedural processes which are required to be undertaken to comply with this order.

2.0 Recommendation to Council

Council

1. **Adopts proposed Scheme Amendment No. 212 to:**
 - a) **Rezone and reclassify the land bound by Stirling Highway to the north, Lot 24 Florence Road and Lot 31 Stanley Street to the south, Stanley Street to the east and Florence Road to the west from a Hotel and Residential R10 zone to a Special Use zone;**
 - b) **Amend Schedule V – Special Use zone to include permitted uses and provisions as contained in Attachment 2; and**
 - c) **Amend the Scheme Map accordingly.**
2. **In accordance with *Planning and Development (Local Planning Schemes) Regulations 2015* s.35(2) Council is of the opinion that the Amendment is a Complex Amendment because it is “(d) an amendment to comply with an order made by the Minister under section 76 or 77 of the Act”.**

3. **In accordance with Planning and Development (Local Planning Schemes) Regulations 2015 s.37(1) Council resolves to proceed to advertise the complex amendment.**

3.0 Background

July 2017

The City received Scheme Amendment No. 212 to Town Planning Scheme No. 2 (TPS2) proposing to rezone and reclassify the land bound by Stirling Highway to the north, Lot 24 Florence Road and Lot 31 Stanley Street to the south, Stanley Street to the east and Florence Road to the west from a Hotel and Residential R10 zone to a Special Use zone, amend Schedule V – Special Use zone to include permitted uses and provisions as contained in the applicant's submission, and amend the Scheme Map accordingly.

October 2017

A report was made to Council with the following recommendation:

1. Considers the amendment is a Complex Amendment for the following reason:
 - a) The amendment is not consistent with a local planning strategy for the scheme that has been endorsed by the Commission.
2. Refuses to adopt Scheme Amendment No. 212 to Town Planning Scheme No. 2 for the following reasons:
 - a) The amendment request does not adequately address traffic and access issues.
 - b) The amendment is considered ad hoc as it does not allow for the development of the activity centre as a whole.
 - c) The amendment does not adequately address the residential transition concept as required by the Local Planning Strategy.
3. Does not proceed to advertise Scheme Amendment No. 212 to Town Planning Scheme No. 2
4. Notes the following aspects of the amendment would also need to be further addressed to ensure the centre develops in a manner consistent with the Local Planning Strategy:
 - a) Peer review of Retail Sustainability Assessment (once other issues are adequately addressed, i.e. traffic).
 - b) Stepping of building bulk to adjacent residences.
 - c) Treatment and urban design of Stanley Street interface.
 - d) Boundary setbacks.

- e) Residential density provisions (including minimums and/or maximums).
- f) Building massing controls and solar access.
- g) Appropriate controls for the Captain Stirling Hotel curtilage and eastern landmark building.

October 2017

Council at 24 October 2017 Meeting resolved to instruct the Chief Executive Officer to prepare an amendment to TPS 2 for incorporation in Local Planning Scheme No. 3 to create a Town Centre Zone for land including that controlled by Woolworths and Aldi, comprising residential, retail and other non-residential uses on the south side of Stirling Highway.

November 2017

The applicant lodged an appeal to the Minister, for review of Council's decision under s.76 of the *Planning and Development Act 2005* (the Act).

March 2018

The City received correspondence from the Department of Planning, requesting comment be provided regarding its reasons for not adopting proposed Scheme Amendment No. 212, in which the City responded with further planning justification.

May 2018

In response to the Mayor's Notice of Motion, Council resolved that, in the interest of providing:

1. Progressive feedback to Administration;
2. Guidance towards achieving a successful outcome expeditiously; and
3. Simplifying last minute deliberations, Council gives direction to the CEO with respect to Local Planning Scheme No. 3 (LPS3) as follows:

In accordance with submissions:

- a) The Activity Centre on the north side of Waratah Avenue between Adelma and Alexander Roads shall be renamed Local Centre;
- b) Neighbourhood Centre Zones, other than those renamed in a) and b) above, shall be renamed as Mixed Use Zones or, in the case of the west side of Hampden Road, Local Centre; and
- c) The Light Industry Zone shall be deleted and the area concerned become a Service Commercial Zone;

June 2018

Upon consideration of both the applicant and the City's submission, the Minister has given an order under s.76 of the Act, directing Council to adopt Scheme Amendment No. 212 to TPS2. A copy of the order is provided as an attachment (refer Attachment 2).

4.0 Discussion

An Order by the Minister made under s.76 of the Act enables the Minister to direct a local government, to prepare and submit an amendment to a local planning scheme for the approval of the Minister.

The Order issued by the Minister maintains the scheme amendment in the same form as was originally submitted by the applicant and considered at the October 2017 Council meeting.

The Minister considers that Amendment No. 212 should be initiated as it is in keeping with the principle of providing for intensification of development in, and adjoining activity centres consistent with, *Perth and Peel@3.5million* and *State Planning Policy 4.2 - Activity Centres for Perth and Peel*. Accordingly, it is appropriate for proposed Amendment No. 212 to be advertised for public submissions and for further detailed assessment to be undertaken through the local planning scheme amendment process.

The order issued requires the City to resolve to adopt and proceed to advertise the scheme amendment within 60 days of the order, this being 21 July 2018. After Council has made a resolution the City must refer the scheme amendment to the Environmental Protection Authority and the Western Australian Planning Commission before it commences public consultation.

Following the consultation, a report on the outcome of consultation will be submitted for Council's final consideration. Council will need to consider all the submissions in relation to the proposed amendment and pass a resolution –

- a) to support the amendment to the local planning scheme without modification;
- or
- b) to support the amendment to the local planning scheme with proposed modifications to address issues raised in the submissions; or
- c) not support the amendment to the local planning scheme.

After passing a resolution the City must inform the Commission of its reasons for the decision together with a copy of submissions. The Commission will then report to the Minister who will consider the proposal and make a final decision.

The Minister has advised that the order does not represent formal support for the proposed amendment, rather it reflects the Minister's view that it is worthy of consideration through the local planning scheme amendment process. In this regard, it is still open for Council to support the amendment with or without modifications, or not support the amendment once the amendment reaches the point of final consideration.

In accordance with the decision made by Council at its 24 October 2017 Meeting, Administration has created a 'Neighbourhood Centre' zone along Stirling Highway in LPS3 to give identification to the City's designated 'Town Centre'. This Neighbourhood Centre zone precinct includes the Woolworths and Aldi sites. The boundaries of the Amendment No. 212 area fall within a portion of the Neighbourhood Centre zone precinct.

During the community consultation period for LPS3, the applicant made a submission which indicated that it was generally supportive of the proposed Neighbourhood Centre zone. It should be noted that the proposed Neighbourhood Centre zone in draft LPS3 would allow the applicant to develop the site for a Supermarket and associated retail shops.

5.0 Budget / Financial Implications

The applicant is responsible for meeting the costs associated with the processing and advertising of this application. If the City however does not comply with the order, the City may be required to pay all costs, as discussed below in section 6.0 of this report.

6.0 Risk Management

Failure to comply with the order from the Minister may result in further enforcement action being commenced, most likely pursuant to section 212 of the *Planning and Development Act 2005*. Section 212 of the Act also allows the Minister to undertake any action necessary to comply with the order and in doing so charge the City the associated costs. As stated in the order letter, there is no right of appeal against a decision made by the Minister.

7.0 Conclusion

The Order requires the City to undertake the procedural processes under Part 5 of the Act by 21 July 2018. Administration therefore recommends that Council adopt the proposed scheme amendment and proceed to advertise so that public consultation can commence.

PD46.17	Scheme Amendment No.212 – 80 Stirling Highway, Nedlands
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Committee	10 October 2017
Council	24 October 2017
Applicant	Urbis
Landowner	Various
Director	Peter Mickleson – Director Planning & Development
Attachments	1. Proposed Schedule V 2. Scheme Amendment No.212 Report 3. Development Framework

Regulation 11(da) – Council agreed to progress the Scheme Amendment itself through Local Planning Scheme 3.

Moved – Councillor Mangano
Seconded – Councillor Shaw

Council Resolution

Council instructs the Chief Executive Officer to prepare appropriate documentation for incorporation in Local Planning Scheme No. 3 to create a Town Centre Zone for land including that controlled by Woolworths and Aldi, comprising residential, retail and other non-residential uses on the south side of Stirling Highway.

**CARRIED 10/2
(Against: Crs. Argyle & Hassell)**

Committee Recommendation

Council instructs the Chief Executive Officer to prepare an amendment to Town Planning Scheme No. 2 for incorporation in Local Planning Scheme No. 3 to create a Town Centre Zone for land including that controlled by Woolworths and Aldi, comprising residential, retail and other non-residential uses on the south side of Stirling Highway.

Recommendation to Committee

Council:

1. Considers the amendment is a Complex Amendment for the following reason:
 - a) The amendment is not consistent with a local planning strategy for the scheme that has been endorsed by the Commission.
2. Refuses to adopt Scheme Amendment No. 212 to Town Planning Scheme No. 2 for the following reasons:

- a) The amendment request does not adequately address traffic and access issues.
 - b) The amendment is considered ad hoc as it does not allow for the development of the activity centre as a whole.
 - c) The amendment does not adequately address the residential transition concept as required by the Local Planning Strategy.
3. Does not proceed to advertise Scheme Amendment No. 212 to Town Planning Scheme No. 2
4. Notes the following aspects of the amendment would also need to be further addressed to ensure the centre develops in a manner consistent with the Local Planning Strategy:
- a) Peer review of Retail Sustainability Assessment (once other issues are adequately addressed, i.e. traffic).
 - b) Stepping of building bulk to adjacent residences.
 - c) Treatment and urban design of Stanley Street interface.
 - d) Boundary setbacks.
 - e) Residential density provisions (including minimums and/or maximums).
 - f) Building massing controls and solar access.
 - g) Appropriate controls for the Captain Stirling Hotel curtilage and eastern landmark building.

PD46.17	Scheme Amendment No.212 – 80 Stirling Highway, Nedlands
Committee	10 October 2017
Council	24 October 2017
Applicant	Urbis
Landowner	Various
Director	Peter Mickleson – Director Planning & Development
Attachments	<ol style="list-style-type: none"> 1. Proposed Schedule V 2. Scheme Amendment No.212 Report 3. Development Framework

1.0 Executive Summary

The purpose of this report is for Council to consider adopting an amendment to Town Planning Scheme No. 2 (TPS2). Scheme Amendment No. 212 proposes to rezone 80 Stirling Highway (Captain Stirling Hotel) and five adjacent residential lots to Special Use to facilitate the redevelopment of the site for retail (including a full line supermarket and a liquor store), commercial and residential purposes, while retaining the Captain Stirling Hotel building.

The planning merit underpinning the amendment is considered generally sound. It is acknowledged that TPS2 does not allow the development of the centre in a manner consistent with the Local Planning Strategy, however the City's intention is that the development of Local Planning Scheme No. 3 (LPS3) and supporting documents would provide the statutory framework to facilitate this, rather than through any further amendments to TPS2.

There are some critical issues with the proposed amendment. The City cannot be satisfied that there will not be an adverse impact on the amenity of the locality as a result of traffic and access issues. The site is constrained by the location and number of signalised intersections along Stirling Highway and the applicant has not demonstrated that access to the centre will be adequate for the envisaged development of the centre as facilitated by the proposed amendment.

The amendment proposal also only facilitates the development of half of the neighbourhood centre. The proposed development framework provided by the applicant goes some way to address this, but without any statutory force. Under TPS2 many of the lots subject to the development framework cannot be developed in the manner envisaged by the document. It is considered essential that the neighbourhood centre is comprehensively planned.

The major deviation from the City's Local Planning Strategy is in the treatment of the transition between the neighbourhood centre and the adjacent residential suburb. This transition is expected to take the form of well designed, higher density residential development. This would have the dual purpose of buffering the existing residential suburb from the vastly different form and land uses of a redeveloped neighbourhood centre and providing a meaningful contribution to the residential dwellings required to support the centre and the City's dwelling targets.

While the proposed amendment may allow for this transition to occur appropriately in a particular development scenario, it does not require this transition to occur as expected by the Local Planning Strategy. The non-statutory preliminary concept plans and the development framework simply do not provide the certainty the City requires to ensure appropriate residential development, transitional building scales and land uses adjacent to R10 Residential properties.

On balance, the proposed scheme amendment is not considered appropriate.

It is advised that the applicant's documentation has two discrepancies that are noted, but do not affect the assessment of the proposal:

- a) the City has sequentially assigned this amendment number 212 (not 211 as it is labelled in the applicant's documents); and
- b) the applicant's amendment documentation does not reflect the recent reduction of the Stirling Highway Road Reserve that occurred with the resolution of Metropolitan Scheme Amendment 1210/41.

2.0 Recommendation to Committee

Council:

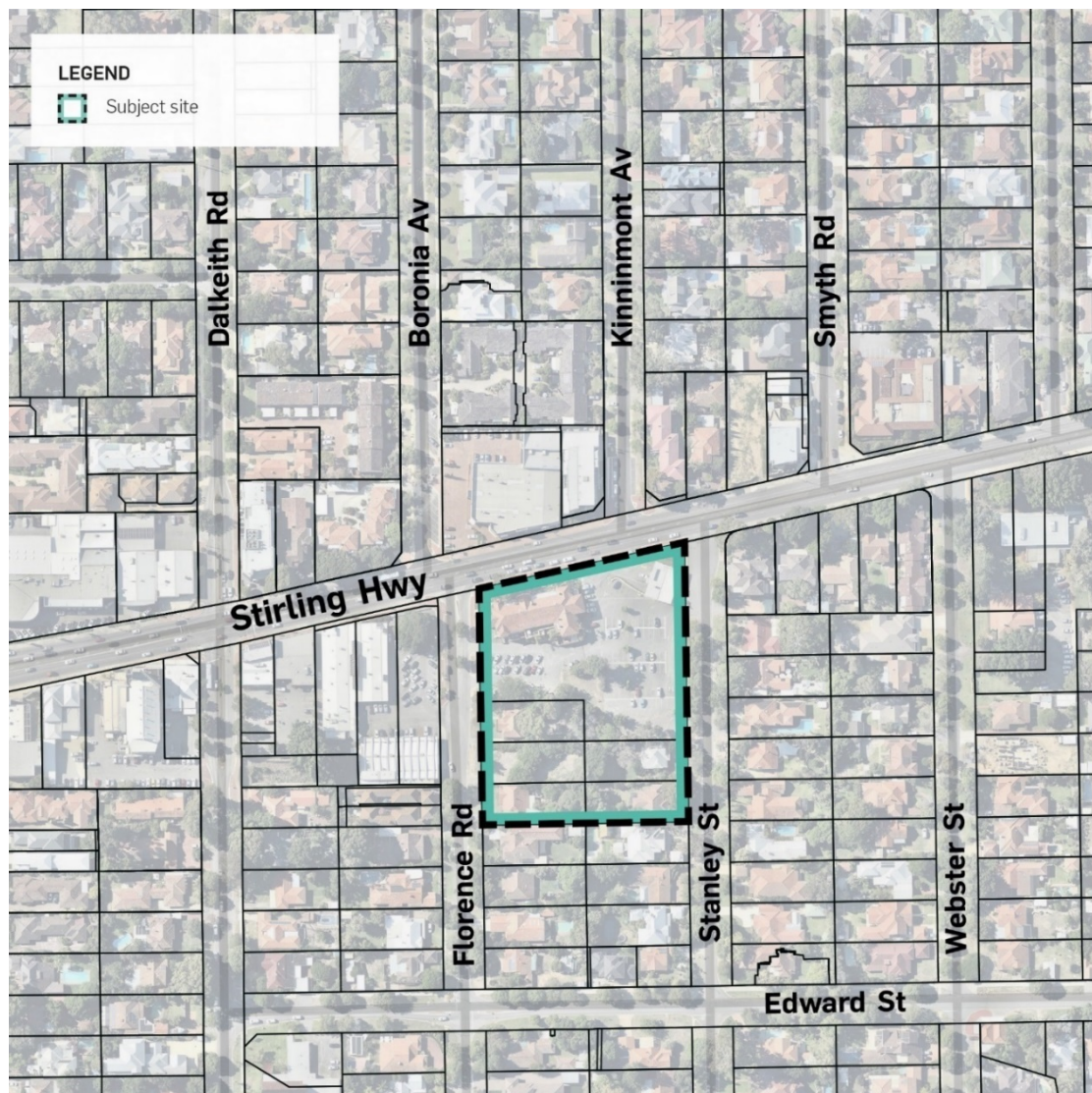
- 1. Considers the amendment is a Complex Amendment for the following reason:**
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- 4. Notes the following aspects of the amendment would also need to be further addressed to ensure the centre develops in a manner consistent with the Local Planning Strategy:**
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 - b) Stepping of building bulk to adjacent residences.**
 - c) Treatment and urban design of Stanley Street interface.**
 - d) Boundary setbacks.**
 - e) Residential density provisions (including minimums and/or maximums).**
 - f) Building massing controls and solar access.**
 - g) Appropriate controls for the Captain Stirling Hotel curtilage and eastern landmark building.**

3.0 Site Details

There are six lots subject to this amendment, totalling 12,678m². The applicant has indicated that Fabcot Pty Ltd has a contract in place with the landowners of the subject lots regarding the submission of this scheme amendment. However, there is no legislative requirement to gain the consent of property owners when submitting a scheme amendment request.

The Stirling Highway lot is affected by a Primary Regional Road reservation as finalised in January 2017. The applicant’s scheme amendment documentation is now slightly outdated in this regard; however this has no material effect on the assessment of the proposal.

Lot	Address	Lot area	Current Use	TPS2 Zoning
1	80 Stirling Hwy	7618m ²	Hotel, liquor store, car parking	Hotel
21	2 Florence Rd	1012m ²	Single dwelling	Residential R10
22	4 Florence Rd	1012m ²	Vacant	Residential R10
23	6 Florence Rd	1012m ²	Single dwelling	Residential R10
32	7 Stanley St	1012m ²	Single dwelling	Residential R10
33	9 Stanley St	1012m ²	Single dwelling	Residential R10



4.0 Background

Council has previously considered two separate scheme amendment requests for the above-mentioned lots; in November 2012 and in December 2014. Council resolved not to initiate either of these scheme amendment proposals. The application and assessment of the previous proposals received in 2012 and 2014 have not been considered in the assessment of this current proposal.

5.0 Amendment Details

The scheme amendment proposes to:

- a) Rezone Lot 1 Stirling Highway, Lots 21, 22 and 23 Florence Road and Lots 32 and 33 Stanley Street, Nedlands to Special Use; and
- b) Amend Schedule V – Special Use to include various permitted uses and provisions that would apply to the subject lots.

Refer to Proposed Schedule V (Attachment 1) for the text to be inserted into TPS2, Schedule V – Special Use zone (as proposed by the applicant).

The provisions proposed under Schedule V would generally allow for:

- a) Buildings with a minimum wall height of 11 metres at the primary and secondary street setbacks, which equates to 2 – 3 storeys.
- b) Buildings up to 24.5 metres in height, which equates to 6 – 8 storeys, as of right.
- c) Buildings up to 38.5 metres in height, which equates to approximately 10 storeys if there is an approved Local Development Plan/Local Planning Policy in place.
- d) A wide range of non-residential uses, most of which would usually be associated with a retail shopping zone.
- e) A number of non-residential uses that would not normally be associated with a retail shopping zone such as ‘Hotel’, ‘Tavern’, ‘Educational Establishment’, ‘Civic Building’ and ‘Fast Food Outlet’.
- f) A range of residential uses, including multiple dwellings.
- g) The provision of car parking, bicycle parking and end of trip facilities at a set rate, with variation available to Council.

The proposed scheme amendment has been prepared with a potential concept plan produced by the applicant. This concept plan demonstrates one particular outcome that could be achieved under the proposed development provisions, but has no statutory weight. The key elements are summarised by the applicant as follows:

- *Retention and refurbishment of the Captain Stirling Hotel on Stirling Highway recognising its status as a State Heritage listed site and its contribution to the town centre and broader community.*
- *Provision of a supermarket towards the rear of the site, with sleeved specialty and restaurant/café uses to the north, to provide active uses at ground level.*
- *A commercial/civic development on the corner of Stirling Highway and Stanley Street providing opportunities for office and civic uses and providing a landmark element at the eastern entrance to the town centre.*

- *Provision of multiple dwellings above the western portion of the supermarket, overlooking Florence Road as well as townhouse/terrace lots to the rear of the site to facilitate an appropriate transition to the existing low density residential area to the south. The inclusion of residential uses will contribute towards the City of Nedlands density infill target and provide additional activation in the town centre.*
- *Basement carparking for the supermarket, speciality and commercial/civic uses to maximise the efficient use of at-grade land.*
- *Incorporation of the rationalised Stirling Highway reservation as proposed by MRS Amendment 1210/41, including consideration of the future carriageway design adjoining the site.*
- *Provision of a rear laneway to service residential development (terrace lots) and provide an additional through-road between Stanley and Florence Street, improving local connectivity.*
- *Improvements to public realm and landscaping public community meeting places to encourage activation and interaction within the site.*

The applicant has submitted a proposed Nedlands Town Centre Development Framework to support the proposed scheme amendment (Attachment 3). The development framework is intended to guide development (including the assessment of development applications) until a statutory document (a Local Development Plan) can be developed under Local Planning Scheme No. 3.

The development framework covers a wider land area than the lots subject to this amendment – including lots from Stanley Street in the east to Martin Avenue in the west. The document divides the wider area into precincts and provides non-statutory design parameters and indicative building sections. There is some guidance provided as to the desired outcomes for aspects such as land use arrangement, public realm and transport/movement. However, under TPS2 many of the lots subject to the development framework cannot be developed in the manner envisaged by the document due to mandatory controls such as land use permissibility and building heights.

The development framework has not been subject to a detailed assessment as:

- a) the scheme amendment proposal has not been recommended for adoption, and
- b) the development framework can be further considered and refined alongside the scheme amendment process if required.

In support of the proposed amendment, the applicant has provided a Scheme Amendment Report (Attachment 2). The applicant has summarised the justification for the proposed amendment as follows:

“The proposed complex scheme amendment will facilitate the redevelopment of a strategic site in the Nedlands town centre for retail, commercial and residential purposes. The proposal is consistent with the state and proposed local planning framework and represents a significant step forward in facilitating the growth and redevelopment of the Nedlands town centre consistent with state planning policy.

The overall planning merit of the proposal is summarised as follows:

- The proposal will deliver greater intensity on site, reflective of its location and context adjoining Stirling Highway which is established as a Corridor precinct under the WAPC's Draft Central Sub-Regional Planning Framework.
- It will contribute towards the City of Nedlands residential infill targets established by Directions 2031. Consistent with the City's Draft Planning Strategy, it concentrates density along Stirling Highway as an established 'Urban Growth' activity corridor to ensure existing low density residential areas remain protected.
- It will enhance the convenience retail, commercial and specialty offer within the Nedlands town centre, consistent with the centres role as a neighbourhood centre established by SPP 4.2.
- The amendment has not been prepared in isolation, having regard for the broader town centre from a land use and retail sustainability, transport and public realm perspective. This has been undertaken through preparation of a comprehensive Development Framework which will provide a strong basis for the preparation of a local development plan by the City of Nedlands.
- The future redevelopment of the site for retail and commercial purposes is consistent with its proposed future zoning under Draft LPS 3 as a Centre – Neighbourhood zone.
- The future redevelopment will reflect the centres role as the primary town centre and most complex mixed use area in the City of Nedlands, as established by the City's Draft Local Planning Strategy."

6.0 State Planning Framework

There are a number of state planning framework documents that are relevant to this amendment. Generally, it is considered that this proposal aligns with the state planning framework, with some points requiring discussion.

The draft Perth and Peel@3.5 Million suite provides the high level spatial framework for the future growth of metropolitan Perth. Most relevant to this proposal is the development of activity centres within a defined hierarchy and the identification of Stirling Highway as a corridor. Both activity centres and corridors are identified as opportunities for increased higher density residential development. These areas play an important role in contributing to the City's dwelling targets established in Directions 2031.

The proposed scheme amendment does allow for the provision of higher density residential development. It must be noted however that there is no statutory requirement for dwellings, and the proposed amendment allows for a built outcome that does not include any dwellings. This is discussed further in relation to the local planning framework.

The proposal generally aligns with the high-level state transport planning framework, with the impacts on the local movement network discussed below.

State Planning Policy 4.2 Activity Centres for Perth and Peel

State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP4.2) addresses the planning and development of activity centres throughout Perth and Peel. The main purpose of this policy is to specify broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres. It is mainly concerned with the distribution, function, broad land use and urban design criteria of activity centres, and with coordinating their land use and infrastructure planning.

Other purposes of the policy include the integration of activity centres with public transport; ensuring they contain a range of activities to promote community benefits through infrastructure efficiency and economic benefits of business clusters; and lower transport energy use and associated carbon emissions. The policy also reflects the state intention to encourage and consolidate residential and commercial development in activity centres.

The lots subject to this amendment form part of a neighbourhood centre. At this stage, there are two main concerns with this proposal meeting the objectives of SPP4.2.

Firstly, the scheme amendment does not plan for the development of the centre in a comprehensive manner as the amendment only applies to half of the neighbourhood centre. It is considered essential that the planning for this centre covers (at the very least) the 'core' sites between Dalkeith Road and Stanley Street. This is particularly important in estimating the growth potential and land use mix of the centre and to manage the interface between the centre-scaled development and the adjacent land. It is acknowledged that the non-statutory development framework does consider the neighbourhood centre as a whole but, the outcome envisaged by this document simply cannot be realised under TPS2 unless there is a corresponding scheme amendment across the area.

The second area of concern is the potential effect on the amenity of the area as a result of traffic and traffic impacts. The transport assessment does not satisfy the City's requirement to see improved access upon intensification of the centre. This is discussed in more detail later in this report.

As the scheme amendment itself has only limited provisions, it will be in more detailed planning (either in the development of a Local Development Plan or in the lodgement of a Development Application) that the performance of the proposed centre against the SPP4.2 objectives can be fully interrogated.

7.0 Local Planning Framework

Local Planning Strategy

The Local Planning Strategy sets out the long term strategic direction for land use and development within the City. The Local Planning Strategy designates the Captain Stirling Neighbourhood Centre the 'Town Centre'.

Specific to this centre, the following strategy falls under the 'Retail and Commerce' Intention:

“Facilitate the maintenance and expansion of the Captain Stirling Neighbourhood Centre (and nearby civic facilities such as City of Nedlands Administration and Library) as the main Town Centre. Plan for this centre to be the largest and most complex mixed-use activity centre in the hierarchy of centres.”

In many ways, the proposed amendment aligns with this strategy and would help to realise an expanded, mixed use centre. There are other strategies in the 'Retail and Commerce' that could be better addressed by the proposed amendment such as; improving the public realm interface and encouraging a mix of land uses within centres. However, there is the potential to strengthen these aspects in the development of a Local Development Plan if deemed necessary.

A common theme running throughout the Local Planning Strategy is the concept of 'appropriate transitions'. It is considered essential across the City that transitions between different land uses or differing intensity of development are appropriately treated and give certainty to landowners. This amendment, by proposing Special Use next to low density residential areas, does not align with this fundamental aspect of the Local Planning Strategy. The non-statutory preliminary concept plans and the development framework simply do not provide the certainty the City requires to ensure transitional building scales and land uses adjacent to R10 Residential is appropriate.

Town Planning Scheme No. 2

The subject sites are zoned 'Hotel' and 'Residential' R10 under TPS2. It is accepted that there is not an existing zone (with accompanying development standards) in TPS2 that would allow the development of the centre in a manner consistent with the Local Planning Strategy. Therefore, the designation of the site as Special Use, and inserting text into Schedule V has been considered an acceptable method of amending TPS2. Considering the progression of LPS3 and as per Council's resolution of May 2015, it is preferred that no further amendments to TPS2 are made.

Draft Local Planning Scheme No. 3

The scheme amendment documentation considers draft LPS3 as it was presented to Council in December 2016. The proposed amendment includes objectives for the Special Use zone that are copied from the Stirling Highway Precinct Special Control Area in draft LPS3 so there is some consistency between the intent of the scheme amendment and draft LPS3.

At the time of writing this report, draft LPS3 has been considered by the Department of Planning but the scope of required modifications is unknown. It is likely that there will be changes required to the draft LPS3 that impact the sites subject to this amendment. For this reason, it is difficult to determine how closely the amendment aligns with the draft LPS3 that will be advertised.

Traffic

The applicant has provided a Transport Assessment with the scheme amendment proposal and it is accepted by all parties that access to Stirling Highway is the key issue for any development proposed in this area. The location and number of signalised intersections along Stirling Highway is a major constraint to any intensification of land use.

