

13.9 Nedlands Town Centre Precinct Plan Local Planning Policy

Council	24 September 2019
Applicant	City of Nedlands
Employee Disclosure under section 5.70 Local Government Act 1995	Nil
A/Director	Ross Jutras-Minett
CEO	Mark Goodlet
Previous Item	N/A
Attachments	1. Nedlands Town Centre Precinct Plan 2. Proposed Boundary Justification 3. Minutes from SDRP meeting 4. Stakeholder Engagement Report

Regulation 11(da) – Not Applicable – Amended Administration Recommendation Adopted.

Moved – Councillor Shaw

Seconded – Councillor James

Council in accordance with Schedule 2, Part 2, Division 2, Clause 4 of the Planning and Development (Local Planning Scheme) Regulations 2015, prepares the Nedlands Town Centre Precinct Plan (Attachment 1) – Local Planning Policy and advertises the Local Planning Policy for a period of 21 days following the amendments being made to Attachment 1 as following:

- 1. Delete reference to Precinct 2 as being ‘Central Core’ and replace with ‘Town Core’;**
- 2. Amend ‘Movement (proposed)’ map on page 11 to show the proposed laneway to the south of the Captain Stirling Hotel as being in line with the proposed laneways to the west, consistent with the ‘Precinct Plan’ map shown on page 7; and**
- 3. Amend the ‘Built Form Requirements’ table on page 20 to modify the plot ratio requirements as follows:**
 - Precinct 1: plot ratio of 4.0**
 - Precinct 2: plot ratio of 6.0**

Councillor Hodsdon – Financial Interest

Councillor Hodsdon disclosed a financial interest, his interest being that he owns property in the area. Councillor Hodsdon declared that he would leave the room during discussion on this item.

Councillor Hodsdon left the room at 8.46 pm.

Councillor Wetherall left the room at 8.51 pm and returned at 8.52 pm.

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

Council Recommendation to Council	Resolution	/	Amended	Administration
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- 3. Amend the ‘Built Form Requirements’ table on page 20 to modify the plot ratio requirements as follows:**
 - Precinct 1: plot ratio of 4.0**
 - Precinct 2: plot ratio of 6.0**

Recommendation to Council

Council in accordance with Schedule 2, Part 2, Division 2, Clause 4 of the Planning and Development (Local Planning Scheme) Regulations 2015, prepares the Nedlands Town Centre Precinct Plan – Local Planning Policy and advertises the Local Planning Policy for a period of 21 days.

Executive Summary

This report is presented to Council so it can prepare the Nedlands Town Centre Precinct Plan – Local Planning Policy and proceed to advertising.

The City has existing key strategic objectives for the development of its Town Centre and needs to ensure that those key objectives will be delivered. To do this appropriate local planning controls are required. Administration has developed, through engagement of a planning and community engagement consultancy, a Nedlands Town Centre Precinct Plan – Local Planning Policy which seeks to introduce local planning controls.

The preparation of this document as a draft Local Planning Policy is appropriate given it is afforded the same statutory weight as other planning instruments and the time required to put a Local Planning Policy in place is more suitable to the City's needs for expediency and regulatory compliance. It can also be considered in making decisions for development within the precinct whilst it is still in a draft format, provided the local government is seriously considering adopting or approving the Local Planning Policy.

The Nedlands Town Centre Precinct Plan addresses the City's needs in relation to movement, activity, urban form and resource conservation (infrastructure services). It has undergone a pre-consultation process involving identified stakeholders (including Council) and is now being presented for preparation as a draft Local Planning Policy to then undergo formal consultation and engagement with the broader community.

Accordingly, Administration recommends that Council prepares the Nedlands Town Centre Precinct Plan – Local Planning Policy as set out in Attachment 1 and advertises it in accordance with Schedule 2, Part 2 Clause 4(1) (Deemed provisions) of the Planning and Development (Local Planning Schemes) Regulations 2015.

Background

The City's Local Planning Scheme 3 was gazetted in April 2019 and as a result has zoned properties along Stirling Highway as Mixed Use, with an R-AC1 density code. Whilst the R-Codes Vol.2 apply and provide some guidance for development assessment, there is limited localised planning guidance for this area and the building height limit from the R-Codes Vol. 2 is removed.

The City is receiving development applications for the redevelopment of properties on Stirling Highway, specifically within the 'Town Centre' (as identified in the City's Strategic Community Plan and shown as proposed, in Figure 1).

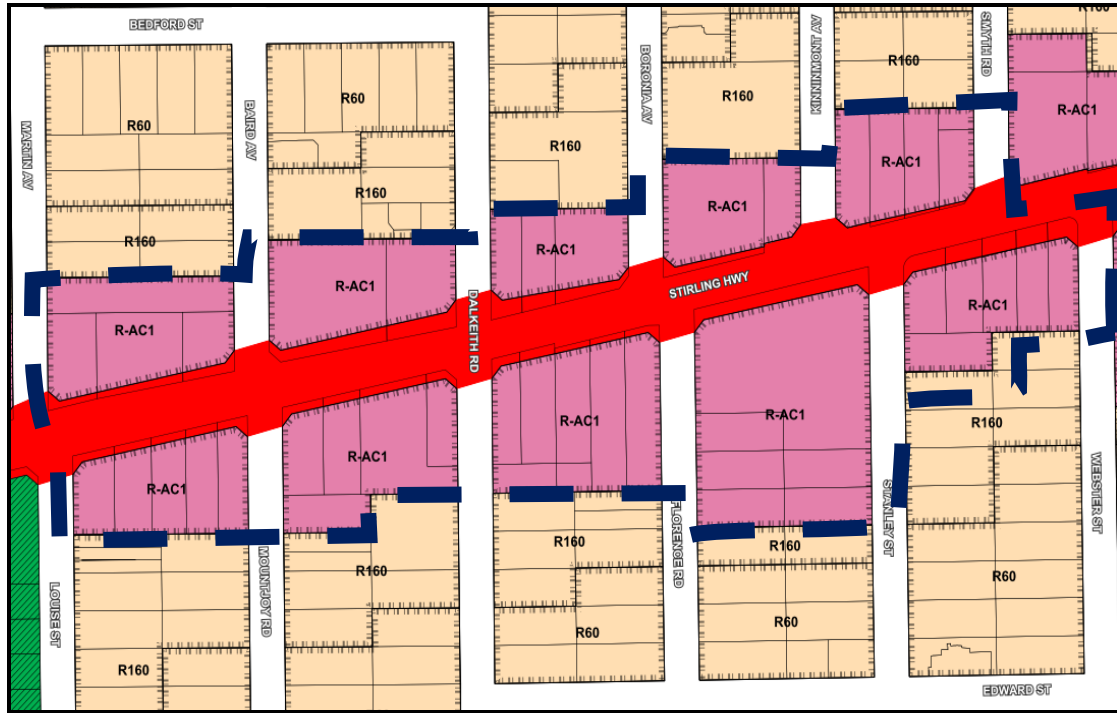


Figure 1: Identified Town Centre

There is a need to provide further guidance to the community and the development industry in order to properly coordinate development outcomes and realise the City's intentions for the area, as set out in its Local Planning Strategy.

Planning Context

Local Planning Strategy

The City's Local Planning Strategy was endorsed in September 2017 and includes several key intentions that relate to the future development of the City and, in particular Stirling Highway. Key strategies that relate to Stirling Highway are as follows:

- 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 City's largest and most complex mixed-use activity centre in the hierarchy of centres.
- 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.

Administration has now developed a draft planning instrument that realises the above intentions as set out in the Local Planning Strategy. Further detail on how the planning instrument addresses these strategies is explained in the Discussion section.

Local Planning Scheme 3

Through the development of Local Planning Scheme 3 (LPS3), several feasibility studies, and extensive community consultation, were undertaken which highlighted various issues that the City would need to address either through LPS3 itself or through other planning mechanisms.

Some of the most significant issues raised include the character, amenity and built form of future development, and that of potentially not being in context to the existing Nedlands fabric, the loss of landscaped areas and street trees, public open space, traffic and parking (particularly in relation to development near and on Stirling Highway), demand on services and utilities and the need for an identifiable centre.

As LPS3 was gazetted on the 16 April 2019 with modifications from what was advertised, it has introduced some new issues. Namely, a Mixed-Use zone for the entirety of Stirling Highway, an R-AC1 density code to all properties on Stirling Highway and two specific clauses that affect development on Stirling Highway.

The result of the Mixed-Use zone being applied to the entirety of Stirling Highway is that there is now no identifiable centre for Nedlands and no differentiation or articulation along the highway between commercial nodes and residential areas.

The R-AC1 density code (alongside the gazettal of R-Codes Vol.2 – Apartment Design) introduces a set of standard built form development provisions across the entirety of Stirling Highway, which potentially further homogenises any future development along the highway.

A specific clause has been introduced to LPS3, as clause 32.4(5), which ties all development, whether residential or not, to the R-Codes. Ordinarily, the R-Codes would not apply to a commercial development, or the commercial component of a mixed-use development, however, due to this clause, the R-Codes is also applicable to commercial development. The City has received legal advice and it is interpreted that the R-Codes Vol.2 is to apply given that is more appropriate than the application of the R-Codes Vol.1. The R-Codes

Vol.2 provides an ability for the local government to amend parts of the R-Codes Vol.2 by introducing local controls through local planning policy.

Further to the above, a second specific clause has been introduced to LPS3 as clause 26(3) which removes the building height limit from the R-AC1 coded properties as ordinarily referred to in R-Codes Vol. 2. Effectively, there are no current building height limits applied to any property on Stirling Highway. It is noted that LPS3 does not remove other provisions in R-Codes Vol. 2 which control building bulk, including plot ratio, boundary setbacks, building separation and deep soil areas. Notwithstanding, building height has been continually raised by the community, through consultation exercises on the Local Planning Strategy and Local Planning Scheme, as an issue that needs resolving through sound planning rationale which should result in sensible built form controls and guidance.

The result is that there are issues that have been identified through the development of LPS3, or introduced with the gazettal of LPS3, which remain unresolved and require further detailed consideration. These issues include:

- No identifiable centre for Nedlands;
- No localised built form controls to retain character;
- No management of streetscape or public realm;
- Traffic, transport and parking management;
- Lack of a building height; and
- Lack of land use differentiation along the highway.

In order to address these issues, Administration is recommending further planning controls be put in place, as will be explained under the Discussion section of this report.

State Planning Policy 4.2 – Activity Centres for Perth and Peel

The main purpose of State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2) is to specify broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel.

It sets out the hierarchy of centres and specifies that Activity Centre Plans (ACP) need to be prepared for strategic metropolitan, secondary, district and specialised centres, but not for neighbourhood or local centres. It states that Local Development Plans (LDP) can be prepared for neighbourhood and local centres.

The Nedlands Town Centre is identified as a Neighbourhood Centre in the Local Planning Strategy. Administration considered the ability to prepare an LDP for the Town Centre and the ability to elevate the Town Centre to the status of an ACP. This is examined further under the Discussion section of this report.

Draft State Planning Policy 7.2 – Precinct Design

The Western Australian Planning Commission (WAPC) released Draft State Planning Policy 7.2 – Precinct Design (draft SPP 7.2) in August 2019 for public comment.

The purpose of draft SPP 7.2 is set to introduce a new planning instrument into the planning system that seeks to provide for better planning and support development in existing urban areas.

Draft SPP 7.2 sets out that precincts are areas that require a high level of planning and design focus due to their complexity, whether this is due to mixed use components, higher levels of density, an activity centre designation or character, heritage and/or ecological value.

The following general precinct types are identified:

- Activity centre (as defined by SPP 4.2 Activity Centres)
- Station precinct (land within and around train stations or major bus interchanges)
- Urban corridor (land located along transit corridors)
- Residential infill
- Heritage precinct

Draft SPP explains how a precinct boundary should be defined by offering potential considerations, and their possible practical application to any precinct area, which are:

- Target dwelling yields
- Identified centres
- Legislative boundaries
- Existing land use pattern and zoning
- Existing urban structure
- Existing built form characteristics
- Precinct design responses
- Physical characteristics/features

Draft SPP 7.2 sets out a sound methodology to follow when planning for redevelopment in infill scenarios. Administration considers the process advocated by draft SPP 7.2 as a best practice model and has adopted this model to follow in the development of its planning controls for the Town Centre.

Planning and Development (Local Planning Schemes) Regulations 2015, Schedule 2 – Deemed provisions for local planning schemes, Part 2 – Local planning framework, Division 2 – Local Planning Policies

Clause 3 of Schedule 2 – Deemed provisions for local planning schemes allows the local government to prepare a local planning policy in respect of any matter related to the planning and development of the Scheme Area.

A local planning policy may apply generally or in respect of a particular class or classes of matters and may apply to the whole of the Scheme area or to part or parts of the Scheme area. A local planning policy must be based on sound planning principles and may address either strategic or operational considerations.

Planning and Development (Local Planning Schemes) Regulations 2015, Schedule 2 – Deemed provisions for local planning schemes, Part 9 – Procedure for dealing with applications for development approval

Clause 67 of Schedule 2 – Deemed provisions for local planning schemes sets out that in considering an application for development approval the local government is to have due regard to the requirements of orderly and proper planning including any proposed planning instrument that the local government is seriously considering adopting or approving.

This is critical if the City is to be able to have due regard in the determination of a Development Application. Should Council resolve to prepare the draft Local Planning Policy, it will be given due regard for the purposes of assessing development applications within the precinct.

Discussion

Precinct Plan vs Local Development Plan vs Local Planning Policy

As set out above, the gazettal of LPS 3 has introduced a number of issues that require further planning guidance in order to ensure that the City's strategic objectives are realised within the Town Centre. These issues include:

- No identifiable centre for Nedlands
- No localised built form controls to retain character
- No management of streetscape or public realm
- Traffic, transport and parking management
- Lack of a building height
- Lack of land use differentiation along the highway

In determining how best to resolve these issues Administration investigated:

- a) the adoption of a Precinct Plan prepared in accordance with draft SPP 7.2;

- b) an Activity Centre Plan or Local Development Plan as set out by SPP 4.2; and
- c) Local Planning Policy prepared in accordance with the Planning and Development (Local Planning Schemes) Regulations 2015.

Draft SPP 7.2 sets out a sound planning rationale by which to develop a planning instrument for an urban infill area. It was originally considered the most appropriate tool to investigate and resolve the issues surrounding the Town Centre. However, as draft SPP 7.2 is not operational, any precinct plan prepared in accordance with it, would not have statutory effect under clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015. Nonetheless, the precinct plan methodology is the preferred approach and the Nedlands Town Centre Precinct Plan has been prepared largely in accordance with the principles set out in the draft SPP 7.2.

Administration approached the Department of Planning, Lands and Heritage (DPLH) in order to seek advice as to how best to proceed with a precinct plan for the Town Centre, but have it adopted as some other mechanism in order for it to be given weight in the statutory planning framework. Original discussions suggested the City could pursue having the Nedlands Town Centre Precinct Plan adopted as an ACP. The City formally requested the preparation of an ACP from the WAPC in accordance with cl. 31 of Schedule 2 – Deemed provisions for local planning schemes. A formal response is yet to be received at the time of writing this report. For this report to be completed in time for Council's consideration at the September meeting, this necessitated a subsequent discussion being held, rather than waiting for a formal response, to determine if the WAPC is likely to grant consent for the preparation of an ACP. The result of those discussions suggests it is highly unlikely that the WAPC will grant formal consent for the City to prepare an ACP for the Town Centre, and that it was indicated that an ACP was not required and that a Local Planning Policy could fulfil the City's requirements in terms of establishing its local planning framework and controls for the town centre.

The City therefore could prepare an LDP as per SPP 4.2, however, as outlined in the DPLH's framework for Local Development Plans, an LDP should be limited to statutory controls rather than providing the strategic vision and development objectives. There are a number of components of the proposed precinct plan which would be outside of the scope of an LDP, including the mix of residential and non-residential land uses and improvements within the public realm. From a procedural perspective, the City would still be required to seek WAPC consent for the preparation of an LDP under cl. 47 of Schedule 2 – Deemed provisions for local planning schemes. Given the urgency for the adoption of statutory controls it was considered that an LDP was not the best option.

Administration is therefore recommending that the Nedlands Town Centre Precinct Plan be adopted as a Local Planning Policy (LPP). An LPP is afforded 'due regard'¹ when considering a development application as it is a planning instrument, provided the local government is seriously considering adopting or approving the LPP. An LPP does not require WAPC consent to prepare, is determined solely by the local government and can be progressed comparatively swiftly.

Proposed draft Nedlands Town Centre Precinct Plan - Local Planning Policy

The Nedlands Town Centre Precinct Plan (the Plan) provides statutory planning controls that apply to development applications lodged for properties in the Town Centre. A full copy of the Plan is contained in Attachment 1.

The Plan was developed by consultants Niche Planning Studio on behalf of the City following the City's standard RFQ process, as set out in its procurement policy.

The Plan defines the Town Centre as a whole and identifies the key elements that need to be realised in order for the Town Centre to develop in line with Council's vision and strategic objectives. The Town Centre Precinct has been defined through the practical application of the potential considerations set out in Appendix 2 - How to define a precinct boundary from draft SPP7.2. The applicable considerations include:

- Target Dwelling Yields
- Identified centres
- Local government boundaries
- Land uses
- Zones
- Reservations
- Street network
- Cadastral configuration
- Heritage
- Land use/built form transition
- Topography
- Water Management

A full assessment of how the precinct boundary was arrived at is contained in Attachment 2 - Proposed Boundary Justification.

The Plan identifies that there are four sub-precincts being:

¹ The term 'due regard' has been cited in a number of cases, the Supreme Court held that: 'due regard' implies something greater than mere 'regard'; and the decision-maker has a mandatory obligation to consider that document or planning instrument when making a decision on an application to which the particular document or instrument relates.

- Precinct 1 – Town Heart
- Precinct 2 – Central Core
- Precinct 3 – Residential Transition
- Precinct 4 – Community

Each sub-precinct has its own individual objectives that separates them from one another which will assist in focusing compatible development around identified residential and non-residential sub-precincts. This achieves one of the aims of the Local Planning Strategy which acknowledges that the intensity of redevelopment should vary along the Highway in response to the predominant land use.

The Plan also addresses major issues grouped into the following categories of Movement, Activity, Urban Form and Resource Conservation themes.

In relation to Movement, the Plan identifies the following major elements for consideration:

- Partial closure of Florence Road (subject to traffic studies);
- Signalised intersections on Stirling Highway at Stanley Street and Smyth Road (subject to traffic studies);
- Provision of laneways;
- Bus stop relocations;
- Pedestrian linkages through and around the Town Heart alongside general upgrades to pedestrian facilities;
- New bike routes and improved cycling facilities; and
- Advocation for grade-separated pedestrian and vehicle movements.

In relation to Activity, the Plan identifies the following major elements for consideration:

- Development of mixed-use buildings in the Town Heart and Central Core;
- Provision of adaptable spaces;
- Requirement for significant residential above ground floor in the Town Heart;
- Focus of retail uses within the Town Heart;
- Introduction of residential transition along key southern boundaries;
- Requirement for active frontages to develop a main street; and
- Integration of a civic use within the Town Centre as an activity generator.

In relation to Urban Form, the Plan identifies the following major elements for consideration:

- Support for higher density in the Town Heart with transition to a lower scale;
- Introduction of building height limits;
- Variations to R-Codes Vol.2 - Primary controls;
- Introduction of height criteria based on provision of community benefits;

- Requirements for activated frontages;
- Requirements for landscaped frontages; and
- An urban form design for the town heart.

In relation to Resource Conservation, the Plan identifies the following major elements for consideration:

- Ensuring that all developments have reticulated water & sewer, electricity, gas & telecommunications and all services are suitably upgraded as necessary to accommodate future demand;
- Encouraging energy efficient buildings;
- Utilisation of stormwater in landscape design to incorporate water sensitive urban design; and
- Ensuring appropriate waste storage.

The Plan also acknowledges that there is significant further work that is required to be undertaken in order to test the Plan and validate its requirements. It states that in the short term an independent traffic and road safety report should be undertaken to confirm the validity of the proposals indicated for the movement network.

It also sets out that further architectural/urban design/3D bulk and massing plans, a public realm design and preliminary traffic advice for the entire precinct should be undertaken and recommends further strategic work. As the Plan progresses and is refined the City will assess when and how to commence this required further work.

The Plan sets out the main issues that need to be addressed through a statutory planning instrument that can have effect when the City is determining a development application. The Plan can only have effect once Council has adopted the Plan as a draft LPP and consultation of the Plan is the next step in that process.

Comments from the State Design Review Panel

The draft Nedlands Town Centre Precinct Plan was presented to the State Design Review Panel (SDRP) on 3 September 2019. The SDRP is a multi-disciplinary panel of experienced built environment professionals from industry and government that provides independent advice on the design quality of major development proposals, including strategic planning instruments.

The minutes from the SDRP meeting (Attachment 3) provide recommendations around the 10 design principles set out in State Planning Policy 7 – Design of the Built Environment, which are:

1. Context and character
2. Landscape quality
3. Built form and scale
4. Functionality and build quality
5. Sustainability

6. Amenity
7. Legibility
8. Safety
9. Community
10. Aesthetics

Administration will review the comments of the SDRP and will revise the precinct plan where appropriate.

Consultation

Pre-consultation processes

A pre-consultation process was undertaken from 15 August 2019 to 17 August 2019 and was facilitated by Niche Planning Studio as engaged by the City. A summary of this pre-consultation process follows, for full details see the Stakeholder Engagement Report (Attachment 4).

On 15 August 2019, Councillors were briefed on the proposed methodology for community engagement. As part of this briefing session, Councillors also identified their key issues with, and vision for, the precinct.

Two community workshops were held as part of pre-consultation: one with property owners and developers within the precinct (16 August 2019), and one with property owners and residents within a 400m catchment surrounding the precinct (17 August 2019).

The purpose of these workshops was to identify and discuss key issues or themes related to the future development of the precinct and to explore potential strategies that could resolve those issues. In the workshops, stakeholders were asked to reflect on the existing character of the precinct, and then discuss potential strategies around the themes of movement, built form, land use and public realm. Stakeholders were also asked to provide their future vision for the precinct and to complete a take-home survey, so the City could obtain more detailed feedback.

Pre-consultation results

Reflections on the existing character of the precinct were generally consistent across both community workshops. Commentary centred around the conflict between pedestrians and cars across Stirling Highway and the absence of a defined town centre within the precinct.

The key priorities identified by each stakeholder group, including the Councillors, are summarised below:

Property owners and developers within precinct

- Improved pedestrian environment;
- Provision of rear laneways to improve vehicle connectivity;

- Concentrating building height around the town centre with active ground floor frontages;
- Provision of public space which is protected from road noise; and
- Consistent street furniture and landscaping.

Property owners and residents within a 400m catchment surrounding the precinct

- Improved pedestrian connections;
- Provision of high quality, sustainable and distinctive architectural form;
- Respect of existing heritage value of buildings;
- Diverse land uses, not dominated by major supermarkets; and
- Provision of a safe, pedestrianised public space.

Councillors

- Consolidation of development within the precinct, around an identified heart;
- Improved pedestrian connectivity across Stirling Highway;
- Creating the precinct as a desirable destination;
- Provision of upmarket development with unique architecture and allocation for public art; and
- Managing “rat running” through Florence Road and Stanley Street.

These issues and priorities identified throughout the pre-consultation process were used to inform the preparation of the draft Nedlands Town Centre Precinct Plan LPP.

Next consultation steps

As discussed above, the precinct plan is intended to be prepared as an LPP. If Council resolves to prepare the draft LPP, it will be advertised for 21 days in accordance with Schedule 2, Part 2, Division 2, Clause 4 of the Planning and Development (Local Planning Scheme) Regulations 2015. This will include a notice being published in the newspaper and details being included on the City’s website and the Your Voice engagement portal.

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

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

Risk

As discussed above, there are a number of planning control gaps for development within the precinct which have either been identified through the development of LPS3 or introduced with the gazettal of LPS3. The proposed LPP has been prepared to address these issues. If this LPP were not adopted as a draft by Council, there is the risk that the City will not have adequate controls in place to in order to appropriately assess development in accordance with the City's and the communities vision for this area, as set out in the Local Planning Strategy. It will therefore be proposed to be further refined through the Nedlands Town Centre Precinct Plan.

Budget/Financial Implications

The implementation section of the precinct plan identifies a number of further studies and investigations which will need to be undertaken for the precinct as a matter of urgency. These include:

- A traffic and safety report to address east-west laneways, the partial closure of Florence Road, construction of new traffic lights and future design of Stirling Highway;
- Architectural/urban design perspectives and 3D bulk and massing plans to illustrate desired built form within the precinct and inform detailed design guidelines;
- Public realm design plan;
- Employment, retail and office supply and demand analysis;
- Landscaping masterplan; and
- Drainage and servicing review.

The preparation of these studies, as well as capital works programs which may come out of them, will have budgetary implications for the City and therefore require careful consideration by Council.

Conclusion

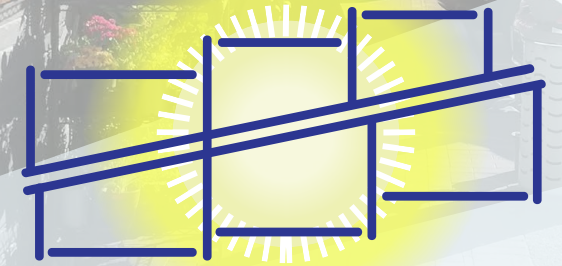
The City has key strategic objectives for the development of its Town Centre and to ensure that those key objectives will be delivered, an appropriate local planning framework, controls and guidance are required. In order to ensure that appropriate local planning controls are in place, Administration is recommending that Council prepares a local planning policy for the Nedlands Town Centre Precinct and grant consent to formally advertise this Draft LPP to the wider community.

As part of undertaking formal consultation, the City will be able to undertake further work, where required, and review any additional comments made through submissions, before presenting a final policy to Council. By preparing the draft LPP and undertaking consultation, should the local government be seriously considering adopting or approving the LPP, it will be given due regard in the consideration of development applications.

Accordingly, Administration recommends that Council prepares draft Nedlands Town Centre Precinct Plan – Local Planning Policy, as set out in Attachment 1, for the purposes of advertising.

SEPTEMBER 2019

Item 13.9 - Attachment 1



NEDLANDS TOWN CENTRE PRECINCT PLAN



PRECINCT PLAN REPORT & PLANS

Prepared – Niche Planning Studio with help from City of Nedlands

Reviewed – Nicola Smith

Date – 6/09/2019

Draft Version – 3

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NEDLANDS TOWN CENTRE PRECINCT PLAN

PART 1: IMPLEMENTATION

PART 1: IMPLEMENTATION

PRECINCT PLAN

1. PRECINCT PLAN AREA

This Precinct Plan shall apply to the Nedlands Town Centre, being the land contained within the inner edge of the line denoting the Precinct Plan boundary shown on the Precinct Plan.

2. PRECINCT PLAN CONTENT

This Precinct Plan comprises:

2.1 Part One

This section contains the Precinct Plan map, precincts, and planning objectives

2.2 Part Two

This section provides background information and is to be used as a reference guide to interpret and justify Part One.

2.3 Supporting Documents

A list of technical reports, plans, maps and other supporting documents used to inform this Precinct Plan.

3. INTERPRETATION AND RELATIONSHIP WITH THE TOWN PLANNING SCHEME

3.1 Unless otherwise specified in this part, the words and expressions used in this Precinct Plan shall have the respective meanings given to them in the City of Nedlands Town Planning Scheme No. 3 including any amendments gazetted thereto.

Active frontage: means continuous commercial land uses (dining, entertainment and cafe) which open directly to the street boundary and are accessible to the public.

Articulation: means the three-dimensional detailing of external walls of a building including such measures as variation in construction materials, colours, architectural

detailing, window size, entry features, projections, recesses and roof design.

3.2 The Precinct Plan map (Plan 1) outlines precincts applicable within the Precinct Plan area. The precincts designated under this Precinct Plan apply to the land within it.

3.3 Part Two of this Precinct Plan and all supporting documents are to be used as a reference only to clarify and guide interpretation of Part One.

4. OPERATION

This Precinct Plan shall come into operation on the day that Council adopts the Local Planning Policy.

5. VISION

Nedlands Town Centre will be a place where everybody wants to live, work and play.