The City engaged the services of an independent transport consultant to review the material provided by the applicant. The applicant's Transport Assessment preferences the signalisation of the Stanley Street intersection to facilitate access to the centre. The City's consultant indicated concern that the analysis and discussion around this conclusion is somewhat lacking and most importantly, does not demonstrate that additional signalised intersections would be permitted by Main Roads WA. Other concerns raised by the City's consultant include:

- a) The applicant's report does not consider capacity on the Stirling Highway corridor.
- b) The applicant's report does not include any weekday AM peak hour analysis.
- c) The applicant's report utilises the RTA Guide to Traffic Generating Developments (2002) rather than the more appropriate WAPC Transport Impact Assessment Guidelines.
- d) The applicant's report omits important components that would be considered important in a traffic impact assessment (such as; how traffic would access the site, and the impacts on surrounding roads).

In background work completed to inform the Local Planning Strategy and draft LPS3, the City has begun to consider various development scenarios and the surrounding road network. It is acknowledged that it is in the best interest of the successful development of the centre that work on the movement network be progressed swiftly. The City would consider it vital that the centre is treated as a whole, and in its context, i.e. as one part of a corridor that is expected to increase in intensity in the future, when transport assessment work is continued. Without a convincing demonstration that access to the centre will be improved, the City cannot be satisfied that there will not be an unacceptable impact on the amenity of the locality.

Retail

The applicant has provided a Retail Sustainability Assessment (RSA) with the scheme amendment proposal. The requirement for this document to accompany the scheme amendment request comes from SPP4.2 and is supported by the Local Planning Strategy.

The RSA entertains a scenario of approximately 9,000m² Shop/Retail floorspace over the neighbourhood centre where the City's Activity Centres Planning Strategy requires a convincing RSA where this centre is to exceed 8,000m² Shop/Retail floorspace. At this early stage of the scheme amendment process, the RSA has not been subject to a detailed review. This would be required if the amendment were to be initiated.

Some initial comments are noted:

- a) The RSA is based on a trade area that is larger than what would be typical of a neighbourhood centre as per SPP4.2.
- b) The RSA makes assumptions based on the expected built outcome on the current Captain Stirling IGA site that are not considered reliable.
- c) There is potential for the centre to be dominated by supermarket floorspace which does not meet the City's expectations for a centre that includes a mix of uses.
- d) Many of the other issues raised elsewhere in this report, if addressed or altered would result in changes to the RSA.

It would be expected that an RSA for this centre would be refined and then reviewed *after* the more critical issues relating to the development of the centre are resolved.

Heritage

The applicant has provided a Heritage Assessment and Impact Statement with the scheme amendment proposal. The assessment was prepared in 2012 and includes outdated information regarding the State Heritage status of the hotel building.

The Captain Stirling Hotel building and a portion of the adjacent land (not including the drive-through bottle shop) was entered in the State Register of Heritage Places on a permanent basis in August 2016. The documentation produced by the State Heritage Office during the process of registering this place is available online and supersedes or supplements the heritage information provided by the applicant.

The Hotel and bottle shop are included on the City's Municipal Heritage Inventory. This does not preclude development of the site and does not conflict with the proposed amendment. Should the bottle shop be demolished (which may or may not occur, even without the progression of this scheme amendment), the City is likely to request the preparation of an archive record for the place. This is a recommendation in the Heritage Assessment provided by the applicant.

In general, the scheme amendment is considered acceptable in its treatment of the site's heritage attributes. When more detailed planning occurs, consideration and priority must be given to the streetscape and curtilage for the existing hotel building in any future development scenario for the site. Development on the Stanley Street/Stirling Highway corner should respect the visual contribution of the hotel in the Stirling Highway streetscape.

8.0 Assessment of Statutory Provisions

Extent of Special Use Zone

The extent of the Special Use zone is not consistent with the Local Planning Strategy or draft LPS3. Draft LPS3 enabled the concept of ‘transition zones’ to be realised by designating the four, currently residential, southern lots as Mixed Residential. The Mixed Residential zone would be subject to distinct objectives, land use permissibilities and development provisions to appropriately transition between a neighbourhood centre and the lower density residential suburb. This type of zone, or specific provisions to achieve a similar outcome is required in this location.

Objectives

The applicable Special Use objectives have been copied from the Stirling Highway Precinct Special Control Area in draft LPS3 so there is consistency between the intent of the scheme amendment and draft LPS3. As the proposed amendment doesn’t include the implementation of a Mixed Residential type zone, there are no objectives that relate specifically to the provision of high quality, higher density residential development.

Land Use

The proposed amendment uses slightly different terminology to assign permissibility but primarily refers to land uses as defined under TPS2. A wide range of non-residential land uses would be considered, generally in line with the Centre – Neighbourhood zone in draft LPS3. A range of residential land uses would also be allowed.

The proposed amendment allows a ‘Fast Food Outlet’ to be considered which conflicts with Council’s resolution regarding draft LPS3 from December 2016. The proposal also retains ‘Shop’ as a permitted use as per TPS2 definitions which would allow a large format liquor store to be established on the site. This does not align with draft LPS3 where ‘Liquor Store – Large’ is a use that is not permitted in any zone.

Active frontages/ground floor uses are addressed adequately by the scheme amendment proposal.

Building Height

The amendment would allow for:

- a) Buildings with a minimum wall height of 11 metres at the primary and secondary street setbacks, which equates to 2 – 3 storeys. This is considered acceptable and a useful provision to assist in the creating of active street frontages.
- b) Buildings up to 24.5 metres in height, which equates to 6 – 8 storeys, as of right. This is considered acceptable and in line with the Local Planning Strategy and draft LPS3.
- c) Buildings up to 38.5 metres in height, which equates to approximately 10 storeys if there is an approved Local Development Plan/Local Planning Policy in place. This is considered acceptable and in line with the Local Planning Strategy and draft LPS3.

The major concern with the building height provisions is that they apply across all lots subject to this amendment, including the sites identified in draft LPS3 as Mixed Residential.

General Development Requirements

The proposed amendment includes a provision that allows the City to request a Local Development Plan before redevelopment of the site. This is considered an essential step to allow for more detailed planning of the site.

Parking and Access

Provisions addressing Car Parking and Access, Bicycle Parking and End-of-Trip Facilities (and associated ability to apply discretion) have been included in the proposed amendment. These provisions are considered acceptable for this stage of the amendment process.

Development Framework Provisions

The Development Framework prepared by the applicant is intended to assist in the assessment of this amendment and any future development application. This is considered a non-statutory document. This is a concern as the document proposes development provisions that are crucial to achieving the intentions of the Local Planning Strategy and draft LPS3. If this amendment was to progress, the City would preference elevating some of the Development Framework provisions into scheme text and/or consider adopting the Development Framework as a Local Planning Policy.

Notwithstanding the concern as to the weight of the document, some of the issues identified with the Development Framework include:

- a) The Development Framework area is far wider than the proposed scheme amendment, meaning the development outcomes identified in the document cannot be achieved.
- b) The scheme amendment essentially removes the Mixed Residential transition areas of draft LPS3 and the Development Framework reinforces this.
- c) There is a lack of certainty regarding the Stanley Street interface.
- d) Clarity regarding boundary setbacks is required.
- e) Residential density provisions are not addressed
- f) There is further work required on building massing and solar access to adjacent residential areas.
- g) There is a lack of certainty regarding the public realm curtilage to the Captain Stirling Hotel and the protection of its heritage presence in the Stirling Highway streetscape.

The Development Framework has many parameters that may deviate slightly from the work being completed on the planning tools to support draft LPS3. It is likely that these differences could be resolved as draft LPS3 progresses and the supplementary planning tools are finalised.

9.0 Legislation / Policy

- *Planning and Development Act 2005 (P&D Act)*
- *Planning and Development (Local Planning Schemes) Regulations 2015*
- City of Nedlands Town Planning Scheme No. 2 (TPS2)
- State Planning Policy 4.2 Activity Centres for Perth and Peel

10.0 Consultation

Before a proposed scheme amendment is initiated, there is no requirement for public consultation.

If an amendment is advertised, there is a statutory process to follow that requires environmental review, referrals to agencies likely to be affected by the proposed scheme amendment and advertisement of the proposed scheme amendment for public inspection as per the *Planning and Development (Local Planning Scheme) Regulations 2015*.

11.0 Risk management

If Council resolves not to prepare this proposed scheme amendment, the Minister for Planning may instruct that the amendment be prepared. Section 76 of the P&D Act states that where the Minister is satisfied on any representation that the local government has failed to prepare or adopt a proposal which “ought to be adopted”, the Minister may order the local government to do so.

If Council resolves to proceed with this scheme amendment, there is a risk that draft LPS3 will ‘overtake’ any current amendments to TPS2. If this occurs, it is expected that any current amendments to TPS2 will be incorporated into LPS3 at an appropriate stage. This may result in some procedural inefficiencies but is not considered to have significant consequences.

12.0 Conclusion

Scheme Amendment No. 212 to TPS2 proposes to rezone 80 Stirling Highway (Captain Stirling Hotel) and five adjacent residential lots to Special Use.

It is acknowledged that TPS2 does not allow the development of the centre in a manner consistent with the Local Planning Strategy. This scheme amendment proposal has been assessed against the Local Planning Strategy and the state planning framework and considers the intent of draft LPS3 as it was presented to Council in December 2016.

Much of the concept planning information and justification included with the scheme amendment proposal is considered sound, however there are some critical issues that cannot be overlooked. The City cannot be satisfied that there will not be an adverse impact on the amenity of the locality as a result of traffic and access issues. Additionally, the proposed Development Framework does not provide the certainty the City requires in the future development of its largest and most complex centre. There are concerns the centre’s main retail core is not addressed as a whole in the proposed amendment and a key feature of the Local Planning Strategy, the higher density residential transition area, is compromised by the proposed amendment.

It is therefore recommended that the scheme amendment is not adopted and the scheme amendment does not proceed to advertising.

MINISTER FOR PLANNING

PROPOSAL TO AMEND A LOCAL PLANNING SCHEME

- 1. Local Government: City of Nedlands
- 2. Description of Scheme: Town Planning Scheme No.2
- 3. Type of Scheme: Local Planning Scheme
- 4. Serial Number: Amendment No.211
- 5. Amendment Type: Complex
- 6. Proposal:
 - a. Rezoning and reclassifying the land bound by Stirling Highway to the north, Lot 24 Florence Road and Lot 13 Stanley Street to the south, Stanley Street to the east and Florence Road to the west from a Hotel zone and Residential R10 zone to a Special Use zone.
 - b. Amend Schedule V – Special Use Zone to include the following:

(A)	(B)
DESCRIPTION OF SITE	PERMITTED USES AND PROVISIONS APPLYING TO SPECIAL USE SITES
<p>Lot 1 Stirling Highway, Lots 21, 22 and 23 Florence Road and Lots 32 and 33 Stanley Street, Nedlands</p>	<p>(1) Objectives</p> <ul style="list-style-type: none"> (a) Maximum intensity of development along Stirling Highway as the transit corridor, with gradual reduction in intensity behind the corridor; (b) To ensure that zones within the Special Control area are distinctive and provide nodes of activity and intensity; (c) Ensure that development along Stirling Highway is not monotonous in terms of bulk and scale across the whole length of the corridor; (d) To encourage land assembly for large scale development to avoid fragmentation of land; (e) To coordinate vehicle access via the creation of rear laneway and right-of-way access to enable safe and appropriate access to development fronting Stirling Highway; (f) To ensure that new built form is of a high architectural standard and is designed to positively contribute to the streetscape and surrounding area; and (g) Avoid underdevelopment within this Special Control Area as the City’s most intense activity corridor. <p>(2) Land Use</p> <ul style="list-style-type: none"> (a) The following uses are permitted ‘P’ uses: <ul style="list-style-type: none"> - Child Day Care Centre

- Consulting Room
- Health Studio
- Home Occupation
- Hotel
- Lunch Bar
- Restaurant
- Shop
- Shopping centre

(b) The following uses are discretionary 'D' uses:

- Amusement Parlour
- Cinema/Theatre
- Civic Building
- Club Premises
- Dwelling House – Grouped/Attached
- Dwelling House – Multiple
- Dwellings House – Single
- Educational Establishment
- Hire Service
- Home Business
- Medical Centre
- Office – General
- Office – Professional
- Office – Service
- Produce Store
- Reception Lodge
- Veterinary Consulting Rooms
- Veterinary Hospital

(c) The following uses are advertised 'A' uses:

- Drive-in Theatre
- Fast Food Outlet
- Market
- Public Utility
- Recreation – Private
- Residential Building
- Tavern

(d) The following uses are incidental 'IP' uses:

- Betting Shop
- Car Park
- Trade Display
- Warehouse

(e) All other uses are not permitted.

(f) Residential, Office and Consulting rooms uses are not permitted on the ground floor facing a primary and/or secondary street; except where the use faces a laneway or right-of-way.

(g) Buildings are to have active frontages to the primary and/or secondary street; except where a use faces a laneway or right-of-way.

(h) Active uses on the ground floor facing a street must have a minimum tenancy depth of 10m.

(3) Development Requirements

- (a) The City reserves the right to request a Local Development Plan or Development Framework for any redevelopment, substantial addition, change of use or modification, as the City deems necessary.
- (b) All development shall have due regard for any Local Development Plan or Development Framework that has been prepared over the site.
- (c) Any major modification, addition or alteration to a building which changes the original built form shall be subject to redevelopment in accordance with this Special Control Area, as deemed by the City.
- (d) Development within the Special Use area is to comply with the following:
 - 11.0m minimum wall height at the primary and/or secondary street setbacks, this exclude rights-of-ways and laneways.
 - Lots with an area of 2,000m² or less:
 - 14.5m maximum wall height; and
 - 17.5m maximum building height.
 - Lots with an area of 2,000m² or more:
 - 21.5 maximum wall height; and
 - 24.5m maximum building height.
 - The City may permit additional height to 35.5m maximum wall height and 38.5m maximum building height, in accordance with an approved Local Development Plan and/or Local Planning Policy.
- (e) The City reserves the right to determine the primary and secondary streets as part of any development application.
- (f) External ducting, air conditioners, plant, pipes, lift over-runs, telecommunication structures and similar building services shall be incorporated in the building design and be screened from view from the primary and/or secondary street; except where facing a laneway or right-of-way.

(4) Carparking and Access

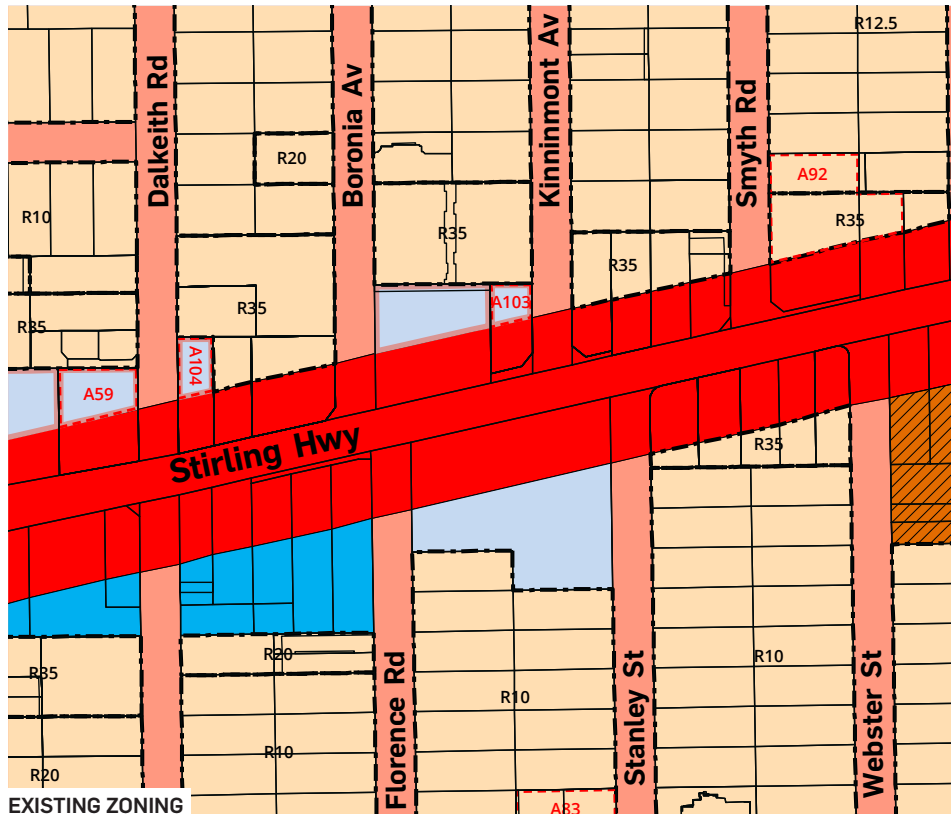
- (a) Carparking bays are to be provided in accordance with the maximum ratios set out below:
 - **Shop/Shopping centre** – 5 bays per 100sq.m NLA
 - **Dwelling House** – Single, Multiple and Grouped/Attached – as per R-Codes.
 - **Restaurant** - 1 space for every 4 seats
 - **Hotel** – 1 space per 10sq.m NLA, plus 0.5 bays per staff member, plus 1 bay per bedroom.
 - **Child care centre** – 1 bay per 10 children, plus 0.5 bays per staff member, and drop-off and pick-up areas to the satisfaction of Council.
 - **Consulting room/Medical centre** – 3 spaces for every practitioner.
 - **Office** – 2 bays per 100sq.m NLA.
 - **All other uses** – at the discretion of Council, having regard for similar uses and standards above.
- (b) Variations to the carparking standards above may be approved at the Council's discretion.

	<p>(c) Where a site has more than one street frontage, vehicle access must be obtained from the lowest hierarchy road; this is inclusive of laneways and rights-of-way.</p> <p>(5) Bicycle Parking</p> <p>(a) Short term bicycle parking facilities shall be provided in accordance with the following:</p> <ul style="list-style-type: none"> - Shop/Shopping centre – 2 per 10 carparking bays. - Restaurant/Hotel – 2 per 10 carparking bays. - Child care centre – 2 per 10 carparking bays. - Consulting room/Medical centre – 2 per 10 carparking bays. - Office – 3 per 10 carparking bays. - All other uses – at the discretion of Council, having regard for similar uses and standards above. <p>(b) Variations to the bicycle parking standards above may be approved at the Council's discretion.</p> <p>(6) End-of-Trip Facilities</p> <p>(a) Longer term end-of-trip facilities* shall be provided for:</p> <ul style="list-style-type: none"> - Commercial land uses – 1 space per 500sq.m NLA (minimum 4 spaces), 1 locker per long term space and 1 shower per 10 spaces - Office – 1 space per 200sq.m NLA, 1 locker per long term space and 1 shower per 10 spaces - Consulting room and Medical centre – 1 space per 8 practitioners, 1 locker per long term space and 1 shower per 10 spaces - Any other use – to be determined by City of Nedlands <p><i>* Long term end-of-trip facilities include:</i></p> <ul style="list-style-type: none"> - <i>Locked compounds with communal access using duplicate keys or electronic swipe cards in a secure location and fitted with bicycle parking devices; or</i> - <i>Fully enclosed individual lockers; and</i> - <i>Devices to which the bicycle frame and wheels can be locked positioned close and directly visible from inside the development.</i> <p>(b) Variations to the end-of-trip facility standards above may be approved at the Council's discretion.</p>
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c. Modifying the Scheme Map accordingly.

7. Report by: Urbis Pty Ltd on behalf of Fabcot Pty Ltd

CITY OF NEDLANDS TOWN PLANNING SCHEME NO.2 COMPLEX SCHEME AMENDMENT NO. 211



LEGEND

Additional uses

R Codes

LPS - ZONES AND RESERVES

Hotel

Municipal purposes

Office / showroom

Residential

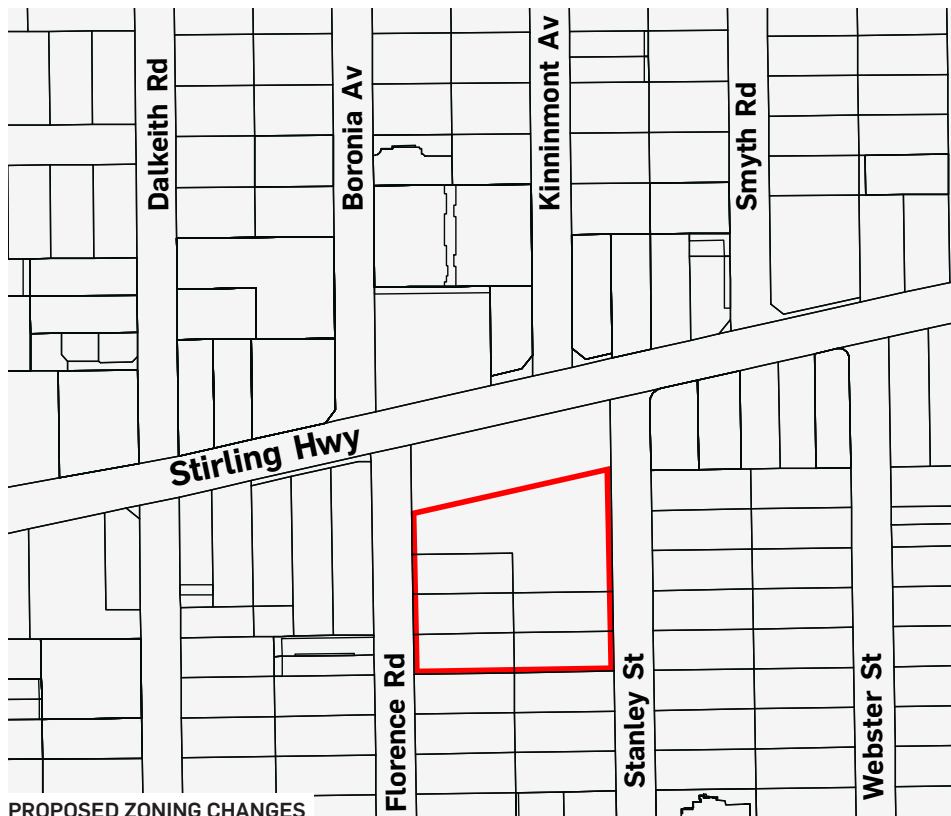
Retail

Special use

MRS - ZONES AND RESERVES

Primary regional road

Urban



PROPOSED COMPLEX SCHEME AMENDMENT NO.211

CAPTAIN STIRLING HOTEL REDEVELOPMENT



5 JULY 2017
PA1416
PREPARED FOR FABCOT PTY LTD



URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Kris Nolan
Associate Director	Megan Gammon
Project Code	PA1416
Report Number	Final Lodged – 5 July 2017

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*Planning and Development Act 2005***RESOLUTION TO PREPARE OR ADOPT COMPLEX AMENDMENT TO
LOCAL PLANNING SCHEME**

City of Nedlands Town Planning Scheme No.2

Amendment No.211

Resolved that the local government pursuant to section 72 of the *Planning and Development Act 2005*, amend the above Local Planning Scheme by:

- a. Rezoning and reclassifying the land bound by Stirling Highway to the north, Lot 24 Florence Road and Lot 13 Stanley Street to the south, Stanley Street to the east and Florence Road to the west from a Hotel and Residential R10 zone to a Special Use zone.
- b. Amend Schedule V – Special Use Zone to include the following:

(A)	(B)
DESCRIPTION OF SITE	PERMITTED USES AND PROVISIONS APPLYING TO SPECIAL USE SITES
Lot 1 Stirling Highway, Lots 21, 22 and 23 Florence Road and Lots 32 and 33 Stanley Street, Nedlands	<p>(1) Objectives</p> <ol style="list-style-type: none"> (a) Maximum intensity of development along Stirling Highway as the transit corridor, with gradual reduction in intensity behind the corridor; (b) To ensure that zones within the Special Control area are distinctive and provide nodes of activity and intensity; (c) Ensure that development along Stirling Highway is not monotonous in terms of bulk and scale across the whole length of the corridor; (d) To encourage land assembly for large scale development to avoid fragmentation of land; (e) To coordinate vehicle access via the creation of rear laneway and right-of-way access to enable safe and appropriate access to development fronting Stirling Highway; (f) To ensure that new built form is of a high architectural standard and is designed to positively contribute to the streetscape and surrounding area; and (g) Avoid underdevelopment within this Special Control Area as the City's most intense activity corridor. <p>(2) Land Use</p> <ol style="list-style-type: none"> (a) The following uses are permitted 'P' uses: <ul style="list-style-type: none"> - Child Day Care Centre - Consulting Room - Health Studio - Home Occupation - Hotel - Lunch Bar

- Restaurant
- Shop
- Shopping centre

(b) The following uses are discretionary 'D' uses:

- Amusement Parlour
- Cinema/Theatre
- Civic Building
- Club Premises
- Dwelling House – Grouped/Attached
- Dwelling House – Multiple
- Dwellings House – Single
- Educational Establishment
- Hire Service
- Home Business
- Medical Centre
- Office – General
- Office – Professional
- Office – Service
- Produce Store
- Reception Lodge
- Veterinary Consulting Rooms
- Veterinary Hospital

(c) The following uses are advertised 'A' uses:

- Drive-in Theatre
- Fast Food Outlet
- Market
- Public Utility
- Recreation – Private
- Residential Building
- Tavern

(d) The following uses are incidental 'IP' uses:

- Betting Shop
- Car Park
- Trade Display
- Warehouse

(e) All other uses are not permitted.

(f) Residential, Office and Consulting rooms uses are not permitted on the ground floor facing a primary and/or secondary street; except where the use faces a laneway or right-of-way.

(g) Buildings are to have active frontages to the primary and/or secondary street; except where a use faces a laneway or right-of-way.

(h) Active uses on the ground floor facing a street must have a minimum tenancy depth of 10m.

(3) Development Requirements

(a) The City reserves the right to request a Local Development Plan or Development Framework for any redevelopment, substantial

addition, change of use or modification, as the City deems necessary.

- (b) All development shall have due regard for any Local Development Plan or Development Framework that has been prepared over the site.
- (c) Any major modification, addition or alteration to a building which changes the original built form shall be subject to redevelopment in accordance with this Special Control Area, as deemed by the City.
- (d) Development within the Special Use area is to comply with the following:
 - 11.0m minimum wall height at the primary and/or secondary street setbacks, this exclude rights-of-ways and laneways.
 - Lots with an area of 2,000m² or less:
 - 14.5m maximum wall height; and
 - 17.5m maximum building height.
 - Lots with an area of 2,000m² or more:
 - 21.5 maximum wall height; and
 - 24.5m maximum building height.
 - The City may permit additional height to 35.5m maximum wall height and 38.5m maximum building height, in accordance with an approved Local Development Plan and/or Local Planning Policy.
- (e) The City reserves the right to determine the primary and secondary streets as part of any development application.
- (f) External ducting, air conditioners, plant, pipes, lift over-runs, telecommunication structures and similar building services shall be incorporated in the building design and be screened from view from the primary and/or secondary street; except where facing a laneway or right-of-way.

(4) Carparking and Access

- (a) Carparking bays are to be provided in accordance with the maximum ratios set out below:
 - **Shop/Shopping centre** – 5 bays per 100sq.m NLA
 - **Dwelling House** – Single, Multiple and Grouped/Attached – as per R-Codes.
 - **Restaurant** - 1 space for every 4 seats
 - **Hotel** – 1 space per 10sq.m NLA, plus 0.5 bays per staff member, plus 1 bay per bedroom.
 - **Child care centre** – 1 bay per 10 children, plus 0.5 bays per staff member, and drop-off and pick-up areas to the satisfaction of Council.
 - **Consulting room/Medical centre** – 3 spaces for every practitioner.
 - **Office** – 2 bays per 100sq.m NLA.
 - **All other uses** – at the discretion of Council, having regard for similar uses and standards above.
- (b) Variations to the carparking standards above may be approved at the Council's discretion.
- (c) Where a site has more than one street frontage, vehicle access must be obtained from the lowest hierarchy road; this is inclusive of laneways and rights-of-way.

	<p>(5) Bicycle Parking</p> <p>(a) Short term bicycle parking facilities shall be provided in accordance with the following:</p> <ul style="list-style-type: none"> - Shop/Shopping centre – 2 per 10 carparking bays. - Restaurant/Hotel – 2 per 10 carparking bays. - Child care centre – 2 per 10 carparking bays. - Consulting room/Medical centre – 2 per 10 carparking bays. - Office – 3 per 10 carparking bays. - All other uses – at the discretion of Council, having regard for similar uses and standards above. <p>(b) Variations to the bicycle parking standards above may be approved at the Council's discretion.</p> <p>(6) End-of-Trip Facilities</p> <p>(a) Longer term end-of-trip facilities* shall be provided for:</p> <ul style="list-style-type: none"> - Commercial land uses – 1 space per 500sq.m NLA (minimum 4 spaces), 1 locker per long term space and 1 shower per 10 spaces - Office – 1 space per 200sq.m NLA, 1 locker per long term space and 1 shower per 10 spaces - Consulting room and Medical centre – 1 space per 8 practitioners, 1 locker per long term space and 1 shower per 10 spaces - Any other use – to be determined by City of Nedlands <p style="margin-left: 40px;">* <i>Long term end-of-trip facilities include:</i></p> <ul style="list-style-type: none"> - <i>Locked compounds with communal access using duplicate keys or electronic swipe cards in a secure location and fitted with bicycle parking devices; or</i> - <i>Fully enclosed individual lockers; and</i> - <i>Devices to which the bicycle frame and wheels can be locked positioned close and directly visible from inside the development.</i> <p>(b) Variations to the end-of-trip facility standards above may be approved at the Council's discretion.</p>
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c. Modifying the Scheme Map accordingly.

The amendment is considered **complex** under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* for the following reasons:

- It proposes the introduction of a new Special Use area with land use, design and development parameters proposed to guide future land use and development within the site.
- It will facilitate a redevelopment which is of a scale and potential impact that is significant relative to existing development in the locality.
- The scheme amendment and future development application is proposed ahead of the preparation of a local development plan over the Nedlands Town Centre.
- It will facilitate development which will potentially include retail floorspace and residential densities as well as the expansion of retail and commercial uses on site, which will require various transport infrastructure upgrades impacting on the broader town centre.

Dated this ____ day of _____ 2017

Chief Executive Officer

MINISTER FOR PLANNING

PROPOSAL TO AMEND A LOCAL PLANNING SCHEME

1. Local Government: City of Nedlands
2. Description of Scheme: Town Planning Scheme No.2
3. Type of Scheme: Local Planning Scheme
4. Serial Number: Amendment No.211
5. Amendment Type: Complex
6. Proposal:
- a. Rezoning and reclassifying the land bound by Stirling Highway to the north, Lot 24 Florence Road and Lot 13 Stanley Street to the south, Stanley Street to the east and Florence Road to the west from a Hotel zone and Residential R10 zone to a Special Use zone.
 - b. Amend Schedule V – Special Use Zone to include the following:

(A)	(B)
DESCRIPTION OF SITE	PERMITTED USES AND PROVISIONS APPLYING TO SPECIAL USE SITES
<p>Lot 1 Stirling Highway, Lots 21, 22 and 23 Florence Road and Lots 32 and 33 Stanley Street, Nedlands</p>	<p>(1) Objectives</p> <ol style="list-style-type: none"> (a) Maximum intensity of development along Stirling Highway as the transit corridor, with gradual reduction in intensity behind the corridor; (b) To ensure that zones within the Special Control area are distinctive and provide nodes of activity and intensity; (c) Ensure that development along Stirling Highway is not monotonous in terms of bulk and scale across the whole length of the corridor; (d) To encourage land assembly for large scale development to avoid fragmentation of land; (e) To coordinate vehicle access via the creation of rear laneway and right-of-way access to enable safe and appropriate access to development fronting Stirling Highway; (f) To ensure that new built form is of a high architectural standard and is designed to positively contribute to the streetscape and surrounding area; and (g) Avoid underdevelopment within this Special Control Area as the City's most intense activity corridor. <p>(2) Land Use</p> <ol style="list-style-type: none"> (a) The following uses are permitted 'P' uses: <ul style="list-style-type: none"> - Child Day Care Centre

- Consulting Room
- Health Studio
- Home Occupation
- Hotel
- Lunch Bar
- Restaurant
- Shop
- Shopping centre

(b) The following uses are discretionary 'D' uses:

- Amusement Parlour
- Cinema/Theatre
- Civic Building
- Club Premises
- Dwelling House – Grouped/Attached
- Dwelling House – Multiple
- Dwellings House – Single
- Educational Establishment
- Hire Service
- Home Business
- Medical Centre
- Office – General
- Office – Professional
- Office – Service
- Produce Store
- Reception Lodge
- Veterinary Consulting Rooms
- Veterinary Hospital

(c) The following uses are advertised 'A' uses:

- Drive-in Theatre
- Fast Food Outlet
- Market
- Public Utility
- Recreation – Private
- Residential Building
- Tavern

(d) The following uses are incidental 'IP' uses:

- Betting Shop
- Car Park
- Trade Display
- Warehouse

(e) All other uses are not permitted.

(f) Residential, Office and Consulting rooms uses are not permitted on the ground floor facing a primary and/or secondary street; except where the use faces a laneway or right-of-way.

(g) Buildings are to have active frontages to the primary and/or secondary street; except where a use faces a laneway or right-of-way.

(h) Active uses on the ground floor facing a street must have a minimum tenancy depth of 10m.

(3) Development Requirements

- (a) The City reserves the right to request a Local Development Plan or Development Framework for any redevelopment, substantial addition, change of use or modification, as the City deems necessary.
- (b) All development shall have due regard for any Local Development Plan or Development Framework that has been prepared over the site.
- (c) Any major modification, addition or alteration to a building which changes the original built form shall be subject to redevelopment in accordance with this Special Control Area, as deemed by the City.
- (d) Development within the Special Use area is to comply with the following:
 - 11.0m minimum wall height at the primary and/or secondary street setbacks, this exclude rights-of-ways and laneways.
 - Lots with an area of 2,000m² or less:
 - 14.5m maximum wall height; and
 - 17.5m maximum building height.
 - Lots with an area of 2,000m² or more:
 - 21.5 maximum wall height; and
 - 24.5m maximum building height.
 - The City may permit additional height to 35.5m maximum wall height and 38.5m maximum building height, in accordance with an approved Local Development Plan and/or Local Planning Policy.
- (e) The City reserves the right to determine the primary and secondary streets as part of any development application.
- (f) External ducting, air conditioners, plant, pipes, lift over-runs, telecommunication structures and similar building services shall be incorporated in the building design and be screened from view from the primary and/or secondary street; except where facing a laneway or right-of-way.

(4) Carparking and Access

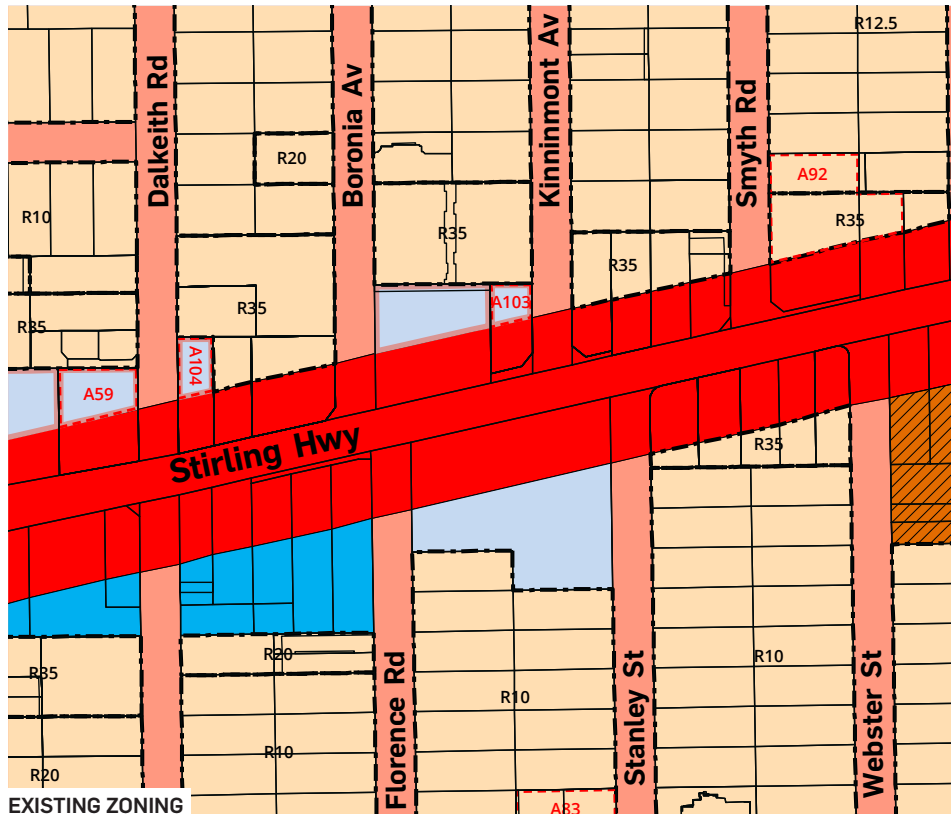
- (a) Carparking bays are to be provided in accordance with the maximum ratios set out below:
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 - **Restaurant** - 1 space for every 4 seats
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 - **Consulting room/Medical centre** – 3 spaces for every practitioner.
 - **Office** – 2 bays per 100sq.m NLA.
 - **All other uses** – at the discretion of Council, having regard for similar uses and standards above.
- (b) Variations to the carparking standards above may be approved at the Council's discretion.

	<p>(c) Where a site has more than one street frontage, vehicle access must be obtained from the lowest hierarchy road; this is inclusive of laneways and rights-of-way.</p> <p>(5) Bicycle Parking</p> <p>(a) Short term bicycle parking facilities shall be provided in accordance with the following:</p> <ul style="list-style-type: none"> - Shop/Shopping centre – 2 per 10 carparking bays. - Restaurant/Hotel – 2 per 10 carparking bays. - Child care centre – 2 per 10 carparking bays. - Consulting room/Medical centre – 2 per 10 carparking bays. - Office – 3 per 10 carparking bays. - All other uses – at the discretion of Council, having regard for similar uses and standards above. <p>(b) Variations to the bicycle parking standards above may be approved at the Council's discretion.</p> <p>(6) End-of-Trip Facilities</p> <p>(a) Longer term end-of-trip facilities* shall be provided for:</p> <ul style="list-style-type: none"> - Commercial land uses – 1 space per 500sq.m NLA (minimum 4 spaces), 1 locker per long term space and 1 shower per 10 spaces - Office – 1 space per 200sq.m NLA, 1 locker per long term space and 1 shower per 10 spaces - Consulting room and Medical centre – 1 space per 8 practitioners, 1 locker per long term space and 1 shower per 10 spaces - Any other use – to be determined by City of Nedlands <p><i>* Long term end-of-trip facilities include:</i></p> <ul style="list-style-type: none"> - <i>Locked compounds with communal access using duplicate keys or electronic swipe cards in a secure location and fitted with bicycle parking devices; or</i> - <i>Fully enclosed individual lockers; and</i> - <i>Devices to which the bicycle frame and wheels can be locked positioned close and directly visible from inside the development.</i> <p>(b) Variations to the end-of-trip facility standards above may be approved at the Council's discretion.</p>
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c. Modifying the Scheme Map accordingly.

7. Report by: Urbis Pty Ltd on behalf of Fabcot Pty Ltd

CITY OF NEDLANDS TOWN PLANNING SCHEME NO.2 COMPLEX SCHEME AMENDMENT NO. 211



LEGEND

Additional uses

R Codes

LPS - ZONES AND RESERVES

Hotel

Municipal purposes

Office / showroom

Residential

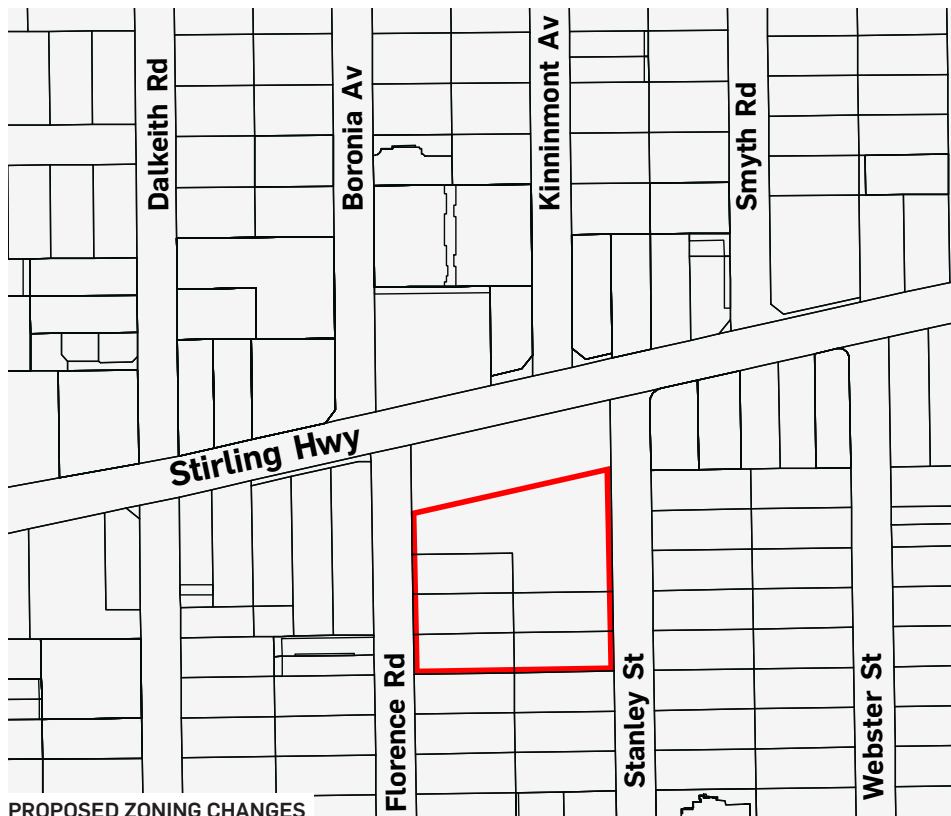
Retail

Special use

MRS - ZONES AND RESERVES

Primary regional road

Urban



EXECUTIVE SUMMARY

BACKGROUND AND CONTEXT

In 2012 and 2014, Woolworths lodged 2 separate scheme amendment requests (No.197 and 204) with the City of Nedlands to rezone the site from 'Hotel' and 'Residential R12.5' to 'Special Use' to facilitate the redevelopment of the site. The redevelopment comprised retail/supermarket uses, the retention of the Captain Stirling Hotel fronting Stirling Highway and medium to high density residential uses to the rear.

Whilst similar in nature, the second amendment request (No.204) altered the proposal in light of the previous decision, which included removal of the Dan Murphys liquor store, a smaller and reconfigured supermarket, retention of existing dwellings and the reconfiguration of carparking.

The City of Nedlands Council resolved in both instances not to initiate the amendments, primarily on the basis of local and broader traffic issues, the fact that the proposals lacked diversity and did not meet dwelling targets and on the basis that they were premature in the context of the City's planning framework at the time. Following the second Council resolution in 2014, Woolworths lodged a section 76 application in order for the amendment to be initiated and progressed. The application was put on hold by Woolworths in May 2015 to enable discussions to progress with the City of Nedlands in light of its impending new planning framework.

Since this time, Urbis and Woolworths have engaged closely with the City, both at an Officer level as well as with Elected Members through the Nedsavers community group (Town Centre Working Group) to discuss Woolworths intentions for the redevelopment of its site. It has also engaged closely with the Department of Planning to discuss the merit in proceeding with an amendment over the site to facilitate its redevelopment in the short to medium term.

This high level of engagement has culminated in the preparation and lodgement of this fresh scheme amendment. With the recent approval of the City's Draft Planning Strategy and adoption of the Draft Local Planning Scheme No.3 (LPS 3) for advertising, Woolworths consider it timely to proceed with the redevelopment of its site, which will likely be a catalytic project for the gradual redevelopment of the broader Nedlands town centre.

PROPOSAL

This amendment proposes to rezone the subject site from a Hotel and Residential R10 zone to a Special Use zone, with appropriate land use and development parameters proposed to be included in Schedule V of the City's Town Planning Scheme No.2 (TPS 2) to guide the future redevelopment.

The application of a Special Use zone will enable bespoke provisions to be applied to the site in question only. These provisions predominantly reflect those proposed under the 'Centre-Neighbourhood' zone of Draft LPS 3, while having regard for the existing Scheme. This approach will enable the site to be redeveloped in accordance with the future intent for the site and broader centre, allowing the Special Use zone to easily transition into the Centre – Neighbourhood zone once the new Scheme is gazetted.

In acknowledging that this amendment (and future development application) will precede the preparation and approval of a local development plan over the Nedlands Town Centre, a non-statutory Development Framework has been prepared to support this amendment to ensure the site is placed in this broader context and will have regard for its ultimate intent, from a land use, traffic and access and retail sustainability perspective.

PLANNING MERIT

The proposed amendment has significant planning merit for the following reasons:

- The redevelopment of the site for retail, commercial, entertainment/food and beverage and residential purposes is directly aligned with State Planning Policy No.4.2 and the intent for neighbourhood centres which is to provide *'important local community focal points that help to provide for the main daily to weekly household shopping and community needs... (and are) also a focus for medium density housing'*.

- The amendment is consistent with the City's Draft Local Planning Strategy which aims to facilitate the maintenance and expansion of the Captain Stirling Neighbourhood Centre as the main town centre, with plans for this centre to be the *'largest and most complex mixed-use activity centre in the hierarchy of centres'*.
- A Special Use zone exists under TPS 2 and will enable bespoke land use and development parameters to be applied to the site only. While introducing a new Centre-Neighbourhood zone into TPS 2 was considered, this was believed to be unnecessarily complex given the City has prepared a new draft Scheme and given it has potential to implicate other sites in the Scheme area.
- Scheme review processes can often take in excess of 2 years. Approval of this amendment prior to the final approval and gazettal of LPS 3 will ensure the timely delivery of the town centre redevelopment. It will also be a catalytic project which will stimulate much needed growth and activity in the centre.

INTRODUCTION

Fabcot Pty Ltd seeks the support of the support of the City of Nedlands and Western Australian Planning Commission (WAPC) and the approval of the Hon. Minister for Planning for the proposed complex Scheme Amendment No.211 (Amendment) to the City of Nedlands Town Planning Scheme No.2 (TPS 2).

The amendment seeks to rezone and reclassify the land bound by Stirling Highway to the north, Lot 24 Florence Road and Lot 13 Stanley Street to the south, Stanley Street to the east and Florence Road to the west from a Hotel and Residential R10 zone to a Special Use zone. It also seeks to introduce Special Use provisions to guide the redevelopment of the site until such time as the City's Draft Local Planning Scheme No.3 (LPS 3) is gazetted.

The amendment will enable the preparation and lodgement of a development application over the site to facilitate its redevelopment for retail, commercial and residential purposes, including retention of the Hotel use. Opportunities to strengthen connections, both across Stirling Highway and to adjoining sites will be a critical consideration, in addition to strengthening way-finding and enhancing public realm areas.

The amendment is consistent with the City's Draft Local Planning Strategy (which is awaiting approval by the WA Planning Commission) in that it is seeking to facilitate a mix of uses on site with an enhanced retail and commercial offer and residential density. While the amendment is proposed ahead of the City's Draft LPS 3, this amendment proposes the inclusion of appropriate provisions to ensure the redevelopment of the site reflects the ultimate vision for the centre.

Further, in recognition of the above, the amendment incorporates a non-statutory Development Framework over the entire town centre to ensure the redevelopment of the site subject this amendment has regard for the broader intentions and vision for the centre, from a land use mix, activation, traffic and access, and retail sustainability perspective.

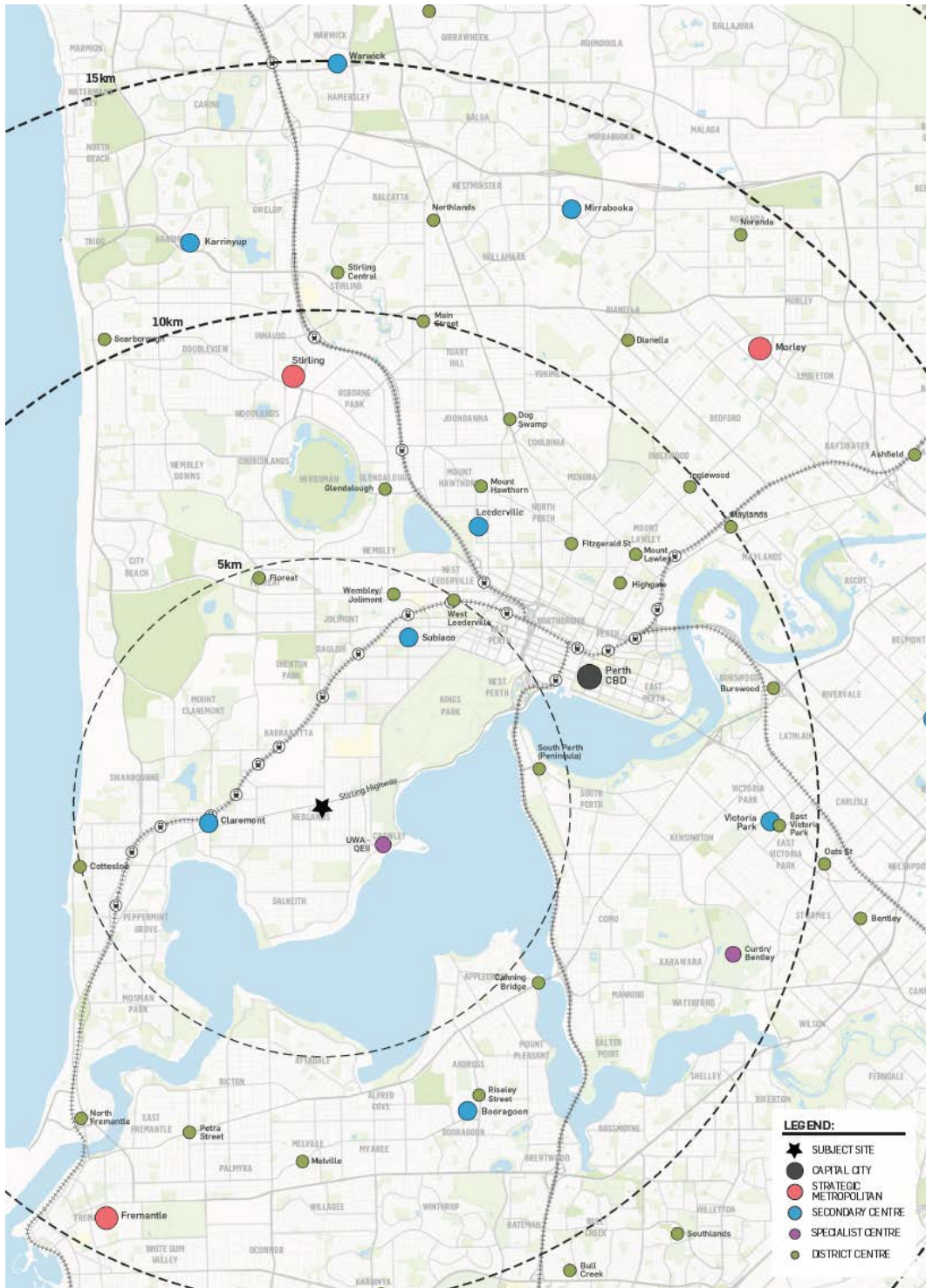
1. SITE DESCRIPTION

1.1. LOCATION AND CONTEXT

The site is located within the local government area of the City of Nedlands and the suburb of Nedlands. The site is located approximately 5km west of the Perth CBD and more locally positioned approximately 1 kilometre west of the University of Western Australia (UWA)/QEII Specialised centre and 2km east of the Claremont Secondary Centre. The Subiaco Secondary Centre is located approximately 4.5km north.

The metropolitan context of the site is shown in **Figure 1** below.

Figure 1 – Location Plan



1.2. LAND TENURE AND SITE DETAILS

There are 6 lots subject to this amendment as described in **Table 1** below, totalling an area of 12,678sq.m. Although the lots are in separate ownership, Fabcot Pty Ltd has a contract in place with each landowner which has enabled the ability for a scheme amendment (and subsequent development application) to be submitted across the entire subject site.

Table 1 – Subject Site Particulars

Lot	Street	Landowner	Plan/Diagram	Volume/Folio	Area
1	80 Stirling Highway	ML Wordsworth Pty Ltd	D43486	2214/526	7,618sq.m
21	2 Florence Road	Bucking Horse Pty Ltd	P1747	1639/380	1,012sq.m
22	4 Florence Road	Florence Holdings Pty Ltd	P1747	1247/469	1,012sq.m
23	6 Florence Road	Grey Owl Pty Ltd	P1747	1904/874	1,012sq.m
32	7 Stanley Street	Rain Cloud Pty Ltd	P1747	916/155	1,012sq.m
33	9 Stanley Street	Princep Holdings Pty Ltd	P1747	1787/939	1,012sq.m
Total					12,678sq.m

A copy of each Certificate of Title is provided at **Appendix A**.

1.3. EXISTING USE AND PHYSICAL CONDITION

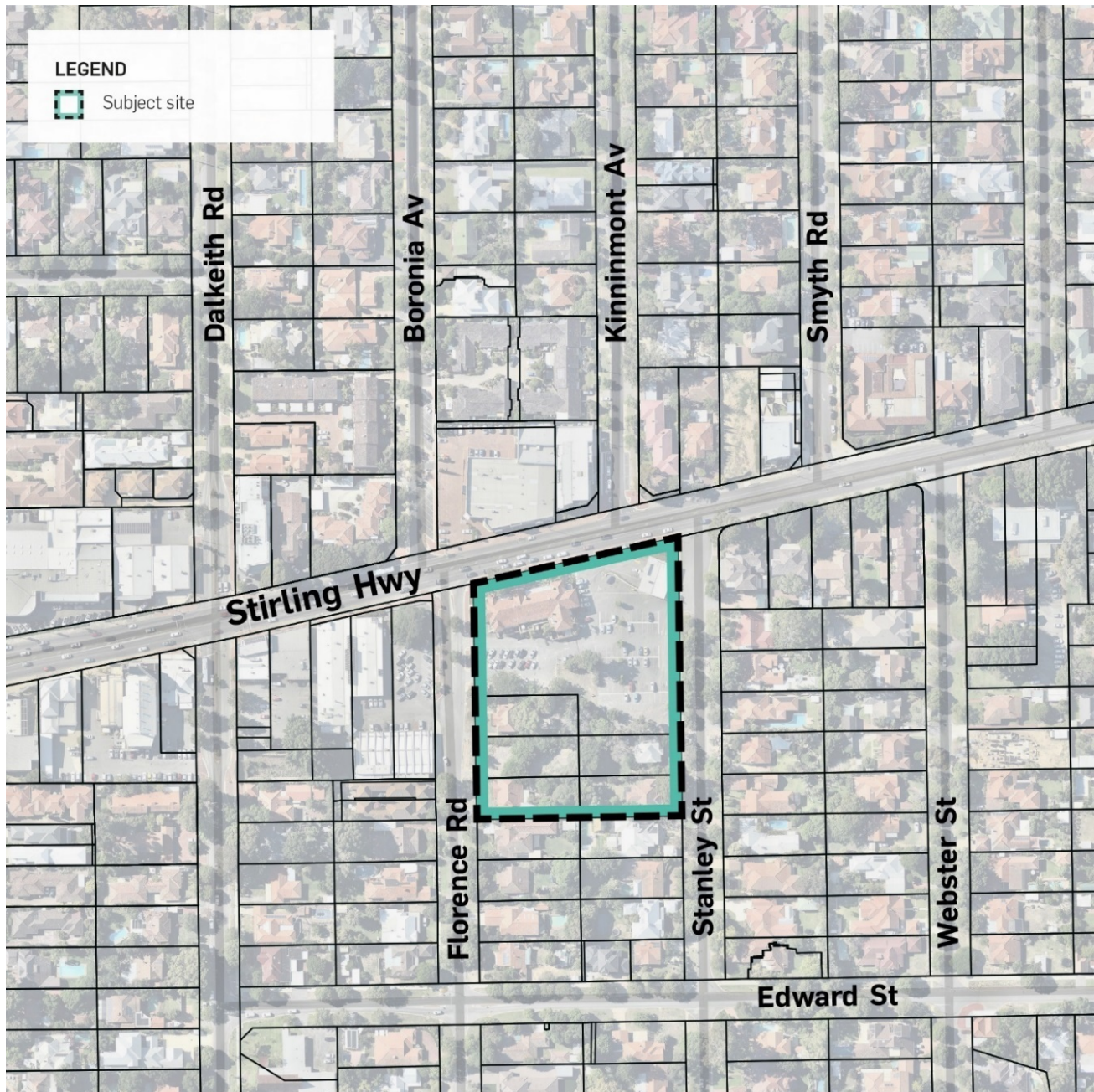
The site comprises the 2-storey Captain Stirling Hotel and BWS drive-through liquor store on Lot 1 fronting Stirling Highway, as well as 5 residential dwellings immediately south. The Hotel was built in 1935 and was recently included on the State Register of Heritage Places (refer **Section 1.4**).

The Hotel operates with a commercial bar at ground floor and accommodation on the first level as it did when it was first constructed. A BWS bottleshop is located on the eastern corner of the site, fronting Stirling Highway and comprises the original building which was the first drive-through bottleshop ever to open in the State, constructed in 1958. The remainder of the site comprises at-grade carparking primarily servicing the Hotel use.

Lots 21, 23, 32 and 33 each contain an existing residential dwelling, with Lot 22 currently vacant. The site is surrounded by a mix of retail, entertainment and larger format commercial uses that front Stirling Highway within the Nedlands Town Centre, with low density residential dwellings located to the rear.

An aerial image of the site and surrounds is provided at **Figure 2**.

Figure 2 – Subject Site Boundary



1.4. HERITAGE CONSIDERATIONS

The Captain Stirling Hotel is identified as a State Heritage listed building and is listed on the City's Local Heritage Register, as identified in **Table 2** below. It is also classified by the National Trust.