The Nedlands precinct will provide a walkable, all-age friendly city centre which will have high connectivity within the city centre and to civic and open space facilities. Sophisticated public transport management will support the pedestrian nature of the precinct and improved road treatment will provide a safe and permeable public realm.

The 'heart' of activity will be directed to a new pedestrian-focused 'main street' away from the highway. The main street will include active street frontages that support entertainment activities with passive and multi—functional open spaces that serve as gathering places and can be used for events.

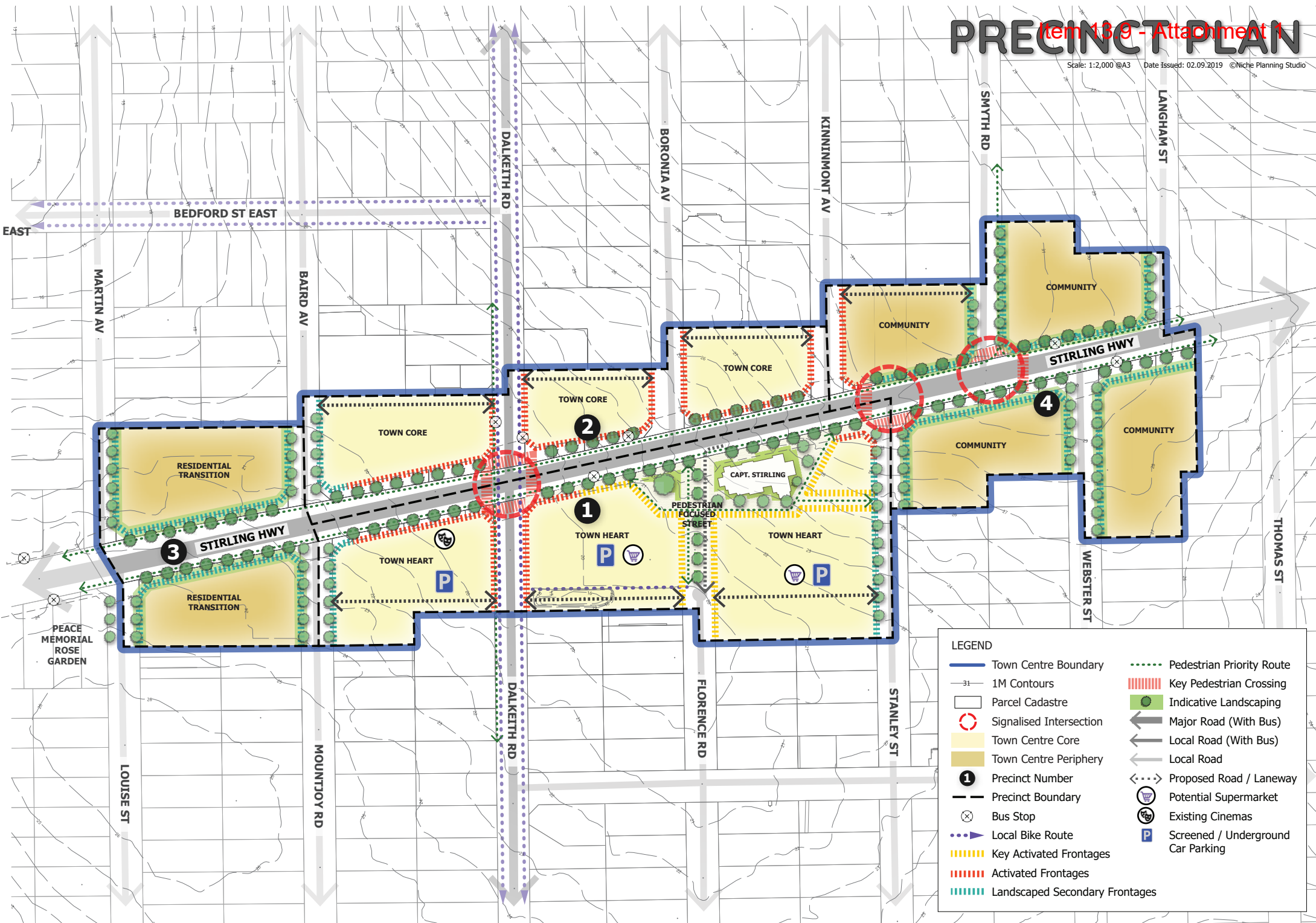
The public realm will be revitalised throughout with a leafy character and diverse retail and community facility opportunities, while protecting heritage values. A strong sense of place will be complemented with distinct, high quality and environmentally sustainable buildings and streetscape softened by landscaping.

The precinct will support a mix of residential and commercial uses with higher density development concentrated within the town centre (where impact is reduced through the natural landform), while maintaining solar access to the southern sections of the precinct.

PRECINCT PLAN

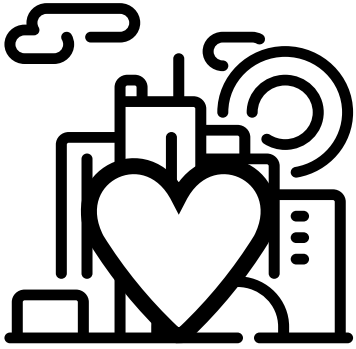
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Item 13.9 - Attachment 1



PART 1: IMPLEMENTATION

THE PRECINCTS

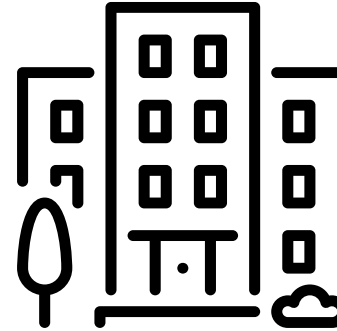


Precinct 1: Town Heart

The heart is the most diverse of the precincts with mixed use development and a focus on retail, place activation and destination with active street frontages, after hour activity, and serves as the community heart.

OBJECTIVES:

- Create a Town Centre Heart along the South of Stirling Highway, comprising a mix of land uses, being predominantly retail, café, restaurant, entertainment at ground level with significant residential development above.
- Require activated frontages via land uses.
- Provide for an open space area surrounding the Captain Stirling Hotel.
- Plan for the long-term closure of Florence Road to allow for pedestrianisation.
- Require increased residential densities above ground levels.



Precinct 2: Central Core

Located in the north-central area of the precinct between the Transition areas to the west and east. This precinct focuses on apartment living with ground floor activation.

OBJECTIVES:

- Require ground and first floors to be activated with restaurants, offices and cafes on the corner away from the noise of Stirling Highway.
- Support multi-purpose spaces to be used for small business hubs.
- Require increased densities above ground and first floors.
- Relocate bus stops to be within City Centre Heart.

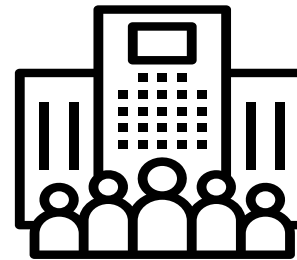


Precinct 3: Residential Transition

Quality medium density residential development connected to the Rose Gardens. Innovative office space supported to activate the corners.

OBJECTIVES:

- Require corner activation at ground levels with office the likely use reflecting the current land use pattern of the area
- Require residential use to be the predominant land use within this precinct
- Require the precinct to incorporate an appropriate transition between the City Heart and Central Core areas and land to the west of Precinct 3 which is outside the precinct.
- Allow for shared office spaces for small businesses.



Precinct 4: Community

No significant changes are anticipated in the short term, while connectivity and integration with the Core will be improved. Residential dwellings will be supported above civic and community uses as the precinct develops.

OBJECTIVES:

- Require a mix of residential uses amongst non-residential uses (professional services, community/civic buildings)
- Provide non-residential uses only at ground and first floors

MOVEMENT

OBJECTIVES:

The Nedlands Town Centre Precinct Plan services the community through a diverse range of transport options including buses, cycling, pedestrian networks and roads.

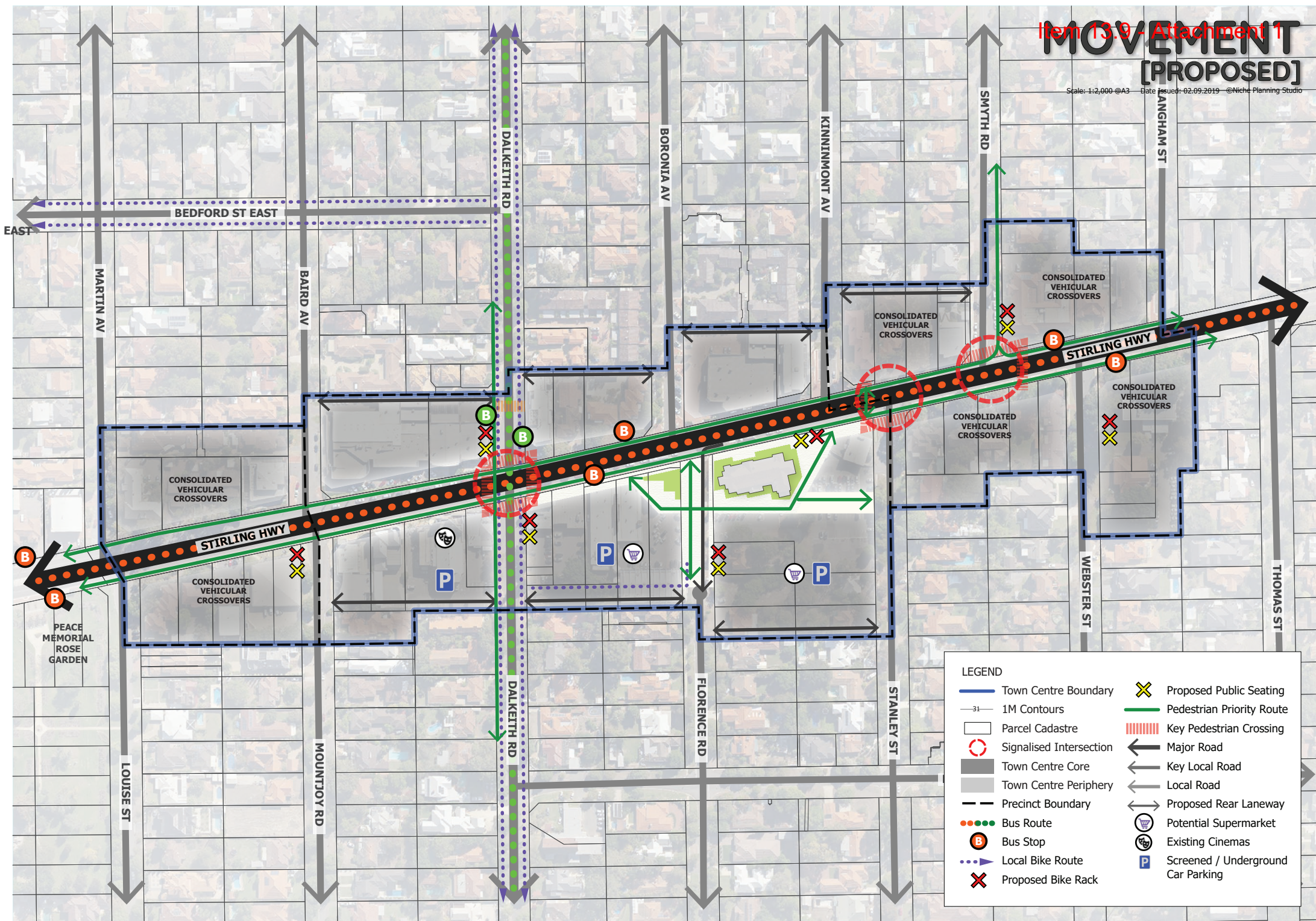
To improve the transport network in Nedlands and ease congestion while still ensuring a sufficient level of parking, we will implement these objectives:

- *Promote Nedlands Town Centre as a destination rather than just a corridor.*
- *Facilitate the continued use of Stirling Highway as a significant arterial road.*
- *Support high frequency public transport throughout the precinct.*
- *Improve and better integrate existing public transport network and facilities into the precinct.*
- *Prioritise pedestrian movements throughout the precinct.*
- *Create a space of high pedestrian amenity for residents and visitors to enjoy.*
- *Facilitate cycling as a significant means of transport throughout the precinct and the broader Nedlands region*
- *Ensure safe and efficient vehicular access to the precinct.*
- *Provide a permeable, legible and functional urban structure of blocks and streets.*
- *Provide parking for residents and visitors which does not detract from the amenity of the area.*
- *Promote the reduction in car parking dependence.*
- *Ensure that loading areas do not detract from the amenity of the area.*

Item 13.9 - Attachment 1

MOVEMENT [PROPOSED]

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PART 1: IMPLEMENTATION

MOVEMENT

DEVELOPMENT REQUIREMENTS**Public Transport**

- Ensure bus movement is prioritised at intersections within Core area.
- Support higher frequency bus services with extended operating hours.
- Relocate the existing bus stop outside the Windsor Cinema to be within the City Centre Core between Florence Road and Dalkeith Road.
- Relocate the existing bus stop on Dalkeith Road from intersection with Bedford Street East to north of Stirling Highway intersection to be within the precinct

Pedestrian movement and amenity

- Prioritise pedestrian pathways to encourage sustainable modes of transport and healthy lifestyles.
- Enhance pedestrian experience and amenity on all streets through the provision of improved street lighting, greening, and nodes/gathering spaces to stop and interact.
- Prioritise pedestrian activity east-west within the Town Heart better connecting the Windsor Cinema in the west to the Captain Stirling in the east.
- Support a circular pedestrian route between the Town Heart and Central Core Precincts via the existing Dalkeith Road traffic lights and the proposed traffic lights at Stanley Street to enable safe north-south pedestrian connectivity.
- Ensure clear connections east and west beyond the Town Heart and Central Core precincts linking to the Peace Memorial Rose Garden and library on the edge of the precinct. Pedestrian activity north along Smyth Road should also be encouraged.
- Provide pedestrian connections through commercial and retail sites, to rear streets and laneways.

- To ensure efficient pedestrian priority, vehicular cross overs to new developments north and south of Stirling Highway should be consolidated to reduce the number of vehicle access points.
- Locate wayfinding signs along streets to encourage walking to nearby destinations.
- Improve quality and consistency of paved surfaces to create a safer walking environment.
- Provide clearly marked pedestrian crossing points including elevated and at-grade zebra crossings at key intersections along Stirling Hwy when it intersects with local streets to allow for the safe and convenient movement of pedestrians.

Cycling

- Support the existing north-south bicycle route along Dalkeith Road and further define the precinct as a destination for cyclists, by providing bike racks and other end of trip facilities at the start and end of the precinct, particularly as indicated on the plan on Dalkeith Road and outside the Captain Stirling.
- A new bike route should be established along the proposed rear laneway between Dalkeith Road and Florence Road with further bike racks and end of trip facilities constructed within the square.
- Locate wayfinding signs along streets to encourage cycling to nearby destinations
- Provide new areas of seating co-located with existing bicycle lockups.
- Relocate the existing bike lockup on Smyth Road to beside existing public seating outside Council offices.

DEVELOPMENT REQUIREMENTS (CONTINUED)**Vehicle movements, access and loading**

- Support sustainable transport, encouraging new developments to incorporate green travel plans.
- Support the investigation of partial closure of Florence Road, supporting one-way traffic in a southerly direction, subject to the establishment of east-west laneways between Dalkeith Road and Stanley Street
- Traffic lights should be investigated at the intersection of Stirling Highway and Stanley Street to enable the safe turning movement of vehicles and loading trucks accessing the retail components.
- A second set of new traffic lights should be investigated at the intersection of Stirling Highway and Smyth Road to enable the safe turning movement of vehicles accessing the Hollywood Medical and civic precinct to the north. Recognising the significance of Stirling Highway as a major through road, these traffic lights should be synced with the proposed Stanley Street traffic lights, to prevent staggered delays in traffic and ensure free flowing east-west traffic movements.
- Both proposed sets of traffic lights should be confirmed via a detailed traffic and safety assessment report.
- As development occurs within the precinct, establish a series of laneways located south behind lots fronting Stirling Hwy between Mountjoy Road and Stanley Street. These laneways will provide the following:
 - Support primary vehicular access, removing it from Stirling Highway
 - Provide key vehicular access points to retail tenancy's
 - Enable loading to occur in areas away from activated pedestrian locations.

- No new vehicular access points should be provided to Stirling Highway and existing access points should be progressively removed. All new access points should be consolidated with adjacent properties and accessed via laneways or easements at the rear of buildings providing connections to secondary local streets.
- Advocate for the long-term grade separation of vehicular traffic from pedestrianised areas to unlock additional open space.

Parking

- Car parking access should occur from rear laneways/easements as a preference and car parking areas should be screened from view or located underground.
- Within the Town Centre Heart precinct, major car-parking facilities should be available 24/7 to contribute to a more continuously active precinct.
- Allocated 'share car spaces' should be located in close proximity to key residential developments

ACTIVITY

OBJECTIVES:

The Nedlands Town Centre Precinct Plan has a distinctly local character reflecting the leafy nature of the adjacent residential precinct and iconic historic buildings located on the highway. To ensure the character is protected, higher density development will be focused north of Stirling Highway where larger consolidated commercial storerooms currently exist. To align with the State Government's objectives, increased density will also be located elsewhere along Stirling Highway. Specifically, retail uses supporting significant residential will be located within the Town Heart. Heritage areas will be preserved and celebrated.

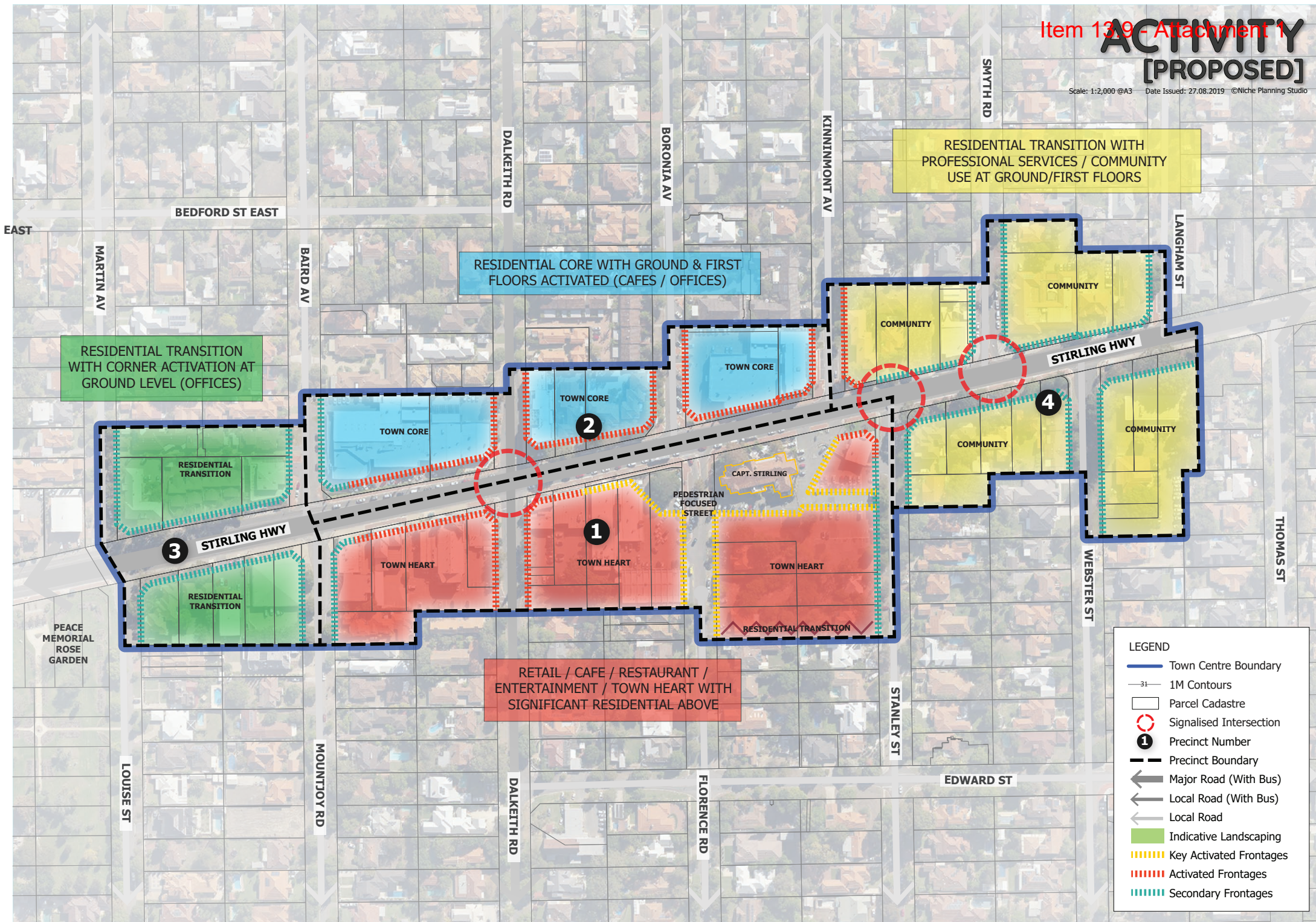
To strengthen the local image and sense of place that is unique to Nedlands, Council will implement these objectives:

- Establish a defined Town Centre 'heart'.*
- Create distinct areas within the precinct, each with a unique function and character.*
- Encourage higher residential densities within mixed use developments within the town centre.*
- Ensure that valued community assets are protected and enhanced.*
- Support a range of local employment opportunities for Nedlands residents.*
- Ensure that residential development facilitates the accommodation of projected dwelling targets.*
- Identify high- and medium-density appropriate areas within the precinct.*
- Allow for up to 6000 sqm of retail floor space within the precinct area.*
- Support an environment which attracts visitors to the precinct for retail purposes.*
- Support the role of the Rose Garden as an important public open space area.*
- Facilitate additional community facilities in the precinct.*
- Encourage the co-location of a variety of community facilities.*

Item 13.9 - Attachment 1

ACTIVITY [PROPOSED]

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PART 1: IMPLEMENTATION

ACTIVITY

DEVELOPMENT REQUIREMENTS**Land Uses and Diversity**

- Within the Town Centre Heart and Central Core, encourage the development of mixed-use buildings with ground floor retail, first floor office, and dwellings on upper levels.
- Provide diverse housing options for a range of household types and meet the retail and employment needs of the community.
- Encourage development that is versatile and flexible in its configuration, to provide for a range of future uses.

Employment

- Foster employment by providing a variety of adaptable office spaces and retail tenancies.

Dwellings

- Ensure a greater mix of housing types, with a particular focus on high density dwellings for professionals, students and down-sizers.
- Provide affordable housing in high density development outcomes.
- Encourage predominantly high-density residential development within the Central Core precinct to the north of Stirling Highway
- Ensure significant residential is built above ground and first floor activated uses in the Town Heart Precinct
- Ensure that quality residential development is the predominant land use in the Residential Transition precinct while allowing for innovative office to activate key intersections.

Retailing, Entertainment and Office

- Prioritise the allocation of retail uses within the Town Heart
- Within the Town Heart, ensure that retail/café/restaurant/entertainment land uses are located on the ground floor along accessible streets, fronting pedestrian priority routes which support high pedestrian numbers and ensure activation.
- To the south of the east-west laneway between Florence Road and Stanley Street a residential transition zone is encouraged. This could form the basis of pure residential or mixed-use with tiered setbacks to minimise impact on adjacent residential dwellings.
- Within the Town Heart, secondary office/medical may be supported on the first floor.
- Internalised shopping centres/malls will not be supported.
- Within the Central Core, ensure that restaurants and multi-purpose offices are identified on the ground and first floors ensuring activation along Stirling Highway, fronting the pedestrian priority route. Cafes can be supported on activated corners, oriented away from the noise of Stirling Highway.
- At the Kinninmont Avenue and Stirling Highway intersection, innovative office and café/restaurants are encouraged on the ground floor to activate the entry to the central core precinct and to reflect the pedestrianised link across the Stanley Street traffic lights.
- Develop a network of open-air pedestrian links, activated by restaurants, cafes and complementary retail. All new buildings adjoining laneways should have commercial aspects at ground floor, with an access point/entry via the laneway.
- Foster trading during the day and night to provide for a range of community members.

DEVELOPMENT REQUIREMENTS (CONTINUED)**Community Facilities and Open Space**

- Promote a safe environment for the community — particularly at night — by implementing features such as lighting and encouraging passive surveillance of public areas.
- Ensure community and civic facilities are integrated through the precinct, respecting their current location in the eastern precinct, but also recognising the level of activity that they will bring to the Town Centre Heart.

URBAN FORM

OBJECTIVES:

Urban Form gives shape and expression to the activities of the place and incorporates height at key points while respecting human scale and solar access. The urban form of Nedlands allows for the preservation of natural assets whilst adding to the open space characteristics and enhancing the built form of the area. As a result, the urban form is varied yet reflective of the existing Nedlands character.

To ensure a clear narrative is evident in the Urban Form, Council will implement these objectives:

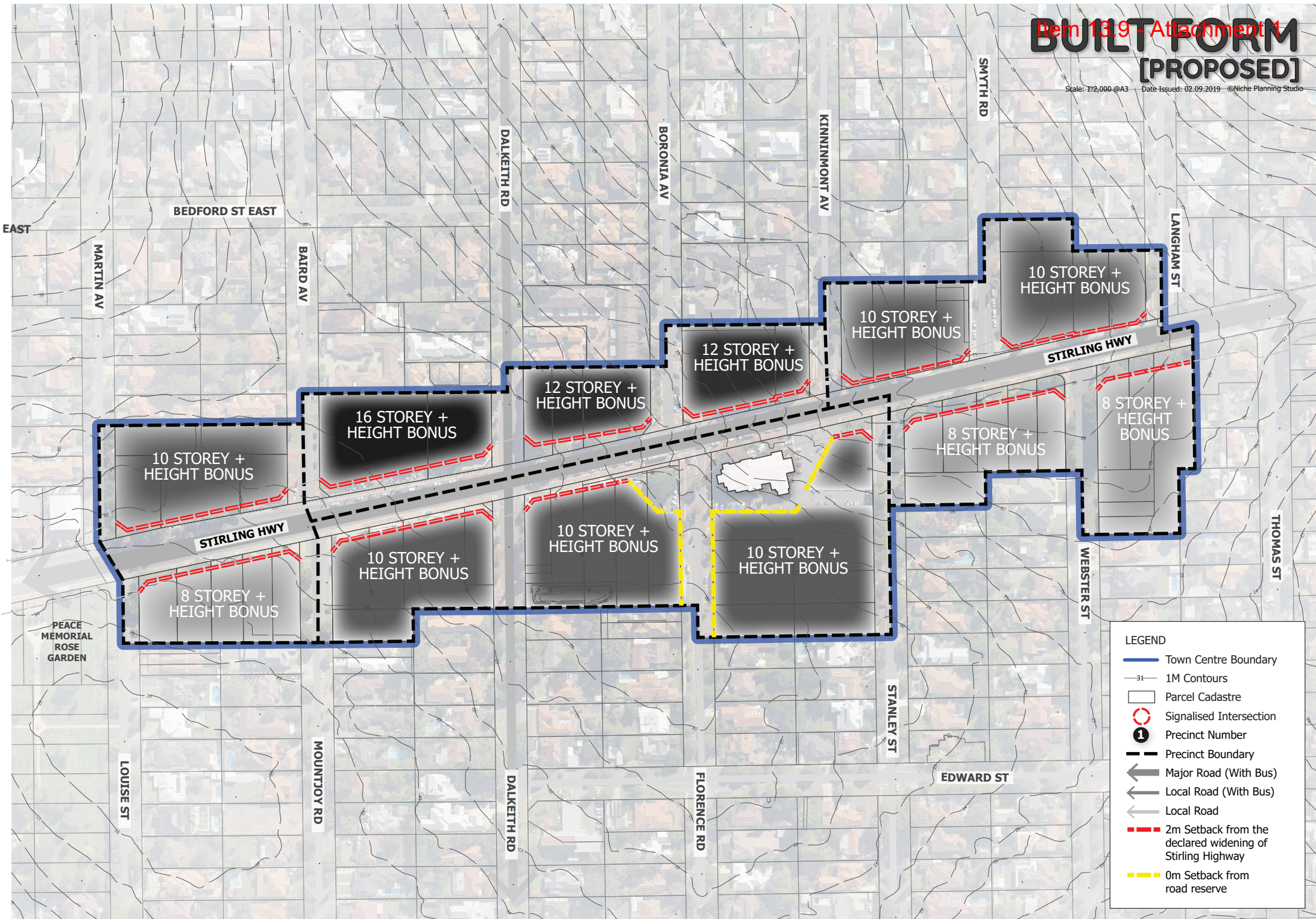
- *Create a visually attractive locality with appropriately scaled buildings and streetscapes, providing a diverse but unified town centre characterised by high quality urban design.*
- *Create a town centre with readily identifiable character throughout the precinct.*
- *Encourage building design to address street frontages and public open spaces and maximise opportunities for passive surveillance.*
- *Promote a diversity of housing types and tenure within the town centre.*
- *Encourage landmark development which creates interest in the community and promotes legibility within the town centre.*
- *Ensure the urban structure provides good amenity and safe street interfaces between movement corridors and adjacent land uses.*
- *Ensure the public realm provides for accessible, safe, purposeful and conveniently located high-amenity public spaces.*

FOLLOWING PAGE

PLAN 4: PROPOSED BUILT FORM

BUILT FORM [PROPOSED]

Scale: 1:2,000 @A3 Date Issued: 02.09.2019 ©Niche Planning Studio



PART 1: IMPLEMENTATION

URBAN FORM

DEVELOPMENT REQUIREMENTS

Urban Structure and Built Form

- Develop a clear and legible urban structure, expressed through variation in building height and design, supporting the range of land uses within the Nedlands Town Centre.
- Support higher density residential development in close proximity to the Town Heart along Stirling Highway. Intensity of development will transition to a lower scale with increased distance from the Captain Stirling Hotel.
- Retain the existing urban structure of an east-west arterial supported by local streets separated approximately 100 metres apart. Partially close Florence Road to enable the creation of a Town Square.