According to the Heritage Council of Western Australia, the Captain Stirling Hotel was built in 1935 and was formally listed on the State Heritage Register in August 2016. It is registered as a fine and rare example of an inter-war Spanish Mission style hotel and is considered to be in good condition. Any future redevelopment of the would be required to retain the Hotel site as well as maintain a suitable curtilage to protect the heritage amenity.

As discussed in Section 1.3, the BWS drive-through bottleshop on the corner of Stirling Highway and Stanley Street is not listed on the State or Local Heritage Register however does have a level of heritage significance given it was the first bottleshop to open in the State and is mentioned as being notable for its butterfly roof.

Heritage advice however concludes that the significance of the bottleshop is limited and its streetscape value negligible, and that Council could reasonably allow its demolition.

Table 2 – State Heritage Listings

Register	Place No.	Listing	Address	Significance
State	1832	Captain Stirling	Lot 1 (80) Stirling Hwy, Nedlands	Inter-War Spanish Mission style hotel

1.5. TRAFFIC AND ACCESS CONTEXT

1.5.1. Road Network

The subject site adjoins Stirling Highway to the north which is identified as a Primary Regional Road reserve under the Metropolitan Region Scheme (MRS) and a Primary Distributor under the Main Roads WA Functional Hierarchy. Stirling Highway is an important regional road connecting Mounts Bay Road at Hampden Road and extending to Fremantle. It services key activity nodes such as UWA/QEII, Claremont and the Fremantle strategic metropolitan centre.

Based on Main Roads WA traffic data, traffic volumes along Stirling Highway are in the order of 35,000 vehicles per day and is currently constructed to 4-lane undivided standard for a majority of its length. While a reservation of approximately 80m has been included in the MRS (which affects Lot 1 to facilitate road widening), this is proposed to be rationalised through MRS Amendment (1210/41) in recognition of several development constraints, including heritage sites. The road design included in MRS Amendment 1210/41 depicts a rationalised reserve, with a proposed bus priority lane on the southern side of Stirling Highway, capturing westerly bus movements.

Both Florence Road and Stanley Street are local roads under the authority of the City of Nedlands. Both roads are 2-way, single lane roads. The site currently has 2 access crossovers from Stirling Highway and an additional access from both Florence Road and Stanley Street.

1.5.2. Public Transport

A number of bus routes utilise Stirling Highway including routes 102, 103, 107, 998 and 999, with route 25 servicing Dalkeith Road, as depicted in **Figure 3** below. According to the City's Draft Local Planning Strategy, bus services along this route are generally adequate for peak commuter purposes but does not connect the range of other centres and attractors at a frequency required by transit oriented development.

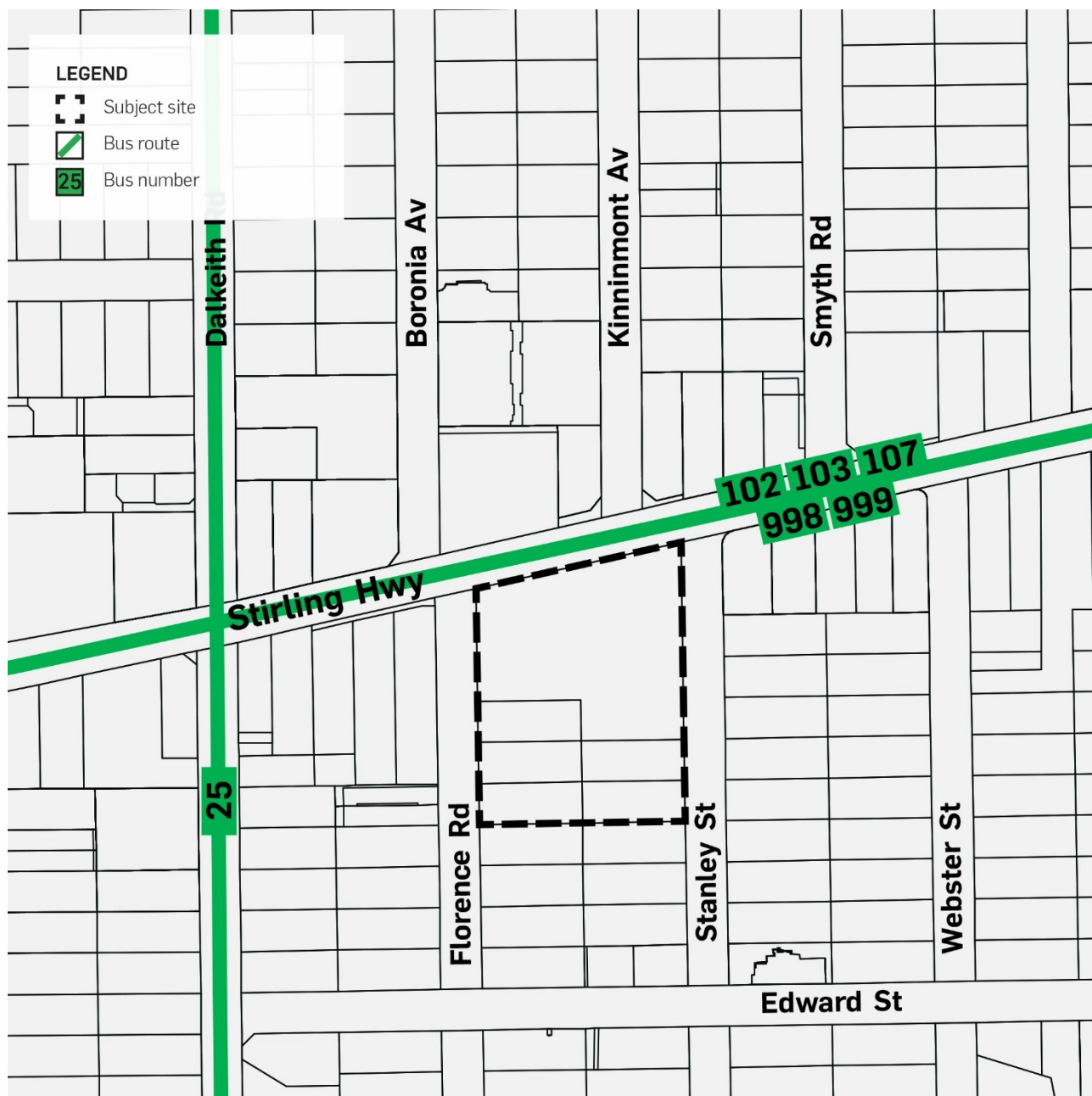
Higher frequency bus services are proposed as part of the Transport @ 3.5 million including a bus priority lane at the approach to key intersections. This will improve public transport accessibility in the centre, however it must be acknowledged that in the absence of a passenger rail service in proximity, accessibility is contained to an extent.

1.5.3. Pedestrian and Cycle Access

Pedestrian accessibility is constrained to the site by fragmented development, the frequency of vehicular crossovers and lack of safe crossing opportunities which create a hostile pedestrian and cycle environment. Safe pedestrian access over the Highway is limited to Dalkeith Road as the only signalised intersection in the town centre.

Currently, Stirling Highway does not comprise either on or off-road cycle facilities which therefore creates an undesirable and unsafe cycling environment.

Figure 3 – Surrounding Public Transport Network

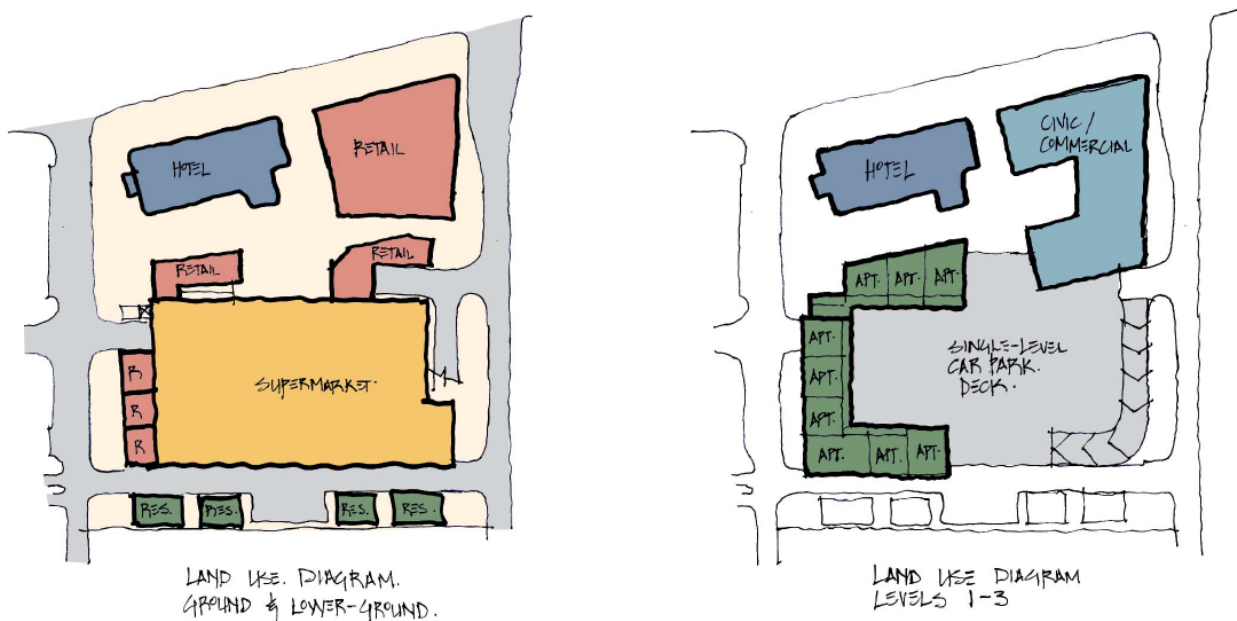


2. ENVISAGED DEVELOPMENT

To demonstrate the potential future land use mix and built form configuration of the site, a preliminary concept plan has been prepared and is provided at **Figure 4**. The detail associated with this plan will be finalised as part of a future development application however broadly the plan incorporates the following key elements and land uses:

- Retention and refurbishment of the Captain Stirling Hotel on Stirling Highway recognising its status as a State Heritage listed site and its contribution to the town centre and broader community.
- Provision of a supermarket towards the rear of the site, with sleeved specialty and restaurant/café uses to the north, to provide active uses at ground level.
- A commercial/civic development on the corner of Stirling Highway and Stanley Street providing opportunities for office and civic uses and providing a landmark element at the eastern entrance to the town centre.
- Provision of multiple dwellings above the western portion of the supermarket, overlooking Florence Road as well as townhouse/terrace lots to the rear of the site to facilitate an appropriate transition to the existing low density residential area to the south. The inclusion of residential uses will contribute towards the City of Nedlands density infill target and provide additional activation in the town centre.
- Basement carparking for the supermarket, speciality and commercial/civic uses to maximise the efficient use of at-grade land.
- Incorporation of the rationalised Stirling Highway reservation as proposed by MRS Amendment 1210/41, including consideration of the future carriageway design adjoining the site.
- Provision of a rear laneway to service residential development (terrace lots) and provide an additional through-road between Stanley and Florence Street, improving local connectivity.
- Improvements to public realm and landscaping public community meeting places to encourage activation and interaction within the site.

Figure 4 – Preliminary Concept Plan



The proposed redevelopment is consistent with the sites location in the retail core of the Nedlands Town Centre and the vision established for the centre by the City's Draft Local Planning Strategy. The Draft Strategy aims to facilitate the expansion of the Captain Stirling Neighbourhood Centre and create the largest and most complex mixed-use activity centre in the hierarchy of centres in the City.

The proposed redevelopment will deliver a diversity of land uses, consistent with its position within a town centre environment and location on Stirling Highway. The inclusion of residential development will assist in meeting the City's residential infill targets and will deliver greater housing diversity in a local government area which is currently dominated by low density single dwellings.

A high quality of urban design will be adopted, recognising the unique opportunity afforded by the site. In this regard, not only will buildings reflect the nature and context of the centre, however will incorporate high quality public realm areas to encourage community meeting places and provide for cross-visitation between both uses on site and in the broader centre.

3. SCHEME AMENDMENT PROPOSAL

This section of the report describes the rationale for the scheme amendment and the zoning approach and parameters proposed.

3.1. SPECIAL USE ZONE

This amendment proposes to rezone the entire site to a Special Use zone as provided by the Scheme, to enable a development application to be lodged to facilitate the redevelopment of the site in the short to medium term. A Special Use zone has been selected as the most appropriate planning mechanism for the site at this point in time, for the following reasons:

- There is no other zone in TPS 2 which will appropriately guide land use and development on the site without the need for Additional Use (and potentially Restricted Use provisions). Further it is highlighted that no zone in TPS 2 permits multiple dwellings. The application of an alternative zone and designation of Additional Use provisions is considered complex and untidy in terms of facilitating a suitable transition to the Centre zone under the proposed Draft LPS 3.
- A Special Use zone recognises the sites unique role as a gateway into the Nedlands town centre and allows a set of bespoke provisions to be applied to the subject site only. On this basis, this amendment will not introduce any provisions which may impact on any other landholdings in the Scheme area, either currently or potentially in the future.
- It allows the entire site zoned Special Use to easily transition to a 'Centre – Neighbourhood' zone under the draft LPS 3, once gazetted. To achieve this, all land use, design and development parameters proposed under the Special Use zone reflect those proposed under the Centre – Neighbourhood zone in draft LPS 3, with only minor modifications as described in the sections below.

Should modifications to Draft LPS 3 occur prior to advertising or through subsequent approval that would impact on this amendment, there will be scope to update the amendment prior to gazettal to achieve consistency.

- It recognises that there are no development or design provisions within TPS 2 which adequately and appropriately reflect the long terms intentions for the site and broader town centre under the City's Draft Planning Strategy. The absence of such provisions has the potential to create ad-hoc development which does not reflect the strategic intentions for the centre.
- While the notion of introducing a Centre-Neighbourhood zone into TPS 2 was considered, it is considered unnecessary to introduce a whole new zone the Scheme at this stage. Further, the introduction of a new zone has the potential to impact on other sites, both in the centre and beyond, which is not warranted at this stage.

3.2. SPECIAL USE PROVISIONS

Under the Special Use zone, a number of land use, design and development provisions are proposed to guide the redevelopment of the site. These have been extracted from the Draft LPS 3 and have been incorporated to ensure the development of the site is reflective of the ultimate intent for the town centre.

Specifically, the Special Use provisions address:

- Objectives for the site and broader centre.
- Land use permissibility.
- Development requirements – addressing the requirement for further planning, wall and building heights, external fixtures, vehicle access and carparking, bicycle and end-of-trip facility provisions.

A brief discussion on each is provided in the sections below.

3.2.1. Objectives

A series of objectives have been included within the Special Use provisions, to ensure future development is reflective of the broader intentions for the centre. These objectives reflect those proposed to be incorporated in the Draft LPS 3 for Special Control Area 2 (Stirling Highway Precinct) and include the following:

- *Maximum intensity of development along Stirling Highway as the transit corridor, with gradual reduction in intensity behind the corridor;*
- *To ensure that zones within the Special Control area are distinctive and provide nodes of activity and intensity;*
- *Ensure that development along Stirling Highway is not monotonous in terms of bulk and scale across the whole length of the corridor;*
- *To encourage land assembly for large scale development to avoid fragmentation of land;*
- *To coordinate vehicle access via the creation of rear laneway and right-of-way access to enable safe and appropriate access to development fronting Stirling Highway;*
- *To ensure that new built form is of a high architectural standard and is designed to positively contribute to the streetscape and surrounding area; and*
- *Avoid underdevelopment within this Special Control Area as the City's most intense activity corridor.*

While it is clear that the objectives relate to the broader centre and just not the amendment area in isolation, it was considered important to ensure the development of the site is guided by these overarching centre objectives until such time as the new Scheme is in place. Accordingly, these have been replicated for this amendment to ensure consideration of the broader town centre.

3.2.2. Land Use Permissibility

The proposed amendment sets out land use permissibility for the site, nominating permitted, discretionary, advertised and incidental uses - with all other uses prohibited. These permissibility's have been formulated based on the uses currently provided for by TPS 2 to avoid the need to introduce new land uses into the Scheme. Notwithstanding, in applying permissibility to land uses, due regard has been given to the proposed permissibility of such uses in Draft LPS 3 to ensure the land use intentions reflect ultimate land use aspirations. This will assist once the new LPS 3 is gazetted.

All potential uses proposed as part of the redevelopment are permitted, discretionary/advertised or incidental uses, consistent with the draft LPS 3. These include the following (with envisaged or potential future uses on site highlighted bold):

Table 3 – Proposed Land Use Permissibility

Permitted	Discretionary	Advertised	Incidental
<ul style="list-style-type: none"> - Child Day Care Centre - Consulting Room - Health Studio - Home Occupation - Hotel - Lunch Bar - Restaurant - Shop - Shopping centre 	<ul style="list-style-type: none"> - Amusement Parlour - Cinema/Theatre - Civic Building - Club Premises - Dwelling House – Grouped/Attached - Dwelling House – Multiple - Dwellings House – Single - Educational Establishment - Hire Service - Home Business - Medical Centre - Office – General - Office – Professional - Office – Service 	<ul style="list-style-type: none"> - Drive-in Theatre - Fast Food Outlet - Market - Public Utility - Recreation – Private - Residential Building - Tavern 	<ul style="list-style-type: none"> - Betting Shop - Car Park - Trade Display - Warehouse

Permitted	Discretionary	Advertised	Incidental
	<ul style="list-style-type: none"> - Produce Store - Reception Lodge - Veterinary Consulting Rooms - Veterinary Hospital 		

3.2.3. Development Requirements

Development requirements proposed to be incorporated within the Special Use area can be grouped as follows:

- Activation and frontage requirements.
- Local development plan/Development Framework.
- Maximum building height.
- External fixtures.
- Carparking, bicycle parking and end-of-trip facility requirements.

The requirements generally reflect the City's Draft LPS 3 with the exception of the following modifications and additions:

- Carparking rates are included to provide the City with assurance that parking on site reflects both the local context and State Planning Policy. While we note Council's resolution (in December 2016) recommended the car parking provisions from TPS 2 be included, these are out of date and not reflective of State Planning Policy. The car parking requirements included have been prepared with regard to Policy as well as the specific location and context of the site.
- End-of-trip requirements (bicycle and long-term facilities) are included to ensure future development promotes active forms of transport and seeks to encourage decreased reliance on private motor vehicles.
- The requirement for a LDP has been modified to include reference to a Development Framework being an acceptable interim document to guide planning assessment and decision-making in the town centre. This provides flexibility for this amendment to proceed in this context, deferring the preparation of a formal LDP to the City of Nedlands.

4. NEDLANDS TOWN CENTRE DEVELOPMENT FRAMEWORK

A non-statutory Development Framework (Framework) has been prepared for the Nedlands Town Centre and is included at **Appendix B**. This document consolidates the vision and strategic objectives for the town centre as identified by the City's Draft Local Planning Strategy and Draft Local Planning Scheme No.3. It has been prepared to guide the assessment of this scheme amendment and subsequent development application, as well as any other planning proposals, on an interim basis until such time as a local development plan is prepared by the City of Nedlands over the town centre.

The Framework seeks to ensure matters such as land use, retail sustainability, transport, public realm and landscaping are considered at a centre level to deliver a holistic vision. It is a non-statutory document, however it will provide a reference tool against which assessment of rezoning and planning applications within the centre, including this scheme amendment, can be assessed.

This document has been prepared with significant technical input from a traffic, economic and heritage perspective and specifically, has had regard for the following documents:

- City of Nedlands Draft Local Planning Strategy.
- City of Nedlands Town Planning Scheme No.2.
- City of Nedlands Draft Local Planning Scheme No.3.
- State Planning Policy No.4.2 – Activity Centres for Perth and Peel.
- Retail Sustainability Assessment (prepared by Urbis 2017).
- Transport Assessment (prepared by SLR Consulting 2017).
- Heritage Assessment and Impact Statement (Philip Griffith Architects 2012).

5. PLANNING CONTEXT AND ASSESSMENT

This section will assess the subject site against the relevant State and local planning frameworks.

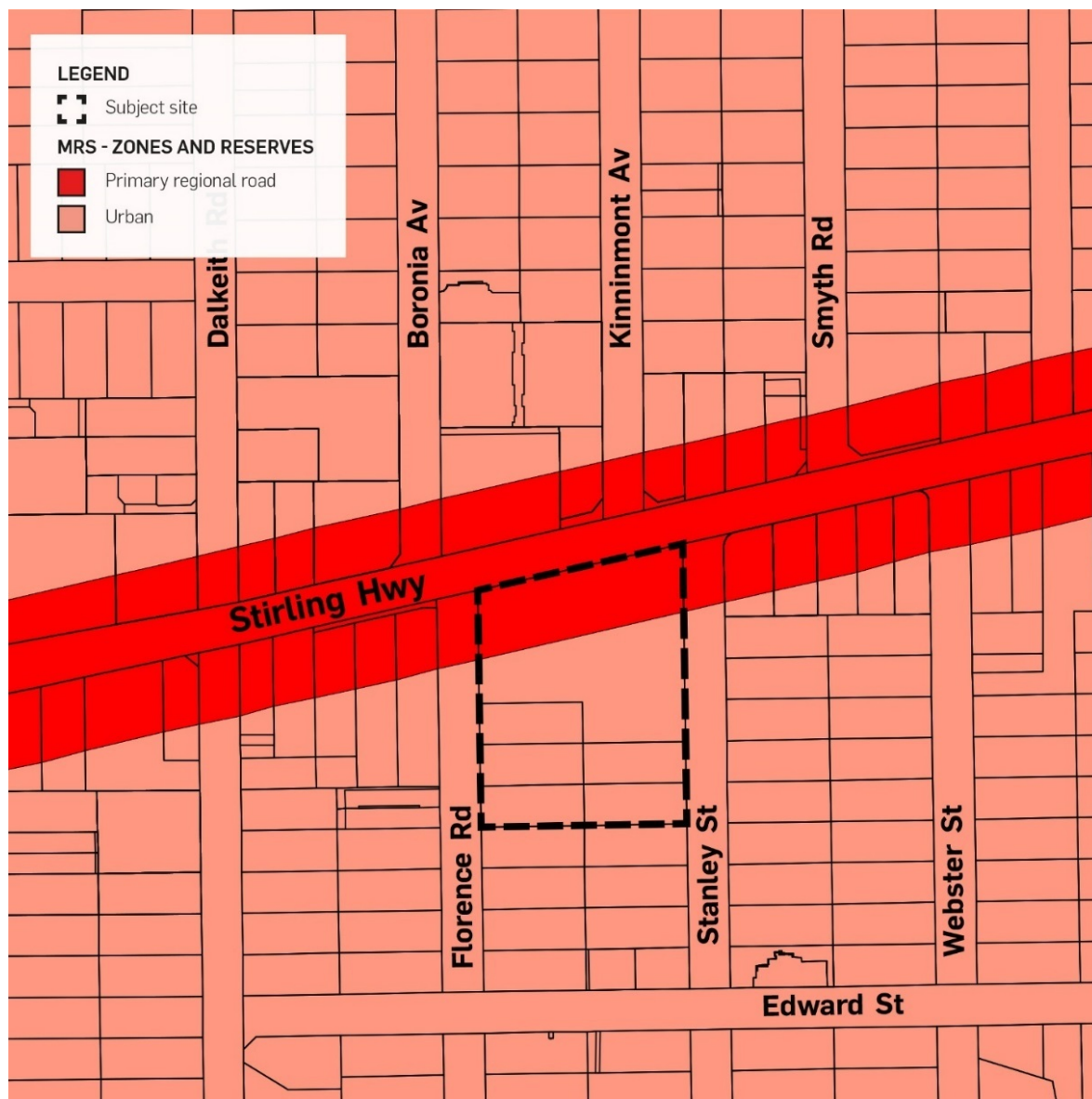
5.1. METROPOLITAN REGION SCHEME

The subject site is zoned Urban under the MRS, as shown in **Figure 5** below, which allows for a variety of land uses including residential, commercial and light industry. Stirling Highway is located directly north of the amendment area which is reserved as a Primary Regional Road under the MRS.

A significant portion of the Lot 1 is currently impacted by the MRS Primary Regional Road reserve for the purpose of future road widening, encroaching on the State Heritage listed Captain Stirling Hotel site. This significant reservation was established through the original preparation of the MRS and does not reflect current intentions for the ultimate configuration of the road.

On this basis, the WA Planning Commission (together with Main Roads WA) is currently progressing an amendment to the MRS to rationalise this reservation to reflect current intentions. This amendment is discussed in the section below.

Figure 5 – Metropolitan Region Scheme (Source: WAPC 2017)

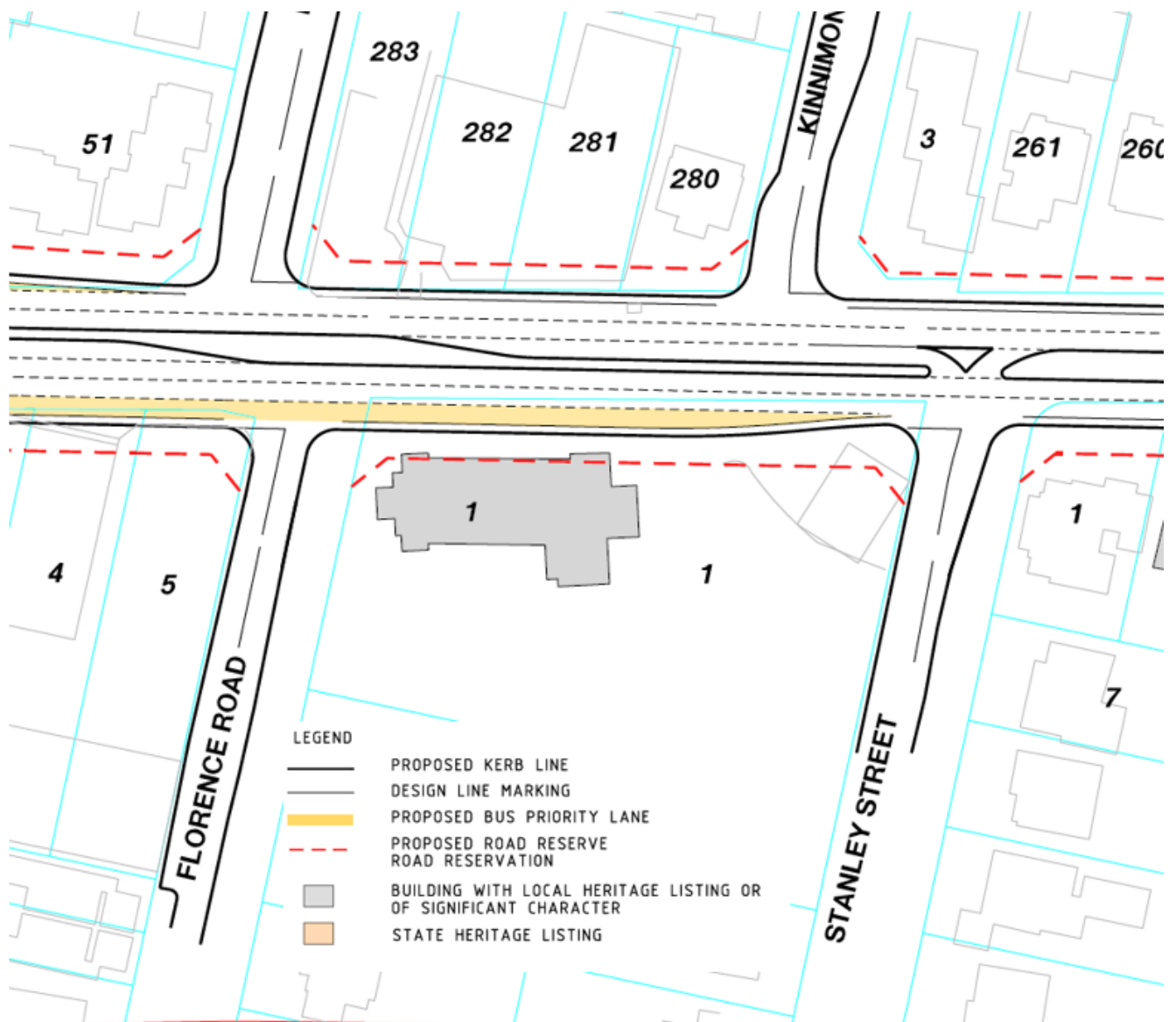


5.2. MRS AMENDMENT 1210/41

A MRS Major Amendment (1210/41) was initiated by the WA Planning Commission in 2012 which proposes to rationalise the existing Stirling Highway reservation to enable orderly land use planning and to confirm the ultimate highway design. The amendment proposes a significant reduction to the road reservation in Nedlands, Claremont and northern areas of Cottesloe and Peppermint Grove, in response to various development constraints including the location of many State Heritage listed sites fronting Stirling Highway.

In respect of the amendment area, the Primary Regional Road reservation is proposed to be rationalised to 11-13m with a proposal for a bus priority lane adjoining the site, as shown in the **Figure 6** below. Based on liaison with Main Roads WA during the preparation of this amendment, the approval of MRS Amendment 1210/41 (in the configuration proposed below) is imminent. On this basis, the scheme amendment has been prepared having regard for the future road reservation width and inclusion of bus priority lane as opposed to the existing MRS reservation.

Figure 6 – Stirling Highway Rationalisation (Florence to Hampden Road) (Source: WAPC)



5.3. STATE GOVERNMENT STRATEGIC POLICY

A summary of the level of compliance with relevant State Government strategic policy is provided below.

Table 4 – Summary of Relevant State Strategic Policy Documents

Document	Summary	Assessment
Draft Central Sub-Regional Planning Framework May 2015	<p>The sub-regional framework focuses on achieving higher densities of employment and residential development (including infill development and consolidation).</p> <p>The framework includes properties fronting Stirling Highway in the Nedlands Town Centre in a 'Corridor' precinct. The key objective of this precinct is to transition key transport corridors into multifunctional corridors with high amenity. It also notes that existing or planned high-quality public transport is an important consideration in determining whether a corridor is suitable for more compact and diverse urban form.</p>	<p>The proposed scheme amendment is aligned with the sub-regional framework in that it aims to redevelop a site within an established town centre for retail, commercial and residential purposes. Further it will contribute towards the City of Nedlands infill dwelling target of 1,600 dwellings established by Directions 2031.</p> <p>The State Government has identified Stirling Highway as an important route for future rapid public transport which can support higher residential densities and the agglomeration of retail and employment uses.</p>
Transport @ 3.5 Million	<p>The document provides a framework for Perth's future transport network. The following proposals are relevant to this scheme amendment:</p> <p><u>Road</u></p> <p>Due to development constraints along Stirling Highway and despite the 80m MRS reservation, there is no intension to provide more lanes along Stirling Highway.</p> <p><u>Public Transport</u></p> <p>The Plan identifies Stirling Highway as a high priority public transit corridor, to be delivered through bus rapid transit. It also identifies passenger rail (via tunnel) from UWA/QEII to Murdoch (comprising Stage 2B of the Stirling-Murdoch Orbital) by 3.5 million.</p> <p><u>Cycle</u></p> <p>The Plan identifies that Stirling Highway, with its narrow road reservation and numerous intersecting side streets is not well-suited to a strategic cycling route.</p>	<p>The amendment (and accompanying Development Framework) considers all existing and proposed future transport proposals in accordance with this Plan.</p> <p>Specifically, it considers:</p> <ul style="list-style-type: none"> • The proposed road widening on Stirling Highway, noting the intent to rationalise the existing road reservation under MRS Amendment 1210/41. • The Development Framework considers pedestrian and cycle connectivity within the broader town centre and to adjoining public open space areas and activity centres. • The proposal for bus priority lanes and the need to enhance pedestrian and cycle connectivity over Stirling Highway and to adjoining landholdings.
Public Transport Plan in Perth 2031	<p>The document sets out a plan for Perth's public transport for the next 20 years which includes increasing the capacity of the existing public transport network and expanding the current network.</p>	<p>As stated above, the Amendment acknowledges the proposed future role of Stirling Highway as a future rapid bus route. The Development Framework (and future development application over the site) considers, and will consider, the future role of Stirling</p>

Document	Summary	Assessment
	Specifically the plan identifies light rail from Perth to QEII and UWA as a stage one project and a bus rapid transit link between QEII and Shenton Park as a stage two project.	Highway as a high priority public transit corridor with a bus priority lane proposed directly adjoining the site.
State Planning Policy No.3 – Urban Growth and Settlement	Sets out the principles and considerations which apply to planning for urban growth and settlement in Western Australia.	The proposed amendment is consistent with the objectives of the Policy as it builds on an existing established town centre, aiming to enhance and diversify the land uses to provide for the daily to weekly needs of the local and visiting community. Further, the amendment is respectful to the heritage context of the site through retention and proposed enhancement of the Hotel use.
State Planning Policy 4.2 – Activity Centres for Perth and Peel	<p>Under SPP 4.2, the site is classified as a neighbourhood centre which is intended to provide for 'daily and weekly household shopping needs, community facilities and a small range of other convenience services'. Typical retail types and other land uses include:</p> <ul style="list-style-type: none"> • Supermarket/s • Personal services • Convenience shops • Local professional services (office). <p>SPP 4.2 indicates that neighbourhood centres shall provide a minimum of 15 and desirable 25 dwellings per gross hectare.</p> <p>While the SPP 4.2 mix of land use provisions do not typically apply to neighbourhood centres, the City's Planning Strategy promotes the implementation of a 20% target for neighbourhood centres.</p>	<p>This amendment and future redevelopment of the site is consistent with SPP 4.2 in that it intends to solidify the site (together with adjoining to the west) as the main retail hub of the town centre, providing a range of daily to weekly household shopping needs consistent with the role of a neighbourhood centre.</p> <p>The introduction of residential development into the town centre will reposition the centre as a core are of activity and will contribute towards the City's infill dwelling. It will also deliver dwelling diversity in the City through provision multiple dwellings (above shop uses on site) and medium density townhouse development as a transition to established residential areas – typologies which are currently limited.</p> <p>In accordance with clause 6.5 of SPP 4.2, this amendment is supported by a Retail Sustainability Assessment (refer Section 6.3 and Appendix D) given the intent to deliver in excess of 3,000sq.m retail floorspace on site as part of a future development application.</p> <p>The RSA concludes that the proposed redevelopment of the site, which would deliver a new Woolworths supermarket and ancillary specialty, would be expected to capture a significant amount of custom from beyond the trade area. It also confirms that the provision of a Woolworths supermarket anchored centre would not negatively impact of the viability or role of other centres in the hierarchy and would provide a range of benefits to the local and passing community.</p>

Clause 3.10 of the Scheme outlines the intent of the Special Use zone as follows:

‘No person shall use land or any building or structure thereon in a Special Use Zone, except for the purpose set against that land in Schedule 5 and subject to compliance with any conditions specified in the Schedule with respect to the land’.

In accordance with this requirement, this amendment proposes detailed land use permissibility as well as design and development parameters to guide the future development of the site. As discussed in Section 3, these parameters are in line with the provisions for the intended future zone outlined within draft Local Planning Scheme No 3 for a Centre - Neighbourhood zone.

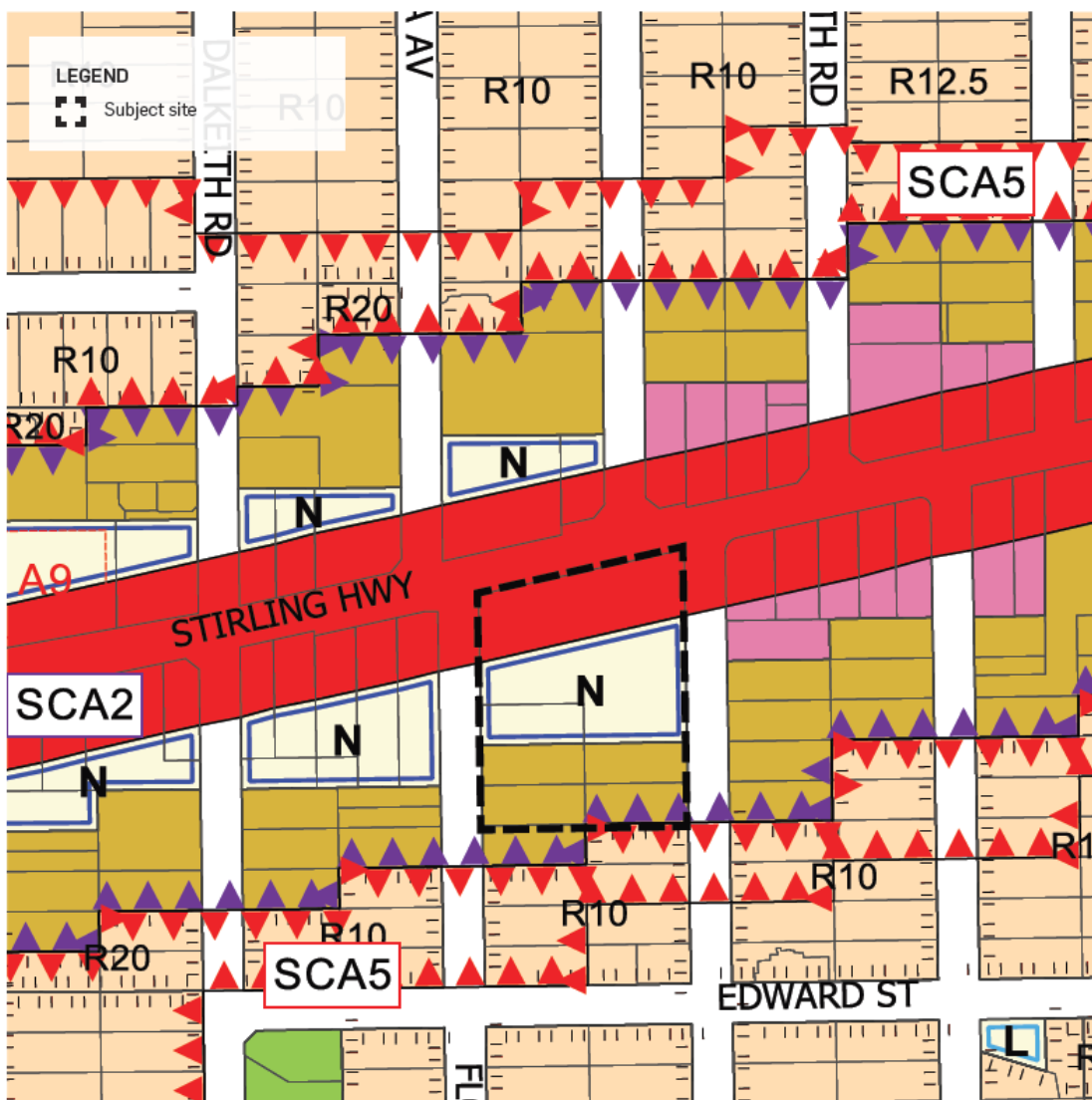
The notion of reflecting the objectives and provisions of the zone proposed under Draft LPS 3 will enable the site to easily transition into the broader Centre – Neighbourhood zone upon gazettal of the new Scheme.

5.5. PROPOSED DRAFT LOCAL PLANNING SCHEME NO.3

On 12 December 2016, the City of Nedlands Council resolved to adopt the Draft LPS 3 for the purposes of public advertising. The Draft LPS 3 is currently awaiting endorsement by the Department of Planning to commence public advertising.

The scheme amendment area is proposed to be zoned Centre – Neighbourhood and Mixed Residential purposes as shown in the figure below. Stirling Highway is retained as a Primary Regional Road under the MRS. While the draft zoning plan depicts the existing 80m MRS road alignment, it is anticipated that this will be updated to reflect the rationalised road reservation once MRS Amendment 1210/41 is gazetted.

Figure 8 – Draft LPS 3 Zoning Map (Source: City of Nedlands)



While not yet a seriously entertained planning document, a high-level assessment of the amendment against the key relevant provisions of Draft LPS 3 has been undertaken in the table below. Overall this assessment highlights that the scheme amendment and proposed redevelopment is generally aligned with the ultimate intent for the site as reflected in the new Scheme.

Through the Scheme review process however, it will be justified that the extent of Mixed Residential zone should be rationalised to the area proposed for townhouses only.

Table 5 – Draft LPS 3 Assessment

Item	Provision	Discussion	Compliance
Zoning and Reservation	Centre – Neighbourhood Mixed Residential Primary Regional Road Reserve	<p>The rezoning of the site for retail/commercial purposes with a component of residential development is aligned with the proposed Centre zoning under Draft LPS 3.</p> <p>The amendment promotes town centre development adjoining Stirling Highway with medium density residential development located to the rear to provide a suitable transition to existing low density residential areas.</p> <p>Notwithstanding the above, the exact boundary of the Centre – Neighbourhood zone is questioned. Given the constraints afforded by the location of the Hotel, the supermarket is required to be setback a considerable distance from Stirling Highway which impacts on its ability to be located wholly within the entire Centre – Neighbourhood zone. Based on the development concept presented at Section 2, it is considered that the proposed Mixed Residential zone should be rationalised to the extent of the proposed townhouse development only.</p> <p>Given MRS Amendment 1210/41 has not yet been approved by the Minister and gazetted, the proposed amendment reflects the existing road reservation. However, given the proposal to significantly rationalise the reserve to reflect the location of the Captain Stirling Hotel and ultimate configuration of the highway in this location, it is anticipated this will be updated either in the existing TPS 2 or opposed Draft LPS 3 once the MRS amendment is gazetted.</p>	Yes.
Zoning Objectives	<p>Listed in summary:</p> <p><u>Centre – Neighbourhood</u></p> <ul style="list-style-type: none"> • To provide a community focal point for people, services, employment and leisure that are highly accessible and do not adversely impact on adjoining residential areas. • To provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services. 	<p>The amendment is consistent with the zoning objectives for the Centre – Neighbourhood zone in that it will aim to facilitate a community focal point within the town centre and provide for the daily to weekly household shopping needs of residents. The scheme amendment will deliver greater land use diversity in the centre and will provide a broad range of employment options. It will also deliver enhanced public realm areas balanced with finer grain retail and food and beverage activity on local roads to create not only a retail centre but community meeting place.</p>	Yes.

Item	Provision	Discussion	Compliance
	<ul style="list-style-type: none"> • To provide a broad range of employment opportunities to encourage diversity within the Centre. • To ensure a mix of commercial and residential development, which provides for activity and accessibility at the street level and supports the provision of public transport and pedestrian links. • To provide for range of quality medium and high density residential development, to meet the diverse needs of the community. • To ensure non-residential active uses are located at street level which are compatible with adjoining residential uses and other non-active uses on upper levels. <p><u>Mixed Residential</u></p> <ul style="list-style-type: none"> • To provide opportunity for high quality medium and high density residential development. • To comprise primarily of residential accommodation, together with a limited range of complementary non-residential uses. • To ensure that non-residential uses do not detract from the viability of activity centres and do not have a negatively impact on the amenity of the residential area and are sensitive to the street environment. 	<p>In accordance with the Mixed Residential objectives, the amendment provides proposed a range of medium to high density residential dwellings on the site. As reflected in the draft concept plan for the site (Section 2), it is anticipated that higher density multiple dwellings will be delivered above the shop use with medium density townhouse development located to the area to provide a suitable transition to existing residential areas.</p>	
Stirling Highway Special Control Area	<p><i>'Maximum intensity of development along Stirling Highway as the transit corridor, with gradual reduction in intensity behind the corridor;</i></p> <p><i>To ensure that zones within the Special Control area are distinctive and provide nodes of activity and intensity;</i></p> <p><i>Ensure that development along Stirling Highway is not monotonous in terms of bulk and scale across the whole length of the corridor;</i></p> <p><i>To encourage land assembly for large scale development to avoid fragmentation of land;</i></p> <p><i>To coordinate vehicle access via the creation of rear laneway and right-</i></p>	<p>In line with these proposed SCA objectives, the scheme amendment will deliver:</p> <ul style="list-style-type: none"> • Intensity along Stirling Highway through location of a proposed new commercial building on the corner of Stanley Street to act as a landmark element and signal the entrance to the town centre. Intensity is however constrained to a degree to the west of the site due to the location of the Captain Stirling Hotel which is a State heritage listed building proposed to be retained and enhanced. • Development along the Highway frontage will be of a design and scale which reflects a high architectural standard suitable for the eastern entrance to the centre while respecting the heritage value of the Hotel. 	Yes.

Item	Provision	Discussion	Compliance
	<p><i>of-way access to enable safe and appropriate access to development fronting Stirling Highway;</i></p> <p><i>To ensure that new built form is of a high architectural standard and is designed to positively contribute to the streetscape and surrounding area; and</i></p> <p><i>Avoid underdevelopment within this Special Control Area as the City's most intense activity corridor'.</i></p>	<ul style="list-style-type: none"> • Land assembly is proposed through the proposed amalgamation of the Hotel site with existing residential lots to the rear, allowing for coordinated access to both Stanley and Florence Streets. • Coordinated access is proposed via Florence and Stanley Street with a rear laneway incorporated to provide through access to local roads and specifically to service the proposed residential townhouse lots. 	
	<p>The City may require an LDP within the Centre – Neighbourhood or Mixed Residential zone.</p>	<p>This requirement is acknowledged. While a LDP will be prepared by the City of Nedlands in due course, it is recognised that broader planning needs to occur in the interim to inform proposals such as this scheme amendment. On this basis, a non-statutory Development Framework has been prepared and is included at Appendix B. The Development Framework will consider retail sustainability of the centre, traffic and access and broader public realm and land use elements. It will be used as an interim assessment tool until the LDP is in place.</p>	<p>Yes.</p>
	<p>Residential, Office and Consulting Rooms uses are not permitted on the ground floor facing a primary and/or secondary street, except where the use faces a laneway or right-of-way.</p>	<p>While subject to a subsequent development application process, the preliminary concept plan (refer Section 2) does not anticipate residential, office and consulting room uses at ground floor facing either a primary or secondary street.</p>	<p>Yes.</p>
	<p>Buildings are to have active frontages to the primary and/or secondary street, except where a use faces a laneway or right-of-way.</p>	<p>While subject to a subsequent development application process, proposed buildings are anticipated to have active frontages to all primary and secondary streets where possible.</p>	<p>Yes.</p>
	<p>Active uses on the ground floor facing a street must have a minimum tenancy depth of 10m.</p>	<p>This requirement is noted and will be addressed in detailed as part of the future development application.</p>	<p>Yes.</p>

5.6. RELEVANT LOCAL PLANNING POLICIES

5.6.1. LPP 6.11 Road Widening (Stirling Highway)

The Policy requires all development to maintain a 12m front setback from the existing front boundary or 7 metre front set back from the future revised 5 metre widened boundary to Stirling Highway. The area is not to be used for the purposes of carparking, landscaping, plot ratio etc.

While the Policy position is noted, setbacks to Stirling Highway will be guided by MRS Amendment 1210/41 and primarily, the location of the State Heritage listed Captain Stirling Hotel which is proposed to be retained. Fabcot will maintain consultation with the Department of Planning and Main Roads WA through the development application process to ensure the proposed setback on the eastern edge of the site reflects the final proposal under the MRS Amendment.

5.7. CITY OF NEDLANDS DRAFT LOCAL PLANNING STRATEGY

The City of Nedlands Draft Local Planning Strategy (Draft Strategy) sets out to guide long term strategic land use of the City and was used to guide the Scheme review process. The Draft Strategy is currently awaiting final approval by the WA Planning Commission.

Overall, the vision for the Captain Stirling Neighbourhood Centre as established by the Draft Strategy is to:

'Facilitate the maintenance and expansion of the Captain Stirling Neighbourhood Centre (and nearby civic facilities such as City of Nedlands Administration and Library) as the main Town Centre Plan for this centre to be the largest and most complex mixed-use activity centre in the hierarchy of centres.'

Importantly, the Draft Strategy has a general presumption against the expansion of the town centre beyond 8,000sq.m, beyond which a retail sustainability assessment (RSA) should be prepared. Notwithstanding this amendment will not facilitate floorspace beyond 8,000sq.m, a RSA has been prepared to ensure the centre does not develop at the detriment of other centres in the hierarchy (refer Section 6.3).

The relevant strategies for the town centre are outlined in the table below, with a summary of how the scheme amendment is aligned with each.

Table 6 – LPS Strategies – Assessment

Strategy	Response
Define and consistently implement a hierarchy of mixed use activity centres incorporating sufficient retail floorspace quantity controls to ensure that a clear, functional centres hierarchy is maintained, while nevertheless allowing for sufficient flexibility within that framework for consideration of fresh ideas and the viable operation of the market	In accordance with SPP 4.2, the Nedlands town centre is designated as a neighbourhood centre. While SPP 4.2 does not impose floorspace restrictions, it provides guidance on the type of retail and other land uses that should be provided. The scheme amendment and proposed development is consistent with the centres role in the centre hierarchy. Further, a Retail Sustainability Assessment prepared to inform this amendment concludes that the provision of a Woolworths anchored development on this site would address a significant gap in the area and would not undermine the viability and role of surrounding centres in the locality.
Facilitate the maintenance and expansion of the Captain Stirling Neighbourhood Centre (and nearby civic facilities such as City of Nedlands Administration and Library) as the main Town Centre. Plan for this centre to be the largest and most complex mixed-use activity centre in the hierarchy of centres.	In accordance with this strategy, the amendment will facilitate the expansion of the town centre to position itself as the primary mixed-use activity centre in the City. In this regard, the amendment proposes to expand the land uses on site to provide retail (supermarket and specialty), commercial and residential uses in an integrated, mixed-use development, with opportunities for enhanced public realm and open space areas.
Actively promote the redevelopment of properties within Urban Growth Areas incorporating residential, retail, offices or other commercial land uses.	The amendment proposes the redevelopment of the site which is strategically located in an urban growth area on Stirling Highway. Consistent with this strategy, the site is

Strategy	Response
	capable of providing for a diverse mix of residential, retail and office and commercial land uses.
The City should take a proactive role in encouraging and facilitating improvements to existing activity centres through initiatives aimed at improvements to the public domain of the existing neighbourhood and local centres.	The scheme amendment and more notably, the Development Framework considers opportunities for public realm improvements both on the site and the broader town centre. This should be used as a guide by the City to take a proactive role in enhancing these areas to provide a more attractive centre and renewed community focus. In particular, the site will be redeveloped to include an internal plaza area with significant opportunity for publicly accessible areas and high quality landscaping features.
The City should be willing to consider any development or change of use proposal that would improve the condition and/or performance of an existing local activity centre.	Consistent with this strategy, the amendment proposes the sites redevelopment which aims to improve the condition and performance of the centre. Through diversity of use and increased attractiveness, the sites redevelopment would have a net community benefit for the centre and broader community.
Encourage SPP 4.2 'mix of land use' provisions, in neighbourhood and local activity centres where practicable, even though they are not specifically required for these classes of centre by SPP 4.2 (20%)	While not specifically required for the Nedlands town centre (being a neighbourhood centre under SPP 4.2), the site will contribute to this 20% mix of land use target by providing opportunity for non-retail uses such as entertainment (retention of the Hotel) commercial, civic and office uses.

The Draft Strategy further provides precinct-specific strategies for Stirling Highway, which are to:

- *'Plan Stirling Highway as a high intensity, predominately medium rise Urban Growth Area within the City of Nedlands.*
- *Provide Transition Zones abutting Stirling Highway to incrementally integrate development intensity into the surrounding precincts.*
- *Focus compatible development around identified residential and non-residential pockets, acknowledging that the intensity of redevelopment will vary along the Highway in response to the predominant land use.*
- *Investigate opportunities to provide rear laneway access as part of development along Stirling Highway.'*

This amendment and the accompanying Development Framework are consistent with the above objectives and strategies as it:

- Provides an appropriate intensity of development for an identified Urban Growth area fronting Stirling Highway.
- Presents a diverse mix of land uses that respond to the objectives and strategies for the Stirling Highway Precinct and will not result in a predominantly single purpose centre.
- Provides for greater intensity within the site fronting Stirling Highway (although constrained to an extent by the location of the Hotel), with an appropriate transition to medium density townhouse development, accessible via a laneway,
- Proposes to retain and enhance the State Heritage listed Captain Stirling Hotel as well as deliver a suitable curtilage.

- Promotes the relocation of access points directly off Stirling Highway to side streets Florence Road and Stanley Street as well as deliver a new signalised T intersection at Stanley Street to service the development and ensure capacity on Stirling Highway is maintained.
- Provides for a new civic/commercial building on the north-east of the site fronting Stirling Highway, to again diversity the land uses on site and within the broader town centre.

Overall this amendment is closely aligned with the objectives and strategies for the site and broader Nedlands town centre. While proposed ahead of an approved local development plan, it is supported by a comprehensive Development Framework which places the redevelopment of this site in the context of the broader town centre.

6. MATTERS FOR CONSIDERATION

6.1. HERITAGE CONSIDERATIONS

A Heritage Assessment and Impact Statement was prepared by Philip Griffith Architects in 2012 to accompany the previous scheme amendment requests. The report was based on the retention of the Captain Stirling Hotel (notwithstanding it was not yet listed on State Register of Heritage Places at the time), and the demolition of the drive-through bottleshop.

The report concludes that the degree of significance of the drive-through bottleshop is limited and its streetscape value negligible. On this basis, the report recommends that Council could reasonable consider and allow its demolition. The report however recommends that if Council is prepared to support its demolition, an archive record should be prepared with plans and photographs of each façade and each room as a condition of development approval.

A copy of the report is included at **Appendix C**.

6.2. TRAFFIC AND ACCESS

A Transport Assessment has been prepared by SLR Consulting (refer **Appendix D**) to provide traffic engineering input to inform this scheme amendment, as well as the broader Development Framework for the centre. Specifically, the assessment documents the traffic engineering analysis of the various infrastructure options available to provide accessibility to the Stirling Highway corridor to support intensification of the activity as envisaged by the City's draft planning framework and more specifically, the Development Framework at **Appendix B**.

6.2.1. Stirling Highway Existing Accessibility

The assessment highlights that access to the Stirling Highway corridor is currently capacity constrained. This is a result of the significant traffic demands along the Stirling Highway corridor which oppose entry and exit from the minor intersecting streets servicing the existing land uses.

Within the town centre, extending from Louise Street in the west to Stanley Street in the east, the only point of signalised access to the Stirling Highway corridor is provided at the Dalkeith Road intersection. The intersection is the only location at which town centre traffic seeking to access the corridor is provided periods of priority access to the corridor (ie. whilst a red signal is displayed for Stirling Highway traffic). On-site observations indicate that town centre traffic is currently re-routing away from the priority controlled intersections that access the corridor to the Dalkeith Road intersection given the difficulties and delays associated with accessing the corridor from the local intersecting streets.

The assessment identifies that the existing Dalkeith Road intersection is currently approaching capacity and therefore in its current form, has limited ability to accommodate the additional traffic demands generated by any intensification of the land uses anticipated by the planning framework.

6.2.2. Infrastructure Upgrade Options

SLR undertook a high-level analysis of the road network within proximity of the Captain Stirling Hotel site (between and including Mountjoy Road and Stanley Street) has been conducted to determine potential accessibility options. The assessment interrogated the initial feasibility of 4 network options including:

- Option 1 – Existing network with no upgrades
- Option 2 – Existing network with a low order connection from Stanley Street to Dalkeith Road.
- Option 3 – Existing network with a dedicated U-turn facility at Boronia Street.
- Option 4 – Existing network but with a signalisation of the Stanley Street intersection.

The results of the assessment indicate that of the 4 options considered, Options 3 and 4 provide sufficient additional capacity to facilitate accessibility to the Stirling Highway corridor for the Captain Stirling Hotel site redevelopment and would not prejudice the likely ultimate town centre access strategy.

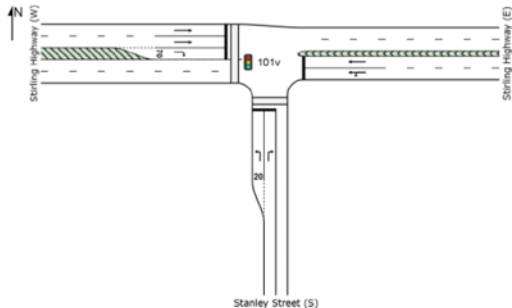
6.2.3. Preferred Option

In considering the detailed analysis undertaken as part of the Transport Assessment and the broader benefits from a town centre making perspective, the signalisation of the Stanley Street intersection is the preferred outcome.

This signalisation would deliver an additional pedestrian crossing opportunity across the Stirling Highway corridor which bisects the town centre and currently reduces its ability to operate in an integrated fashion. Signalisation of Stanley Street would also assist to link any public transport facilities that may be provided on either side of the corridor. In addition, if combined with a laneway connection between Dalkeith and Stanley Street, this option would assist to better distribute existing turn demands and enable restriction of turns at the Florence Road intersection as contemplated by MRS Amendment 1210/41.

A preliminary concept layout of this preferred option is provided below, together with the results of the detailed intersection analysis. In summary, this option will operate within the standard performance threshold for a signalised intersection indicating this is a viable corridor access option to support redevelopment of the amendment sit4e and broader town centre.

Figure 9 – Stanley Street Signalisation

Layout	AM Peak	PM Peak	
	DoS	0.592	0.681
	Delay (s)	8.5	9.1
	95th % queue (m)	119.2	138.9

6.3. RETAIL SUSTAINABILITY ASSESSMENT

An independent RSA has been prepared by Urbis to inform this scheme amendment (and accompanying Development Framework) and is included at **Appendix E**. The RSA states that the proposed redevelopment of the site, which would deliver a new Woolworths supermarket and ancillary specialty, would be expected to capture a significant amount of custom from beyond the trade area. This reflects:

- The centres position on Stirling Highway providing a high level of exposure with access to high volumes of traffic.
- The southerly location on Stirling Highway enhances the capacity of the shop to capture trade from homebound commuters (from city locations).
- The close proximity of UWA.