Built Form Controls

- Built Form Controls build upon current Scheme requirements to define a clear character, form and scale within the Nedlands Town Centre Precinct.
- As stated within the RD Codes, Table 2.1 Primary Controls Table applies “where designated by Council in a Local Planning Scheme, Activity Centre Plan, Structure Plan, Local Development Plan or Local Planning Policy”.
- As the precinct is zoned R-AC1, Table 2.1 applies for residential development. The Precinct Plan also proposes those controls incorporated within the RD Codes should apply across the precinct, regardless of use, except where varied:

BUILT FORM REQUIREMENTS

	EXISTING SCHEME CONTROLS FOR RESIDENTIAL DEVELOPMENT WITHIN R-AC1	PRECINCT 1: TOWN HEART	PRECINCT 2: TOWN CORE	PRECINCT 3: RESIDENTIAL TRANSITION	PRECINCT 4: COMMUNITY
Building height (storeys)	NA	As defined on Built Form Plan*			
Maximum height on primary and secondary street setback (storeys)	NA	2	2	2	2
Boundary wall height (storeys)	4	As per existing Scheme controls**			
Minimum primary street setback	2m or Nil**				
Minimum secondary street setback	2m or Nil**	2m**	2m**	2m**	2m**
Minimum side setbacks	Nil	As per existing Scheme controls**			
Minimum rear setbacks	Nil				
Average side setback where building length exceeds 16m	NA				
Plot ratio	3.0	6.0	4.0	3.0	3.0
* Height can be increased if significant community benefit is achieved as listed within ‘Community Benefit Measures’ table					
** Nil setback applicable if commercial use at ground floor.					

Community Benefit measures

The following standards must be achieved in order for Council to consider an application for a height increase of up to 25% of that allowable as defined on the Built Form Plan:

QUALITATIVE OBJECTIVES WHICH MUST BE ACHIEVED		
1.0	Overshadowing must not impact on public areas or habitable rooms within adjacent existing or proposed buildings/ developments.	
2.0	Minimal to no impact on buildings and places with heritage values.	
3.0	Design Excellence as defined by State Design Review Panel	
QUANTITATIVE OBJECTIVES WHICH MUST BE ACHIEVED. ONLY THOSE WHICH ARE ACHIEVED WILL ADD TO A MAXIMUM BONUS OF 25% ALLOWABLE HEIGHT INCREASE		
4.1	Minimum 10% of the development is provided as "Affordable Housing".	5%
4.2	NatHERS rating of two stars in excess of the current energy efficiency requirement of the National Construction Code (NCC).	5%
4.3	The development achieves a 30% reduction in reticulated water use compared to Water Corporation's latest annual average.	5%
4.4	The provision of public art on private land as designed and agreed with Council	5%
4.5	The provision of public facilities on private land, specifically the inclusion of cultural facilities, public toilets, change rooms, end of trip facilities, meeting places, civic buildings or other community open space as negotiated with Council	5%

Additional controls

KEY ACTIVATED FRONTAGE and ACTIVATED FRONTAGE LOTS

- Indentations in frontages of between zero to 3 metres should be encouraged to allow for visual richness
- 'Key Activated Frontages' should be predominantly clear-glazed from footpath level to a height of at least 2 metres above footpath. Pedestrian entries to tenancies should occur at least every 10 metres.
- 'Activated Frontages' should be at least 50% clear-glazed between a height of 1 metre and 2 metres above footpath level. Pedestrian entries to tenancies should occur at least every 25 metres.
- 80% of frontages of lots/tenancies should provide continuous, visible and active retail or commercial frontages. Where lot size frontages are 15m or less and rear laneway access is unavailable, a minimum of 50% of the frontage should be active.
- The frontage should incorporate a continuous awning and be well lit at night.

LANDSCAPED SECONDARY FRONTAGE LOTS

- Within 'Landscaped Secondary Frontages', where new buildings are set back from the street boundary, a clear distinction should be made between public and private spaces. Front setbacks should be landscaped to a high standard.
- Walls, fences, vegetation and other elements within the front setback should maintain clear sight lines between the street and ground level accommodation between a height of 1.5 and 2 metres above the footpath. Trees planted within the front setback should have clean trunks to a height of at least 2 metres.

PART 1: IMPLEMENTATION

URBAN FORM

Street Interface

In addition to key built form controls, buildings should be designed to:

- Minimise overshadowing impacts from new buildings on existing and future open spaces, commercial footpath-trading areas and existing residential sites.
- Ensure that development abutting any sensitive interface, such as heritage or low-scale residential sites, is sympathetic to the scale and amenity of the site.
- Reduce glare and minimise wind impacts for drivers and pedestrians alike
- Engage with street pedestrian activity, using varied built forms, facades and materials
- Discourage fencing and grade separated footpaths around activated frontages. Where necessary, fencing is to be permeable and allow for passive surveillance of public spaces.
- Avoid recesses within the ground floor front façade that could allow concealment
- Ensure continuity of facades and building offsets between buildings and parcels to encourage efficient and easy pedestrian access along interfaces.
- Screen utility areas (such as bin storage etc) from active frontages
- Integrate shading structures to increase shade during summer and allow sun in winter through awnings, eaves or street trees.
- Front public space, furthering the pedestrianised nature of the precinct.
- Encourage mature planting of native species echoing the leafy nature of the municipality

Public Realm

- Ensure that public spaces are accessible for all and will remain a focal point for the community to meet and gather.
- Provide public spaces that are inclusive and contribute to the local identity
- Ensure overshadowing from new buildings and works does not result in significant loss of sunlight to future and existing public realm areas.
- Actively explore opportunities to improve connection to the Rose Garden and strengthen connectivity back to the Town Heart
- Retention of prominent trees should be prioritised.
- Support the planting of drought resistant native species of trees and vegetation.
- Establish an active town square in the previous Florence Road road reserve which would be flexible and adaptable.
- Creation of a new shared pedestrian and slow-speed vehicle space with outdoor seating activated by cafes, restaurants and civic/community uses with increased trading hours in the heart of Nedlands.
- A new square will provide pedestrian connections and a much needed gathering space to facilitate community interaction



IMAGE - EXISTING FLORENCE ROAD

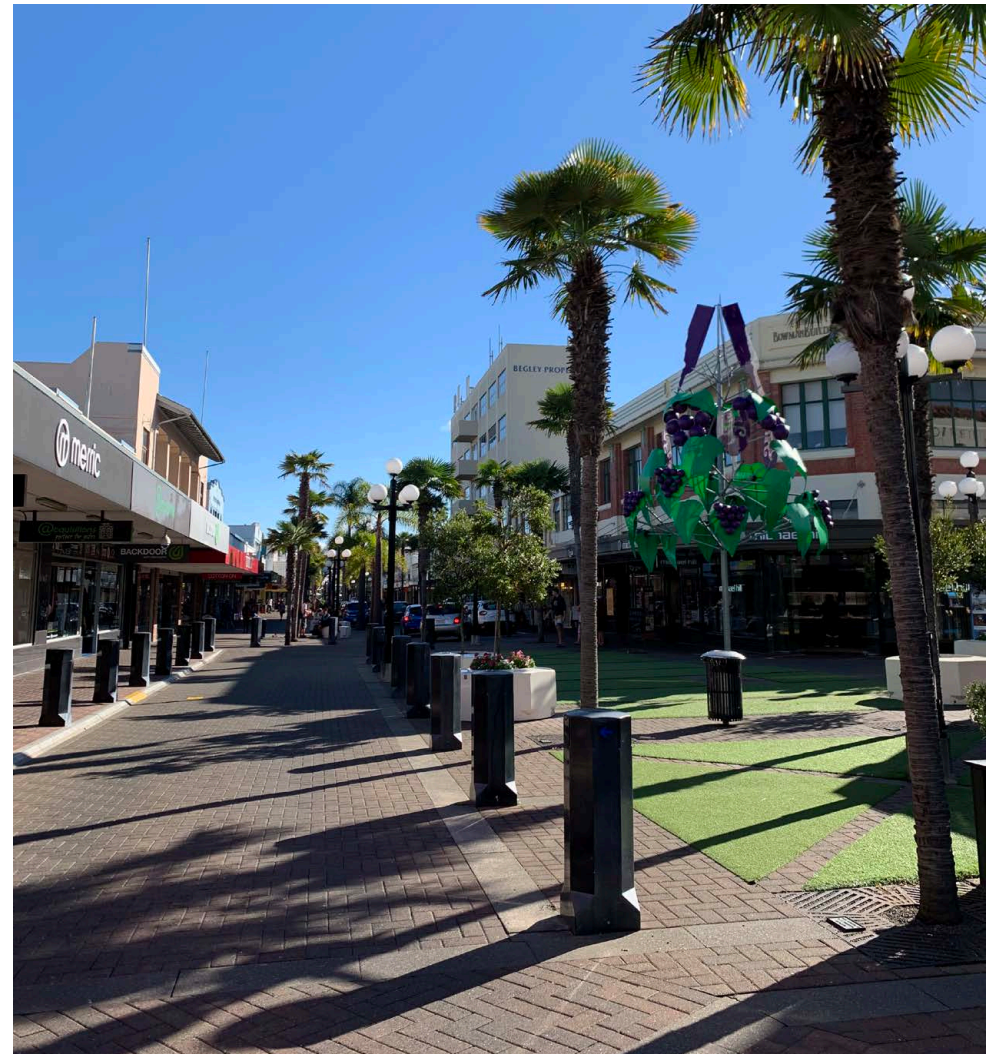


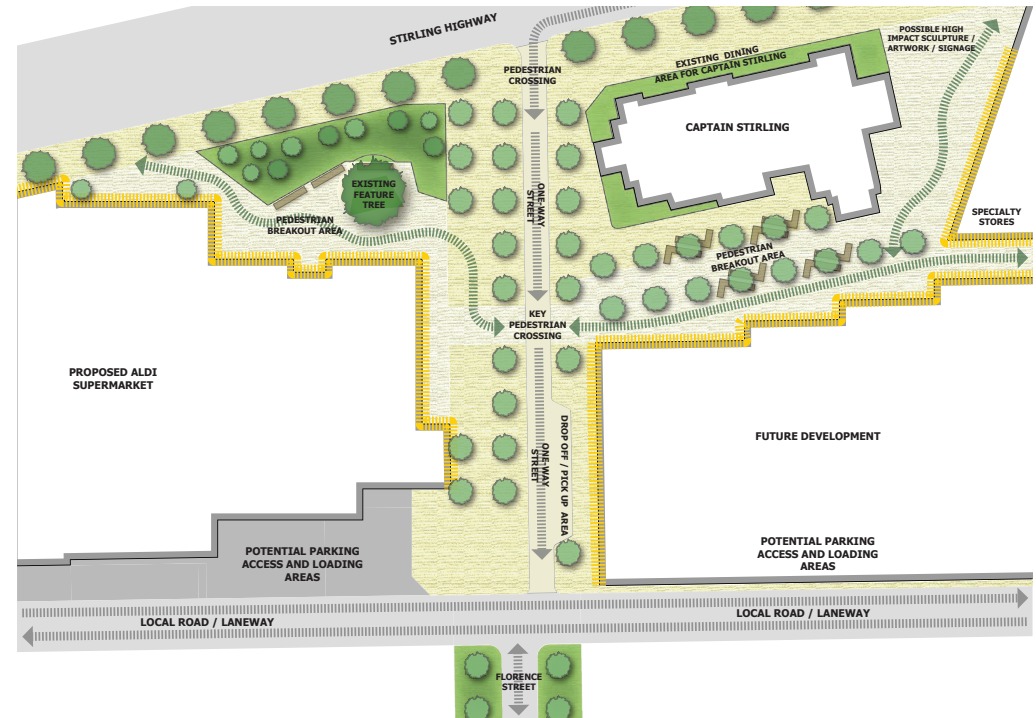
IMAGE - EXAMPLE ROAD CONFIGURATION (NAPIER, NEW ZEALAND)

PART 1: IMPLEMENTATION

URBAN FORM

Key elements of this project include:

- Partial closure of Florence Road to north-going traffic, developing a pedestrian-priority precinct between Stirling Highway in the north and the proposed east-west laneways to the south.
- Provide pedestrian linkages east-west across Florence Road within a low vehicle speed environment by narrowing the south flowing lane, slowing the speed limit, preventing loading vehicles, incorporating pedestrian style paving and ensuring limited distinction between vehicular and pedestrian spaces.
- Create east-west vehicular laneways to the south of the Precinct Plan providing an alternative access route for retail customers and loading vehicles into the approved Aldi and proposed Woolworths tenancies
- East-west pedestrian connectivity should ensure activation around the southern side of the Captain Stirling Hotel, particularly ensuring that an east-west connection between Stirling Highway and Florence Road is maintained.
- Recognise and celebrate the existing tree at the intersection of Florence Road and Stirling Highway as a key landmark within the precinct and utilise it for shade and character within the square
- Active frontages to face onto the square to encourage engagement and create a 'gathering place' for the community
- Abundant landscaping, public art, bike racks and public seating within the town square.
- Ensure adequate sunlight provision and minimising overshadowing of key pedestrian areas.

IMAGE - CONCEPT FOR PEDESTRIAN FOCUSED FLORENCE ROAD

Considerations for this project include:

- Redevelopment of the strategic sites (supermarkets) to the west and east, incorporating active frontages to the square and Florence Road.
- Advocacy to the State Government to achieve a grade separated pedestrian connection across Stirling Highway.
- Advocacy to the State Government to incorporate a median strip within Stirling Highway to facilitate safer pedestrian crossing from north to south.
- Support engagement with the community and traditional owners on the design and use of the city square.
- Maintain service access to the rear of Stirling Highway commercial properties.
- Ensure appropriate development within the Central Core precinct to the north to ensure amenity and protect direct sunlight access to the public square.
- Project sequencing to include any redesign of rear access and loading bays, to ensure adequate provision and management of public car parking within the centre.

PART 1: IMPLEMENTATION

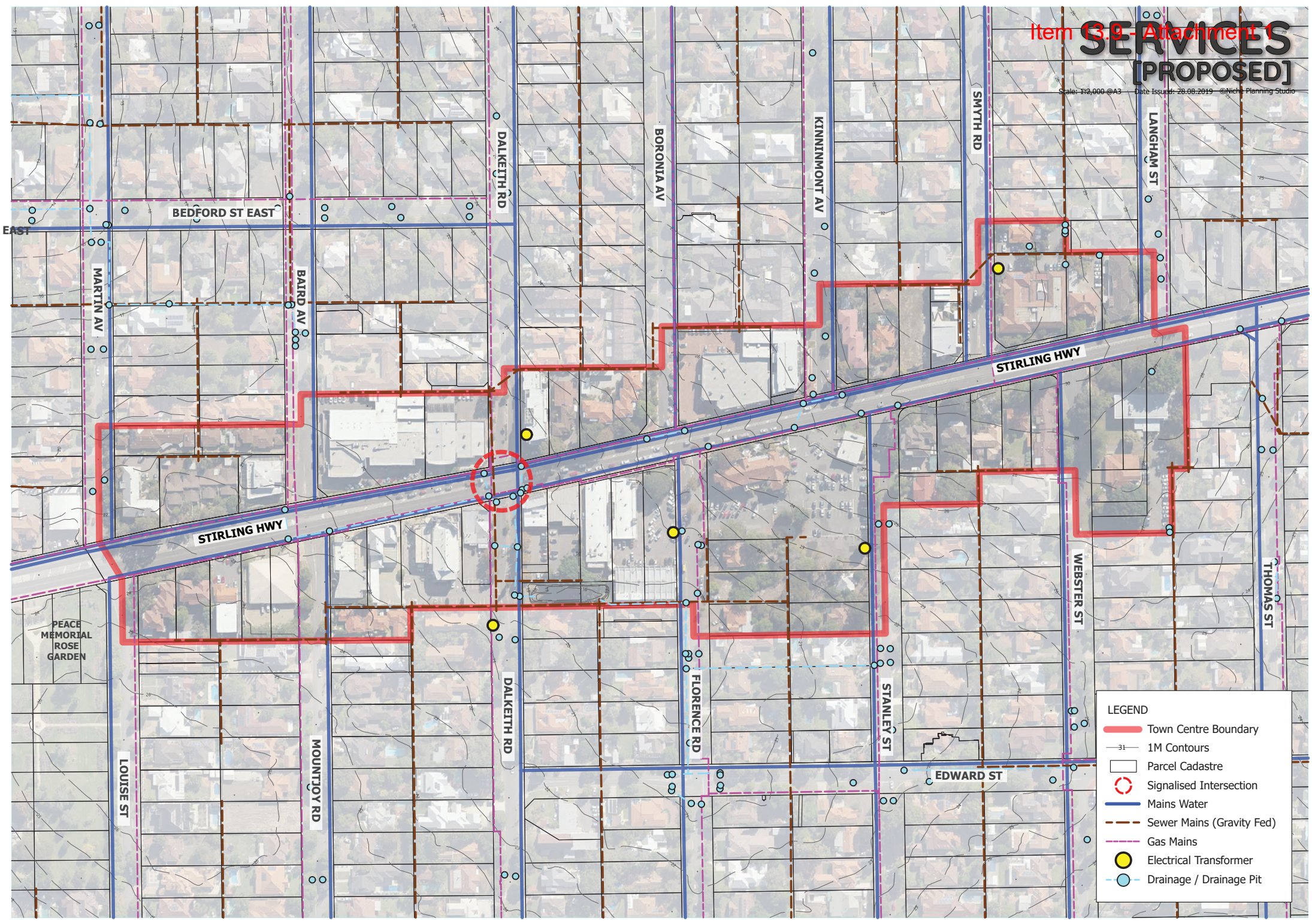
RESOURCE CONSERVATION

OBJECTIVES:

The Nedlands Town Centre Precinct Plan will ensure environmentally sustainable outcomes by incorporating innovative design, construction and management principles while ensuring the future development of the precinct is adequately serviced.

To ensure a clear narrative is evident in the Urban Form, Council will implement these objectives:

- *Ensure all future development is adequately serviced by sufficient upgrades to water, sewer, electricity, gas and telecommunications infrastructure*
- *Improve access to and reliance on renewable energy sources*
- *Design infrastructure in a way that minimises amenity impacts on the surrounding neighbourhood.*
- *Support the creation of a low carbon, low waste community which minimises greenhouse gas emissions through energy efficient design, construction and operation of buildings.*
- *Deliver an integrated water sensitive urban design stormwater system minimising flood risk and ensuring waterway health.*
- *Minimise waste generated through development by encouraging the use of sustainable construction materials and encouraging recycling and reuse of construction materials*



LEGEND

- Town Centre Boundary
- 1M Contours
- Parcel Cadastre
- Signalised Intersection
- Mains Water
- Sewer Mains (Gravity Fed)
- Gas Mains
- Electrical Transformer
- Drainage / Drainage Pit

PART 1: IMPLEMENTATION

RESOURCE CONSERVATION

DEVELOPMENT REQUIREMENTS**UTILITIES****Water**

- All dwellings to be connected to a reticulated water network.
- Upgrade the existing reticulated water network to accommodate future demand.

Sewer

- Provide all dwellings with access to reticulated sewerage and upgraded wastewater pump stations and sewer mains where appropriate.

Electricity

- Ensure each dwelling has access to electricity services
- Upgrade the electricity network capacity as required to accommodate future demand.

Gas

- Ensure each dwelling has the ability to connect to reticulated gas services where available

Telecommunications

- Ensure all dwellings have access to the telecommunications network.
- Facilitate access to the NBN where relevant.

Energy (Built Form)

- Encourage energy efficient building materials and design.
- Encourage passively heated and cooled buildings.

Stormwater

- Utilise stormwater and recycled water as a substitute for potable water to conserve water resources
- Design landscapes to incorporate water sensitive urban design principles to improve water quality and manage potential flooding.
- Redesign the existing stormwater sump to enable an east-west laneway while still ensuring sufficient drainage catchment

Materials and Waste

- Provide appropriate waste storage and collection services and facilities to all dwellings.
- When demolition is necessary, recycle all possible building materials from existing buildings

NEDLANDS TOWN CENTRE PRECINCT PLAN

PART 2: EXPLANATORY REPORT

PART 2: EXPLANATORY REPORT

1.0 INTRODUCTION

1.1 PURPOSE

The purpose of this Precinct Plan and supporting report is to enable the City of Nedlands to facilitate and guide the long-term development of the Nedlands Activity Centre.

The Precinct Plan has been prepared in accordance with the requirements of the City of Nedlands Local Planning Scheme No. 3 (LPS3) while taking into consideration the newly introduced Draft Precinct Planning State Planning Policy (SPP).

The City in prioritising its Town Centre precinct, acknowledged that as the Draft Precinct Planning SPP has not yet been finalised and as it was likely to be some time before the SPP and any precinct plan developed in accordance with it, could be adopted and given weight in the planning framework, formal consent was obtained from the WAPC under cl. 31(b) of the Planning and Development (Local Planning Schemes) Regulations 2015, Schedule 2- Deemed provisions for local planning schemes.

This document therefore proposes a Precinct Plan which has the status of a Local Planning Policy.

The Precinct Plan has been prepared by Niche Planning Studio on behalf of the City of Nedlands to identify the existing physical conditions of the site; assess potential opportunities and constraints of the site; and provide clarity and guidance to Council and the community in the future redevelopment of the Nedlands Activity Centre.

FOLLOWING PAGE

IMAGE: STIRLING HIGHWAY LOOKING WEST



2.0 CENTRE CONTEXT

2.1 REGIONAL CONTEXT

2.1.1 Location

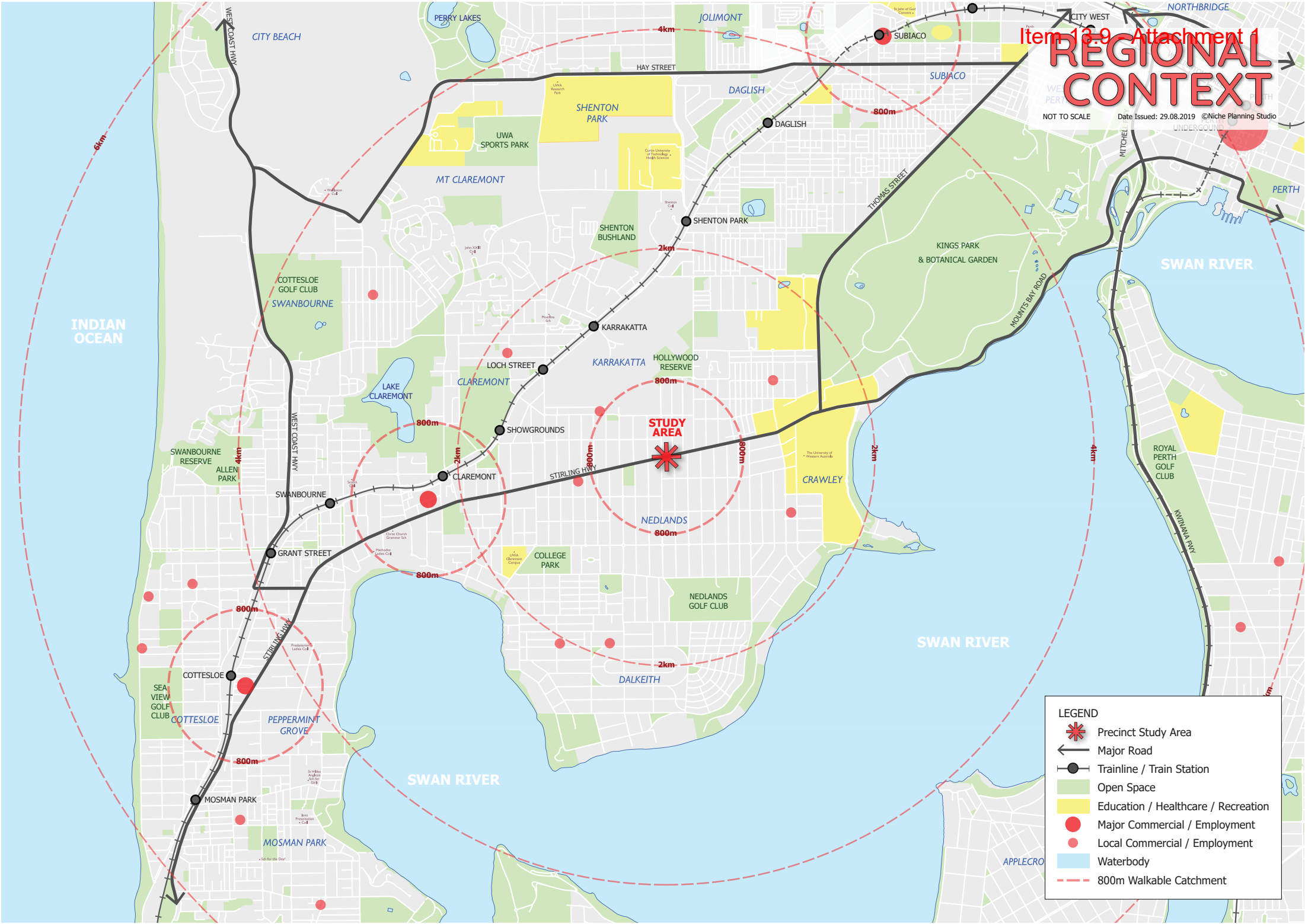
The Precinct Plan extends east-west along Stirling Highway, within the City of Nedlands.

The site is strategically located approximately 6km west of the Perth central area and 10km east of Fremantle, with direct access to both centres via Stirling Highway (refer Plan 1).

Item 13.9 Attachment 1

REGIONAL CONTEXT

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LEGEND

Precinct Study Area

Major Road

Trainline / Train Station

Open Space

Education / Healthcare / Recreation

Major Commercial / Employment

Local Commercial / Employment

Waterbody

800m Walkable Catchment

PART 2: EXPLANATORY REPORT

2.0 CENTRE CONTEXT

2.2 LOCAL CONTEXT

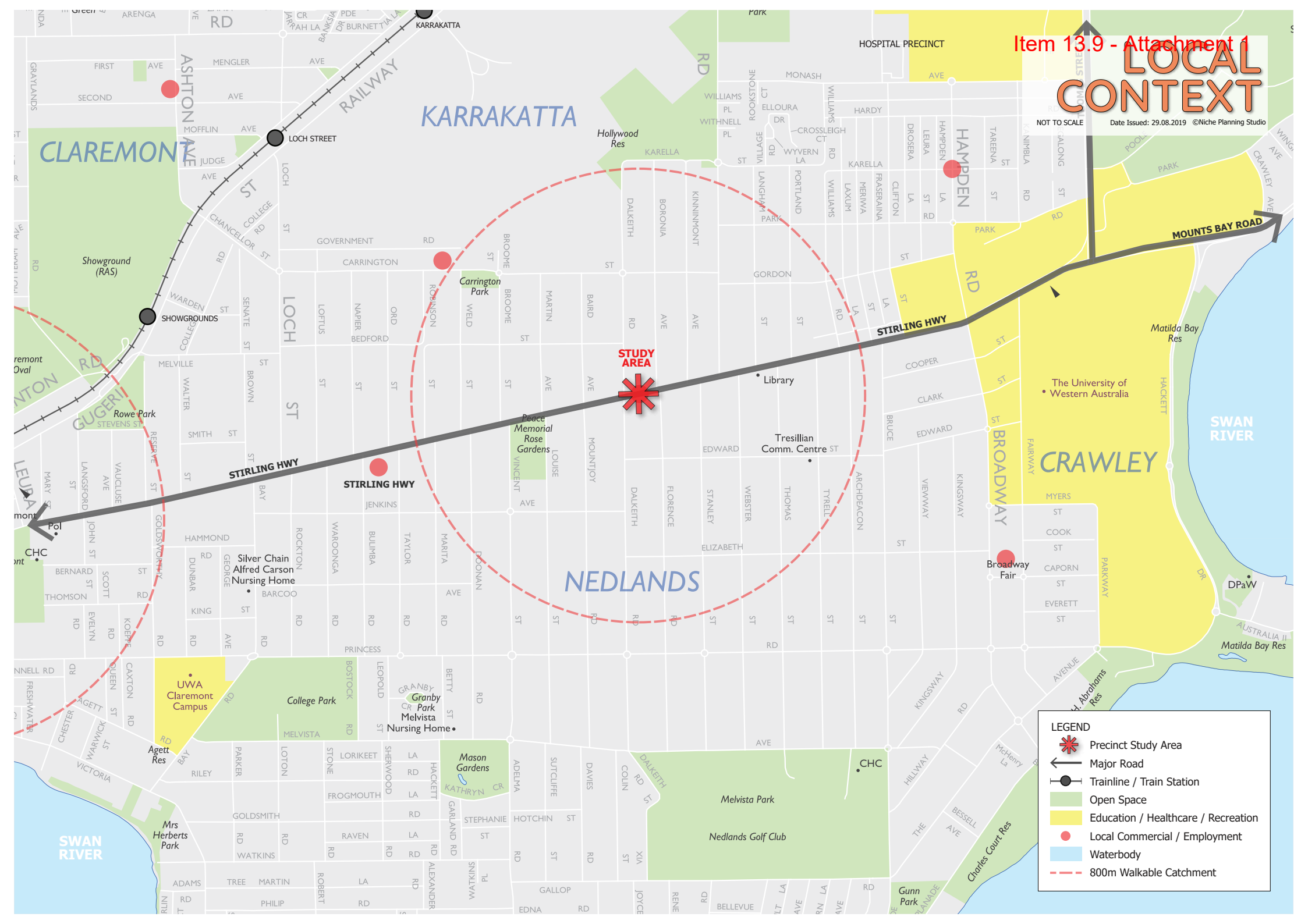
2.2.1 Surrounding land use

The Precinct Plan is well located in relation to key local services and land uses (refer Plan 2).

- To the north of the precinct, accessed via Smyth Road, is the Hollywood Medical precinct, Primary School, sports grounds, , cafes and associated uses. This medical precinct is a strong employment driver for the local area. Further along Smyth Road is access to the Fremantle train line and the key stations of Shenton Park and Karrakatta. The Karrakatta cemetery is also located due north of the precinct.
- To the south of the precinct is predominantly single detached character housing within the suburbs of Nedlands and Dalkeith. A neighbourhood centre at Waratah Avenue provides a more localised commercial function.
- To the west of the precinct, Stirling Highway continues through to the adjacent municipalities of Claremont and Peppermint Grove. Claremont Quarter is the nearest major commercial driver/employment hub outside of the Nedlands Town Centre that offers a diversity of uses and higher density housing.
- To the east of the precinct, the biggest attractor is the University of Western Australia (UWA). The UWA Crawley Campus to the south-east of Stirling Highway supports a strong 20,000 student population. Student accommodation and associated commercial hubs are located along Broadway. To the north-east is the retail/café/office hub of Hampden Road.

LOCAL CONTEXT

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LEGEND

- Precinct Study Area
- Major Road
- Trainline / Train Station
- Open Space
- Education / Healthcare / Recreation
- Local Commercial / Employment
- Waterbody
- 800m Walkable Catchment

2.0 CENTRE CONTEXT

2.3 SITE CONTEXT

2.3.1 Precinct Boundary

The precinct is defined to the north and south by the rear boundaries of the existing commercial and residential premises fronting Stirling Highway. The exception being those residential lots located to the south of the Captain Stirling Hotel that front Florence and Stanley Streets which are also owned by the Hotel.

The Precinct Plan extends to Martin Avenue and Louise Street in the west and to Langham Street and mid-block between Webster Street and Thomas Street in the east. The western boundary abuts the Peace Memorial Rose Garden, reflecting the symbol of the city with the eastern boundary including the current library buildings. Both points are defined as 'Gateway' points at the highest crest of the road and signify an 'arrival' to the precinct (refer Plan 3).

Detailed justification to support the boundaries of the precinct area is included in Appendix 2 and has been prepared to reflect the sound justification included in the advertised Precinct Plan Guidelines (DPLH 2019)

2.3.2 Legal Description and Ownership

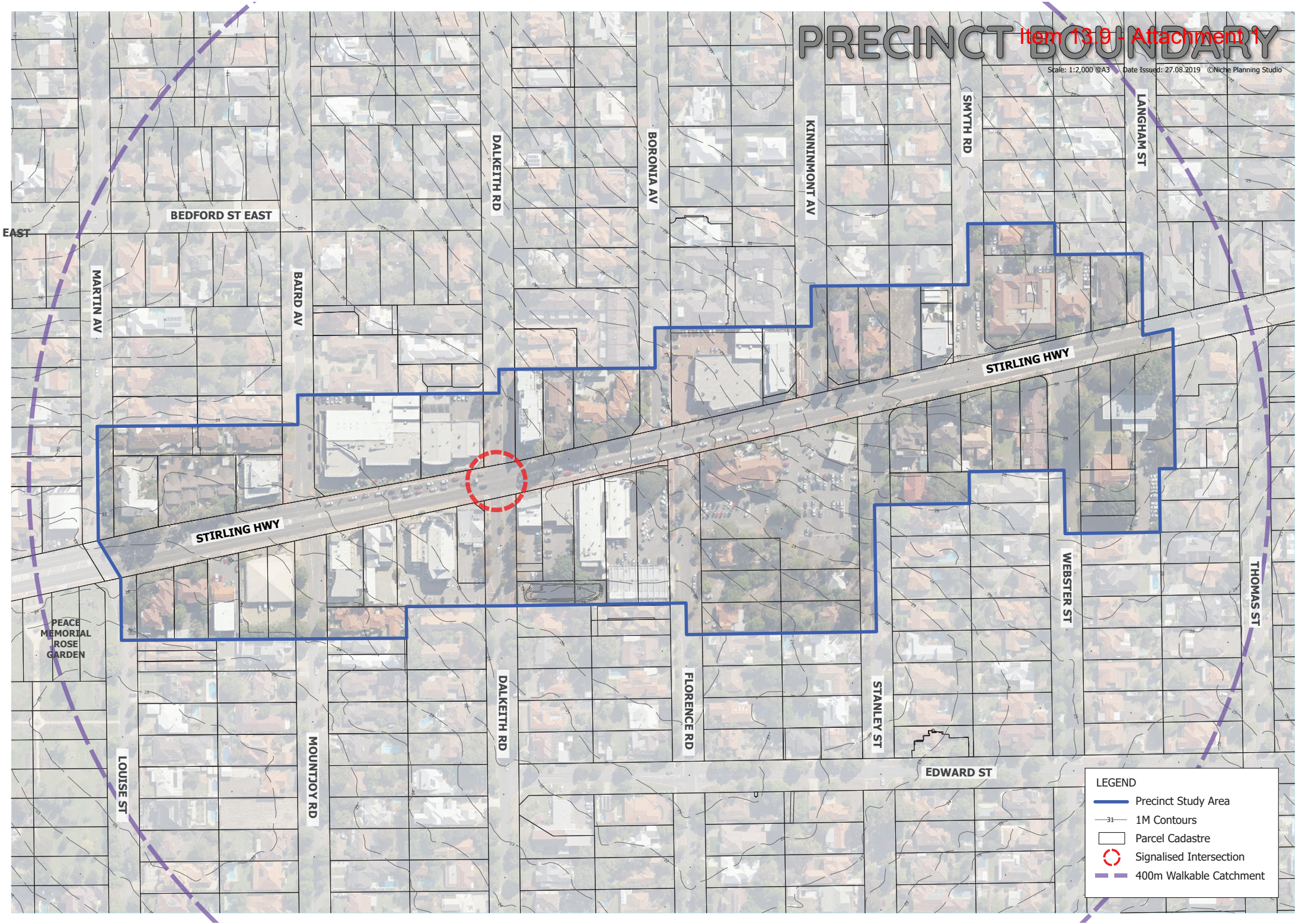
The Precinct Plan comprises approximately 6.2ha of land in the ownership of 57 different landowners with the majority of the site in private ownership (refer Plan 3).

A local drainage sump is located within the southern area of the Precinct Plan at 56 Dalkeith Road (Lot 50) Nedlands, providing a drainage solution for the broader residential and commercial area. The property is partially owned by Water Corporation and partially by Council. Opportunity exists for land swap arrangements between Council and Water Corporation to enable a clear and efficient east-west laneway in this location which could also provide a drainage function which has been substantially commenced by the City.

PRECINCT BOUNDARY

Item 13.9 - Attachment 1

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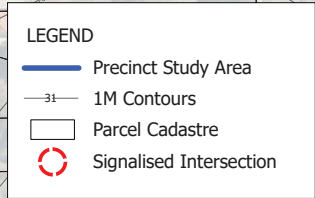
2.0 CENTRE CONTEXT

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Scale: 1:2,000 @A3 Date Issued: 27.08.2019 ©Niche Planning Studio



PART 2: EXPLANATORY REPORT

2.0 CENTRE CONTEXT

2.3.3 Site Analysis

The Site Analysis Plan (refer Plan 5) considers a variety of site constraints and opportunities that are relevant to the subject site.

The existing character was firstly analysed to best understand the community and landowners/stakeholders appreciation for the area. Each group presented phrases on their views of the existing character of the town centre. To represent the views, a word cloud image of key words indicating the frequency or importance of the word has been prepared (refer Figure 1)

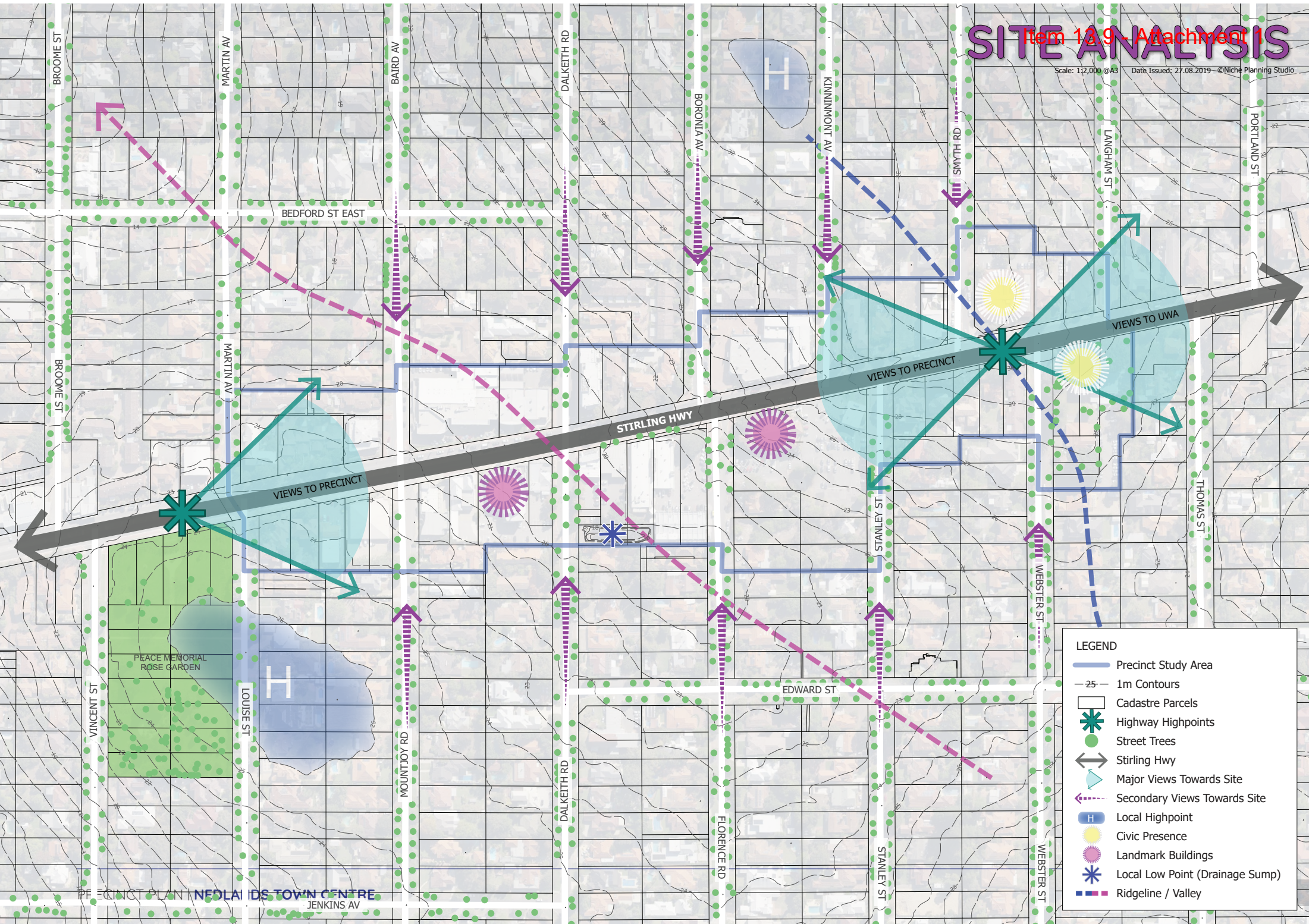


FIGURE 1 - ENGAGEMENT WORKSHOP CHARACTER ANALYSIS
(SOURCE: CITY OF NEDLANDS)

Item 12.9 - Attachment 1

SITE ANALYSIS

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2.0 CENTRE CONTEXT

2.4 TOWN CENTRE OPPORTUNITIES

1. Establish a city heart or destination unique to the City of Nedlands and revered throughout metropolitan Perth.

Nedlands Town Centre has the ability to be defined as a key hub and destination on the east-west arterial of Stirling Highway. Landmark buildings such as the Captain Stirling Hotel and Windsor Cinema allude to a destination. This can be further built upon.

2. Create a gathering space reflecting the strong community character

Residents spoke of the strong community character, yet other than private gathering spaces in the Captain Stirling Shopping Centre and Hotel, there are no clear areas to meet and mingle. An opportunity exists to identify a clear community 'meeting' area or 'gathering' space

3. Capitalise on the lack of fragmented parcels within the Precinct

A number of large parcels owned by one entity exists along Stirling Highway within the precinct. These can be developed as large sites capable of supporting anchor tenants.

4. Good connectivity to Perth and Fremantle via road, bus, rail and bicycle

The Nedlands Town Centre is located within proximity to key destinations including Perth City Centre,

Fremantle, the beach and the river.

Improving the quality of road infrastructure and public transport options, routes and frequency would see the Nedlands Town Centre become a significant destination.

5. High quality view lines and vistas throughout the Precinct.

The area enjoys a leafy and older building style, contributing to its attractive vistas. Development in the Nedlands City Centre could enhance existing vistas through high quality development which not only will provide new neighbourhood landmarks but will also provide enhanced opportunities to appreciate existing vistas. In addition, the existing mature canopy trees in the precinct could be incorporated into future development and public realm to enhance the established vegetation character of the area.

6. Utilise the nearby Rose Garden as an iconic symbol for the Precinct and a passive area for future residents.

The Rose Garden already provides an important passive opportunity for local residents and visitors. Improving the nearby entertainment and retail options as well as connectivity to the Rose Garden could enhance its role as a family friendly destination and meeting place that serves multiple functions throughout the day.

7. Celebrate the existing retail land use south of Stirling Highway and seek to encourage the evolution of the area to reflect and incorporate residential dwelling needs.

Increased demand from intensified residential use could strengthen the retail function of the Nedlands Town Centre.

8. Use of the natural topography to implement world class stormwater management while increasing native vegetation.

The sloping nature of the precinct, in addition to the existing opportunity to rethink how the stormwater sump is utilised is a great opportunity to redesign the public realm to sustainably manage stormwater whilst simultaneously beautifying the streetscape with appropriate natural water sensitive urban design and landscaping.

2.5 TOWN CENTRE CONSTRAINTS

1. Character housing stock that is unlikely to be redeveloped.

The area contains older yet valued housing stock that is unlikely to be developed in the short to medium term due to its aesthetic nature and the current housing market.

2. Smaller housing lots that may develop independently
The precinct area contains a number of smaller lots. This fragmentation of land and land owners is likely to result in further development over a longer period of time, generally without consolidation or collaboration.

3. Recent Development Applications that may not reflect the proposed Precinct Plan objectives.
Lack of certainty may result in an extended negotiation between Council and developers in the area. Without implementing appropriate planning research and controls that respond to State and Local government objectives and strategies, development may occur that does not reflect Council's vision for the area.

4. Existing topography with the southern side of the precinct which slopes away from the street.

The topography and slope of the land doesn't naturally lend itself to being a highly walkable area with the centre of the precinct within the lowest point of the precinct and distinct sloping.

5. Main Roads WA control over ultimate road design within the reservation and traffic speeds
Residents spoke of the poor pedestrian environment that exists on Stirling Highway. Council does not employ jurisdiction over the road reserve area, limiting their control over how amenity, traffic and pedestrian issues are managed.

6. Heritage buildings may be redeveloped in a way that detracts from their heritage value.
Existing heritage buildings such as the Captain Stirling Hotel and the Windsor Theatre are at risk of inappropriate development and surrounding development may 'dwarf' and reduce the visual impact of these significant local sites.

More detailed views expressed during the Consultation Workshops are contained within Appendix 2, the Nedlands Town Centre Precinct Plan - Stakeholder Engagement Report.

PART 2: EXPLANATORY REPORT

3.0 PLANNING FRAMEWORK

3.1 ZONING AND RESERVATIONS

The Precinct Plan area is zoned 'Urban' in the Metropolitan Region Scheme (MRS) with Stirling Highway which transects the site reserved for Primary Regional Roads. The majority of land surrounding the study area is also zoned 'Urban' (refer Figure 2).

At a local level, within the City of Nedlands Local Planning Scheme No.3 (LPS3), the Precinct Plan area is zoned 'Mixed Use' with a Residential Zoning of R-AC1. The zoning of Stirling Highway reflects the MRS. Land surrounding the site transitions from Residential R160 to Residential R60 to more standard low density residential zoning (refer Plan 6).

The objectives of the Mixed Use Zone are set out in the scheme as follows:

- To provide for a significant residential component as part of any new development.
- To facilitate well designed development of an appropriate scale which is sympathetic to the desired character of the area.
- To provide for a variety of active uses on street level which are compatible with residential and other non-active uses on upper levels.

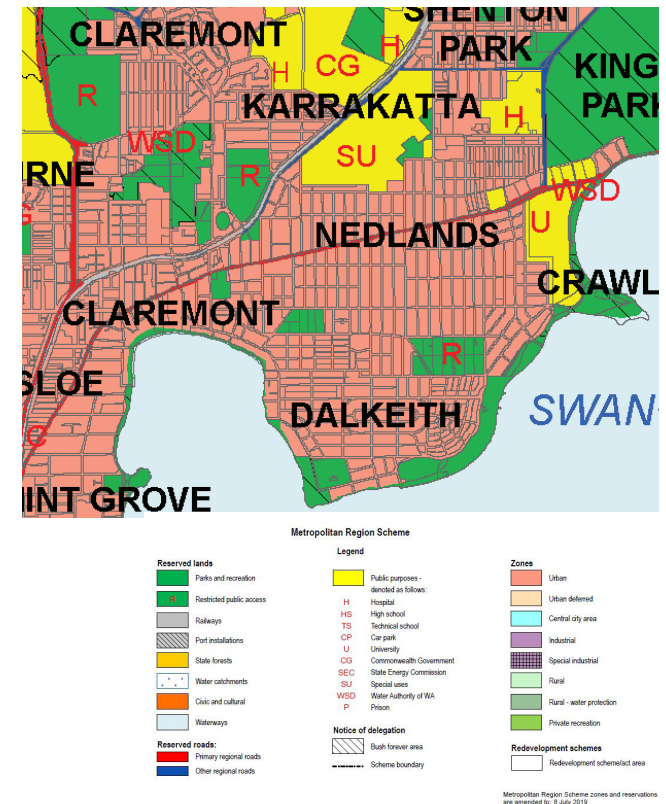
- To allow for the development of a mix of varied but compatible land uses such as housing, offices, showrooms, amusement centres and eating establishments which do not generate nuisances detrimental to the amenity of the district or to the health, welfare and safety of its residents.

The Nedlands Activity Centre Precinct Plan responds to these objectives, specifically allowing for a significant component of residential development to occur within the precinct.

Well-designed developments will be facilitated through the application of State Policy 7.0 (Design WA), as well as mandating high-quality design elements which are both sympathetic and contributory to the design of the Nedlands region.

Providing an active street frontage will be an important aspect for the Nedlands Activity Centre through the promotion of active retail spaces at street level.

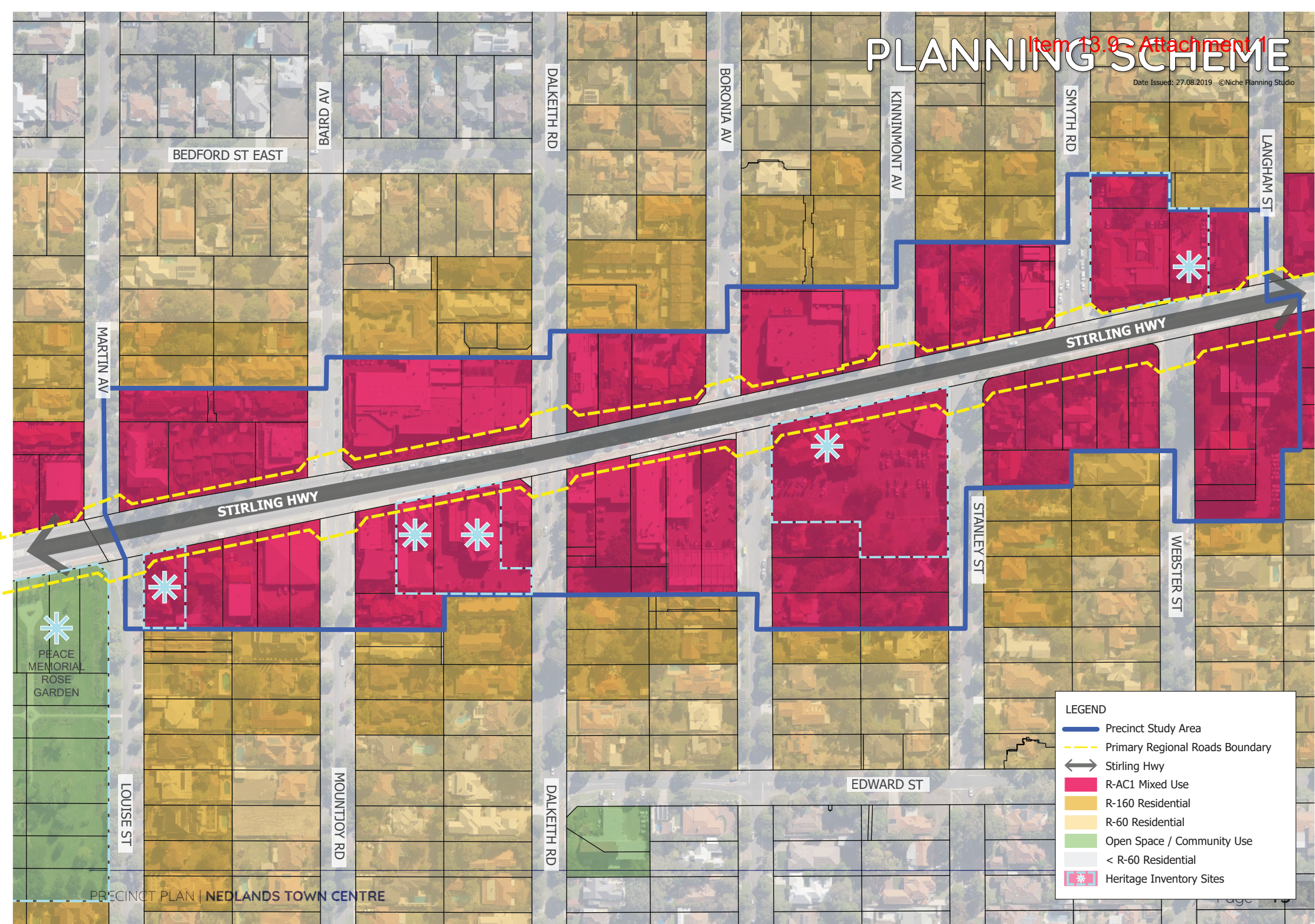
FIGURE 2 - METROPOLITAN REGION SCHEME (SOURCE: DPLH)



PLANNING SCHEME

Item 13.9 Attachment 1

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LEGEND

- Precinct Study Area
- Primary Regional Roads Boundary
- Stirling Hwy
- R-AC1 Mixed Use
- R-160 Residential
- R-60 Residential
- Open Space / Community Use
- < R-60 Residential
- Heritage Inventory Sites

PART 2: EXPLANATORY REPORT

3.0 PLANNING FRAMEWORK

3.2 REGIONAL AND SUB-REGIONAL STRUCTURE PLAN

3.2.1 Perth and Peel @ 3.5 million

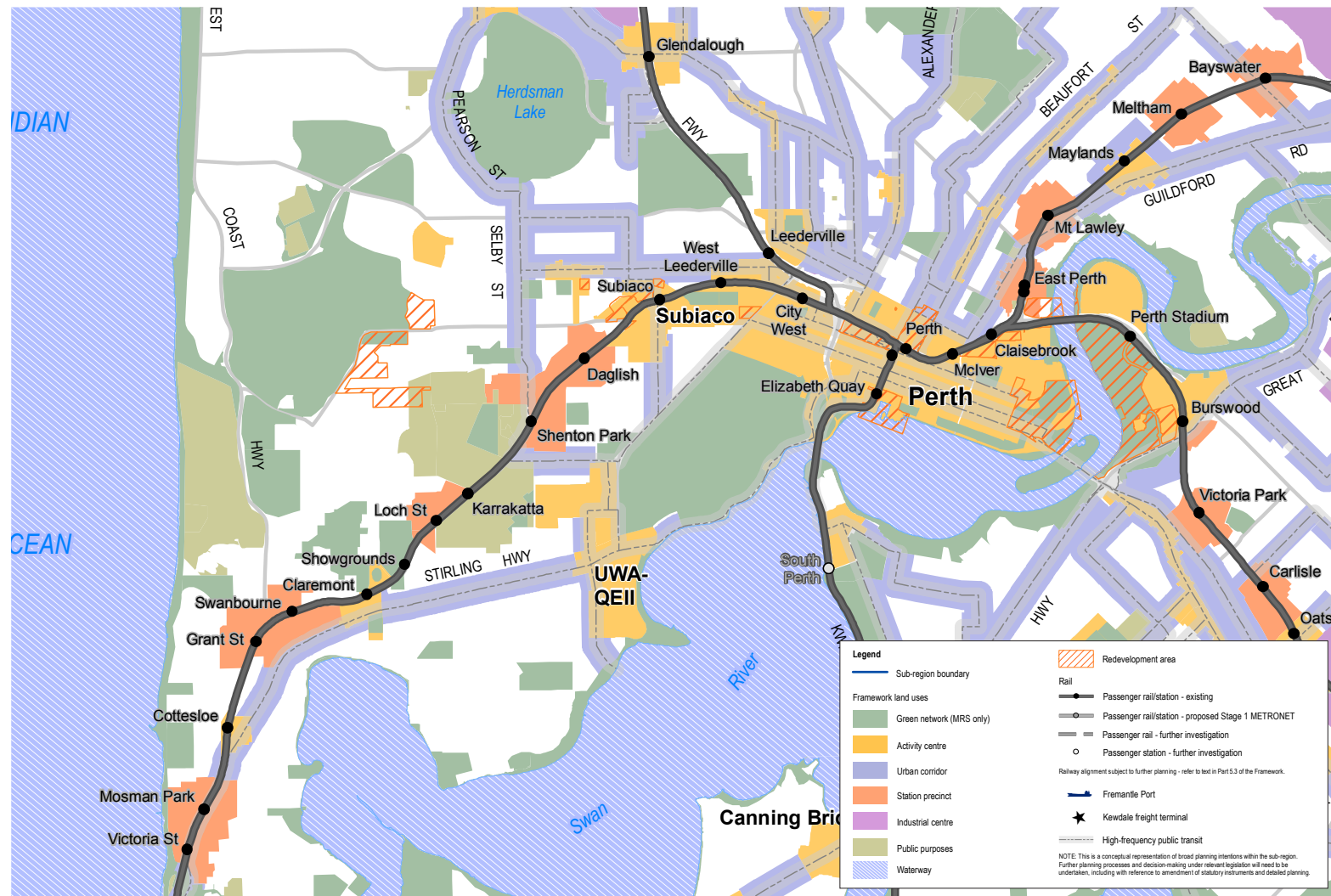
Perth and Peel @ 3.5 million sets out strategies and directions for accommodating additional growth within Perth and Peel, with the Central Sub-regional Planning Framework establishing a long-term integrated planning framework for land use and infrastructure. The Framework has a strong focus on guiding infill growth in the Central sub-region with the City of Nedlands being allocated a dwelling target of 2,540 dwellings by 2031 and a total of 4320 dwellings by 2050 (refer Table 1).