The RSA notes that this proposed centre would address a number of contextual factors currently experienced in the locality including the following:

- Existing shortfall of full-line supermarkets in the trade area.
- Greater choice and convenience.
- Future market growth.
- Convenient and high profile location.
- Centre designation.
- Improvements to the Nedlands town centre.

The analysis and findings of the RSA support the conclusion that the proposed development would have a net community benefit. In particular the analysis of trading impacts on other centres indicates that the level of trade diversion from existing and planned activity centres would be well within the bounds of a normal and healthy competitive environment and the viability and role of individual centres would not be threatened.

As a result, the sustainability of centres in the western suburbs would be maintained and enhanced through provision of a new centre and a broader range of retail shops, and community and commercial facilities.

7. CONCLUSION

The proposed complex scheme amendment will facilitate the redevelopment of a strategic site in the Nedlands town centre for retail, commercial and residential purposes. The proposal is consistent with the State and proposed local planning framework and represents a significant step forward in facilitating the growth and redevelopment of the Nedlands town centre consistent with State planning policy.

The overall planning merit of the proposal is summarised as follows:

- The proposal will deliver greater intensity on site, reflective of its location and context adjoining Stirling Highway which is established as a Corridor precinct under the WAPC's Draft Central Sub-Regional Planning Framework.
- It will contribute towards the City of Nedlands residential infill targets established by Directions 2031. Consistent with the City's Draft Planning Strategy, it concentrates density along Stirling Highway as an established 'Urban Growth' activity corridor to ensure existing low density residential areas remain protected.
- It will enhance the convenience retail, commercial and specialty offer within the Nedlands town centre, consistent with the centres role as a neighbourhood centre established by SPP 4.2.
- The amendment has not been prepared in isolation, having regard for the broader town centre from a land use and retail sustainability, transport and public realm perspective. This has been undertaken through preparation of a comprehensive Development Framework which will provide a strong basis for the preparation of a local development plan by the City of Nedlands.
- The future redevelopment of the site for retail and commercial purposes is consistent with its proposed future zoning under Draft LPS 3 as a Centre – Neighbourhood zone.
- The future redevelopment will reflect the centres role as the primary town centre and most complex mixed use area in the City of Nedlands, as established by the City's Draft Local Planning Strategy.

Based on the above, it is respectfully requested that the City of Nedlands and Minister for Planning approve the amendment.

FINAL APPROVAL

Adopted for final approval by resolution of the City of Nedlands at the Ordinary Meeting of the Council held on the _____ day of _____ and the Common Seal of the City of Nedlands was hereunto affixed by the authority of a resolution of the Council in the presence of:

MAYOR

CHIEF EXECUTIVE OFFICER

Recommended/Submitted for Final Approval

DELEGATED UNDER S.16 OF
THE PD ACT 2005

DATE

Final Approval Granted

MINISTER FOR PLANNING

DATE

URBIS

NEDLANDS TOWN CENTRE DEVELOPMENT FRAMEWORK

PREPARED FOR
CITY OF NEDLANDS
5 JULY 2017





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1.0 INTRODUCTION

1.1 PURPOSE OF DOCUMENT

The Nedlands Town Centre Development Framework (Framework) captures a vision for the future growth and redevelopment of the Nedlands Town Centre. The Framework consolidates the vision and strategic objectives for the centre as identified by the City's Draft Local Planning Strategy and proposed Draft Local Planning Scheme No.3 (LPS 3) to guide future strategic and statutory planning.

The Framework has been developed to guide development within the town centre for an interim period until the necessary strategic and statutory planning documents have been approved by the WA Planning Commission to enable the preparation of a local development plan (LDP) over the centre by the City of Nedlands. The Framework seeks to ensure matters such as land use, retail sustainability, transport and access and public realm and landscaping are considered at a centre level to ensure a holistic vision.

This Framework is a non-statutory document which is intended to be used as a guide for assessment of rezoning and planning applications within the centre, including the current Scheme Amendment No.211 proposed by Fabcot Pty Ltd.

1.2 WHY HAS THIS DOCUMENT BEEN PREPARED?

The current planning framework applicable to the Nedlands Town Centre is restricted to the City's Town Planning Scheme No.2 (TPS 2) and its limited local planning policy framework. Broadly speaking, the vision and statutory provisions contained within these documents are considerably outdated to the extent that the land use permissibility and development and design provisions prohibit the realisation of the vision established by the City's Draft Planning Strategy. Specifically, it is inconsistent with State Planning Policy and the WAPC's Sub-Regional Planning Frameworks in that it restricts the delivery of higher density infill development.

While the City has prepared a Draft Local Planning Strategy (awaiting WAPC approval) and a Draft LPS 3 (awaiting WAPC endorsement to advertise) which supports and provide guidance for the centres redevelopment, the gazettal of LPS 3 is some time away. Therefore, an interim framework is required to ensure the timely redevelopment of the centre.

1.3 DEVELOPMENT PLAN PROCESS

A number of meetings and workshops have been held with key Government stakeholders to inform the preparation of this Framework. This includes:

- Meeting with City of Nedlands Planning Officers – 2 May and 25 May 2017.
- Meeting with City of Nedlands Planning and Engineering Officers – 19 May 2017.
- Various Meetings with the Department of Planning and Minister's Office.

It has also been informed by technical inputs in the fields of planning and design, traffic and retail economics. Several workshops have been held with the consultant team which has resulted in a number of supporting documents which address the centre as a whole. These include:

- Retail Sustainability Assessment (prepared by Urbis 2017 – **Appendix A**).
- Transport Impact Assessment (prepared by SLR Consulting 2017 – **Appendix B**).

The Framework has been prepared having regard for the relevant strategic and statutory planning framework, in particular the following:

- Metropolitan Region Scheme (including proposed MRS Amendment 1210/41)
- State Planning Policy No.4.2 – Activity Centres for Perth and Peel (SPP 4.2).
- Draft Central Sub-Regional Planning Framework.
- City of Nedlands Town Planning Scheme No.2.
- City of Nedlands Draft Local Planning Strategy.
- City of Nedlands Draft Local Planning Scheme No.3.



1.4 VISION AND OBJECTIVES

The Framework has been prepared based on the following vision and objectives for the Nedlands Town Centre which have been taken directly from the City's Draft Planning Strategy and Draft LPS 3:

- *Facilitate the maintenance and expansion of the Captain Stirling Neighbourhood Centre (and nearby civic facilities such as City of Nedlands Administration and Library) as the main Town Centre. Plan for this centre to be the largest and most complex mixed use activity centre in the hierarchy of centres*
- *Maximise the intensity of development along Stirling Highway as the transit corridor, with gradual reduction in intensity behind the corridor.*
- *To ensure that zones within the Special Control area are distinctive and provide nodes of activity and intensity.*
- *Ensure that development along Stirling Highway is not monotonous in terms of bulk and scale across the whole length of the corridor.*
- *To encourage land assembly for large scale development to avoid fragmentation of land;*
- *To coordinate vehicle access via the creation of rear laneway and right-of-way access to enable safe and appropriate access to development fronting Stirling Highway.*
- *To ensure that new built form is of a high architectural standard and is designed to positively contribute to the streetscape and surrounding area.*
- *Avoid underdevelopment within this Special Use area as the City's most intense activity corridor'.*

It is understood the City developed this vision and objectives having regard for the considerable community consultation that occurred during the preparation of the Draft Scheme as well as separate engagement with regard to the future of the Nedlands Town Centre.

1.5 FRAMEWORK AREA

The area subject to this Framework comprises the Nedlands Town Centre area as per the boundary established by Draft LPS 3 (indicated by the extent of proposed Centre-Neighbourhood zone) as shown in **Figure 1** below. The only alteration to this boundary in comparison to Draft LPS 3 is the inclusion of 5 existing residential lots south of the Captain Stirling Hotel and a small number of lots to the east of Stanley Street; the latter being at the request of the City of Nedlands.

Overall, the Framework area comprises an area of approximately 7.2ha, dissected by Stirling Highway. It does not include contiguous areas of existing low density residential development which under Draft LPS 3, is proposed to be a transitional area with opportunities for medium to high density residential development. The intent for this area has however been considered in the preparation of this Framework.

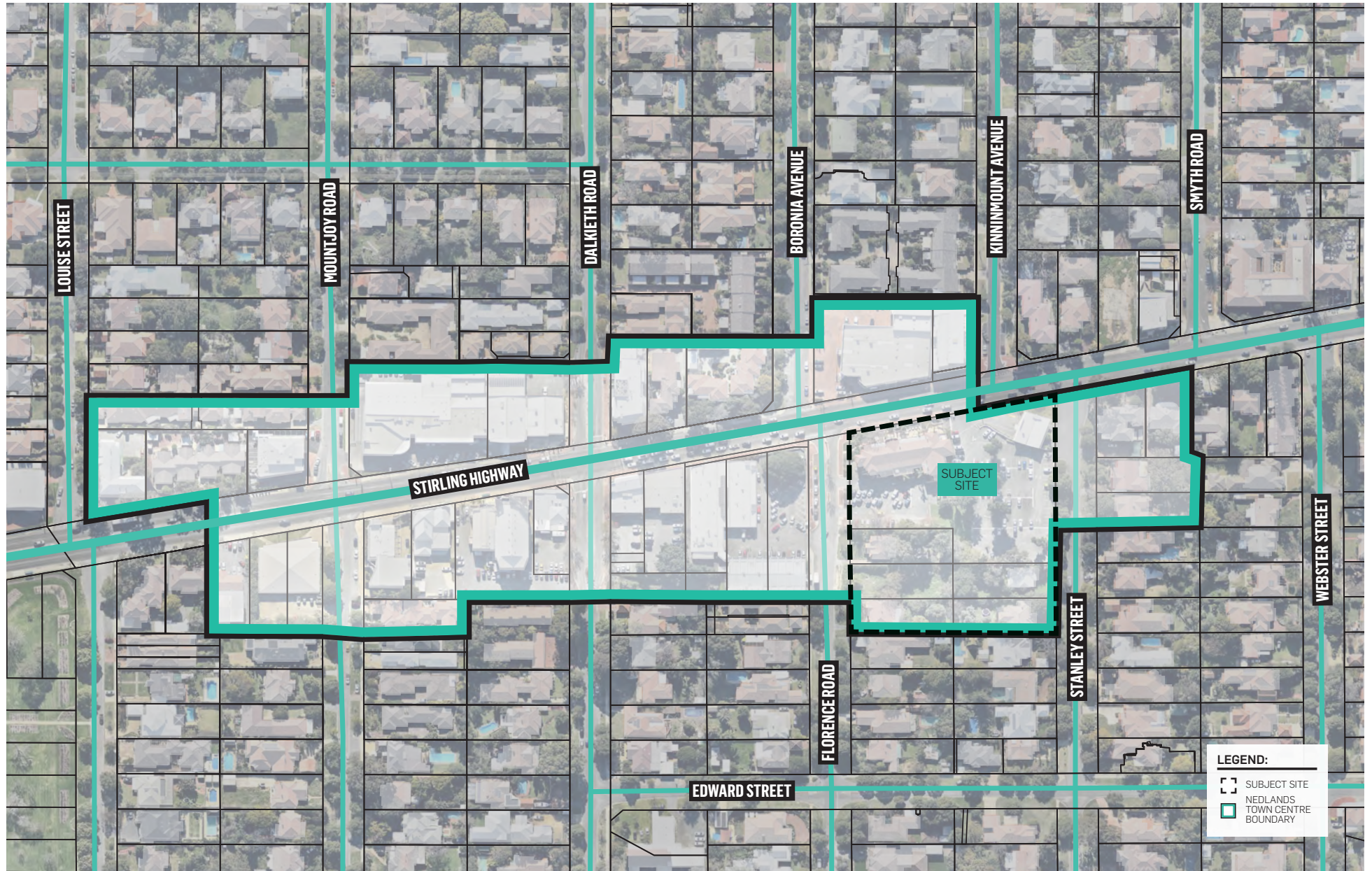


Figure 1 Framework Area – Nedlands Town Centre

2.0 SITE CONTEXT

2.1 REGIONAL CONTEXT

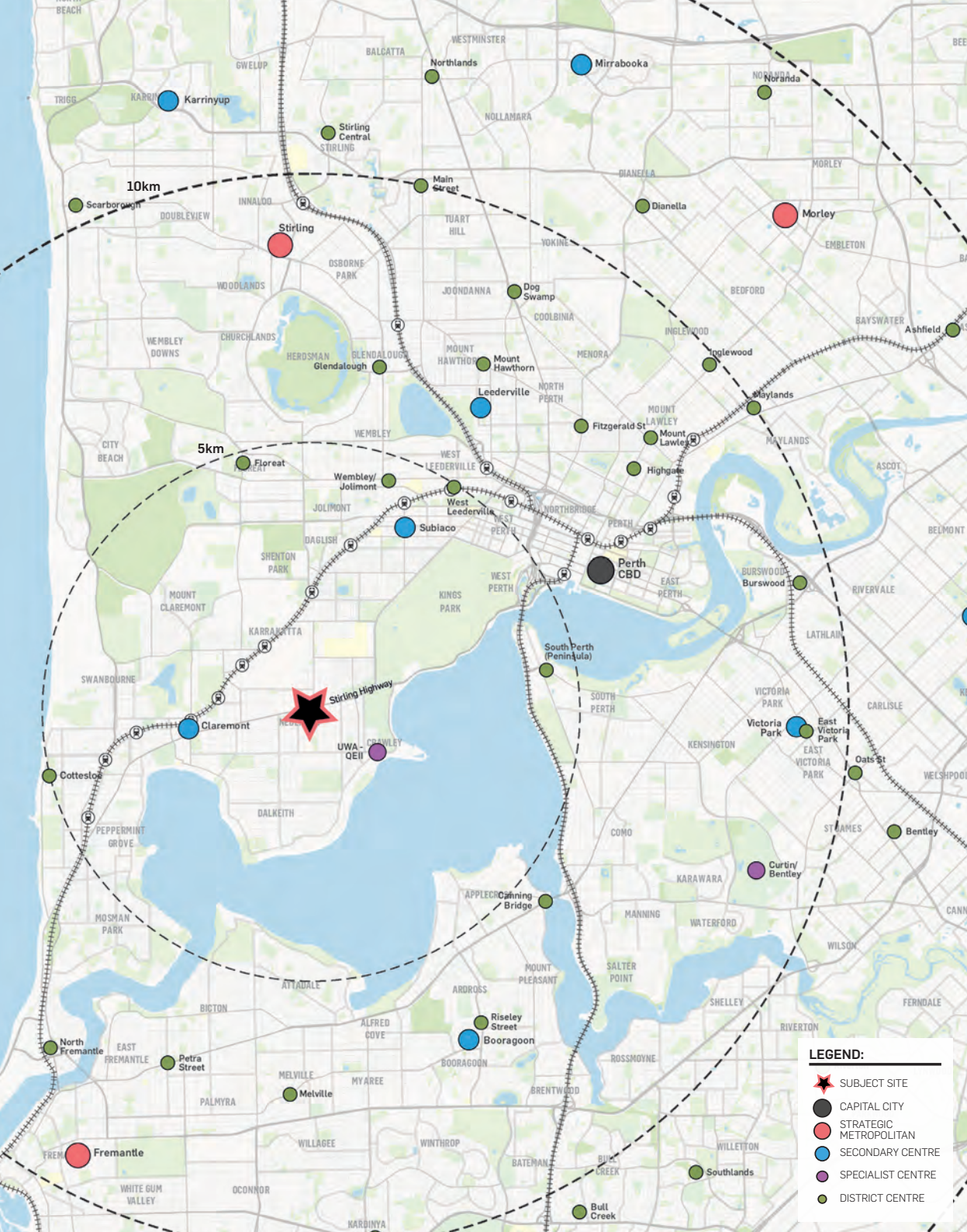
The Nedlands Town Centre is located in the western suburbs of the Perth Metropolitan area, located approximately 5.2km south-west of the Perth CBD and more locally positioned approximately 1km west of the UWA/ QEII Specialised Centre and 2km east of the Claremont Secondary Activity Centre. The Subiaco town centre is located approximately 4.5km north-east. The regional context of the Framework area is illustrated in **Figure 2**.

2.2 LOCAL CONTEXT

The Nedlands Town Centre is classified as a neighbourhood centre under SPP 4.2 and comprises land adjoining Stirling Highway, from Stanley Street to the east, to Martin Avenue to the west. The centre has generally evolved in an ad-hoc manner and comprises several disjointed retail, commercial and entertainment uses including:

- Retail – IGA and specialty shops.
- Showroom – several furniture and car sales showrooms.
- Entertainment and Food/Beverage – Captain Stirling Hotel, Windsor Cinema and Indian Restaurant.
- Office and Medical uses.

A plan showing the existing land use mix within the centre is provided at **Figure 3**:



LEGEND:

- ★ SUBJECT SITE
- CAPITAL CITY
- STRATEGIC METROPOLITAN
- SECONDARY CENTRE
- SPECIALIST CENTRE
- DISTRICT CENTRE

Figure 2 Regional Context Plan

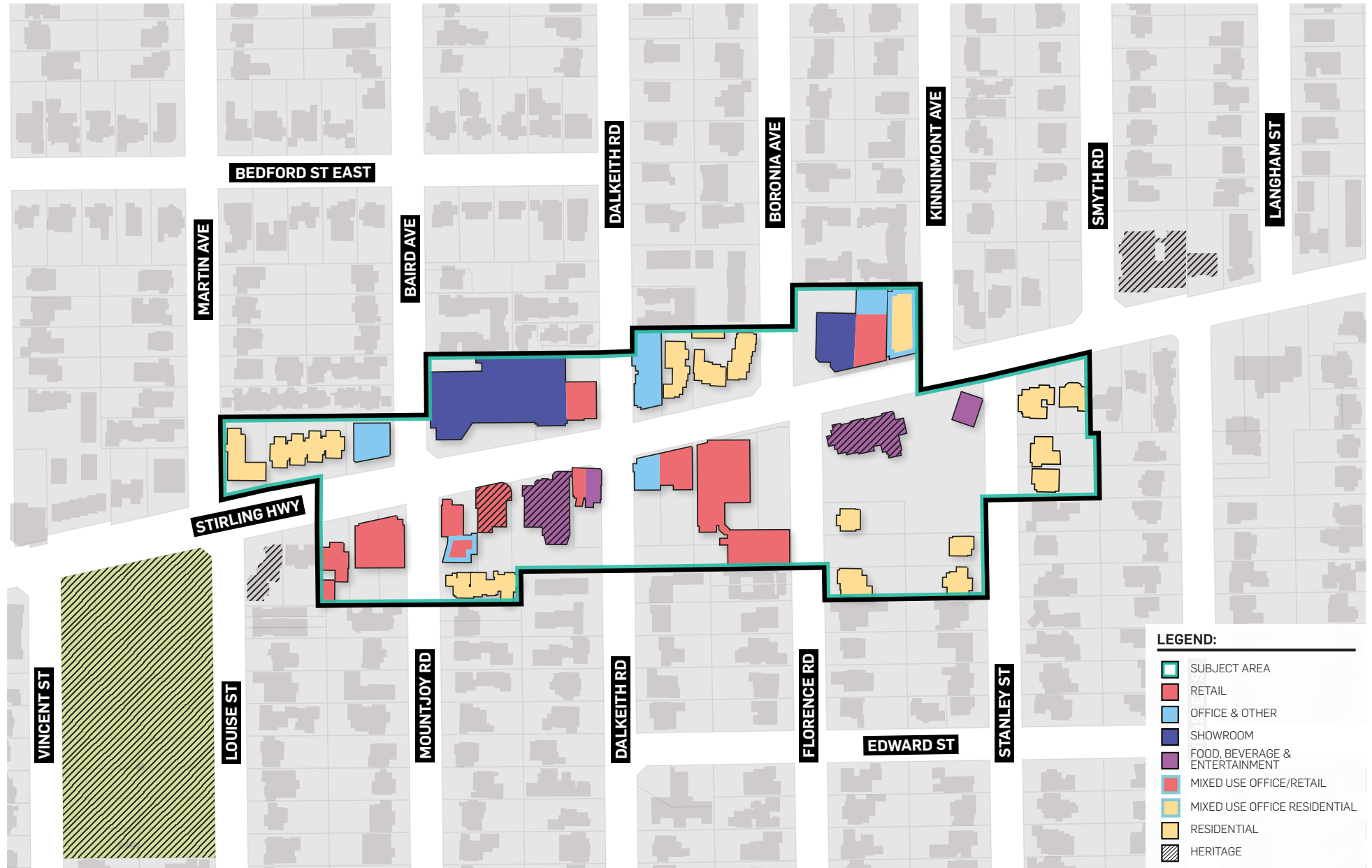


Figure 3 Existing Land Use Mix

There is 1 site listed on the State Heritage Register and numerous sites included on the City of Nedlands Local Heritage Register - a majority of which directly adjoin Stirling Highway. These sites are illustrated in **Figure 3** above and include:

- Captain Stirling Hotel – State Heritage, National Trust, City of Nedlands Local Register (Site 1832)
- Commercial Building – National Trust (Site 13669)
- Windsor Theatre and Commercial Building - City of Nedlands Local Register (Site 24807)
- Windsor Theatre – City of Nedlands Local Register (Site 1831)
- Apartment Building (5 Stirling Highway) – Other Listing (Site 17601)
- Apartment Building (72 Stirling Highway) – Other Listing (Site 14484)

The Framework has been prepared having regard for the above listed sites and the general heritage character of the area.

2.3 PLANNING CONTEXT

A high-level summary of the current planning context relating to the town centre is provided below which will influence the manner in which the centre grows and develops.

- The Nedlands Town Centre is zoned Urban under the **Metropolitan Region Scheme (MRS)**, with Stirling Highway reserved as a Primary Regional Road (PRR). A portion of lots fronting Stirling Highway (to the north and south) are also included in the PRR reserve for the purposes of future road widening. However MRS Amendment (1210/41) proposes to rationalise the extent of widening along Stirling Highway, informed by an ultimate road design and reserve area sufficient to meet the needs of future road planning. The approval of this amendment is imminent and therefore has been taken into consideration as part of this Framework.
- The Nedlands Town Centre is designated as a neighbourhood centre under **State Planning Policy No.4.2** and the City's Planning Strategy and Draft LPS 3. Under SPP 4.2, neighbourhood centres provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services. It also has a minimum dwelling density target of 15 and desirable target of 25 dwellings per gross hectare. SPP 4.2 requires a retail sustainability assessment (RSA) for neighbourhood centres which exceed 6,000sq.m, or expand by more than 3,000sq.m.
- The City's **Draft Local Planning Strategy** identifies the Nedlands Town Centre as a neighbourhood centre and the most complex mixed use centre in the City. It supports its future growth and gradual redevelopment of the centre and provides the strategic context for the implementation of statutory controls through its new Planning Scheme. Broadly speaking the Draft Strategy supports up to 8,000sq.m retail floorspace in the centre. Should this be exceeded the Draft Strategy recommends a RSA is prepared to justify any additional floorspace.

- The town centre comprises a range of zones and reserves under its current **Town Planning Scheme No.2 (TPS 2)**. This includes a Retail Shopping, Office/Showroom, Hotel and Residential zone. TPS 2 was originally prepared in 1985 and has never been subject to a comprehensive Scheme review process.

Therefore, the zones and provisions are outdated and not reflective of current State Government planning practice and strategies for mixed use activity centres or residential infill development. This is evident by the prevalence of Additional Use provisions which exist within the town centre and the limited extent of redevelopment which has occurred to date. Further, TPS 2 currently restricts multiple dwellings in all zones.

- The City has prepared a **Draft Local Planning Scheme No.3** (Draft LPS 3) which is currently awaiting sign-off by the Department of Planning to enable public advertising. Draft LPS 3 seeks to zone the entire town centre in a 'Centre – Neighbourhood' zone to reflect its centre hierarchy and role as the City's main town centre. The centre is also included within the Stirling Highway Special Control Area which prescribes numerous design and development standards to guide future development.

Draft LPS 3 requires the preparation of a LDP over the centre to guide future land use and development. In recognition of this requirement (notwithstanding the Scheme does not yet have seriously entertained planning status), this Framework has been prepared and is reflective of these strategic aspirations and statutory controls. The Framework will guide planning proposals (scheme amendments, development applications) in an interim capacity until such time as an LDP is prepared by the City under the new Scheme.

While having regard for TPS 2, this Framework has been prepared primarily under the guidance of the City's Planning Strategy and Draft LPS 3, in recognition that it reflects the current vision and future redevelopment intentions for the Nedlands town centre.

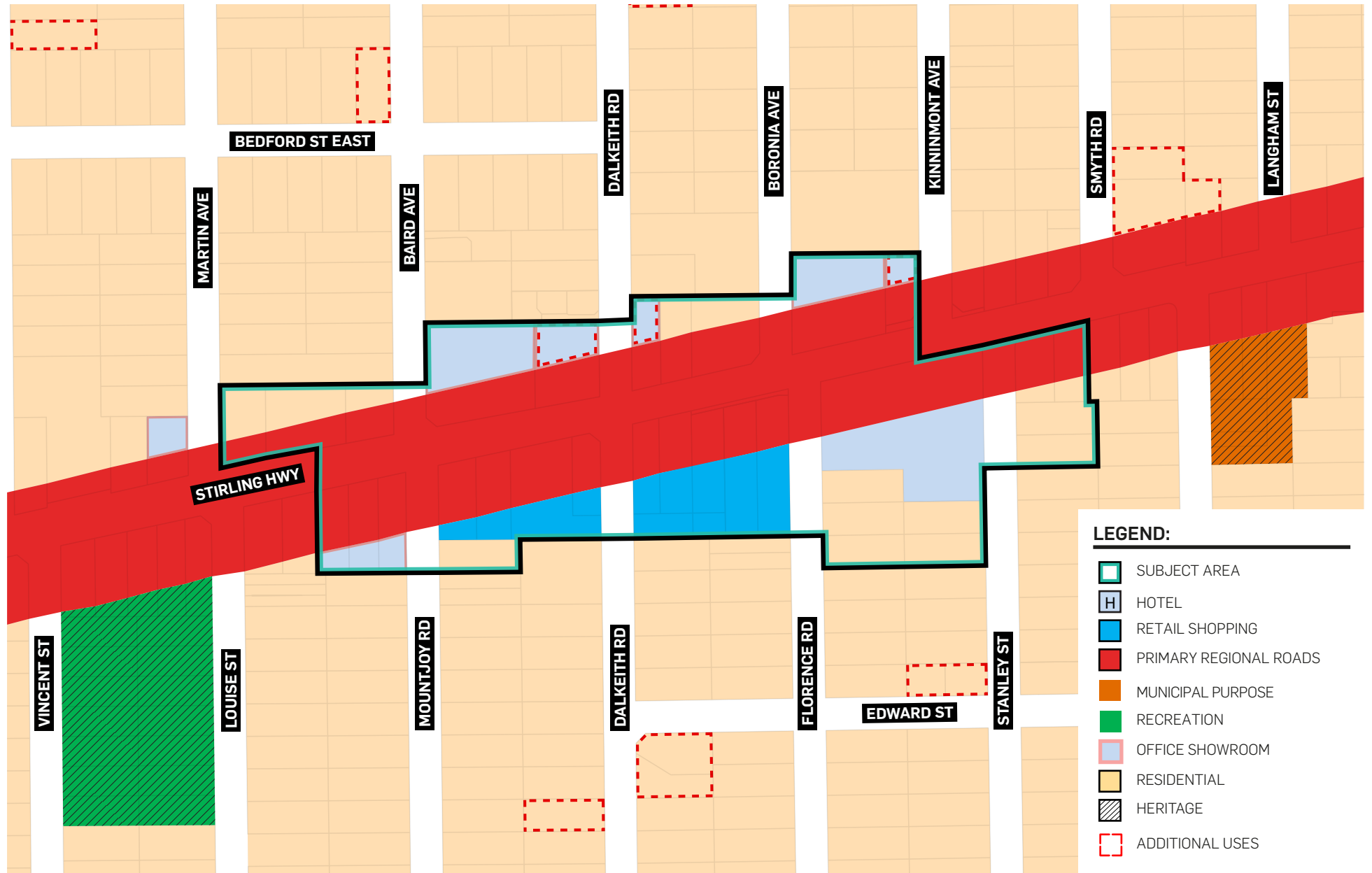


Figure 4 Town Planning Scheme No.2

2.4 TRANSPORT, ACCESS AND CARPARKING

A summary of the existing transport and access situation of the centre is summarised in the sections below and in **Figure 5**.

2.4.1 STIRLING HIGHWAY

Stirling Highway dissects the town centre and serves as a significant movement corridor connecting commuters to the western suburbs areas of Fremantle, Cottesloe, Mosman Park, Peppermint Grove, Claremont and Nedlands to employment destinations and activity centres within the Perth CBD, West Perth and Subiaco.