Stirling Highway is defined as an 'Urban Corridor' within the Sub-Regional Planning Framework providing "...a connection between station precincts, activity and industrial centres, and operating not just as a road for the movement of vehicles or reserves for major infrastructure, but providing locations for increased and diversified places for people to live and work" (refer Figure 3). The framework also states that urban corridors should be the focus for investigating increased residential densities, with potential for mixed land uses, where appropriate. This has therefore been taken into consideration in the preparation of the Precinct Plan.

TABLE 1 - ADDITIONAL URBAN INFILL HOUSING TARGETS BY LOCAL GOVERNMENT (DWELLINGS) (SOURCE: DPLH)

LOCAL GOVERNMENT	2011-16	2016-21	2021-26	2026-31	TOTAL 2031	POST 2031	TOTAL
Nedlands	880	860	400	400	2,540	1,780	4,320

FIGURE 3 CENTRAL SUB-REGIONAL PLANNING FRAMEWORK (SOURCE: DPLH)



3.0 PLANNING FRAMEWORK

3.3 STATE PLANNING STRATEGY

The State Planning Strategy incorporates a number of relevant design strategies which have been addressed within the Precinct Plan, the most obvious being those relating to the planning for spaces and places, namely: “Creating spaces and places that foster culture, liveability, enterprise and identity”. The Precinct Plan therefore allows for the redevelopment of the heart of Nedlands focussing on the local economy, identity, social inclusion, connectivity, accessibility, liveability and the diversity of a community, with emphasis on increasing good design outcomes which benefit both the community and individuals.

3.4 STATE PLANNING POLICIES

The following State Planning Policies (SPP) hold the most relevance to the preparation of the Precinct Plan:

- SPP 3.5 – Historic Heritage Conservation
- SPP 4.2 – Activity Centres for Perth and Peel
- SPP 7.0 – Design of the Built Environment
- SPP 7.3- Residential Design Codes Volume 1
- SPP 7.3 – Residential Design Codes Volume 2 for Apartments

Each of these are explained in further detail:

3.4.1 Historic Heritage Conservation (SPP3.5)

State Planning Policy 3.5 – Historic Heritage Conservation aims to preserve places of historic heritage significance, which is of great relevance to the Nedlands Activity Centre Precinct Plan considering the existing heritage buildings on the site, such as the Captain Stirling, and other nearby heritage sites. The policy ensures that development does not adversely affect the significance of the heritage place or areas and ensures that heritage significance both at a State and Local level holds weight in any planning decision making process.

Specifically, within the Precinct Plan boundary, the following places and properties are identified in either the National Trust, Register of the National Estate or Municipal Inventory:

3.4.2 Activity Centres for Perth and Peel (SPP4.2)

State Planning Policy 4.2- Activity Centres for Perth and Peel sets out broad planning requirements for the planning and development of new activity centres, which has formed part of the guiding principles for the Precinct Plan.

The policy outlines several purposes:

- The integration of public transport with activity centres
- Ensuring that activity centres can provide community benefit through a range of activities which include both community facilities and business clusters
- Increasing transport sustainability and efficiency
- This policy reflects the WAPC’s intention to consolidate commercial and residential developments within activity centres to ensure balance and ease of residential access to facilities.

TABLE 2 - HERITAGE LISTED PROPERTIES (SOURCE: CITY OF NEDLANDS)

PLACE NO	PLACE NAME	ADDRESS	STATE REGISTERED	STATUTORY LISTINGS	OTHER LISTINGS
13704	Bus Shelter	Stirling Hwy			Municipal Inventory
13669	Persian Carpet Gallery	102 Stirling Hwy			National Trust, Art Deco Significant Bldg Survey
1831	Windsor Theatre	98 Stirling Hwy			National Trust, Art Deco Significant Bldg Survey, Municipal Inventory
17601	Apartment Building	95 Stirling Hwy			
1832	Captain Stirling Hotel, Nedlands	80 Stirling Hwy	Yes	Heritage List	Register of the National Estate, Art Deco Significant Bldg Survey, National Trust, Municipal Inventor
14484	Apartments	72 Stirling Hwy			National Trust
13645	City of Nedlands Council Buildings	71 Stirling Hwy			National Trust, Art Deco Significant Bldg Survey, Municipal Inventory
3227	The Maisonettes	67 Stirling Hwy	Yes	Heritage List	Register of the National Estate, National Trust, Art Deco Significant Bldg Survey, Municipal Inventory

3.0 PLANNING FRAMEWORK

3.4.3 Design of the Built Environment (SPP7.0)

State Planning Policy 7.0- The Design of the Built Environment sets out the importance of quality design outcomes across the whole built environment of WA. It outlines several objectives for creating desired quality design outcomes, including the need for a coordinated design strategy and performance-based approach to policy, including a design review process.

The policy sets out 10 principles of quality design, which any future development in the Precinct Plan will need to address to ensure that good design outcomes are achieved.

The 10 principles of quality design are:

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

The 10 principles listed are to be used as part of the decision making process, and have informed future design outcomes within the Precinct Plan.

3.4.4 Residential Design Codes – Volume 1 (SPP7.3)

Residential Design Codes (R Codes) Volume 1 control the design of single and grouped residential development which is currently the predominant form of housing in WA, with the aim of addressing emerging design trends, promoting sustainability and improving assessment pathways to facilitate better outcomes for residents. The R Codes are administered and applied by the City of Nedlands as adopted into the Local Planning Scheme, and have particular relevance to the residential areas surrounding the Nedlands Activity Centre Precinct Plan, as well as the Mixed Use area within the Precinct. Of specific note is the Scheme applied variation under Clause 26 of LPS3 which states: “The default Acceptable Requirement for building height limit (storeys) as set out in Table 2.1: Primary Controls Table does not apply.” The Precinct Plan therefore addresses suggested height levels across the subject area.

3.4.5 Residential Design Codes Volume 2 – Apartments (SPP7.3)

State Planning Policy 7.3- Residential Design Codes Volume 2 for Apartments specifies design outcomes for apartment developments and provides for additional standards in addition to State Planning Policy 7.0. Volume 2 covers more specifically the siting of apartment buildings, including a response to the site context, interface with neighbours and the public domain. The policy also includes specific measurements to achieve quality open spaces and to maximise residential amenity. Furthermore, the SPP informs the design and assessment of apartment projects to ensure high quality design outcomes which contribute increased residential density without compromising on amenity or quality built form and functionality outcomes.

Apartment developments in the precinct will be guided by the principles and standards set out in Residential Design Codes Volume 2, including the assessment of projects to ensure best practice design outcomes.

3.5 LIVEABLE NEIGHBOURHOODS

The Nedlands Activity Centre Precinct Plan addresses the following principles and outcomes as set out in the State Government's Liveable Neighbourhoods:

3.5.1 Community Design – Element 1

One of the major objectives of the Community Design element is to ensure that the community centre is walkable, where facilities and transport are available for all residents within an easy walking distance. Applying this element to the Precinct Plan is important as it ensures sustainable design principles are implemented, whilst ensuring a balanced outcome of both commercial and residential areas in the centre.

3.5.2 Movement Network – Element 2

The Movement Network element outlines a hierarchy ensuring that pedestrians, cyclists and public transport facilities are prioritised in the transport network. Ensuring that the Nedlands Activity Centre features well designed streetscapes which allow for walkable neighbourhoods and well-integrated bicycle routes are crucial elements to the Precinct Plan, with pedestrian movements being at the top of the hierarchy.

It is also greatly important to the Nedlands Activity Centre Structure Plan that the public transport network is effectively designed and maintained to promote more sustainable travel means, rather than single occupant cars.

3.5.3 Activity Centres – Element 3

The need for main street mixed use developments is emphasised in this element. This is of great relevance to the Nedlands Activity Centre, considering the prominence of Stirling Highway to the immediate and broader area. The activity centre should create a sense of place and have activated frontages which allow for effective pedestrian movements around the area, especially within commercial areas. Element 3 also outlines several other important guidelines, such as placing parking at the rear of lots and ensuring effective public transport, all of which have been considered in the design of the Precinct Plan.

3.6 STATE DEVELOPMENT AND OPERATIONAL CONTROLS

The following Development Control policies have specific relevance in the preparation of the Precinct Plan.

3.6.1 Bicycle Facilities (DC1.5)

Development Control Policy 1.5 relating to Bicycle Facilities requires the provision of adequate cycling infrastructure on the road network and path network.

This policy also includes implementation of end-of-trip facilities to create a more accessible and usable Bicycle network which promotes sustainable travel alternatives.

3.6.2 Transit (DC1.6)

This policy aims to promote and facilitate public transport, which can be implemented in the Nedlands Activity Centre as an alternative to private car transport. Ensuring that public transport will be readily available within walking distance of nearby residents will be a key aspect of the Nedlands Activity City Precinct Plan.

3.6.3 General Road Planning (DC1.7)

Although Stirling Highway and the local road network is already established, Control 1.7 is still an effective guiding principle in terms of road design and acquisition of land for the widening or extension of the road network.

3.6.4 Development Contributions for Infrastructure (DC3.6)

This control allows for the City of Nedlands to ensure that future developments along Stirling Highway provide additional infrastructure along the precinct or contribute a monetary sum to the City of Nedlands to allow for new infrastructure developments to occur for the benefit of the community.

3.0 PLANNING FRAMEWORK

3.7 LOCAL PLANNING STRATEGY

The City of Nedlands Local Planning Strategy was created in 2015 and modified in September 2017. The document sets out a long-term strategic direction for the municipality including land-uses and development initiatives.

The Local Planning Strategy specifies the vision as:

“Our overall vision is of a harmonious community.

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

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

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

We will live in a beautiful place.”

Ensuring that the Precinct Plan complies with the overall vision of the City of Nedlands Local Planning Strategy is important to ensure that future development is in line with the community’s visions.

Key strategy objectives within the Local Planning Strategy which have been further considered in the Precinct Plan include:

- Population and Housing- Pursue diverse high intensity development within Urban Growth Areas (particularly Stirling Highway).
- Retail and Commerce- The Captain Stirling area is to be the main town centre and should be developed accordingly.
- Stirling Highway- planned for high intensity, predominately medium rise Urban Growth area within the City of Nedlands. This may include transitional zones to allow for gradual stepping up of intensity in areas that surround the main Stirling Highway precinct.
- Centres Modelling- Captain Stirling Hotel Site has the potential for 6000sqm of retail space if redeveloped, which opens up the potential for commercial development within the town centre. Any new commercial interests within the Captain Stirling area should be in line with current commercial interests, as well as intensifying the centre for increased residential uses and community facilities.

3.8 NEDLANDS 2028 STRATEGIC COMMUNITY PLAN

Nedlands 2028 forms the basis of community planning in the City of Nedlands and establishes a vision, strategic context, and strategic direction for Nedlands for the next 10 years.

Several key priorities were identified which are relevant specifically to the precinct plan:

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

A Long Term Concept Plan is included which identifies Stirling Highway as having the potential to support light rail, graphically represents future cycling routes and recognises the Nedlands Town Centre, Urban Growth Area and Transition Area along Stirling Highway (refer Figure 4).

3.9 LOCAL OPEN SPACE STRATEGY - DRAFT

The Public Open Space strategy was devised by the City of Nedlands to determine the increasing need for public green space within the City of Nedlands. Whilst the Local Open Space strategy is currently being finalised, it is important to consider the need for green space within the town centre precinct.

FIGURE 4 - LONG TERM CONCEPT MAP (SOURCE: CITY OF NEDLANDS)



PART 2: EXPLANATORY REPORT

4.0 TOWN CENTRE VISION

4.1 ENGAGEMENT WORKSHOP

The Vision for Nedlands City Centre Precinct has been developed in consultation with Councillors, local business owners/stakeholders within the precinct, and local residents within a 400m walkable catchment. Key aspirations drawn from these groups were incorporated into the precincts vision (refer Figure 5):



FIGURE 5 - LANDOWNER/STAKEHOLDER AND COMMUNITY ASPIRATIONS (SOURCE: COMMUNITY WORKSHOP)

VISION

Nedlands Town Centre will be a place where everybody wants to live, work and play.

The Nedlands precinct will provide a walkable, all-age friendly city centre which will have high connectivity within the city centre and to civic and open space facilities. Sophisticated public transport management will support the pedestrian nature of the precinct and improved road treatment will provide a safe and permeable public realm.

The 'heart' of activity will be directed to a new pedestrian-focused 'main street' away from the highway. The main street will include active street frontages that support entertainment activities with passive and multi-functional open spaces that serve as gathering places and can be used for events.

The public realm will be revitalised throughout with a leafy character and diverse retail and community facility opportunities, while protecting heritage values. A strong sense of place will be complemented with distinct, high quality and environmentally sustainable buildings and streetscape softened by landscaping.

The precinct will support a mix of residential and commercial uses with higher density development concentrated within the town centre (where impact is reduced through the natural landform), while maintaining solar access to the southern sections of the precinct.

5.0 MOVEMENT

Movement is an important consideration for the Nedlands Town Centre Precinct Plan, reflecting the higher order of Stirling Highway which extends east-west through the centre of the site.

For Nedlands, a well-balanced network of alternative transport modes, such as walking, cycling and public transport is critical to the function of the town centre. Greater emphasis should be placed on the local road network and the use of alternative transport modes throughout the town centre.

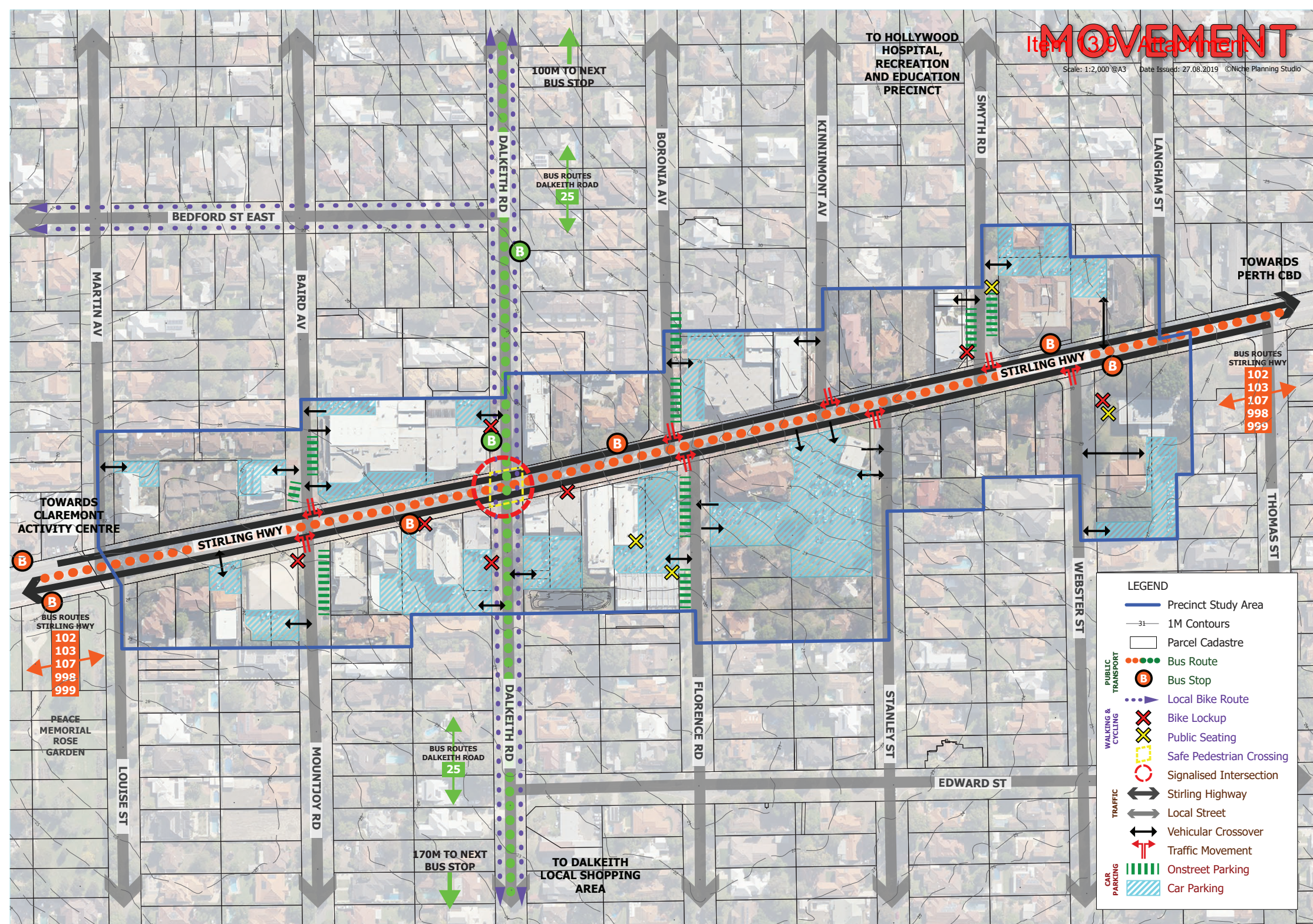
This chapter addresses the following:

- *Regional Perspective*
- *Public Transport*
- *Pedestrian movement and amenity*
- *Cycling*
- *Vehicle movements and access*
- *Parking*
- *Freight and Loading Areas*

5.1 REGIONAL PERSPECTIVE

The Precinct is located on Stirling Highway, which serves as a major movement corridor for commuters and freight from Perth City Centre and the employment hubs of Subiaco and West Perth, to the Western suburban areas of University of Western Australia Crawley, Nedlands, Claremont, Peppermint Grove, Cottesloe, Mosman Park and Fremantle.

Stirling Highway is identified as a Primary Regional Road under the Metropolitan Regional Scheme (MRS) and a Primary Distributor under Main Roads WA's Functional Hierarchy. Current zoning allows for the widening of Stirling Highway to occur, with land to the South of Stirling Highway being acquired by Main Roads WA (MRS Amendment 1210/41). However, there has been no progress to widen Stirling Highway due to a number of constraints, including several heritage buildings fronting the South of Stirling Highway and the political implications of road widening.



PART 2: EXPLANATORY REPORT

5.0 MOVEMENT

5.2 PUBLIC TRANSPORT

The Precinct is serviced by a number of bus routes, with routes 102, 103, 107, 998 and 999 running east-west along Stirling Highway and operating between the western suburbs of Cottesloe, Fremantle, Peppermint Grove and the Perth CBD to the east. Bus route 25 operates north-south along Dalkeith Road between Claremont and Perth CBD, servicing Shenton Park to the North (refer Figure).

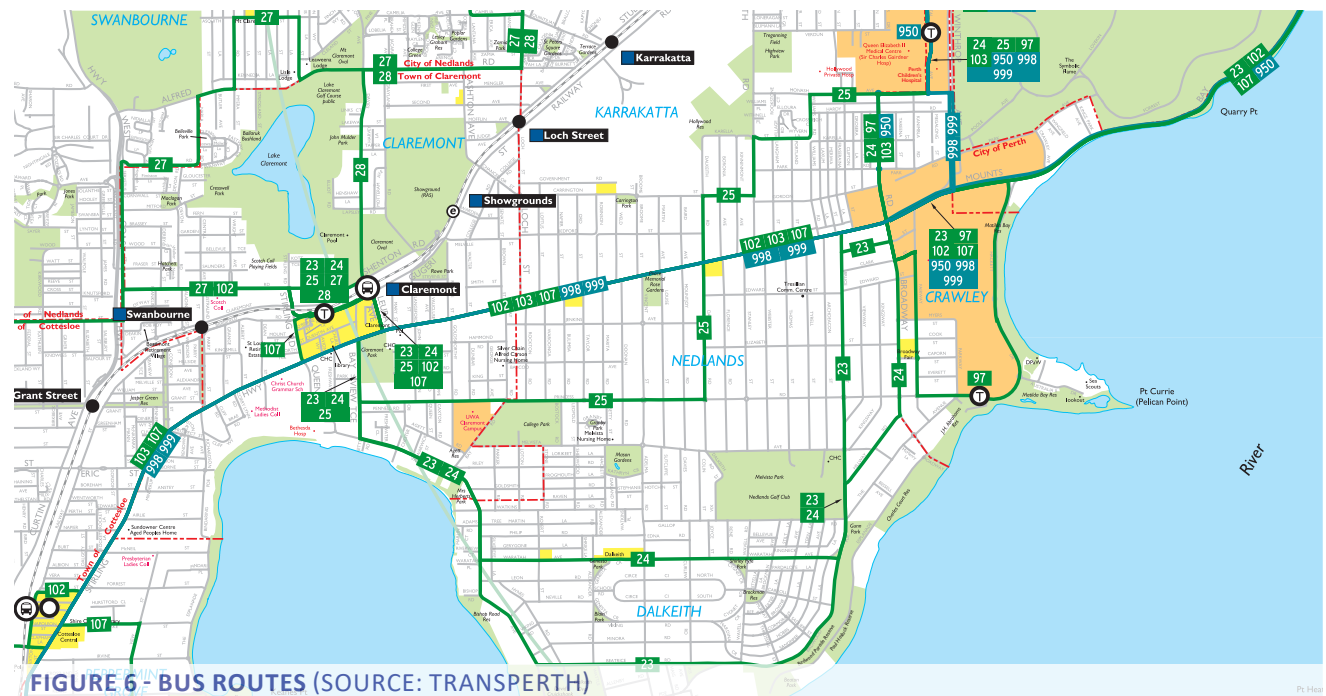
Bus routes 998 and 999 are identified by TransPerth as being 'high-frequency' bus routes, which provide services at least every 15 minutes between 7am and 7pm all week.

The Local Planning Strategy states that the number and frequency of bus services to the precinct are adequate, however the bus routes do not provide access to other activity centres. There is no local fixed rail infrastructure within the precinct, which makes connecting the precinct plan to fixed public transport more difficult.

Bus stops along Stirling Highway are spaced between 250-400m apart, with the bus stops along Dalkeith Road being spaced up to 500m apart. The bus stop on Dalkeith Road to the north of Stirling Highway is 120m away from the shopping strip for buses travelling south, which does not integrate well with the precinct.

Two existing bus stops on the northern side of Stirling Highway are well located; however, of the two existing bus stops on the southern side of Stirling Highway, the most eastern is located outside of the library and therefore required. The western stop is located outside of the Windsor Theatre. As this bus stop is not integrated into the streetscape or the shopping precinct, it does not create a sense of 'destination' for visitors or residents arriving to the area.

Bus stop amenity is varied, with some bus stops having shelters and seating spaces and others being just a bus sign, which will require upgrades in future (refer Figures 7 and 8).



5.3 PEDESTRIAN MOVEMENT AND AMENITY

Stirling Highway features a pedestrian footpath either side of the road leading into the pedestrian path network of the local residential street area. Pedestrian access around the precinct area is limited as Dalkeith Road provides the only signalised intersection which allows for pedestrians to cross Stirling Highway safely. Whilst the footpaths are fairly wide along the Precinct, pedestrian accessibility is limited by the number of vehicle crossovers along Stirling Highway and lack of pedestrian amenity, such as shelter or places to sit.

At present, the Rose Garden, which is outside the Precinct Boundary, and a single seat outside the Council offices are the only public areas where seats are provided. Within the precinct, 'public' seating is generally provided within privately owned property, such as within the Captain Stirling hotel.

The local road network tends to have a single pedestrian footpath along one side of each street, with the opposite side being mostly nature strip and vegetation.

The Local Planning Strategy identifies the Stirling Highway pedestrian environment as being hostile, as a result of the high frequency of vehicular crossovers and lack of safe crossing opportunities.

Many community respondents identified that Stirling Highway is a hostile pedestrian environment, which spills over into the local streets with cars 'rat-running' to avoid intersections and instead use local streets to access the highway, which creates a pedestrian danger in the local street network. Other respondents identified the lack of pedestrian crossings which creates a barrier between the north and south of the highway.

5.4 CYCLING

Dalkeith Road supports the only defined cycling route within the precinct as identified by the Department of Transport. Stirling Highway is not identified as a cycling route and currently lacks any bicycle infrastructure, such as a bicycle lane or shared path network (refer Figure 9).

The precinct has extremely limited spaces for cyclists to lock-up or store their bicycles, and it is noted in the Local Planning Strategy that end of trip facilities are lacking. Currently, the only end of trip facilities for cyclists are located on privately owned land, such as the Windsor and the IGA, and are limited to individual racks. The precinct area is not a clear 'destination' for cyclists.

Nedlands has planned for Princess Street, south of the precinct, to be a designated cycling route, as Stirling Highway is too busy and not suited to cyclists.



FIGURE 9

PART 2: EXPLANATORY REPORT

5.0 MOVEMENT

5.5 VEHICLE MOVEMENTS AND ACCESS

Stirling Highway supports two lanes in each direction with an upper speed limit of 60kmh. The precinct is located at the bottom of a basin, meaning that cars typically gather speed heading from west to east through the Nedlands shopping area.

Traffic is typically slowed by either the Dalkeith Road signalised intersection or right/left turning cars crossing across oncoming traffic (refer Figure 10 and 11).

The intersection of Dalkeith Road and Stirling Highway is the only signalised portion of Stirling Highway in the precinct. Previous traffic studies have advised that the Dalkeith Road intersection is at capacity. The intersection provides the only 'formal' break in traffic to allow vehicles to perform right/left turns across Stirling Highway. Limited breaks in traffic occur less regularly on Stirling Highway as a result of the high volumes experienced, especially in morning and evening peak period.

The network of roads feeding into Stirling Highway in the Precinct are entirely residential streets, with Dalkeith and Smyth Roads linking the Precinct to other nearby precincts. Dalkeith Road provides access to the suburb of Dalkeith to the south, connecting to Princess Road which links Claremont and the University of Western Australia. Smyth Road provides access to the Hollywood and Sir Charles Gairdner Hospitals, amongst other medical facilities.

The community feedback for vehicular movements along Stirling Highway were mostly concerning the number of cars, speed of traffic and the Precinct area being a thoroughfare, not a destination.



FIGURE 10 - LOOKING EAST ALONG STIRLING HWY



FIGURE 11 - TOP OF THE LOCALISED HILL

5.6 PARKING

Off-street parking is largely available throughout the precinct, with large car parking lots existing at the rear of the Captain Stirling Hotel, The Windsor Cinema and other retail facilities (refer Figures 12 and 13). The majority of car parking facilities are on the southern side of Stirling Highway, with parking options to the north limited to predominantly on-street or underground/underbuilding tenanted parking.

Car parking is visually apparent in the area, often located within view of Stirling Highway and the residential area. This is exacerbated by current retail tenants such as car dealerships which currently operate in the area, supporting large numbers of cars parked in the frontage.

Access to parking is mostly via Stirling Highway itself, which has created a large number of busy vehicle crossovers which detract from vehicle and pedestrian safety and amenity in the area.

Community feedback for car parking in the precinct was that it is visually unappealing and limited to only the southern side of Stirling Highway. The community were also concerned about development causing cars to park in the local side street network, which is not an ideal outcome for residents.



FIGURE 12 - CAR PARKING BEHIND CAPT. STIRLING

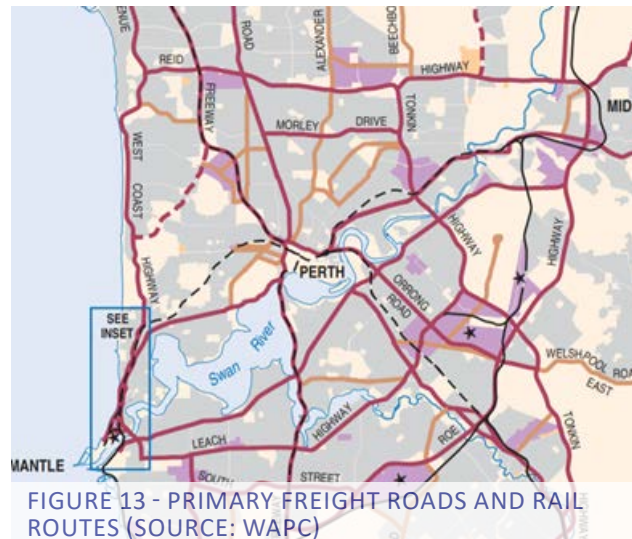


FIGURE 13 - PRIMARY FREIGHT ROADS AND RAIL ROUTES (SOURCE: WAPC)

5.7 FREIGHT AND LOADING AREAS

Stirling Highway forms part of the State Road Network under Main Roads WA jurisdiction. Within State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning', Stirling Highway is identified as a Primary Freight Road connecting Perth and Fremantle (refer Figure 13). However, anecdotally, freight trucks tend to use Leach Highway as a preference due to the 60kmph speed limit and more 'residential' character of Stirling Highway. Nonetheless, built form controls will need to take into consideration noise attenuation measures as a result of the traffic volumes on Stirling Highway.

Within the precinct, the location of existing loading areas and the planning of new loading areas is a key consideration. Existing loading areas are generally located to the side or rear of commercial or retail buildings. Often loading and unloading of goods occurs in car park areas, which may be visible from the pedestrian realm.

Visible loading and unloading is unsightly and can cause risks of goods theft or vandalism for retail and commercial premises. Community feedback for the precinct was that the loading areas are unsightly and greatly detract from the amenity of the area and should be concealed in future developments.

6.0 ACTIVITY

Shaping the pattern of and location of development allows the scale, density, design and mix of land uses to reduce the need to travel, improves safety and accessibility and encourages social interaction within town centres.

Ensuring a diversity of land uses allows people to easily access a variety of shopping, leisure facilities and employment areas locally and encourages residential, commercial and retail uses to be integrated.

This chapter addresses the following:

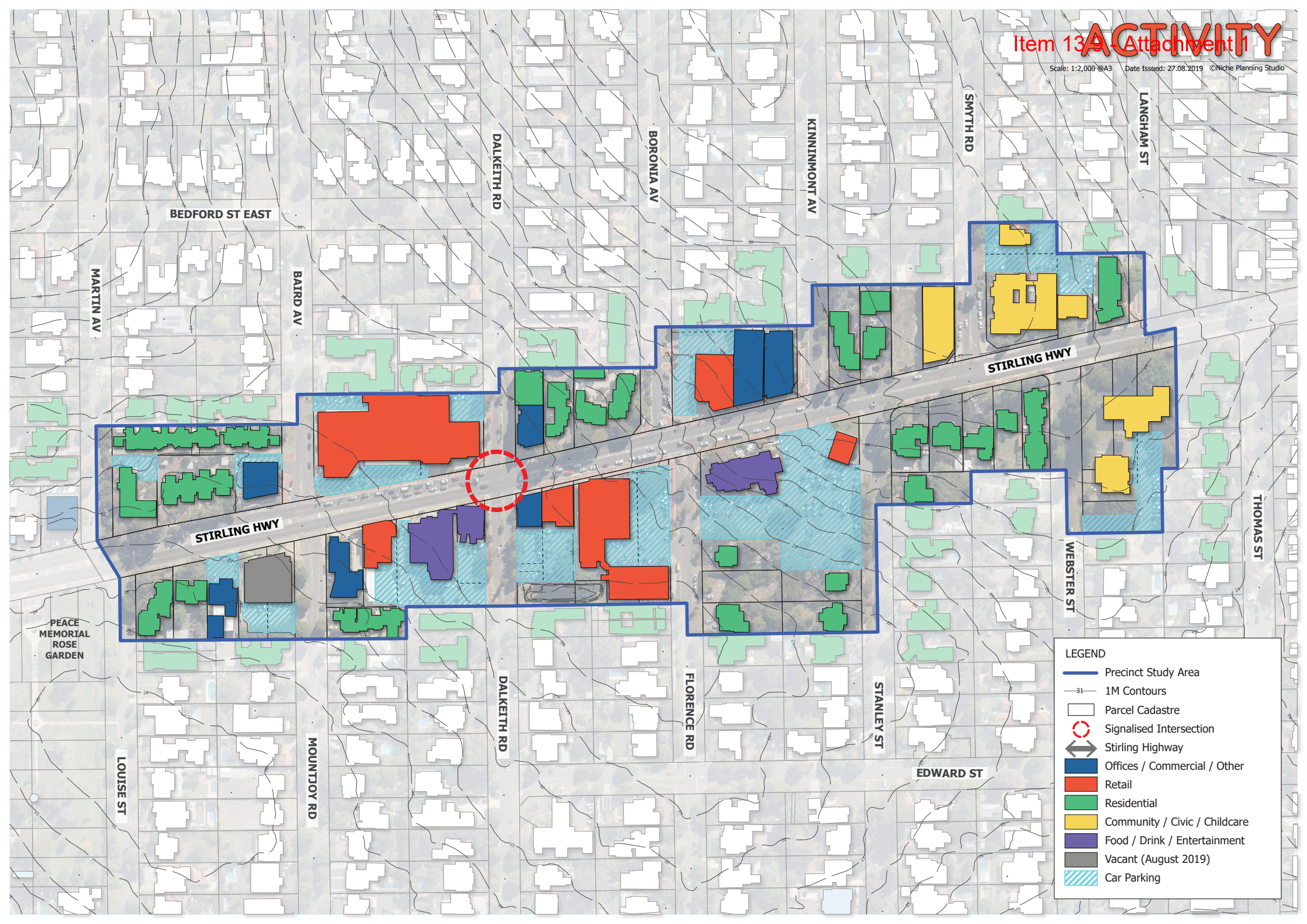
- *Land Uses and Diversity*
- *Employment*
- *Dwellings*
- *Retailing*
- *Community Facilities and Open Space*

6.1 LAND USES AND DIVERSITY

The Stirling Highway Precinct currently comprises a mix of land uses and densities and is characterised by “relatively well-defined pockets of residential and commercial areas”.

This diverse land use mix along the Highway includes offices, retail, residential, community buildings, entertainment uses, and car parking, generally located as follows:

- The ***community and civic land uses***, which include childcare centres and civic buildings such as Council offices, and City of Nedlands Library, are in a cluster at the eastern end of the precinct.
- The ***offices and commercial buildings*** are predominantly located on corners along Stirling Highway on smaller lots, generally located in the central and western part of the precinct.
- The ***retail buildings*** are located within the centre of the Precinct, in close proximity to the only signalised intersection of the city centre, at the corner of Dalkeith Road and Stirling Highway.



LEGEND

- Precinct Study Area
- 1M Contours
- Parcel Cadastre
- Signalised Intersection
- Stirling Highway
- Offices / Commercial / Other
- Retail
- Residential
- Community / Civic / Childcare
- Food / Drink / Entertainment
- Vacant (August 2019)
- Car Parking

6.0 ACTIVITY

6.1 LAND USES AND DIVERSITY (CONTINUED)

- **Dwellings** are scattered throughout the entire Precinct, and include “an array of interwar two storey apartment buildings”.
- The **food and drink/entertainment** land uses are predominantly located within the centre of the Precinct, close by to the retail land uses. These land uses include two significant historic sites, being the Captain Stirling Hotel, and the Windsor Theatre, on the southern side of the Stirling Highway.
- There are also large **car parking spaces** scattered throughout the Precinct.
- The **Peace Memorial Rose Garden** is also located at the western end of the Precinct, and is an important historic community asset, being located so close to the Town Centre. The logo of the City of Nedlands is a rose, reflecting the significance of the rose garden to the Precinct.

6.1 LAND USES AND DIVERSITY (CONTINUED)

The diverse layout of the Precinct was likely established due to previous planning scheme zones (such as ‘hotel zoning’ for the Captain Stirling), and its original purpose to serve as a neighbourhood activity centre.

During consultation conducted prior to the preparation of the Precinct Plan, local community and stakeholders/landowners showed support to a variety of uses within the precinct including: the Windsor Cinema and Captain Stirling Hotel; the Captain Stirling Centre, which currently comprises the IGA, and a good mix of uses and retail services; Drabble House, a valuable community historic asset available for public use; and the Rose Garden a valuable recreation asset.

The consultation period highlighted areas which had potential to be improved. In particular, landowners suggested that there was currently some disconnect between land uses along the southern side of Stirling Highway.

The Local Planning Strategy recommends that sites within the Stirling Highway Precinct should be identified for both mixed use (including residential) and mixed business (not including residential). There are also strategies to support future high intensity and medium rise development along Stirling Highway, in addition to rear laneway access along the Highway to allow for ease of movement throughout the City Centre. This is in conflict with the Mixed Use RAC1 zoning imposed in LPS3 which requires that sites in this zone include a predominant portion of residential land use.

6.2 EMPLOYMENT

The employment industries within City of Nedlands are diverse (refer Figure 14), with the following industries being of most significance: retail trade, professional/scientific/technical industries, education and training, and health care/social assistance.

Along Stirling Highway, there are ‘lower order’ concentrations of employment (refer Figure 15). Within the broader catchment area, the Stirling Highway precinct does not include a high concentration of employment distribution, and there is therefore potential to increase this concentration within the City Centre area. This would allow for employment self-sufficiency and self-containment in the area to be achieved, and thereby reduce commute time for residents.

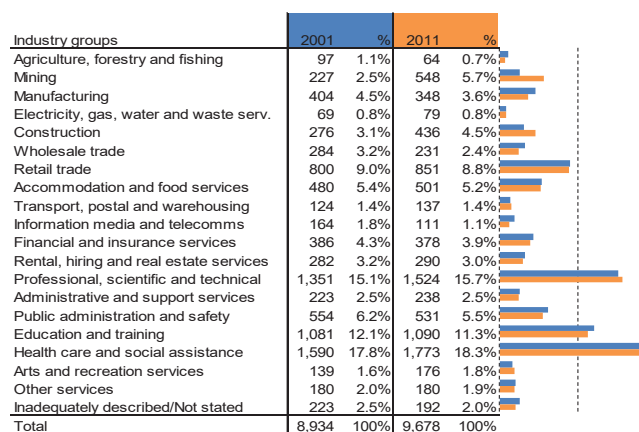


FIGURE 14 - EMPLOYMENT BY INDUSTRY IN CITY OF NEDLANDS 2001 AND 2011
(SOURCE: LOCAL PLANNING STRATEGY)

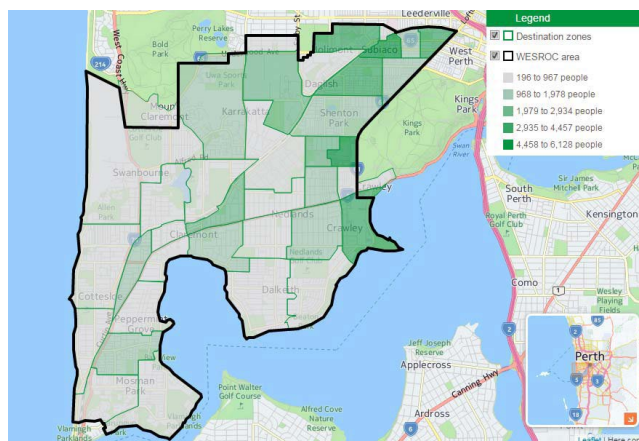


FIGURE 15 - CONCENTRATION OF EMPLOYMENT IN WESROC AREA (SOURCE: LOCAL PLANNING STRATEGY)

6.3 DWELLINGS

The Precinct is currently dominated by 1 – 2 storey ‘character housing’ stock, specifically interwar two storey apartment buildings. Within the whole of the City of Nedlands itself, separate houses comprise approximately 85% of all occupied dwellings.

With the precinct previously supporting relatively low density residential dwellings, combined with the pressure on all local governments to “meet urban infill housing targets” to ensure that “the Perth and Peel region as a whole develops more sustainably into the future”, there is capacity and potential for the Nedlands Town Centre to accommodate an increase in density along the Stirling Highway and within Community Heart.

This would help Nedlands achieve the following current housing targets:

- 2031 Target- **additional 2,540 dwelling units** to be developed by **2031** (Report Card ‘13)
- 2050 Target- a **further 1,860 additional dwellings** to be developed **between 2031 and 2050** to reach an **overall target of 4,400 additional dwellings by 2050** (Perth & Peel @ 3.5million)

It has been determined that while there is likely sufficient land to achieve the 2031 targets, work needs to be done to achieve the 2050 targets, and therefore higher densities need to be achieved.

The potential for the City Centre to accommodate a component of this future growth is supported in Figure 16, which shows areas which have reasonable future development potential. It identifies 17.7Ha of available land (including numerous sites) along the whole of Stirling Highway.

Significant growth in the number of dwellings is expected to be accommodated in Nedlands North and Nedlands South (refer Figure 17), of which much is anticipated to be achieved along Stirling Highway through increased densities. The number of dwelling units in the City is projected to increase from 8,048 in 2011 to 11,053 in 2036.

6.0 ACTIVITY

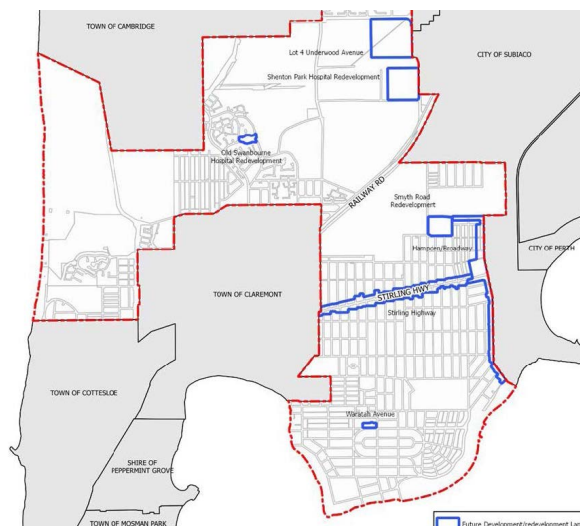


FIGURE 16 - POTENTIALLY AVAILABLE LAND IN CITY OF NEDLANDS
(SOURCE: LOCAL PLANNING STRATEGY)

Precinct	2011	2016	2021	2026	2031	2036
Dalkeith	1,583	1,640	1,680	1,709	1,722	1,722
Floreat	375	380	385	388	389	389
Monash	362	362	362	362	362	362
Mt Claremont East	1,089	1,130	1,160	1,170	1,170	1,170
Mt Claremont West	654	784	805	805	805	805
Nedlands North	1,244	1,630	1,641	1,665	1,858	2,085
Nedlands South	2,094	2,109	2,109	2,170	2,359	2,597
Shenton Park	52	52	580	1,088	1,327	1,327
Swanbourne	595	595	595	595	595	595
Total	8,048	8,683	9,318	9,953	10,588	11,053

FIGURE 17 - DWELLING UNIT PROJECTIONS BY NUMBER (SOURCE: LOCAL PLANNING STRATEGY)

6.4 RETAILING

The Precinct is identified within the Local Planning Strategy as the Captain Stirling ‘Neighbourhood Centre’, which includes various shop and retail uses (refer Figure 18). Stirling Highway is identified as a ‘Combined Mixed Use Area’ (which includes residential) and a ‘Mixed Business Area’ (which includes limited residential land use), depending on the context and amenity. It’s important to note that this map was prepared prior to the rezoning of Stirling Highway to Mixed Use which has a clear objective to provide ‘significant residential’ within the corridor.

The Local Planning Strategy includes a presumption against the expansion of the Captain Stirling Centre beyond 6,000m², as any larger will restrict its current and future preferred function. The Captain Stirling is one of the only centres in City of Nedlands which performs clear neighbourhood retail functions.

While the Local Planning Strategy has concluded that the existing supply and distribution of Shop/Retail floorspace serving the City of Nedlands is more than sufficient to cater for the needs of the existing and longer-term future population, there is potential for additional opportunities to create additional retail floor space to positive effect.

Figure 19 concludes that the Captain Stirling Centre has the “most significant expansion potential” and could accommodate an additional 2,800sqm of extra shop/retail floor space between 2016 – 2036 or 6,000sqm in total if redeveloped. Recently, a development application was approved for Aldi and additional retail tenancies within the Captain Stirling Centre site, which comprise a floor area of approximately 2000sqm in total.

There is therefore approximately 4000sqm able to be accommodated elsewhere in the precinct.

It is important to note that retail floor space requirements are also impacted by online shopping: the Local Planning Strategy suggests that “The required quantity of physical retail floorspace may significantly reduce (by up to 40% in some estimates) as technology facilitates greater economic efficiency and productivity”.

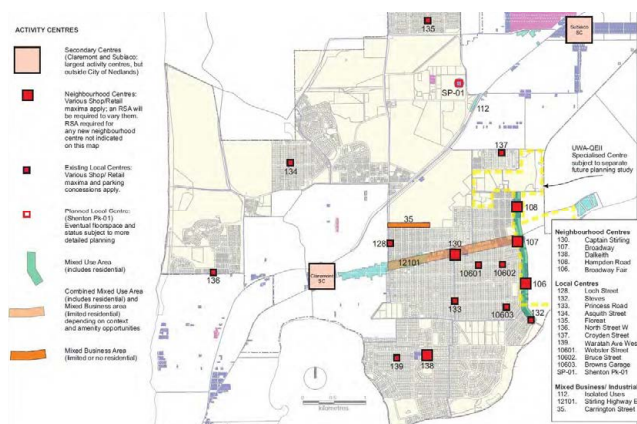


FIGURE 18 - ACTIVITY CENTRES STRATEGY MAP
(SOURCE: LOCAL PLANNING STRATEGY)

ID	Centre	Shop/Retail (sqm NLA)					Other Retail (sqm NLA)				
		2016	2021	2026	2031	2036	2016	2021	2026	2031	2036
130	Captain Stirling	3160	4500	5500	6000	6000	600	600	600	600	600
107	Broadway	1676	1676	1676	1676	1676	40	40	40	40	40
138	Dalkeith	2255	2500	2500	2500	2500	635	635	635	635	635
108	Hampden Road	3546	3546	4000	5000	5000	120	120	300	400	400
106	Broadway Fair***	4050	4500	5000	5000	5000	200	200	500	500	500
Total Neighbourhood		14687	16722	18676	20176	20176	1595	1595	2075	2175	2175

FIGURE 19 - ACTIVITY CENTRES STRATEGY MAP
(SOURCE: LOCAL PLANNING STRATEGY)

6.5 COMMUNITY FACILITIES AND OPEN SPACE

Currently there are limited community facilities and open space areas (refer Figure 20) within the Town Centre.

As noted earlier, the rose garden (identified as a regional park) is an important community asset and it is therefore important to ensure its function and appreciation is celebrated.

The Local Planning Strategy concludes that there are currently limited community and recreation services, and limited opportunities for new services given the established nature of the Town Centre.

This presents an opportunity for City of Nedlands to:

- “consider options to expand and repurpose existing assets and co-locate facilities with other agencies or the private sector”, and
- “explore options for City of Nedlands to strengthen its civic role in the community by rationalising and reconciling its assets and providing opportunities for the City’s assets to become community assets”.

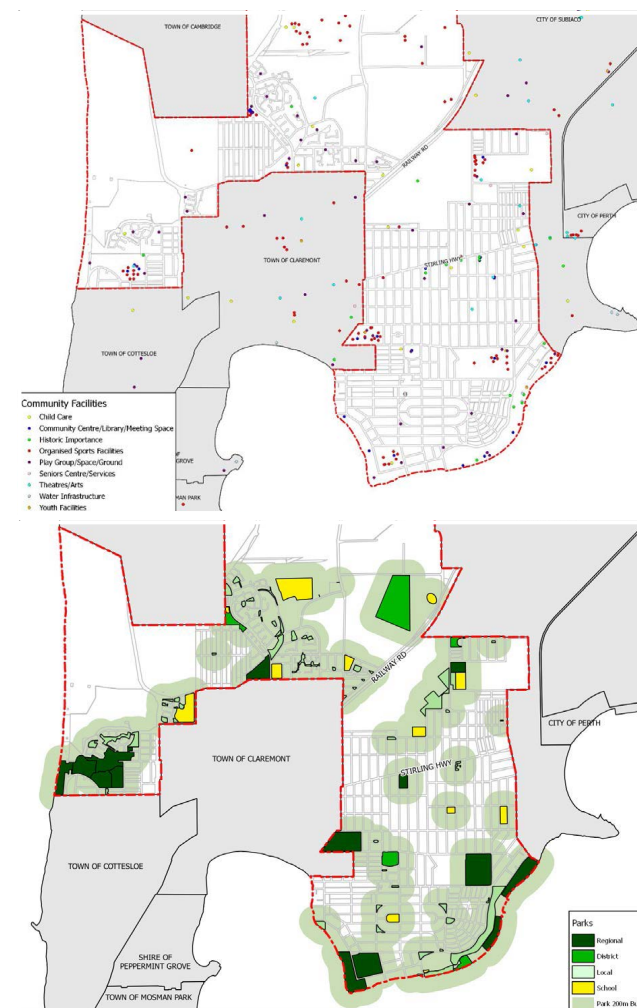


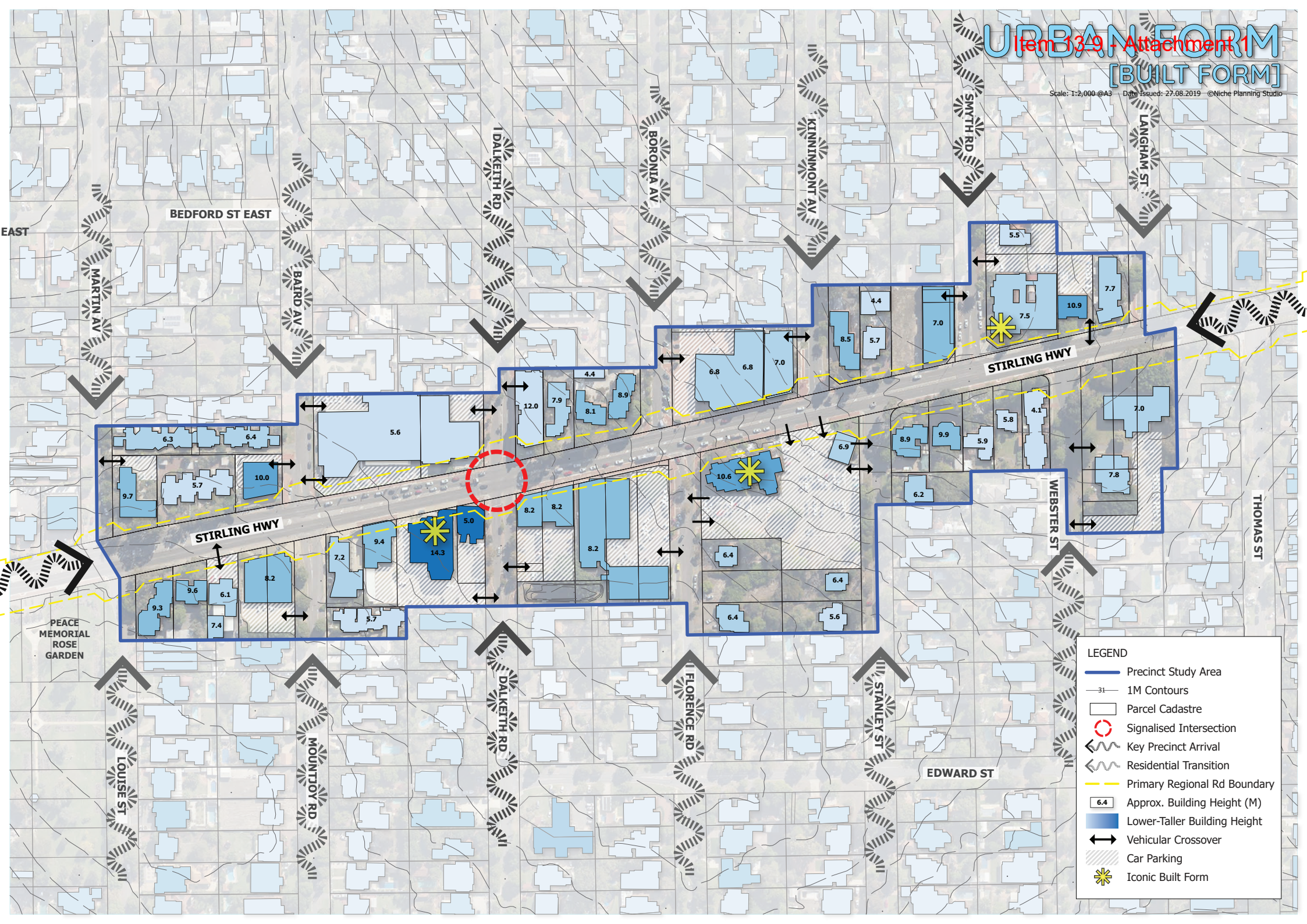
FIGURE 20 - DISTRIBUTION OF COMMUNITY FACILITIES AND OPEN SPACE
(SOURCE: LOCAL PLANNING STRATEGY)

7.0 URBAN FORM

Urban Form gives shape and expression to the activities of the place and incorporates height at key points while respecting human scale and solar access. The urban form of Nedlands should allow for the preservation of natural assets whilst adding to the open space characteristics and enhancing the built form of the area.

This chapter addresses the following:

- Urban Structure and Built Form
 - Urban Structure
 - Built Form
- Built form Controls
 - Height
 - Setbacks
 - Interface
 - Plot Ratio
 - Overshadowing
 - Landscaping
- Street Interface
- Public Realm



LEGEND

- Precinct Study Area
- 1M Contours
- Parcel Cadastre
- ⊙ Signalised Intersection
- ↔ Key Precinct Arrival
- ~ Residential Transition
- Primary Regional Rd Boundary
- 6.4 Approx. Building Height (M)
- Lower-Taller Building Height
- ↔ Vehicular Crossover
- Car Parking
- ✳ Iconic Built Form

PART 2: EXPLANATORY REPORT

7.0 URBAN FORM

7.1 URBAN STRUCTURE AND BUILT FORM

7.1.1 Urban Structure

The urban structure is designed around a traditional north-south, east-west grid with Stirling Highway bisecting the precinct. North-south roads intersect with Stirling Highway at 100 metre intervals with staggered intersections to Stirling Highway for all local roads other than Dalkeith Road.

Older properties predominantly front, and have primary vehicular access/driveways, to Stirling Highway. Redeveloped properties, when located on corners, have been designed to have frontage to Stirling Highway with access from the secondary frontage.

There are no rear laneways currently in existence to the rear of those properties fronting Stirling Highway.

7.1.2 Built Form

The precinct is located along an 800 metre length of Stirling Highway with high points to the east and west, and a low point centrally located through Dalkeith Road. The topography therefore creates a 'basin' character which supports a variety of built form types. A selection of this variety is shown below in Figures 21- 25.



FIGURE 21



FIGURE 22



FIGURE 23



FIGURE 24

7.1.2 Built Form (Continued)

The eastern end of the precinct is defined at the highest point adjacent two civic buildings – the City of Nedlands Library and Civic Centre. The library is a double storey salmon brick building with pre-modernist inspired art enhancements, set amongst a large garden area. At the rear of the library along Webster Street is Drabble House, an inter-war oversized California Bungalow which forms part of the civic precinct. Opposite the library a large and prominent two storey block of apartments entitled 'The Maisonettes' which takes inspiration from the Arts and Crafts movements of the 1930s.