It is identified as a Primary Regional Road under the MRS and a Primary Distributor under Main Roads WA Functional Hierarchy. As outlined earlier, there is a proposal to rationalise the width of Stirling Highway (through MRS Amendment 1210/41) having regard for numerous development constraints (eg. heritage buildings) and in considering the ultimate road design for the Highway.

2.4.2 DALKEITH ROAD INTERSECTION

The only point of signalised access to the Stirling Highway corridor within the centre is provided at Dalkeith Road. It is the only location at which centre traffic seeking to access the corridor is provided periods of priority access to the corridor (ie. whilst a red signal is displayed for Stirling Highway traffic).

At all other intersections, centre traffic must currently wait for the limited gaps which occur within the Stirling Highway traffic stream to access the Stirling Highway corridor.

Based on on-site investigations and traffic analysis, the Dalkeith Road intersection is currently at capacity and therefore in its current form has limited ability to accommodate additional traffic demands generated by the intensification of land uses anticipated by the City's Strategy and Draft LPS 3. Further, given the heritage nature of the built form surrounding the intersection, there is limited opportunity to expand the current intersection footprint.

2.4.3 PUBLIC TRANSPORT

A number of bus routes utilise Stirling Highway including routes 102, 103, 107, 998 and 999, with route 25 servicing Dalkeith Road. According to the City's Draft Local Planning Strategy, bus services along this route are generally adequate for peak commuter purposes but do not connect the range of other centres and attractors at a frequency required by transit oriented development.

Higher frequency bus services are proposed as part of the State Government's Transport @ 3.5 million Strategy including a bus priority lane at the approach to key intersections. This will improve public transport accessibility in the centre, however it must be acknowledged that in the absence of a passenger rail service in proximity, accessibility is constrained.

2.4.4 PEDESTRIAN AND CYCLE ACCESS

Pedestrian accessibility is currently constrained by fragmented development, the frequency of vehicular crossovers and lack of safe crossing opportunities which create a hostile pedestrian and cycle environment. Safe pedestrian access over the Highway is limited to Dalkeith Road as the only signalised intersection in the town centre.

Stirling Highway does not comprise either on or off road cycle facilities which therefore creates an undesirable and unsafe cycling environment. While publicly accessible bike parking is scattered throughout the centre, there are no formal end-of-trip facilities of note.

As part of the centres growth, opportunities to increase pedestrian and cycle accessibility will need to be explored, including north-south connections however also east-west connections within the centre and to adjoining activity centres and public open space areas such as UWA/QEII and Karrakatta Cemetery.

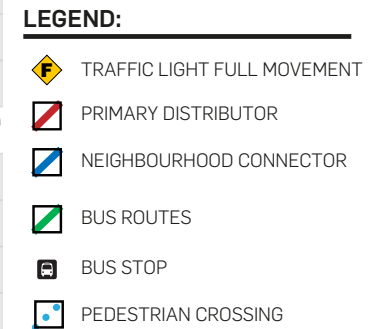
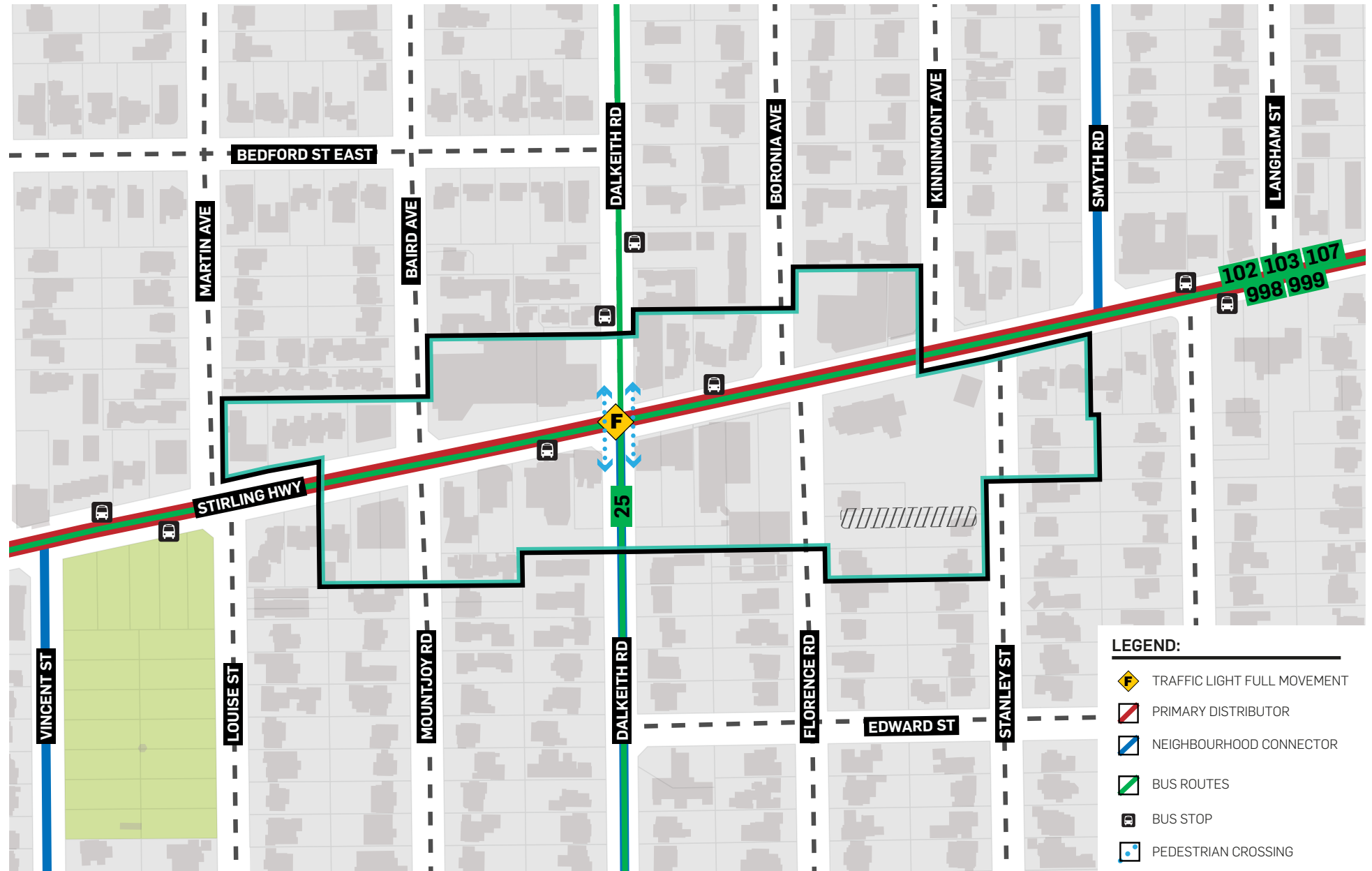


Figure 5 Public Transport Plan

3.0 SITE ANALYSIS

This section describes the key opportunities, threats and drivers for change within the Nedlands Town Centre. This section should be read in conjunction with the Opportunities and Constraints Plan at **Figure 6**.

3.1 OPPORTUNITIES



Identifiable Character and Community Focus

Currently the centre lacks an identifiable character which distinguishes it from other local and neighbourhood centres and creates a point of difference. To date, the centre has grown in a very ad-hoc and disjointed manner, providing future opportunities to consider the overall positioning of the centre to provide a more cohesive and attractive community focus.



Sense of Arrival

There is an opportunity to create an enhanced sense of arrival into the town centre from both the east and western approaches. Due to the higher topography of the centre to the east, it creates an arrival point which can be enhanced through delivery of a distinguishable built form or public realm element.



Opportunity for Infill Development

There are significant opportunities for higher density development within the centre, not only to deliver on the City's infill targets and preserve neighbourhood character however to create the activation and intensity needed to support the growth of the centre. A diversity of housing should be provided in accordance with the City's Planning Strategy, acknowledging the need to deliver a transition in density to existing low density residential areas.



Site History

The centre's history should be celebrated and promoted. Numerous heritage buildings are located within the centre (such as the Captain Stirling Hotel and Windsor Cinema) that promote a strong frontage of development on Stirling Highway and deliver a sense of enclosure. The local heritage and community stories should be further expressed through urban design and public art.



Efficient Use of Space

The centre is currently dominated by at-grade carparking which has resulted in the inefficient use of space. Given the intent to intensify the centre there will be a need to consider mechanisms to increase land efficiency. This will include the incorporation of alternative parking strategies such as basement parking and car stacking to provide for greater density. A parking strategy should be implemented over the entire centre to control and best distribute short and long term parking.



Enhanced Public Realm and Landscaping

A focus on high-quality and connected streetscapes and public realm areas will be critical to create a distinctive sense of place. Spaces should be flexible in nature to be able to host a range of community events, festivals and weekend markets. Improved way-finding throughout the centre and integration with the Karrakatta Cemetery and Peace Memorial Rose Garden will also be important.

Providing opportunities for people to linger longer will not only provide benefit to businesses within the centre however will assist in creating a hub of activity.



Enhanced Food and Beverage Offer

While some limited entertainment uses are provided, the centre lacks a high-quality food and beverage offer reflective of its location and the local demographic. There are significant opportunities to enhance the night-time offer and create better synergies with the Hotel and Cinema uses through provision of additional restaurants and small bars. Day-time activity can also be enhanced through additional cafes and public spaces. The delivery of density within the centre will also create a residential catchment to support the delivery of these uses.



Access Improvements

In facilitating the growth and development of the centre as the main town centre in the City, there needs to be a level of acknowledgement that alternative access improvements (such as new signalised intersections) will be required. Local access needs to be improved through the delivery of laneways although acknowledging that this is constrained by landownership.



Improve Pedestrian Accessibility and Way Finding

There are significant opportunities to improve pedestrian accessibility and way-finding throughout the centre. While Stirling Highway presents a significant constraint, consideration needs to be given to improved north-south linkages to promote pedestrian and cyclist safety as well as enhanced streetscapes to create a more enjoyable pedestrian experience. While transport improvements can facilitate this, design needs to also play a role. Through introducing paving and materials which define pedestrian priority spaces, it will assist slowing traffic within the centre.

An integrated signage strategy to connect the centre to the wider network of open space needs to be considered. Further an integrated cycle and end-of-trip strategy will assist in encouraging sustainable modes of transport and reduce reliance on private vehicle (although acknowledging that it will continue to dominate as the mode of transport to the centre).

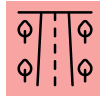


Retention of Vegetation

The centre contains numerous existing trees potentially worthy of retention. Through individual site redevelopment, it will be important for plans to consider the retention of vegetation, not only from an environmental perspective however to ensure local amenity is retained in what is currently (and will continue to be) a largely built-up environment. This opportunity reflects the community's aspirations of retaining trees where possible.

3.2 CONSTRAINTS

From a broader design and context perspective, the town centre currently experiences the following challenges and threats:



Stirling Highway Accessibility

Stirling Highway dissects the town centre and acts as a significant barrier not only from a land use activation perspective however also constrains pedestrian movement and connectivity. It also provides an undesirable environment for finer grain and active uses such as cafes with alfresco dining. Given these challenges, there should be a focus on delivering activated uses on local side streets which provide narrower road reserves (and therefore increased opportunities for activation) and a more pleasant pedestrian environment away from the amenity and acoustic issues associated with the Highway.



Stirling Highway Capacity Constraints

Access to the Stirling Highway corridor is currently capacity constrained due to significant traffic demands travelling along the corridor which oppose entry from the minor intersecting streets servicing existing town centre land uses. It needs to be expected that over the longer term the intensification of the centre will need to be facilitated by additional points of signalised access to the Stirling Highway corridor.



Pedestrian Accessibility

More broadly, the centre currently lacks east-west pedestrian footpaths to connect the centre and limited connection to the local cycle network and end-of-trip facilities to encourage more sustainable modes of travel. The centre is surrounded by areas of high quality open space such as the Peace Memorial Rose Gardens and Karrakatta Cemetery to the north.

The current limited crossing points, due to the fact that only 1 signalised intersection is provided in the centre, further constraints accessibility. The delivery of an additional intersection within the centre will not only seek to address traffic capacity issues on Stirling Highway however will establish an additional, safe pedestrian and cycle crossing point to facilitate greater north-south movements.



Limited Community Amenity

Currently the centre lacks community amenity, both in the form of cafes and restaurants which create day and night-time meeting points as well as public realm areas.



Parking Management

The existing dominance of at-grade carparking detracts from the pedestrian experience. While a more sustainable parking management strategy should be developed for the centre, travel demand management, congestion, parking and accessibility will continue to be a threat to the centre's growth. Existing parking shortfalls and parking demand in centres and high-trip generating areas will need to be managed.

4.0 THE DEVELOPMENT GUIDE PLAN

A comprehensive Development Guide Plan (Plan) for the Nedlands Town Centre has been prepared and included at **Figure 7**. The Plan depicts the overall intentions for the centre from a broad land use, urban form, movement and public realm perspective, with more specific development intentions for precinct plans discussed below. Overall, the Plan depicts the following 3 precincts:

- Retail Core Precinct
- Entertainment Precinct
- Highway Precinct

The Plan articulates a clear vision for a diverse mix of land uses, generally consistent with the City's draft planning framework. Overall, the centre will become more connected, with existing gaps and lower intensity development to be filled to promote continuity of urban form and better integration between land uses.

4.1 LAND USE

The centre will follow a similar land use pattern to what exists currently however with improved connectivity and wayfinding. The visitor experience will be enhanced and it will promote cross-visitation through enabling safe and easy movement between areas. The diversity of activity will in turn create diversity in visitors, residents and workers, promoting activity throughout the day and night, not just in peak hours.

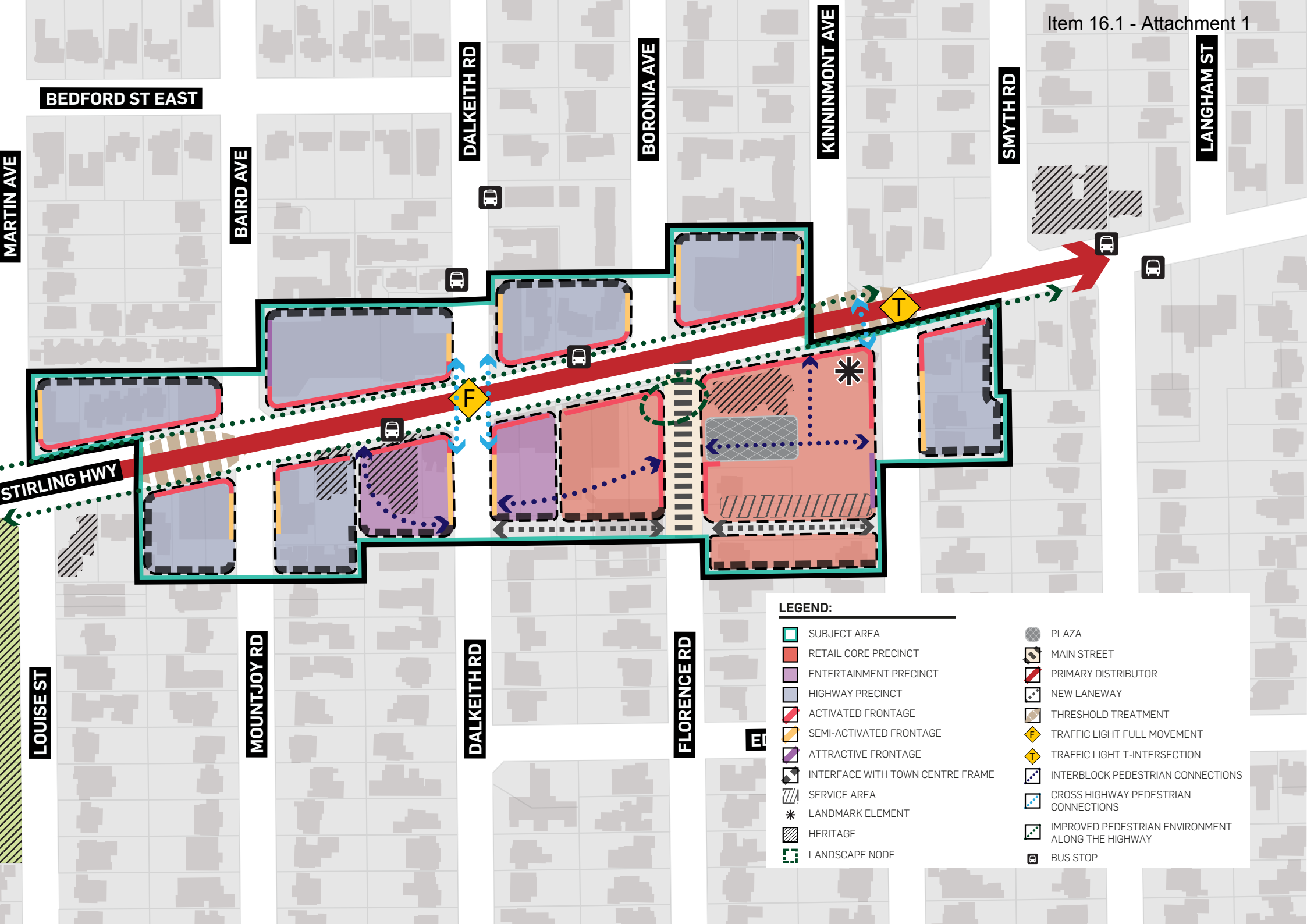
The Plan sets out a vision for a more compact urban form that clusters compatible uses and connects complementary uses together to facilitate interaction. It acknowledges that the amount of retail that can be delivered should reflect its status as a neighbourhood centre and therefore should be consolidated to the Retail Core precinct (comprising the IGA and Hotel site). Entertainment and food and beverage uses will become a focus which will have synergies with the existing cinema.

The existing bulky goods showroom and office uses to the north of Stirling Highway will likely remain although opportunities to sleeve larger format development behind finer grain uses will be explored to ensure side roads deliver a level of activation.
























Residential uses will be introduced into the town centre, with a significant focus on high density development within the core in proximity to public transport routes (future bus rapid transit) on Stirling Highway. The focus for this development will primary be south of the Highway acknowledging that larger format land uses will likely remain to the north. The intensity of residential development will reduce as it returns to the existing suburban area, with a 'transition' area immediately outside the centre to be established which transitions down to medium density housing (eg. townhouse, smaller lot product) to ensure an appropriate interface.



Figure 7 Development Guide Plan



LEGEND:

- | | | | |
|---|----------------------------------|---|---|
|  | SUBJECT AREA |  | PLAZA |
|  | RETAIL CORE PRECINCT |  | MAIN STREET |
|  | ENTERTAINMENT PRECINCT |  | PRIMARY DISTRIBUTOR |
|  | HIGHWAY PRECINCT |  | NEW LANEWAY |
|  | ACTIVATED FRONTAGE |  | THRESHOLD TREATMENT |
|  | SEMI-ACTIVATED FRONTAGE |  | TRAFFIC LIGHT FULL MOVEMENT |
|  | ATTRACTIVE FRONTAGE |  | TRAFFIC LIGHT T-INTERSECTION |
|  | INTERFACE WITH TOWN CENTRE FRAME |  | INTERBLOCK PEDESTRIAN CONNECTIONS |
|  | SERVICE AREA |  | CROSS HIGHWAY PEDESTRIAN CONNECTIONS |
|  | LANDMARK ELEMENT |  | IMPROVED PEDESTRIAN ENVIRONMENT ALONG THE HIGHWAY |
|  | HERITAGE |  | BUS STOP |
|  | LANDSCAPE NODE | | |

4.2 URBAN FORM AND PUBLIC REALM

The emphasis of the Plan is to establish a built form which enhances the street and creates a pleasant and safe environment and a renewed community focus. There is an opportunity to transform this collection of land uses into a true urban centre through some simple organisational principles and a considered approach to the public realm as outlined in **Figure 8**.

Active frontages are defined as per City of Nedlands Draft Town Planning Scheme No. 3 as 'building frontage which contain uses that promote both activity on the street and active visual engagement between the street and the ground floor of the building'.

The Plan identifies the key streets that require activated façades and land uses where a finer grain of built form is required to provide activity and movement at the street level. These activated facades serve to improve visual interest along the street and increase the perception of passive surveillance, thereby improving safety. These frontage types also ensure that activity and built form is scaled and designed to respond to the relevant street context and foster the correct experience for users of the street.

The Plan acknowledges the less active servicing areas and consolidates these and locates them to minimise visual intrusion on the neighbourhood. Areas dedicated to carparking are typically screened from view behind buildings, within basements or on rooftops.

The height of development reflects aspirations articulated in the City's Draft Local Planning Strategy. The height of development at the street (particularly Florence Road) should be human scale and more broadly should reflect the curtilage of the State Heritage listed Captain Stirling Hotel. Additional height away from local roads is supported.

The Plan includes a new main street located on the northern end of Florence Road. This main street is pedestrian focused and features a transition in building materials and the street layout emphasises its pedestrian focus. This tree lined main street features embayed parking and kerb less edges and stretches to the edge of the retail core providing a clear delineation between the retail and residential functions. An opportunity for a specific gateway into Florence Street has been identified based framed between Captain Stirling Hotel and existing vegetation. This marks an ideal transition point to the pedestrian focused environment of the new main street.

Gateway entries to the centre are identified and celebrated through a transition in built form and scale particularly around landmark locations such as the intersection of Stanley Street and Stirling Highway. These gateways can also be acknowledged through a transition to an improved pedestrian environment and a general upgrade to the treatment of the Stirling Highway edge as it undertakes its new alignment.

The new main street contributes to the public space approach through providing an alternate street scape to the surrounding areas. This will be supplemented by an additional plaza space within the Captain Stirling Hotel site that provides an opportunity for visual relief and respite and an opportunity to engage with pedestrian desire lines across the site. These spaces work within the larger network of spaces in the surrounding neighbourhood including the Peace Rose Memorial Gardens and Karrakatta Cemetery. These will be high quality environments that vary in nature with soft landscaping to areas of hardscape that are versatile to facilitate a range of activities and community interaction.

Frontages

The frontage types that have been identified include activated, semi-activated and attractive frontages. These frontages represent typical responses but are set as targets as each site will respond to its own context.

- Activated frontages would expect to have a higher proportion of the frontage dedicated to glazing, balconies and other visual engagement opportunities.
- Semi-Activated frontages would expect to have around half of the street edge dedicated to glazing, balconies and other visual engagement opportunities.
- Attractive frontages are those frontages that are unable to provide a high level of activation but compensate for this through additional architectural features, built edge treatment or landscaping.

4.3 MOVEMENT AND ACCESS STRATEGY

As outlined in Section 2.4, the Captain Stirling centre is particularly constrained from a vehicular, pedestrian and cycle movement. Expansion and redevelopment of the centre will need to go hand in hand with some fairly substantial movement and access upgrades. As a minimum, the following need to be implemented as part of future subdivision and development within the centre.

- New signalised T intersection at Stanley Street will provide additional access opportunities to Stirling Highway and relieve burden from Dalkeith Road. This intersection upgrade should occur concurrently with the redevelopment of the Captain Stirling Hotel site.
- Rear laneways running parallel with Stirling Highway, providing access from the intended High Street at Florence Road, to the signalised intersections at Dalkeith and Stanley.
- Pedestrian movements are provided through the site along strong desire lines linking access points to destinations. Additional pedestrian connections internal to the lot assist in movement through the retail core and entertainment precincts.
- Florence Road is to be a pedestrian focused environment promoting slow speeds through the use of a pavement change and embayed parking on both sides of the road. The street is heavily tree lined to further promote this as a pedestrian environment
- Pedestrian upgrades to the length of Stirling Highway to assist in the designation of the centre. These upgrades could include pavement specifications, tree lined edges, weather protection along the street front, activated edges fronting Stirling Highway.
- Central median along Stirling highway to assist in crossing and designated crossing points at signals.
- Loading and servicing located to the rear of the precinct.

These improvements have been outlined in **Figure 9**. Further traffic detail is provided at **Appendix B - Transport Impact Assessment**

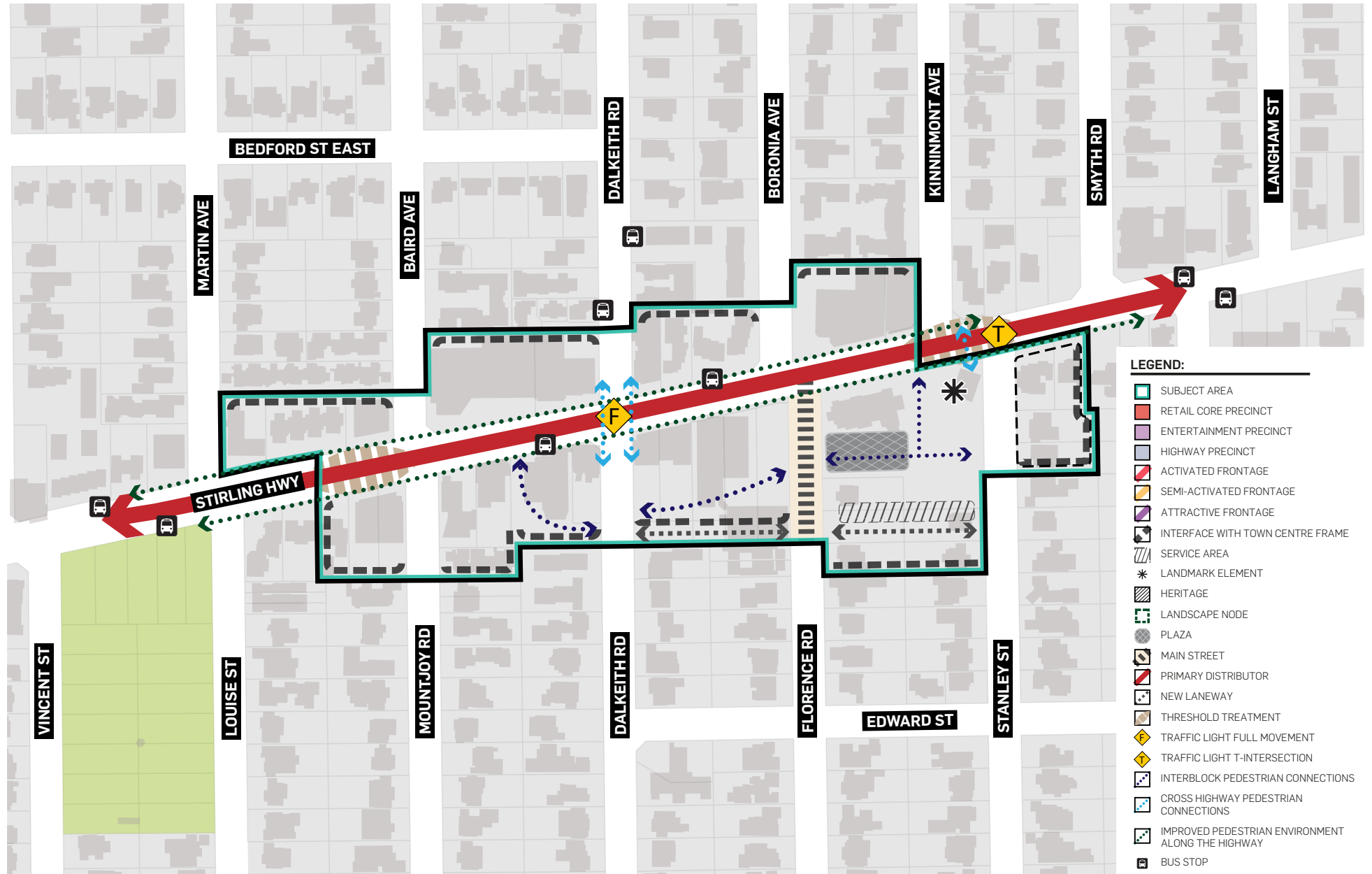


Figure 9 Movement and Access Strategy

4.4 DEVELOPMENT PRECINCTS

RETAIL CORE PRECINCT

Vision

The Captain Stirling Shopping Centre and Hotel site forms the retail hub of the centre as indicated in **Figure 10**, providing for the daily to weekly shopping and convenience needs of residents and visitors. The precinct will be the eastern book-end and will generate the highest levels of vehicle trips in the centre. The improvements in terms of retail offer and quality of experience will be the catalyst for increased growth and attraction as a place to live but also a neighbourhood meeting place.

The retail precinct will continue to be dominated by larger format retail uses and associated specialty retail, however will retain the State Heritage listed Captain Stirling Hotel as a key entertainment landmark use. Florence Road, as the central side street between the 2 predominant retail sites, will be developed as a pedestrian focused, main street environment, providing a pleasant setting for alfresco dining and specialty retail away from Stirling Highway. To promote this, it will incorporate paving treatments and high-quality public art and will promote low vehicle speeds and shared spaces.

Private vehicles will remain as the primary mode of access and consideration is required for service delivery vehicles. Improved accessibility into and out of the precinct and to the north of the Highway will be improved through delivery of a new signalised 'T' intersection at Stanley Street, providing opportunities to increase capacity on Stirling Highway to access the centre and to facilitate safe pedestrian and cycle movements.