Neighbouring 'The Maisonettes' is the City of Nedlands administration office building, which is an expansive double red brick building built on one storey at the corner of Smyth Road and Stirling Highway.

Moving west from the council office there is a large double storey childcare centre followed by a vacant block of land north of the highway, and several large interwar residences to the south of the highway. Whilst these large residences south of the highway are double storey, from the streetscape they appear less visually dominant due to the fall of the land, with the south side of the highway being lower in topography than the north side.

On the corner of Kinninmont Avenue and Stirling Highway is another large double storey red brick and rendered townhouse complex, with a modern glass 5 storey office building constructed on the opposing corner. Whilst 5 storeys, the glass office building has attempted to be sympathetic to the surrounding area with high architectural design, large setbacks from the 3rd storey and extensive planting on the ground floor.

The most prominent feature of the precinct is the Captain Stirling Hotel, which sits along the eastern rise of the precinct to the south of Stirling Highway on the corner of Florence Road. The Captain Stirling Hotel is considered the major landmark of the area and is a Mediterranean inspired Spanish Mission style two-storey hotel built in 1935. Surrounding the Captain Stirling Hotel is a large car parking area, followed by several inter-war Mediterranean inspired single storey California Bungalows along Florence Road and Stanley Street. The Captain Stirling Hotel features extensive planting along the frontage, which compliments the beige/red colouring of the building itself. To the west of the Captain Stirling Hotel is a small drive-thru bottle shop, which sits amongst the car park.

Opposite the Captain Stirling Hotel is a large single storey retail building which does not contribute or detract visually from the precinct.

West of the Captain Stirling Hotel is an existing low-rise supermarket (IGA) and associated retail facilities. The supermarket and retail facilities have a modernist interpretative design and are somewhat hidden as a result of the downwards sloping land to the south of Stirling Highway. However, the mature tree towards the corner of Florence Road and Stirling Highway within the carpark contributes to the precinct, acting as a key landmark.



FIGURE 25

PART 2: EXPLANATORY REPORT

7.0 URBAN FORM

Opposite the IGA are additional double storey rendered brick apartments/townhouses which are hidden amongst large mature vegetation. Two blocks of townhouses are considered historically significant, with 'Boronia' and 'Bellaranga' being next to one another at the bottom of the Basin along Stirling Highway. Boronia is of a beige colour with a red tiled roof, with Bellaranga being of red-brick construction. Both buildings were constructed in the 1930s approximately.

At the intersection of Dalkeith Road and Stirling Highway on the north-eastern side of the highway is a large 6 storey office building of modern construction setback from Stirling Highway and built up along Dalkeith Road. This building is built mostly of rendered concrete and glass and extends along Dalkeith Road, featuring a large mature Eucalyptus tree in the Stirling Highway setback.

On the north-western corner of the intersection is a single storey flat concrete building of little architectural significance.

On the south-eastern corner of the intersection is a double storey white building which is of a varied design and is not a major contributor to the architecture of the area.

On the south-western corner of the intersection is an existing single-story restaurant.

To the west of the restaurant the most prominent building is the Windsor Cinema and associated shop frontages. The Windsor Cinema was constructed in 1937 and is a 'Functionalist' style building with a large brick frontage with large horizontal decorative features. The Windsor cinema is of great aesthetic significance to the shopping strip and marks a significant landmark at the bottom of the basin in the precinct.

Opposite the Windsor cinema is a large-scale modern car showroom and dealership, featuring extensive parking along the Stirling Highway frontage.

Moving east along Stirling Highway towards the edge of the precinct are several showrooms and offices interspersed by residential. At this point in the precinct, the northern side of Stirling Highway begins to fall away as the southern side becomes higher and more visually prominent.

On the corner of Baird Avenue and Stirling Highway is a large triple storey office building, however this building does not visually dominate the precinct as it falls away considerably from the Highway.

Finally, at the far eastern part of the precinct are two more blocks of flats, with the inter-war flats on the corner of Louise Street and Stirling Highway opposite the Rose Gardens being considered historically significant. These

flats are double storey and are constructed of red brick with white detailing.

Outside the precinct to the East is the Nedlands Rose Garden, which is of great significance to the local area and is atop the hill to the south of the highway. The Rose Garden provides a large break in built form along the highway and provides a large, landscaped open space area.



FIGURE 26 - BEHIND WINDSOR CINEMA

7.2 BUILT FORM CONTROLS

7.2.1 Height

Heights in the precinct are varied, ranging from 14.3m at the tallest to 4.4m at the smallest. Due to topography within the site, perceived building height and actual building height may not necessarily dictate whether a building's height is appropriate. The Windsor Cinema is the tallest building at 14.3m, however it is located at the lowest point of the precinct, meaning that it is not visually dominant. On the contrary, the Captain Stirling Hotel is located towards the highest point of the precinct, and is lower at 10.6m, but is more visually prominent.

The properties fronting Stirling Highway are zoned Residential Activity Centre 1 (RAC1), which the R Coding would normally provide a baseline height limit of 9 storeys on future development. However, under the City of Nedlands Local Planning Scheme, for land zoned RAC1, no height limit applies.

The community recognises that Stirling Highway is an appropriate site to support medium/high density and therefore associated height. During the engagement workshops, perceived 'appropriate' height limits for the precinct ranged from five storeys to 30 storeys dependent upon the respondent and their proximity to the site.

7.2.2 Setbacks

The existing street setbacks to Stirling Highway range from shopfronts built directly fronting Stirling Highway to residential lots being setback considerably from the Highway so as to avoid noise. Stirling Highway declared road reservation extends beyond the existing road pavement and impedes into existing building lots. The extension of the road reserve will need to be considered in any applications to construct or extend an existing building to ensure that buildings are suitably setback from the road reserve.

Street setbacks on secondary streets vary, but generally reflect the residential nature of the surrounding suburb (ie 9 metres in low density Nedlands).

On all properties within the precinct, side and rear setbacks vary, with the majority complying with current or past R-code / Scheme standards.

7.2.3 Interface

The interface between Stirling Highway Mixed Use RAC1 zoning and the adjacent residential properties zoned R160 is currently quite stark, with buildings up to five stories in height abutting single storey residential properties. It's likely that this lack of clear interface transition is a result of a precinct in transition as

ultimately the residential zoning from RAC1, through R160 and R60 to more traditional housing, when fully developed, will be more consistent and integrated stepping down from high rise to two storey dwellings.

7.2.4 Plot Ratio

Within the RAC1 zoning, developments can achieve a minimum plot ratio of 3.0. It is highly unlikely that any properties within the precinct have currently been developed to this standard as most were likely approved under the previous commercial zoning.

Further to the RD Codes, Plot Ratio's can be varied to achieve key community and precinct outcomes such as the provision of affordable housing, community benefit, public art, contribution to infrastructure etc. These variations should be considered in the precinct plan controls to enable increased height levels only when design excellence and community outcomes can be shown.

7.0 URBAN FORM

7.2.5 Overshadowing

Overshadowing is a more prominent issue on the southern side of Stirling Highway where the land slopes away and any future development could potentially impact the adjacent residential properties to the south. Overshadowing is also an issue on the northern portion of the precinct, where developments north of the highway have potential to overshadow key public realm and gathering areas (ie outside Windsor Cinema, Stirling Highway Hotel etc).

Overshadowing in the precinct varies considerably due to the differing heights and sloping environment of the precinct.

7.2.6 Landscaping

Landscaping in the precinct, in general, is non-existent and in the limited areas where planting has occurred, the quality is very poor. There are very few examples of public space landscaping, with the only exception being around the Nedlands Library and Council Officers. As a result, most of the landscaped areas and 'softening' achieved throughout the precinct is on private land.

Large areas with impervious surfaces can be found throughout the precinct (ie car parks to the hotel and shopping areas). These areas are a blight on the

landscape and do not present a high quality public realm.

In regard to the adjacent Rose Gardens, Council recently approved a works package to restore the gardens to their intended masterplanned design. Although this doesn't include facilities such as barbeques, playgrounds or other informal active uses, the upgrade of the rose garden including the art deco toilet block will ensure future residents within the precinct have a nearby area of open space to act as a place of contemplation and respite.

7.3 STREET INTERFACE:

The connection between public footpaths and private buildings plays an important role in fostering an area in which people want to shop, work, eat, relax and socialise.

The Nedlands precinct has a varied street interface, with a multitude of different buildings, street setbacks and vehicular access points. The interface is markedly different on Stirling Highway when compared to Dalkeith Road, and the perpendicular local streets.

Stirling Highway has large paved footpaths on either side, with the majority of shops fronting onto the highway itself.

The majority of activated street frontages occur at the Dalkeith Road and Stirling Highway intersection in the centre of the precinct. The activated frontages along that

area include the Windsor Cinema, the IGA and associated shops and large furniture store. This likely reflects the age of buildings and the previous 'keenness' for commercial tenancies to capitalise on passing trade.

The Captain Stirling Hotel has a strong frontage to Stirling Highway; however, the street interface is not necessarily as strong as it could be, with a fence in the front setback separating Stirling Highway (and associated noise) from the central area of the hotel.

To the west and east of the Dalkeith Road/Stirling Highway intersection are predominantly residential street interfaces, often with large front fences or dense vegetation making surveillance poor and therefore creating poor street interfaces. Most corners, however, are activated with office buildings in the west, and civic buildings in the east, which returns a sense of public/private interaction. Most buildings in the eastern and western portions of the precinct tend to have active street frontages to secondary streets rather than to Stirling Highway.

7.3 STREET INTERFACE (CONTINUED)

One of the main constraints to having an active and friendly street interface is that open space fronting Stirling Highway is often filled with car parking spaces or other inactive frontages, rather than small scale retail premises or garden and café spaces. Whilst there are spaces of public land available outside the library, it is further away from the centre of the precinct and not necessarily utilised as well as it could be.

Community feedback was extremely positive about the Rose Garden, which has an excellent street interface and frontage being an open and landscaped garden with places to sit and relax. Drawing upon this, the community stated that street interface to Stirling Highway could undergo a dramatic improvement if the principles of open space and garden areas could be applied to the highway itself. This may lend itself in strategies to reduce the number of car parks fronting onto Stirling Highway and modifying building designs to include activated frontages which open on to the street itself and allow residents to walk through the space.



FIGURE 27 - LOOKING EAST FROM SITE LOW POINT

PART 2: EXPLANATORY REPORT

7.0 URBAN FORM

7.4 PUBLIC REALM

Public Realm is an important consideration in the creation of a key destination and a celebration of the city heart.

The precinct is currently lacking a defined publicly accessible heart which residents and visitors could enjoy. Whilst there are several large and mature trees scattered around the precinct, most prominent of which being outside the IGA on the corner of Florence Road, these trees have not been integrated into areas of open space. These trees are located in private land, and in some cases carparks, and do not form part of a consistent open space network (refer Figures 28- 30).

The most prominent open space area within the precinct is outside the library, however this space is to the far east within the precinct.

Furthermore, there is almost no public art available in the precinct with the exception of the '6009' sign outside the City's administration offices. The lack of public art was identified by the community as an area which will need improvement in the precinct plan (refer Figure 30).

As aforementioned, the community consensus is of overwhelming positivity towards the Peace Memorial Rose Garden, which, although outside the precinct area itself, contributes greatly to the precinct as a break amongst the built form and an area of open space for people to enjoy. The community feedback was that the principles and design elements of the rose garden should be implemented in future precinct designs as best as possible.



FIGURE 29



FIGURE 28



FIGURE 30

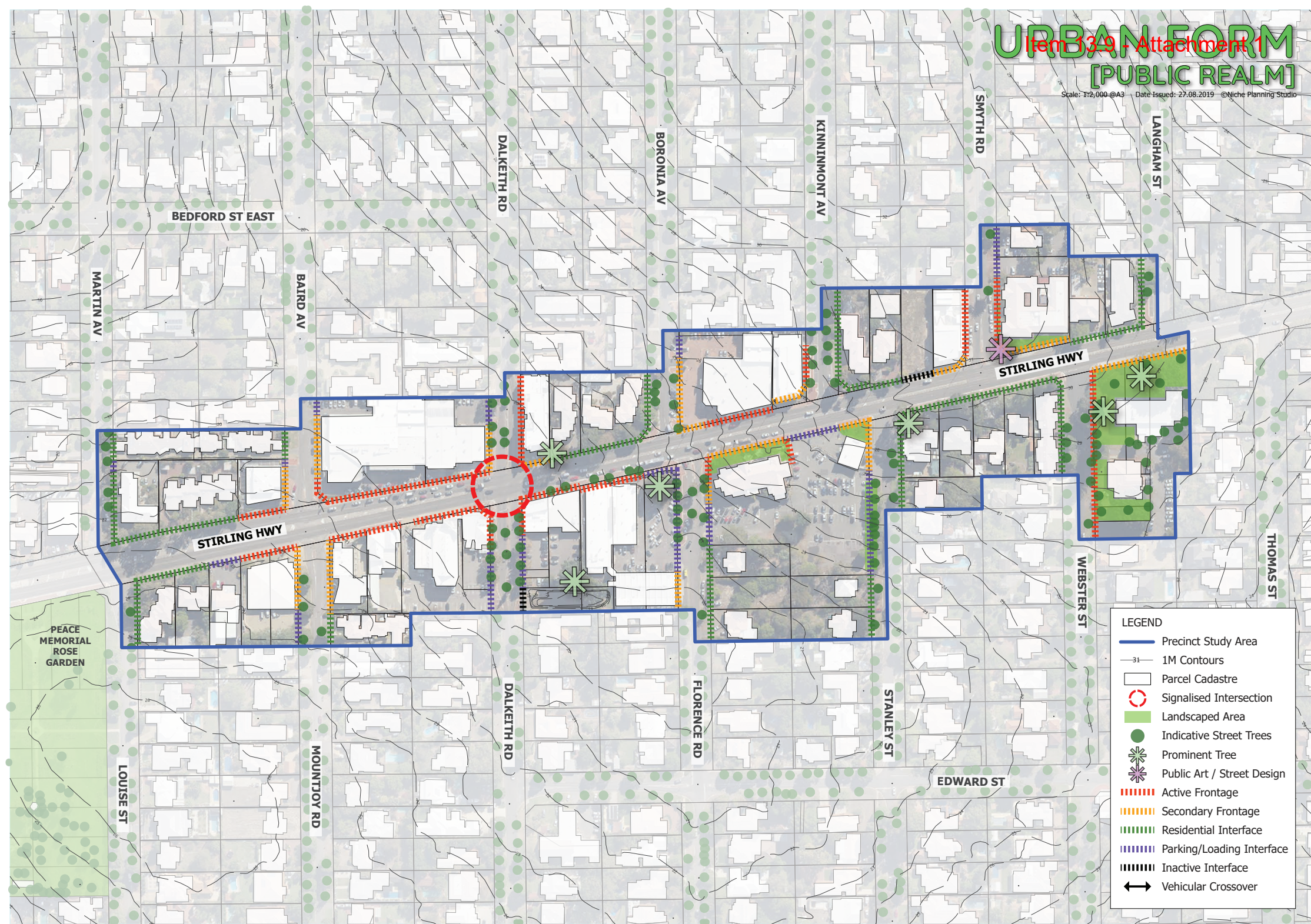
FOLLOWING PAGE
PLAN 10: URBAN FORM [PUBLIC REALM]

URBAN FORM

Item 13.9 - Attachment 1

[PUBLIC REALM]

Scale: 1:2,000 @A3 Date Issued: 27.08.2019 ©Niche Planning Studio



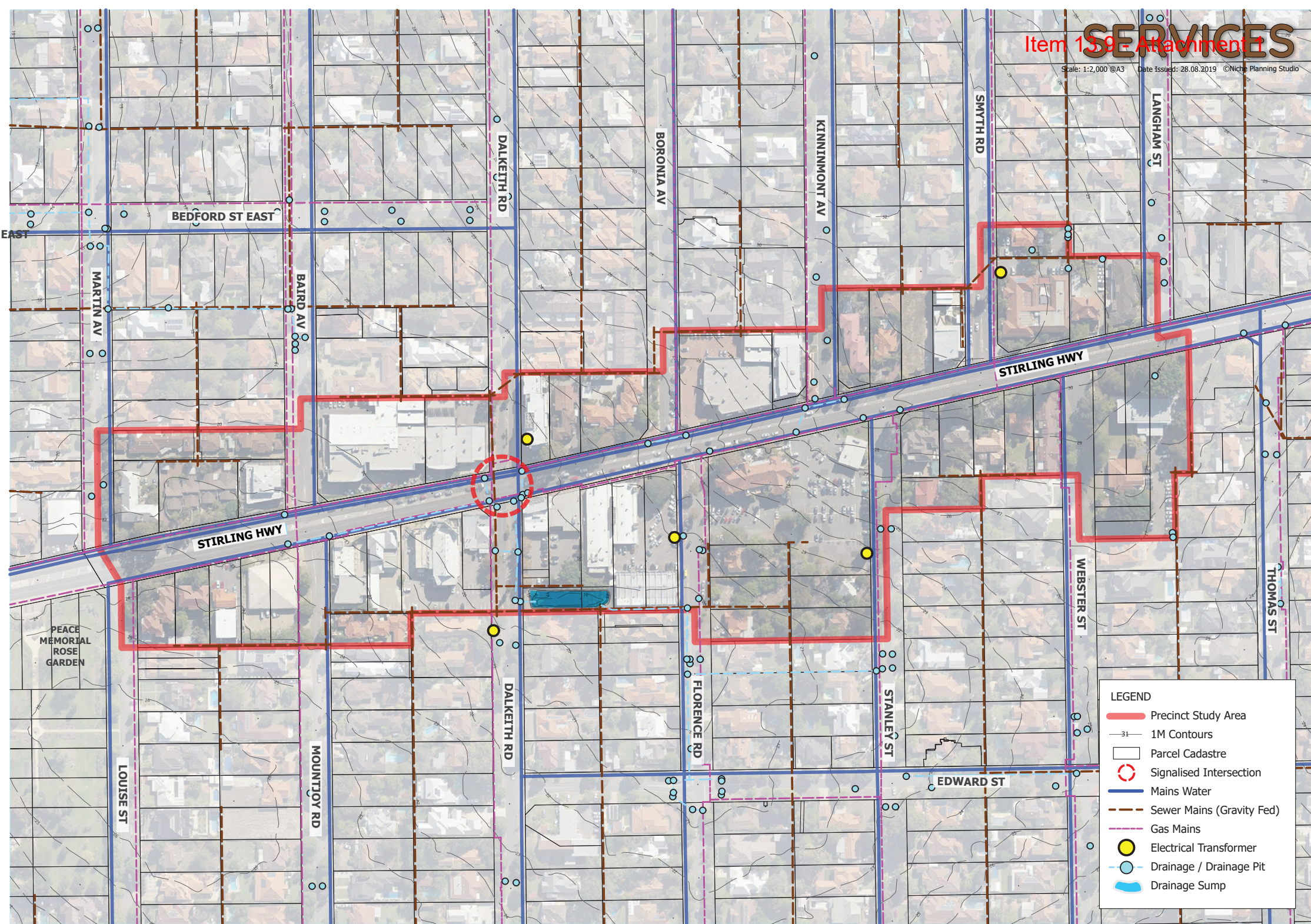
LEGEND	
—	Precinct Study Area
—	1M Contours
	Parcel Cadastre
- - - - -	Signalised Intersection
	Landscaped Area
●	Indicative Street Trees
✱	Prominent Tree
✱	Public Art / Street Design
- - - - -	Active Frontage
- - - - -	Secondary Frontage
- - - - -	Residential Interface
- - - - -	Parking/Loading Interface
- - - - -	Inactive Interface
- - - - -	Inactive Interface
↔	Vehicular Crossover

8.0 RESOURCE CONSERVATION

The Nedlands Town Centre Precinct Plan will ensure environmentally sustainable outcomes by incorporating innovative design, construction and management principles. Environmentally sustainable outcomes can be achieved through efficient building design and construction methods, integration of alternative transport modes, planting of vegetation and utilising sustainable energy and water management methods.

This chapter addresses the following:

- Service and Utilities
 - Water
 - Sewer
 - Gas
 - Electricity
 - Telecommunications
- Energy
- Stormwater
- Materials and Waste



8.0 RESOURCE CONSERVATION

8.1 SERVICE AND UTILITIES

8.1.1 Water

The reticulated water network is within the Water Corporation's Mt Eliza Gravity zone and is considered to be adequate for existing capacities until 2020, with some capacity for further minor increase in development.

As a result of proposed density increases within the Precinct, the existing water network may need to be upgraded. This could include headwork upgrades to the main distributor that runs along Stirling Highway.

Water consumption should be minimised through onsite greywater collection and reuse and efficient water use strategies within new developments.

8.1.2 Sewer

Sewage infrastructure within the precinct area is connected via a combination of gravity and pumped sewer mains to the Subiaco Main Sewer to the north of Stirling Highway. Water Corporation has indicated that areas within the precinct are currently at or near capacity.

Future development within the precinct may significantly increase wastewater flows and potential upgrades to wastewater pump stations and sewer mains will require a planning review by Water Corporation.

8.1.3 Gas

Reticulated gas is available within the precinct. GIS mapping for the area shows that existing mains run within both sides of the Stirling Highway road reserve as well as along one side of all local streets.

8.1.4 Electricity

The precinct has access to available electricity which is currently fed from substations at Nedlands, University of Western Australia and Sir Charles Gardiner Hospital.

Future development within the precinct has the potential to bring the power network to capacity and additional capacity upgrades may need to be provided. If significant growth is proposed, Western Power (WP) advises that developers have the option of waiting for the infrastructure to be upgraded by WP or network upgrades can be funded by one or more developers.

8.1.5 Telecommunications

As the precinct is located within an established urban area, standard Telstra telecommunications infrastructure is available. The NBN Co is responsible for fibre installation in developments of 100 or more premises. There is no existing or planned NBN infrastructure in the precinct area.

The existing service and utilities infrastructure is adequate for existing established development within the precinct.

Future development in the precinct may qualify for NBN fibre installation in certain circumstances. The balance of development will be serviced by the existing Telstra network until the NBN is rolled out throughout Nedlands.

8.2 ENERGY

The existing building stock within the precinct is generally characterised by 20th Century construction. Residential dwellings are typically reflective of early century development incorporating attached two storey walk-up apartments. The commercial buildings in the precinct were typically built between the 1950s-1990s (excluding those recognised as significant heritage buildings). Older building stock characteristic of the precinct is unlikely to include specific energy efficient considerations.

Energy consumption at a built form level can be reduced by decreasing dependence on machines that require power such as heating and cooling systems and supporting localised food supply, jobs and other activities. This could be achieved through improved building design that incorporates energy efficiency strategies such as materials with high thermal mass and passive design and orientation for coolness in the summer and warmth in the winter without relying on heating and cooling machinery.

Renewable energy has the potential to decrease carbon imprint to a greater extent than traditional sources. New developments could be designed to incorporate renewable energy infrastructure and technologies to reduce energy consumption and reduce carbon imprint.

8.3 STORMWATER

The precinct is characterised by well-established residential and commercial development, with little remaining vacant land. All developed lots illustrate a high percentage of impervious area.

The existing drainage catchment flows towards the lowest part of the Precinct, located at Lot 50 Dalkeith Road. This lot supports an existing fenced Water Corporation drainage sump.

The precinct is connected to an existing network of drainage infrastructure, including stormwater pipe networks which lead to the existing drainage sump.

It is expected that increased development in the area will result in higher imperviousness and the existing drainage infrastructure may need to be upgraded. Notwithstanding, developments will be required to maintain predevelopment flows by storing any runoff onsite, minimising any major upgrades to existing stormwater infrastructure. If upgraded, the existing

drainage sump could be managed to reduce visual impact and free up additional land with appropriate stormwater management and water sensitive urban design.

Water sensitive urban design could also function to improve streetscape landscaping and improve localised water conservation through appropriate plant choice, landscaping design and water retention strategies through buildings.

8.4 MATERIALS AND WASTE

The existing housing and building stock in the precinct is likely to be redeveloped over time as population increases and planning strategies direct increased densities along Stirling Highway.

Materials salvaged from existing buildings and sustainable and reclaimed materials used during construction could reduce environmental impact and reduce costs of redevelopment.

Similarly, the existing natural basin evident in the topography, towards the centre of the precinct, should be maintained through minimal cut and fill to optimise drainage systems and minimise construction waste.



FIGURE 31 - EXISTING BIN STORAGE



FIGURE 32 - EXISTING ELECTRICAL KIOSK

9.0 IMPLEMENTATION

Council will work with a range of experts and stakeholders to deliver the proposed precinct plan features and services. This will ensure that the road network, streetscape and public space improvements are carried out in an orderly and staged manner while maintaining affordability for the community.

Stakeholders should be engaged either through advocacy or partnership and will include the local community, local traders, landowners, Main Roads WA, other government authorities and expert consultants in traffic, drainage, urban design, architecture, planning (community consultation), landscape architecture and economics.

STAGING

Short Term

Key staging implications that should be addressed early in the implementation process relate specifically to the proposed movement network. Detailed items to be investigated include east-west rear laneways, the partial closure of Florence Road, construction of new traffic lights and existing and future design of Stirling Highway. Once these have been confirmed via an independent traffic and safety report, medium and long term staging can be confirmed.

Medium and Long Term

To be confirmed following the completion of detailed traffic studies

MONITORING

The Nedlands Town Centre Precinct Plan should be reviewed regularly to ensure the vision and key objectives are reflected in the development of the precinct. Similarly, as the precinct changes over time, the Precinct Plan should be reviewed to ensure the vision and key objectives reflect the needs and preferences of the local community.

It is recommended that a review of the Nedlands Town Centre Precinct Plan vision and key objectives against the Nedlands Planning Scheme is undertaken every five years to ensure that the Scheme and the Precinct Plan are aligned.

Further, it is recommended that the Nedlands Town Centre Precinct Plan is reviewed in fifteen years to ensure that the vision and key objectives are still reflective of the existing community preferred strategic direction.