The centre will evolve away from the dominance of surface carparking with carparking to be sleeved or contained within basement or rooftop carparking structures where possible. On-street parking on Florence (and potentially Stanley) Street will be encouraged to provide convenient access to retail uses while facilitating ongoing movement and activation.

Greater focus will be on the external spaces of the shopping centre and the interface with the public realm to improve integration with the broader centre and support pedestrian access. Public realm strategies within the precinct will consider the heritage character of the Hotel and the need to balance hard and soft landscaping treatments, and retain trees where possible.

A high-quality community square element will be provided on the Hotel site to provide green relief and curtilage around the Captain Stirling Hotel heritage site. It will also provide a place for rest and respite in an otherwise built up area.

The retail core extends south of the laneway between Florence Road and Stanley Street. Whilst this is designated as the retail core its primary function will be as a transitional land use between the Retail Core and its context. Although this site is included in the retail core its expected use is residential and provides an opportunity to transition height to the surrounding uses.

Urban Form

Future development should improve the relationship between the Captain Stirling Shopping Centre and Captain Stirling Hotel site to promote a pedestrian oriented environment which supports low vehicle speeds and opportunities for alfresco dining and community interaction. Development within the Retail Precinct should:

- Be the most vibrant and active at street level, with an emphasis on Florence Road as the central pedestrian main street as illustrated in **Figure 11**.
- Deliver built form which interfaces with the public realm seamlessly and offers alfresco dining, entertainment and retail uses associated with high pedestrian footfall
- Consolidate pedestrian oriented activity and deliver a main street environment on Florence Road which becomes a focal point for finer grain retail and food and beverage uses on both sides of the street. Development on either side shall be built up to the street and require high levels of activation through increased glazing and alfresco dining.
- Deliver building heights which are of human scale, respecting the curtilage of the significant heritage building.
- Allow for incremental expansion of retail uses, together with commercial/office use and residential dwellings. Opportunities for a civic/commercial element on the corner of Stirling Highway/Stanley Street should be explored.

- Provide weather protection awnings and shade trees to shelter pedestrians and provide elements of interest.
- Consider basement (or rooftop) carparking opportunities to maximise development opportunities and deliver greater intensity on site. It should also include of on-street parking where possible to promote the convenience aspect of the precinct.
- Accommodate a transitional land use to the area south of the lane way between Stanley Street and Florence Street. Requirements for awnings, setbacks and buildings heights should be adjusted here to enable the transition.

Preferred Land Uses

Preferred land uses for the Retail Core Precinct include those which are highly active and serve a convenience and/or entertainment purpose. These include:

- Carpark (incidental to use)
- Child care premises
- Community use
- Consulting rooms
- Hotel/Tavern
- Liquor store
- Office
- Residential (multiple, group single dwellings)
- Restaurant/cafe
- Shop
- Small bar

Access and Carparking

North-south access over the Highway will be improved through delivery of a new signalised intersection at Stanley Street, in the east of the precinct. This will provide for safe pedestrian and cycle movements to the north of the Highway and will improve capacity along Stirling Highway to accommodate additional floorspace.

Laneways, as illustrated in **Figure 12**, have been proposed along the rear of both the Retail Core and Entertainment Precincts to allow for transition from Florence Street to these signalised intersections both increasing routes through the site and reducing vehicle flow into the surrounding neighbourhood. Although these have a service and connection function they will also need to serve as part of the movement network and a buffer to the adjacent residential.

A comprehensive carparking strategy should be developed for the centre and in particular the Retail precinct. SPP 4.2 asserts that upper limits should be provided for carparking and recommends that a rate of 4 to 5 bays per 100sq.m NLA for shops is used as a guide.

In considering the location of the centre on Stirling Highway and distance from a passenger rail line, a maximum rate of 5 bays per 100sq.m NLA should be applied for retail uses. This should be delivered in alternative forms to at-grade parking such as basement or rooftop parking. On-street carparking on side streets should be provided to enhance the convenience offer and provide for ongoing interaction. These will likely be provided as parallel on-street parking embayments to encourage activation and ease of access.

Cycle and pedestrian movements across the Retail Core are encouraged both on streets and through the sites themselves. These movements increase retail opportunity and assist in create a cohesive centre. End-of-trip facilities should be promoted and where possible, mandated in the precinct. This should not only include short term bicycle parking for staff and visitors however should also provide longer term end-of-trip facilities such as lockers and showers for staff to promote active forms of travel.

Retail Floorspace

An independent Retail Sustainability Assessment (RSA) has been prepared by Urbis to inform this Framework (refer to **Appendix A**). The RSA provides an assessment of the market need and demand for further retail development in the centre, the potential trading impact of additional retail floorspace and discusses other economic impacts and community benefits.

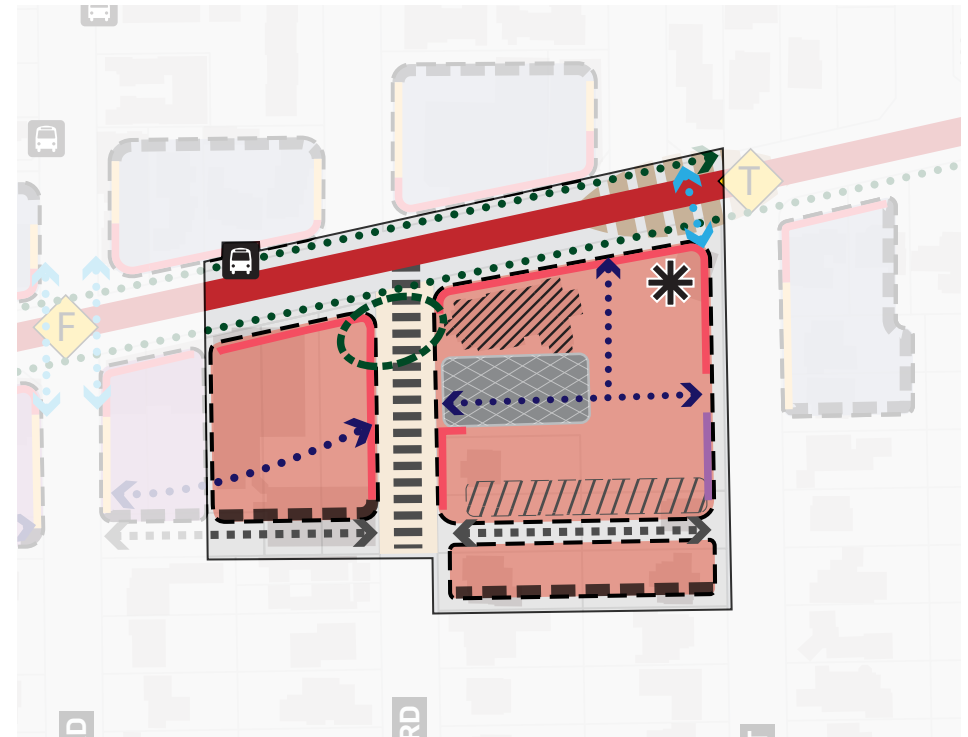
The RSA states that in summary, there is limited provision of supermarkets particularly in terms of full-line supermarkets in the local market of relevance to the subject area which has resulted in an overall strong trading performance by other supermarkets in the area, well above industry benchmarks. The RSA identifies that most supermarkets in the trade area are not fully catering to a full weekly shop for food and groceries, resulting in residents visiting numerous supermarkets outside the trade area. This is not an ideal outcome and results in a higher than necessary number of shopping centres.

Based on the above, the RSA concludes that Nedlands town centre can adequately support additional retail floorspace (up to an additional 5,940sq.m). It would be expected to capture a significant amount of custom from beyond the trade area and would address a number of contextual factors currently experienced by the town centre and broader locality including the following:

- Existing shortfall of full-line supermarkets in the trade area, as discussed above.
- Greater choice and convenience.
- Future market growth.
- Convenient and high profile location.
- Centre designation.
- Improvements to the Nedlands town centre.

In addition, the analysis and findings of the RSA supports the conclusion that additional retail floorspace would have a net community benefit. In particular the analysis of trading impacts on other centres indicates that the level of trade diversion from existing and planned activity centres would be well within the bounds of a normal and healthy competitive environment and the viability and role of individual centres would not be threatened.

In order to activate Florence Street as a small Main Street environment, a minimum of 800sq.m of additional specialty retail floorspace should be designated to this portion of the Retail Precinct.



LEGEND:

SUBJECT AREA	PLAZA
RETAIL CORE PRECINCT	MAIN STREET
ENTERTAINMENT PRECINCT	PRIMARY DISTRIBUTOR
HIGHWAY PRECINCT	NEW LANEWAY
ACTIVATED FRONTAGE	THRESHOLD TREATMENT
SEMI-ACTIVATED FRONTAGE	TRAFFIC LIGHT FULL MOVEMENT
ATTRACTIVE FRONTAGE	TRAFFIC LIGHT T-INTERSECTION
INTERFACE WITH TOWN CENTRE FRAME	INTERBLOCK PEDESTRIAN CONNECTIONS
SERVICE AREA	CROSS HIGHWAY PEDESTRIAN CONNECTIONS
LANDMARK ELEMENT	IMPROVED PEDESTRIAN ENVIRONMENT ALONG THE HIGHWAY
HERITAGE	BUS STOP
LANDSCAPE NODE	

Figure 10 Retail Core



Figure 11 Indicative Section Florence Street

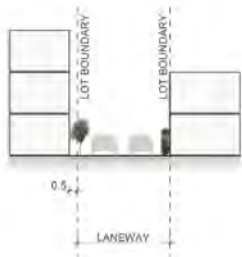


Figure 12 Indicative Section - Laneway

Design Parameters

Proposals within the Retail Core Precinct shall be assessed on the suitability of the design and its response to its surrounding context. The following parameters are provided as guidance only but do not override consideration of local context.

RETAIL CORE	TYPICAL
Building Height Range	2 to 10 storeys Typically, 5 storey podium to Stirling Highway. Typically, 5 storey podium to Florence Road and Stanley Street. Typically, up to 3 storeys on edges directly adjacent to residential land uses to the south unless overshadowing and overlooking can be minimised.
Lot Setback	Minimum zero metre setback to Stirling Highway at ground level. Minimum zero metre setback at ground floor along Florence Road to increase activation and encourage alfresco opportunity. Minimum zero metre setback along Stanley Street.
Setbacks Above Podium	Where a podium approach is taken, setbacks above podium facing the primary street shall be a minimum of 3m. Balconies may project into this setback.
Active frontages	Target of 70% of frontages facing primary streets to be activated at ground floor level. Target of 40% of frontages facing secondary streets to be activated at ground floor. Attractive frontage to be treated with landscaping or an architectural element improving amenity to the street edge. Service laneways do not require active frontages.
Awnings	Weather protection typically in the form of an awning will be provided along built edges abutting Florence Road and Stirling Highway.
Interface with Residential	Interfaces with the adjacent residences shall be appropriately scaled to minimise overshadowing and designed to minimise overlooking.

4.4.1 ENTERTAINMENT PRECINCT

Vision

The Entertainment precinct comprises land located south of Stirling Highway between Mountjoy and Dalkeith Road as indicated in **Figure 13**. This precinct will be the focus for night-time activity and will be experiential in nature. The Plan however acknowledges that while this precinct is the focus for entertainment, such uses will also occur organically in the Retail Core and potentially other areas of the town centre.

While the Retail Core promotes finer-grain food and beverage uses, the Entertainment precinct is highly suited to other forms of entertainment and dining land uses with strong synergies with the existing Windsor Cinema. Together with the Retail Core, the Entertainment precinct will provide the area of highest intensification in the precinct through delivery of an improved urban edge and taller buildings (up to 10 storeys) fronting Stirling Highway.

The precinct will be redeveloped, where feasible, to increase housing density in the core of the centre. The site between the Windsor Cinema and Mountjoy Road has redevelopment potential and significant opportunity to connect better to the external public realm.

Urban Form

Development in the Entertainment Precinct should:

- Create an active, vibrant, pedestrian-based space containing a variety of land uses.
- Provide built form which interfaces with the public realm seamlessly and offer alfresco dining, entertainment and retail uses associated with high pedestrian footfall. Night-time uses will be promoted to ensure continuity of activity and synergies with the cinema use.
- Improve links to the Retail precinct
- Consider basement (or rooftop) carparking opportunities to maximise development opportunities and deliver greater intensity on site.

Preferred Land Uses

Preferred land uses for the Entertainment precinct include activated uses at ground floor with the potential for other commercial and office uses in upper levels. Uses include:

- Art gallery
- Cinema/theatre
- Hotel
- Office (upper levels)
- Residential (upper levels and to the rear of sites)
- Restaurant/café
- Shop (ground floor)
- Small bar

Access and Carparking

The existing Dalkeith Road and Stirling Highway intersection will remain as a full movement intersection. In combination with the additional signalised intersection at Stanley Street, a looped pedestrian movement between these signals is created encouraging activation of the northern edge of Stirling Highway is available.

Dalkeith Road, as illustrated in **Figure 14**, encourages pedestrian movement along the tree lined on both sides of the street but does not accommodate for embayed parking near the intersection. Parking for the entertainment uses will operate similar to the existing situation. A comprehensive carparking strategy should be developed for the centre. *State Planning Policy No.4.2 – Activity Centres for Perth and Peel* asserts that upper limits should be provided for carparking and recommends that a rate of 4 to 5 bays per 100sq.m NLA for shops is used as a guide. Additional pedestrian connections across the precincts have been indicated to facilitate movements between parking and destinations.

Laneways are proposed along the rear of both the Retail Core and Entertainment Districts to allow for vehicular transition between the precincts.

Similar to the Retail Core Precinct, a maximum rate of 5 bays per 100sq.m NLA should be applied for retail uses. This should be delivered in alternative forms to at-grade parking such as basement or rooftop parking. On-street carparking on side streets should be provided to enhance the convenience offer and provide for ongoing interaction. These will likely be provided as parallel on-street parking embayments to encourage activation and ease of access.

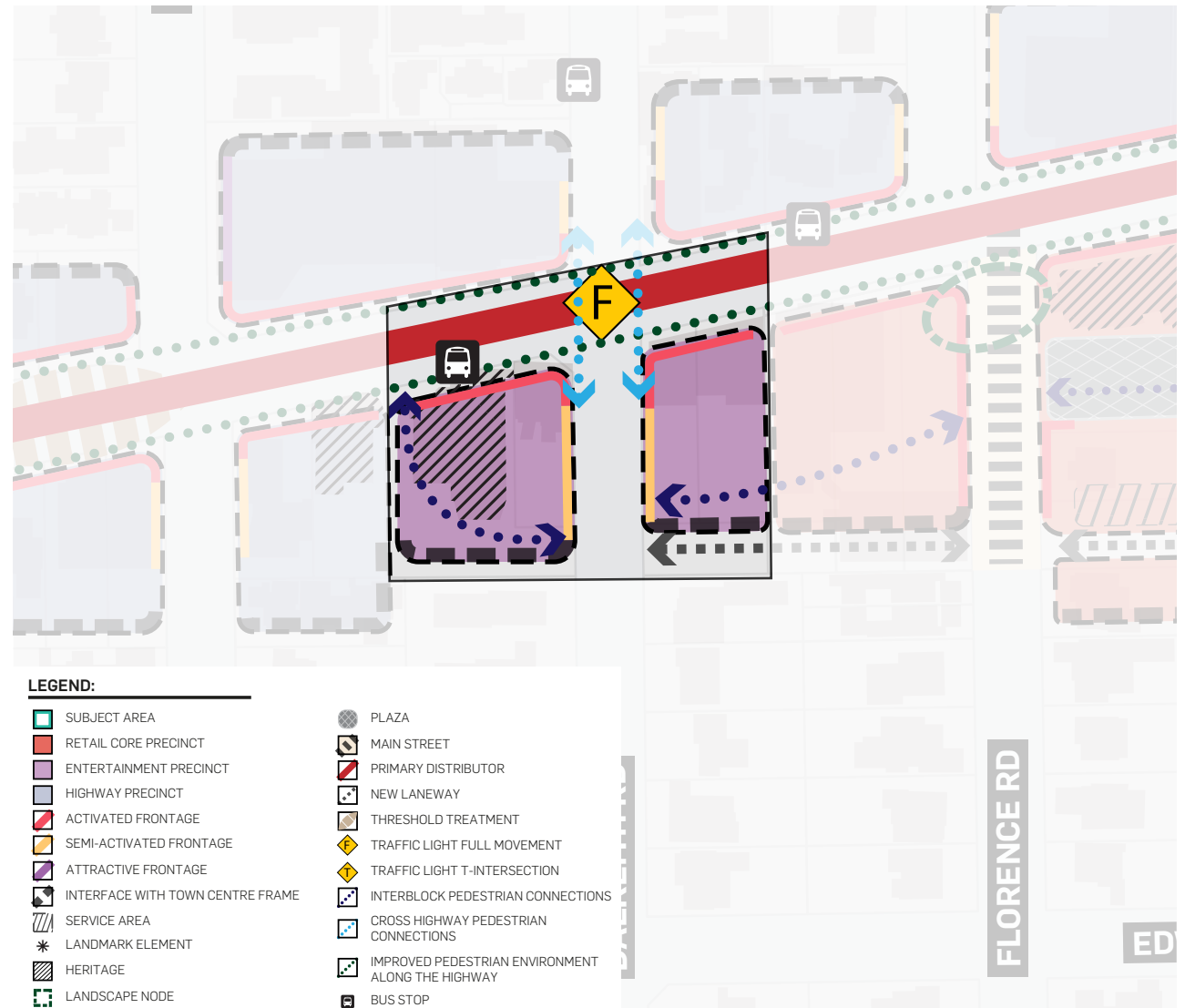


Figure 13 Entertainment Precinct

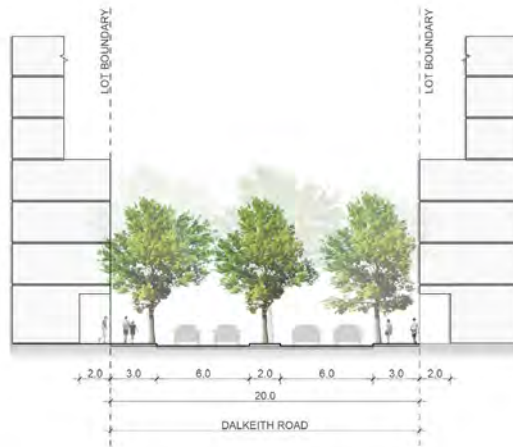


Figure 14 Indicative Cross Section – Dalkeith Road

Design Parameters

ENTERTAINMENT PRECINCT	TYPICAL
Building Height Range	<p>2 to 10 storeys</p> <p>Typically, 4 storey podium to Stirling Highway</p> <p>Typically, 4 storey podium to Dalkeith Road.</p> <p>Typically, up to 3 storeys on edges directly adjacent to residential land uses to the south unless overshadowing and overlooking can be minimised.</p>
Lot Setback	<p>Minimum zero metre setback to Stirling Highway at ground level</p> <p>Minimum zero metre setback at ground floor along Dalkeith Road. Ground floor built edge may be setback from the property line to increase activation and encourage alfresco opportunity.</p> <p>Minimum zero metre setback above ground floor to top of podium level on Dalkeith Road.</p>
Setbacks Above Podium	<p>Setbacks above podium facing the primary street shall be a minimum of 3m. Balconies may project into this setback.</p>
Active frontages	<p>Target of 70% of frontages facing primary streets to be activated at ground floor level.</p> <p>Target of 40% of frontages facing secondary streets to be activated at ground floor.</p> <p>Attractive frontage to be treated with landscaping or an architectural element improving amenity to the street edge</p> <p>Service laneways do not require active frontages.</p>
Awnings	<p>Weather protection can be provided in the form of an awning or via an inset built edge along street facing built edges.</p>
Interface with Residential	<p>Interfaces with the adjacent residences shall be appropriately scaled to minimise overshadowing and designed to minimise overlooking.</p>

4.4.2 HIGHWAY PRECINCT

Vision

This precinct will continue to contain highway commercial development including large format retail, showroom and office land uses. It will however need to evolve in a more amenable manner in recognition of its role within a town centre environment and its location adjacent to the Retail Core and Entertainment precincts. Larger format retail and office are well suited given their need for exposure and noise tolerance and the relative lack of amenity for residential uses. It is also acceptable that the highly active uses will agglomerate within the Retail Core and Entertainment precincts south of the Highway.

The precinct will develop a stronger connection with the side streets and provide opportunities to increase intensification and provide taller buildings fronting Stirling Highway to take advantage of passing traffic and exposure. The at-grade setbacks and glazing should create a moderate level of street activation and promote passive surveillance.

The larger areas of vacant and underdeveloped land within the precinct present ideal opportunities for redevelopment in the longer, along with existing residential development fronting the Highway (noting the challenges associated within the existing strata titling).

New residential development will generally not exist within the precinct, with density to be focussed within areas south of the Highway and in the frame area surrounding the town centre.

Urban Form

Development within the Highway precinct will:

- Continue to offer car-based larger format retail uses with a focus on bulky goods and showroom style development. Specialised, small format retail is better suited to the Retail core and should be avoided.
- Provide for development closer to the street and allow for quality development on the eastern and western approach into the centre with high quality landscaping
- Ensure the design and landscaping is conducive to safe and efficient vehicular access, safe and convenient pedestrian access between adjacent premises and a level of visual amenity which is compatible with adjacent commercial, mixed use or residential areas.
- Provide an appropriate built form interface with residential areas to the north and east
- Accommodate commercial activities which require good vehicular access and/or large sites.
- Loading areas shall be located to the rear, screened from public view and shall be designed to prevent crime and vandalism.

Preferred Land Uses

Preferred land uses for the Highway precinct include:

- Bulky goods showroom
- Car park
- Motor vehicle, boat or caravan sales
- Office (above ground floor))

Access and Carparking

While strategies will be implemented to reduce reliance on private vehicle access in the Retail and Entertainment precincts, the Plan acknowledges that the Highway precinct will continue to rely on convenience parking. Site redevelopment will however provide opportunities to provide more efficient forms of carparking while maintaining access and convenience.

For the purpose of guiding future development, the following maximum ratios should be applied:

- Bulk goods showroom – 1 bay per 40sq.m NLA.
- Office – 1 bay per 50sq.m NLA.
- Motor vehicle, boat or caravan sales – 1 bay per 40sq.m NLA.

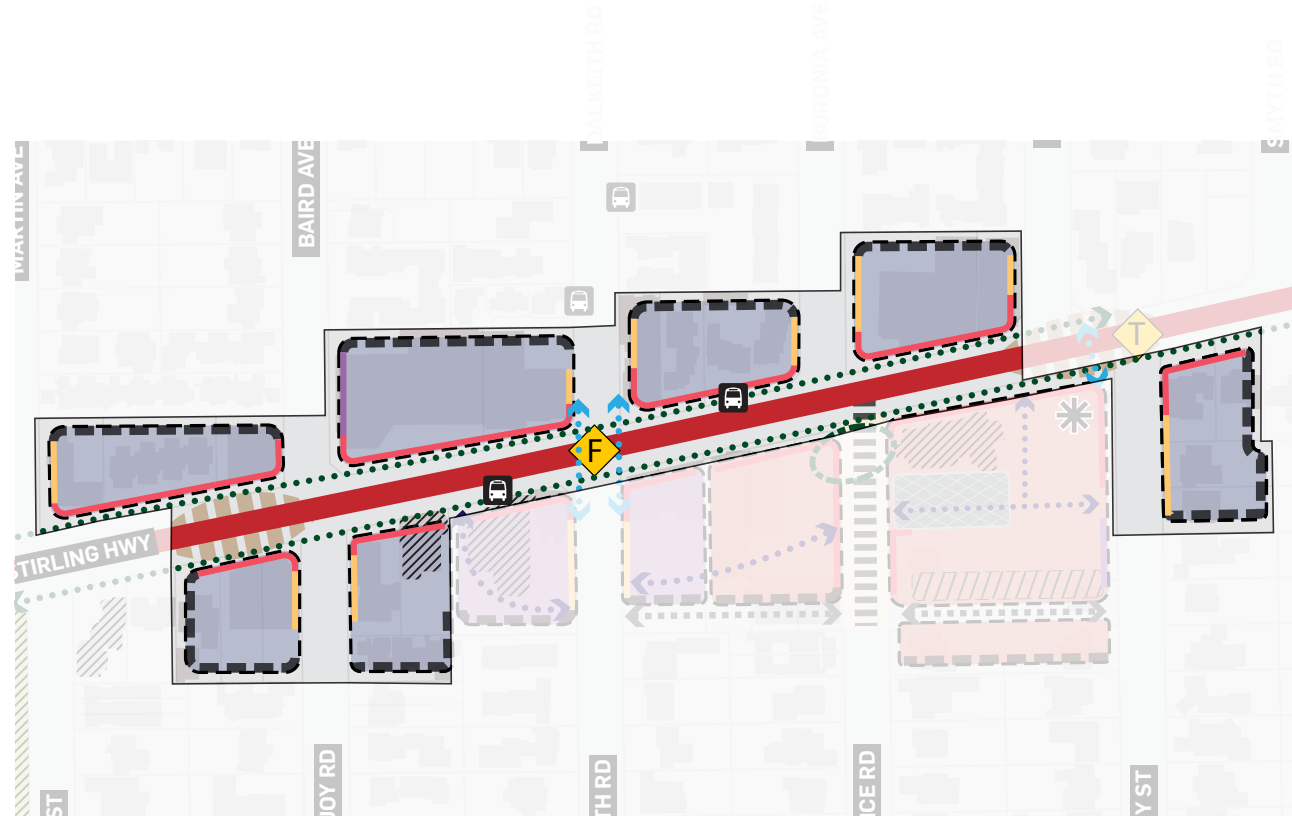


Figure 15 Highway Precinct

LEGEND:

	SUBJECT AREA		PLAZA
	RETAIL CORE PRECINCT		MAIN STREET
	ENTERTAINMENT PRECINCT		PRIMARY DISTRIBUTOR
	HIGHWAY PRECINCT		NEW LANEWAY
	ACTIVATED FRONTAGE		THRESHOLD TREATMENT
	SEMI-ACTIVATED FRONTAGE		TRAFFIC LIGHT FULL MOVEMENT
	ATTRACTIVE FRONTAGE		TRAFFIC LIGHT T-INTERSECTION
	INTERFACE WITH TOWN CENTRE FRAME		INTERBLOCK PEDESTRIAN CONNECTIONS
	SERVICE AREA		CROSS HIGHWAY PEDESTRIAN CONNECTIONS
	LANDMARK ELEMENT		IMPROVED PEDESTRIAN ENVIRONMENT ALONG THE HIGHWAY
	HERITAGE		BUS STOP
	LANDSCAPE NODE		

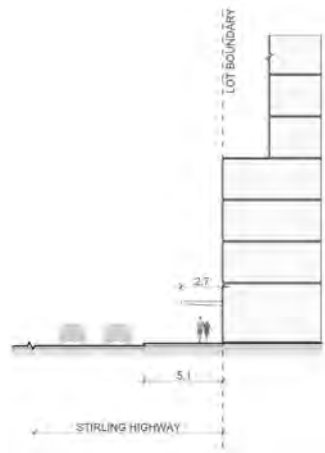


Figure 16 Indicative Section – Stirling Highway.

Design Parameters

Projects within the following zones shall be assessed on the suitability of the design and its response to its surrounding context. The following parameters are provided as guidance only but do not override consideration of local context.

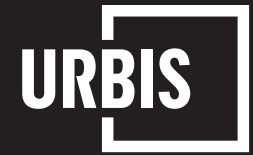
HIGHWAY PRECINCT	TYPICAL
Building Height Range	2 to 8 storeys Typically, 4 storey podium to Stirling Highway Typically, 4 storey podium to other streets. Typically, up to 3 storeys on edges directly adjacent to residential land uses outside of the Highway Precinct unless overshadowing and overlooking can be minimised.
Lot Setback	Minimum zero setbacks to Stirling Highway Minimum zero lot setbacks to all other streets.
Setbacks Above Podium	Setbacks above podium facing the primary street shall be a minimum of 3m from podium edge. Balconies may project into this setback.
Active frontages	Target of 70% of frontages facing primary streets shall be activated at ground floor level. Target of 40% frontages facing secondary streets shall be activated at ground floor. Attractive frontage to be treated with landscaping or an architectural element improving amenity to the street edge
Interface with Residential	Service laneways do not require active frontages. Interfaces with the adjacent residences shall be appropriately scaled to minimise overshadowing and designed to minimise overlooking.



5. CONCLUSION AND NEXT STEPS

This Framework is intended to support Amendment No. 211 to TPS 2 in providing guidance on future design and land use parameters for the Captain Stirling Hotel site, whilst providing a broader interim development framework for the balance of the Nedlands Town Centre. The document will be utilised for assessment purposes of future subdivision and development applications associated with the Hotel site and any applications received in the short-medium term. It is expected that this document will be inform a future LDP (as required by SPP 4.2) for the town centre, to be prepared by the City of Nedlands at some point in the future.





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17. Confidential Items

Any confidential items to be considered at this point.

Declaration of Closure

There being no further business, the Presiding Member will declare the meeting closed.