FURTHER WORK

Prior to advertising the Nedlands Town Centre Precinct Plan

The following deliverables should be compiled:

- Architectural/ urban design perspectives / 3D bulk and massing plans
- A public realm design for the proposed new Florence Road Town Centre Heart
- Preliminary traffic advice for the precinct

During advertising of the Nedlands Town Centre Precinct Plan

- *Organised Tactical Urbanism: A community pop-up that temporarily closes part or all of Florence Road should be undertaken. Ideally this would take the form of a temporary pop-up park that gives a sense of place and emphasises pedestrian-based urban realm. It is recommended that the closure is used to communicate the proposed objectives and changes to the public realm to the public and garner their response. Their responses should be used as part of an investigation into preferred design guidelines.*
- *Testing of building typologies: An investigation into preferred and appropriate building typologies should be undertaken to inform the preferred design guidelines. This should be undertaken in conjunction with community consultation to ensure that recommendations consider local perspective.*
- *Stakeholder consultation: Consultation with regard to the proposed Nedlands Town Centre Precinct Plan should be undertaken with key government authorities. In particular, Main Roads WA, Transperth WA and relevant servicing authorities should be consulted with in regard to proposed impacts on Stirling Highway, public transport stops as well as impacts on infrastructure as a result of the expected population increase.*

OTHER STRATEGIC WORK

Other important investigation and analysis work that should be undertaken to ensure successful implementation of the Nedlands Town Centre Precinct Plan includes:

- *Employment, retail and office analyses: updated existing employment, retail and office analyses should be undertaken (as the Local Planning Strategy was prepared prior to the rezoning of the precinct to Mixed Use). In particular, an analysis of whether the existing aim of 6000m² retail floor space is relevant to the proposed precinct should be undertaken given the likely increase in projected population.*
- *Drainage Review: An investigation into the redesign of Council's sump and broader drainage network should be undertaken. An important feature to be addressed is east-west laneway designs adjacent to the sump.*
- *Traffic and Safety Assessment: This assessment should address the proposed traffic lights, establish and understanding of the future road design of Stirling Highway, proposed traffic movements, the impact of laneways on the precinct, as well as the proposed partial closure of Florence Street.*
- *Precinct-wide Landscape Masterplan: the masterplan should provide for street tree planting and other public realm landscaping treatments, including planting and features associated with urban water sensitive drainage treatment.*
- *Design Guidelines: Feedback from community consultation as well as the investigation into building typologies (as discussed previously) should be incorporated into design guidelines that establish preferred character, built form and public realm development.*
- *Servicing reports: servicing reports should be updated to reflect the proposed increase in density in the Nedlands Town Centre precinct.*






Department of **Planning Lands and Heritage**
Office of the Government Architect

State Design Review Panel Report

Nedlands Town Centre, Activity Centre / Precinct Plan DR1

Prepared by the Office of the Government Architect
For the City of Nedlands

September 2019

Nedlands Town Centre, Activity Centre / Precinct Plan Design Review – Report		
Subject	Nedlands Town Centre, Activity Centre / Precinct Plan Design Review 1	
Date	3 rd September 2019	
Time	1:45 pm – 3:30pm	
Location	Office of the Government Architect, Level 1, Bairds Building, 491 Wellington St	
Design Reviewers	Geoff Warn Ken Maher Will Lakin Anthony Duckworth-Smith Rachel Pleasant Nerida Moredoundt Melinda Payne	Government Architect (Chair) Panel Member Panel Member Panel Member Panel Member Panel Member Associate to the GA, Deputy Chair SDRP
Local Government Authority	Ross Jutras-Minett Kate Bainbridge Aron Holbrook	Manager Planning City of Nedlands Coordinator Statutory Planning City of Nedlands Strategic Planning City of Nedlands
Project Team	Nicola Smith	Niche Planning Studio
Department of Planning, Lands and Heritage	Dale Sanderson Ben Hesketh Robert Cull	Planning Director DPLH(apology) Planning Manager DPLH (apology) Senior Planning Officer DPLH
Observers	David Caddy	Chairman WAPC (apology)
Technical Advisers	Dr Adelyn Siew Carmel Van Ruth	Director Heritage Development, State Heritage Office, Senior Architecture Officer, OGA
Panel Support	Barbara Gdowski Kirsten Bruce	Manager SDRP, OGA Coordinator SDRP, OGA
Briefings		
	Nicola Smith City of Nedlands	Niche Planning Studio
Design Review		
Development	Nedlands Town Centre, Design Review 1	
Property address	Nedlands	
Proposal	Activity Centre / Precinct Plan	
Chair signature	 Geoff Warn, Government Architect	

Introductory Comments	
<p>The Panel thanks and commends the City of Nedlands and their consultant team for engaging with the design review process to assist in the development of a local planning framework.</p> <p>Future development within the Neighbourhood Centre precinct will benefit from a confirmed local planning framework to better guide height, massing and related built form aspects. The framework should clarify the role of the Neighbourhood Centre within the broader context. It should also consider the desired built form outcomes being sought and note the need for new development to respond to the existing local context. It should further provide guidance on the desired scale, density, and nature of infill development in relation to the State's dwelling targets.</p> <p>The Panel supports the development of a planning framework which contributes to a hierarchy of differentiated centres along Stirling Highway and a distinctive Nedlands centre.</p>	
Design quality evaluation	
	<i>Supported</i>
	<i>Pending further attention</i>
	<i>Not supported</i>
Principle 1 Context and character	<i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>
	<ol style="list-style-type: none"> The Panel recommends a vision is confirmed for the City of Nedlands Neighbourhood Centre; and that the new framework both guides appropriate development and reinforces the importance of the public realm so as to deliver a distinctive destination. The Panel confirms its support for the heart of any Neighbourhood Centre to be focussed on Florence Rd, the Captain Stirling Hotel and existing local centre (currently IGA and specialties). Florence Road is challenged by Stirling Highway's traffic volumes and a careful urban design approach supported with a traffic management plan is required to deliver a coherent, connected centre, with a high quality public space shared by pedestrians, cyclists and vehicles. This approach should seek to unify the existing local centre and forthcoming development on the Nedlands Square site. To better understand how this Centre fits into the Activity Centre network, define the scale and intent of this centre. Where does this catchment currently shop? What is the gap and point of difference for Nedlands? What is the role of this centre? The Panel recommends referring to SPP4.2(5.1.2). The Panel commends the consultant team for the context analysis conducted to date. To better inform the strategy, opportunities and constraints should be identified, and character should be addressed. A comprehensive context and character analysis should include: <ul style="list-style-type: none"> A walkable 400m catchment in all directions taking into consideration access constraints, topography etc. Lot sizes, strategic / opportunity sites, heritage and significantly constrained sites (i.e.. strata and new buildings). An audit of existing urban form (utilising figure ground plans can be helpful in this regard), building heights, typologies, landmark buildings and architectural character. Examination of existing development edges, recording current land uses and noting activities undertaken within sites or blocks. Existing streetscape character and street hierarchy. Include street sections. <p>The above information should not become the strategy itself, but base-line information for analysis and modelling to develop an evidence-based framework for guiding development.</p>

		<p>f. A thorough analysis of local architectural qualities would inform guidance criteria for producing a unique Nedlands outcome. The Nedlands locality has a predominance of masonry buildings from the Inter-War era characterised by deep shaded verandas/porches, load-bearing brickwork, stucco/rendered walls and hipped, tiled rooves. The Captain Stirling Hotel, with its distinct Spanish Revival architectural style, is a prime example of typical local character in a commercial building form. The planning framework should respect and promote the landmark values of the overall Nedlands heritage character.</p>
Principle 2 Landscape quality		<p><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i></p>
		<p>a. Nedlands has a significant urban tree canopy which contributes to the character and amenity of the suburb. Renowned as a 'garden suburb' with a distinctive suburban scale and grain, the planning framework for the Nedlands Centre should emphasise an urban design / street-based landscape plan focussed on enhancing tree canopy with dedicated deep-root zones. Such an approach would integrate the Centre more successfully with the existing suburb and encourage community ownership.</p> <p>b. Current development trends typically deliver the tower on podium outcomes, which fills out sites, increases the requirement for on-site parking, creates less commercially attractive upper levels and does not allow for significant tree planting opportunities. This typical outcome does not reflect the Nedlands garden suburb character. The new planning framework should instead enhance the Nedlands urban tree canopy by siting new development in a well-planned and landscaped ground plane. This approach would better support the Nedlands character and deliver density within an urban landscaped setting that transitions to the garden suburb character of the adjoining neighbourhoods.</p> <p>c. Confirm the retention of deep root / tree planting zones before and after the MRWA-proposed Highway widening. The Panel believes the proposed street widening is not yet in the best interests of delivering a place-based Neighbourhood Centre within a transport corridor and recommends further dialogue with Main Roads to explore alternatives.</p> <p>d. Retaining mature trees and requiring additional deep root zones for significant new trees is vital in improving the identity and amenity of a Neighbourhood Centre within Stirling Highway, which will remain a busy traffic corridor.</p>
Principle 3 Built form and scale		<p><i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i></p>
		<p>a. The Panel supports a strategy that optimises density on Stirling Highway. This approach allows the majority of the Nedlands suburbs to retain their existing form and scale – and thereby balance the need for increased density with community concern about the impacts of change.</p> <p>b. Design WA supports compact urban form/type for R-AC1 zonings in mid-rise urban centres and corridors (Appendix A2). The Panel recommends this approach for the Nedlands Neighbourhood Centre.</p> <p>c. The Panel recommends using an opportunities and constraints analysis to assist with modelling potential development. The optimised model can then inform building heights, preferred typologies, suitable massing and site strategies so as to minimise overshadowing of the public realm, confirm feasible development envelopes, ensure a suitable transition in bulk and scale away from the Highway and a positive urban design outcome. Scope should include:</p> <ul style="list-style-type: none"> • Development scenarios for Neighbourhood Centre lots (current and future as identified in the planning framework); • Built form to both north and south of the highway; • All transitional areas. <p>A built form design expert would ideally work with the planning team to model</p>

	options and provide recommendations about the overall built form outcome for the Neighbourhood Centre.
Principle 4 Functionality and build quality	<i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life-cycle.</i>
	<ul style="list-style-type: none"> a. Have the framework consider a more moderate level of activation to Stirling Highway and reinforce a stronger emphasis on the importance of corners, side-streets and possibly internal public realm for future developments. b. Complete a Retail Sustainability Assessment as soon as possible, so that recommendations can inform the planning framework. A thoughtful distributed approach to retail NLA is recommended rather than allowing a disproportionate allowance to one development. c. Ensure the framework requires genuine mixed use, including intensified residential to support viable retail, hospitality and commercial land-uses. d. Complete a Retail Sustainability Assessment as soon as possible, so that recommendations can inform the planning framework. A thoughtful distributed approach to retail NLA is recommended rather than allowing a disproportionate allowance to one development. e. Have the planning framework address long term staging options, recognising considerable constraints, including difficult land tenure arrangements. The framework should include mechanisms to incentivise development and encourage parcel amalgamations. f. Ensure that the Neighbourhood Centre supports (through a clearly defined strategy) other modes of transport including pedestrians and cycling. The Nedlands garden suburb setting makes this a desirable and 'easy win' objective. g. Consider whether the City can take a proactive approach and purchase strategic land parcels which would deliver critical and appropriately located public realm, including proposed new laneway network, pedestrian and green space linkages. h. Ensure the framework incorporates flexibility for when the market is ready to respond.
Principle 5 Sustainability	<i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>
	<ul style="list-style-type: none"> a. Emphasise optimised density and diversity in the Nedlands Neighbourhood Centre. The Perth and Peel @3.5million regional plan states that Stirling Highway is a defined 'Urban Corridor' within the Sub-Regional Planning Framework and that urban corridors should be the focus for investigating increased residential densities, with potential for mixed land uses. b. Ensure density opportunities are not lost by underdevelopment – identify mechanisms for developers to give up land in exchange for density (new public space or new laneways for example). Incentivise the ceding of land for laneways and public spaces in exchange for height and density. c. Incorporate a range of dwelling typologies, particularly as part of transitioning side streets, to help ameliorate the impacts of dramatic scale differences between Stirling Highway proposals and the adjoining suburban form. A diversity of dwelling typologies (not just apartments) is recommended.
Principle 6 Amenity	<i>Good design optimises internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i>
	<ul style="list-style-type: none"> a. Require a high-quality public realm as part of planning framework objectives. Well considered seating, planting, universal access, civic and public uses should be encouraged. Such spaces should remain in public ownership, so as to be genuinely <i>public</i> realm. b. Consider implementing a new laneway network with clearly identified public realm to better deal with a centre on a busy transit corridor, and effectively deal with transport corridor design challenges which include noise, traffic, air quality, visual outlook. The Panel offers Kiaora Lane, Double Bay as a high-quality example. c. Consider requirements for acoustic treatments to improve internal amenity of

	<p>residential developments along the Highway.</p> <p>d. Pursue possible opportunities to relocate important civic uses to the Centre, such as a library.</p>
Principle 7 Legibility	<p><i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i></p>
	<p>a. Create a sense of arrival for the Neighbourhood Centre. This includes consideration of:</p> <ul style="list-style-type: none"> the Stirling Highway approach in both directions; intersecting streets; the need to transition urban form – highest in the centre, down to single storey residential outside the frame. <p>b. Utilise a secondary laneway system to create new opportunities for activation, and relief from Stirling Highway. This network should contribute to the neighbourhood precinct legibility whilst protecting and promoting local character.</p> <p>c. Ensure connectivity and cohesiveness between both sides of Stirling Highway as part of the task of creating a successful, singular Neighbourhood Centre. Strategies could include simple urban design interventions (materiality, paving) and landscape to guide people to safe crossing points and help distinguish an identifiable location.</p> <p>d. Have the planning framework address side streets, which are important to transitioning from Highway development to the more residential areas of Nedlands. Prioritising entries for relevant developments would afford more protection, amenity and activation to side streets.</p>
Principle 8 Safety	<p><i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i></p>
	<p>a. Take the opportunity to work with the State government (Department Planning, Lands and Heritage, Department of Transport and Main Roads WA specifically) to treat the Nedlands Centre as a <i>Movement and Place</i> demonstration project. This approach should include an urban design strategy with identifies key public spaces and a range of different movement networks and active edges. This is critical if a vibrant town centre is to be delivered.</p> <p>b. Engage with key agencies to proactively improve the future design of Stirling Highway. Encourage road design that compliments the Neighbourhood Centre vision. Current carriageway designs appear focussed on the through-traffic priority and do not yet integrate with the ambitions of place. Discussions should identify <i>Movement and Place</i> objectives and implications for carriageway design including different road speed environments.</p> <p>c. Active frontages, with a range of land-uses will contribute to greater safety and security.</p>
Principle 9 Community	<p><i>Good design responds to local community needs as well as the wider social context, providing environments that support a diverse range of people and facilitate social interaction.</i></p>
	<p>a. The Panel supports the suggested range of land-uses including food and beverage tenancies within the Neighbourhood Centre. A connected and protected urban design approach for the public realm will support their success. The planning framework should articulate a coherent, neighbourhood wide approach for public realm.</p> <p>b. The Panel notes that Stirling Highway does not readily function as a “high street”. This is a transit corridor, which is a constraint to achieving ‘active frontages’ for adjacent development. The framework will need to consider where development might take better advantage of side streets and potentially the secondary transit/pedestrian network (via laneways) parallel to Stirling Highway, as an alternative frontage for development, activation and community activities.</p> <p>c. Ensure the framework provides guidance on incentives and community benefits (dwelling diversity, heritage, additional landscape, economic</p>

		development, new public spaces.
Principle 10 Aesthetics		<i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>
		<ul style="list-style-type: none"> a. Have the planning framework seek contemporary design aesthetics in new development. Architectural approaches should remain sympathetic to the unique Nedlands environment, however. b. The well-loved garden setting of Nedlands should be central to development character and strongly promoted in the planning framework. c. Develop guidance in respect of any development bonuses, including the role of design excellence.

Recommendations – DR1

Context and Character

1. Confirm the vision for the City of Nedlands Neighbourhood Centre and reinforce the importance of the public realm so as to deliver a distinctive destination.
2. Focus the heart of the Neighbourhood Centre on Florence Rd, the Captain Stirling Hotel and existing local centre.
3. Develop an urban design vision for Florence Road to deliver a coherent, connected centre, with a high-quality public space shared by pedestrians, cyclists and vehicles.
4. Define the scale, intent and role of the Neighbourhood Centre.
5. Extend context analysis to identify opportunities, constraints and also include character.
6. Utilise context analysis and development scenario modelling to develop an evidence-based framework to guide future development.
7. Complete an analysis of local architectural character to inform design guidance in the framework so as to encourage a 'uniquely Nedlands' outcome in new development proposals.

Landscape quality

8. Deliver an urban design / street-based landscape plan focussed on enhancing tree canopy with dedicated deep-root zones. Retain mature trees and outline requirements for additional deep root zones for significant new trees.
9. Have the framework require new development to be sited in a well-planned and landscaped ground plane.
10. Confirm the retention of deep root / tree planting zones before and after the MRWA-proposed Stirling Highway widening.

Built form and scale

11. Optimise density on Stirling Highway to allow the majority of the Nedlands suburbs to retain their existing form and scale.
12. Have the framework promote compact urban form in mid-rise formation, in appropriate locations.
13. Progress opportunities and constraints analysis to model potential development to then inform building heights, preferred typologies, suitable massing and site strategies. Utilise a built form expert to progress this task.

Functionality and build quality

14. Emphasise the importance of corners, side-streets and 'internal' public realm for future developments.
15. Identify a core area for commercial and retail for the identified precinct area.
16. Ensure the framework requires genuine mixed use, including intensified residential to support viable retail, hospitality and commercial land-uses.
17. Complete a Retail Sustainability Assessment, so that recommendations can inform the planning framework.
18. Include mechanisms to incentivise development and encourage parcel amalgamations.
19. Have the framework support other modes of transport including pedestrians and cycling.
20. Take a proactive approach where possible to purchase strategic land parcels which would deliver critical and appropriately located public realm, including proposed new laneway network, pedestrian and green

space linkages.

21. Ensure the Framework incorporates flexibility for when the market is ready to respond.

Sustainability

22. Optimise density and diversity for the Nedlands Neighbourhood Centre.
23. Identify mechanisms and incentives for developers to cede land in exchange for density.
24. Encourage a diversity of dwelling typologies and employment opportunities

Amenity

25. Prioritise a high-quality public realm.
26. Consider requirements for acoustic treatments to buildings to improve the internal amenity of residential developments along the Highway.
27. Ensure the public realm provides people with places for respite from Highway conditions, with well-considered seating, planting, universal access, that support civic and public uses.
28. Pursue opportunities to relocate important civic uses to the Centre, such as a library.

Legibility

29. Confirm important bookend development opportunities – notifying arrival and departure to the Neighbourhood Centre.
30. Confirm a secondary laneway system for new frontage and activation opportunities away from Stirling Highway.
31. Enhance connectivity and cohesiveness between both sides of Stirling Highway to create singular Neighbourhood Centre. Include simple urban design interventions to guide people to safe crossing points and help deliver an identifiable destination.
32. Prioritise the role and value of the side streets, which are critically important to transitioning between the larger developments fronting the Highway, and the single-residential areas of Nedlands.

Safety

33. Work with the State government (Department Planning, Lands and Heritage, Department of Transport and Main Roads WA specifically) to treat the Nedlands Centre as a *Movement and Place* demonstration project.
34. Engage with key agencies to improve the future design of Stirling Highway, and encourage road design that compliments the Neighbourhood Centre vision.
35. Ensure appropriately positioned active frontages.

Community

36. Support a broad range of allowable land-uses within the Neighbourhood Centre.
37. Articulate a coherent, neighbourhood-wide approach for public realm.
38. Provide guidance on development incentives in exchange for community benefits. Consider the role of design excellence.

Aesthetics

39. Promote a consciously contemporary built form language that remains sympathetic to the unique Nedlands built form, character and environment.
40. Place the well-loved garden setting of Nedlands at the centre of the planning framework to guide development.

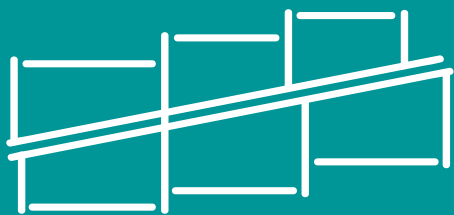
Concluding remarks

The long-awaited planning framework to guide development of the Neighbourhood Centre is a unique opportunity to demonstrate how good guidance on built form type and character requirements can reconcile appropriate development intensity with local context. Further modelling, testing and evaluation to identify suitable development envelopes and assess their integration with local context, would be worthwhile. Clear definition of key character elements (architecture, heritage and landscape) and effective requirements for new development to respond to context are important in the framework. Such an approach would guarantee an appropriate response to this difficult Stirling Highway location and could outline an important precedent for Nedlands, greater Stirling Highway and Perth.

PROPOSED BOUNDARY JUSTIFICATION – NEDLANDS TOWN CENTRE PRECINCT PLAN

Higher Order Strategic Directions	
Target Dwelling Yields	<ul style="list-style-type: none"> - The target yield of 4,400 across the Council can be greater accommodated within a broader area of Stirling Highway rather than expecting the Residential R160, R60 and R40 within Nedlands and Dalkeith to be redeveloped. - In most cases those areas zoned R160, R60 and R40 contain existing character dwelling stock unlikely to be redeveloped and therefore unlikely to cater for the target dwelling yield if the Precinct Plan boundary remains as currently proposed.
Identified centres	<ul style="list-style-type: none"> - Precinct boundary reflects a walkable catchment of 400m centred on Florence Street which is identified within the Council Strategic Plan as the heart of the Town Centre. - As outlined within the Draft Precinct Plan document the boundary has been skewed along Stirling Highway, rather than circular, reflecting the existing zoning.
Legislative Boundaries	
Local government boundaries	<ul style="list-style-type: none"> - Boundary contained within City of Nedlands municipal boundary
Existing Land Use Pattern and Zoning	
Land uses	<ul style="list-style-type: none"> - Extends east to incorporate all civic uses
Zones	<ul style="list-style-type: none"> - Reflects the Mixed Use zone boundary (but implications on transitional residential zone will also be considered)
Reservations	<ul style="list-style-type: none"> - Includes total Primary Regional Road reservation adjacent to the Mixed Use zone
Existing Urban Structure	
Street network	<ul style="list-style-type: none"> - Boundary falls within the centre line of three streets, Martin Avenue and Langham Street on the north-west and north-east boundary respectively and Louise Street on the south-west boundary.
Cadastral configuration	<ul style="list-style-type: none"> - The south-east boundary falls mid-block on the eastern boundary of the civic uses to end directly opposite Langham Street.

Existing Built Form Characteristics	
Heritage	<ul style="list-style-type: none"> - All key heritage buildings have been incorporated within the boundary, specifically iconic buildings Windsor and Captain Stirling. - The Maisonettes at the western end of the precinct define the start of the precinct area to the west.
Precinct Design Responses	
Land use/built form transition	<ul style="list-style-type: none"> - On the eastern end of the proposed boundary the gateway is anchored by the civic heritage council buildings and the Nedlands library. - On the western end the site is anchored by the memorial Rose Garden (which has proposed upgrades) - Length of precinct enables a built form transition from the periphery to the heart of the precinct. - The wider extent of the precinct will allow for more control to create a consistent built form outcome and greater synergies for pedestrian movement, open space and traffic management - No need to include transition north and south as the residential transition areas are already zoned appropriately.
Physical Characteristics/Features	
Topography	<ul style="list-style-type: none"> - The site extends between two localised highpoints along Stirling Hwy. These high points have the potential to solidify the thresholds of the activity centre
Water Management	<ul style="list-style-type: none"> - The boundary includes the existing sump and broader drainage catchment area



Nedlands Town Centre *Precinct Plan*



Stakeholder Engagement Report



City of Nedlands

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1. EXECUTIVE SUMMARY

A Draft Precinct Plan is being developed to create a Town Centre for Nedlands (see indicative precinct area map below) involving Councillors, stakeholders (immediate property owners and developers) and the community within 400 metres of the precinct.

To prepare for the stakeholder workshops, research and a review of previous consultation projects and reports was undertaken to develop a precinct context and character analysis for the town centre area.



This work was used to develop the stakeholder engagement activities to be undertaken within a workshop environment, as well as providing an information session with Councillors.

Following this work, a draft plan will be developed for presentation to the Council at its September meeting and the wider community during October 2019.

Considerations will also commence for the development of a Place-making Plan for the precinct and the possibility of a community precinct group forming to instigate the activation of public spaces.

To facilitate the stakeholder engagement process, the City appointed Niche Planning Studio,

Planning and Engagement Consultants to undertake the workshop facilitation and to prepare the draft precinct plan.

This report contains the context in which the engagement was undertaken, identifies those involved, the engagement process, communications and the outcomes. The following is a summary of the outcomes of the stakeholder engagement.

1.1 Councillor Briefing

Conversations centred around the boundary for the town centre and what it might look like, for example the boundary as proposed or extending the boundary to include the Council Administration, Library (to the east) and Peace Memorial Rose Gardens (to the west). The role of how the north/south corridor would contribute to the town centre was also discussed.

Concern was expressed on vehicles and pedestrians moving around the town centre and Stirling Highway and the impact on retail and residential development. Civic spaces and connectivity were also important, particularly linking the proposed Woolworths Group development with the proposed Aldi and Chellingworth development (north of the highway).

1.2 Stakeholder Workshop – Property Owners and Developers within the Proposed Precinct

1.2.1 Existing Character

Each group presented phrases on their views on the existing character of the town centre. To represent the views, the following word cloud image of key words indicating the frequency or importance of the word is presented to describe the existing character of the town centre:



1.2.2 Key Priorities

(a) Movement

The themes arising from the element of movement within and through the town centre included improved transport, vehicle connectivity, reducing vehicle speeds, rear laneways, traffic signals on Stanley Street, Florence Street closed to through traffic. Improved walking environment, pedestrian accessibility, green space were also priorities.

Longer-term solutions included construction of tram/train line, under/over pass for pedestrians to cross Stirling Highway (possibly at Florence Street).

(b) Built Form

The themes arising from the element of built environment focussed around concentrating the building height of 20-30 storeys in the town centre (preferably on

the northern side of Stirling Highway) with active ground floors, addressing parking above and below ground, having consistent setbacks, common themes for trees and vegetation, and retention of the tree canopy.

(c) Land Use

The themes arising from the element of land use focussed around having identifiable civic uses and pedestrian areas, along with an entertainment precinct (cafés, small bars), increased residential density and expanding the precinct boundary.

(d) Public Realm

The themes arising from the element of public realm were primarily around having a public space protected from road noise with notifiable arrival points/entry statements where they can have a space to sit, eat and drink. Having tree-lined streets and landscaping along with street furniture was also important.

1.2.3 Survey Results

Twelve developers returned surveys and the following preferences were identified:

Tree retention: six respondents agreed there should be equal consideration of mature tree retention and optimal building location and design.

Key pedestrian crossings: eight respondents preferred Boronia Avenue/Florence Road as a key pedestrian crossing for Stirling Highway, followed by Dalkeith Road and Kinninmont Avenue/Stanley Street (seven respondents each).

Car parking vs public transport: six respondents indicated car parking should be limited to encourage alternative forms of transport. Four other respondents were supportive of the proposal.

Building height: six respondents indicated a preference for six storeys plus. Two to four storeys and one to 14 storeys received were the second preference (four respondents each).

Town centre car parking: twelve respondents preferred underground/basement parking.

Building typologies: eight respondents preferred a main street type development, with shops and other commercial uses fronting directly onto surrounding streets and car parking screened behind.

Land use mixes: eight respondents preferred an even split of residential and non-residential.

Community benefits: ten respondents supported the provision of development bonuses if community benefits are provided in the development.

Development bonuses: eight respondents supported bonuses for public facilities with a further six respondents each supporting vegetation retention and dwelling diversity.

1.3 Stakeholder Workshop – Property Owners/Residents within 400 metres of the Proposed Precinct

1.3.1 Existing Character

Each group presented phrases on their views of the existing character of the town centre. To represent the views, the following is a word cloud image of key words indicating the frequency or importance of the word used to describe the existing character of the town centre:



1.3.2 Key Priorities

(a) Movement

The themes arising from the element of movement were primarily around closing Florence and Stanley Streets to improve traffic management and to turn Stirling Highway into a tunnel for a pedestrianised the area.

Other themes included improved freight delivery methods, public transport, parking, access to and from Stirling Highway and median strips on Stirling Highway.

Longer term suggestions included an underpass for pedestrians to cross Stirling Highway and the construction of a monorail to the centre.

(b) Built Form

The themes arising from the element of built form were primarily around having high-quality sustainable design and development, the architecture be distinctive with setbacks from the streets and sympathetic to the existing heritage buildings. There

was no support for high density with most people wanting to retain five to ten storey buildings.

Conversations were also held regarding the demolition of the existing City Administration and library buildings and converting the drainage area in the precinct into a laneway.

(c) Land Use

The themes arising from the element of land use were primarily around having a tailored mix of land uses for the Nedlands community, extending the boundaries to the Peace Memorial Rose Gardens, City Administration and Library to better utilise these spaces and to include them in the town centre. Passive entertainment spaces, markets, green spaces and music were important to enable community gatherings. People were looking for a diversity of retail, not just Woolworth-owned retailers.

(d) Public Realm

The themes arising from the element of public realm were primarily around having a connection between all the different areas with a high level of pedestrianisation. Conversations included sinking the Stirling Highway, having Florence Road as a pedestrian and civic space with the entire centre being safe with good lighting and protected from noise and vehicles.

Participants did not want to see any fast food outlets in the precinct and wanted underground parking. Some people did not support Nedlands as being a place for a town centre, perhaps Hampden Road instead.

1.3.3 Survey Results

Eleven people completed the survey with the preferences indicating the following:

Tree retention: five respondents preferred buildings to be located and designed as optimally as possible, even if it means mature trees need to be removed, followed by three responses where all mature trees should be retained.

Key pedestrian crossings: seven respondents indicated key crossing points should be at Boronia Avenue/Florence Road followed by Kinninmont/Stanley Street and Dalkeith Road (five respondents each).

Car parking vs public transport: five respondents indicated their preference to limit car parking to encourage the use of alternative forms of transport, followed by four respondents disagreeing.

Building height: five respondents preferred two to four storey buildings, with another three respondents preferring 15 storeys plus.

Town centre car parking: eleven respondents preferred car parking in a basement or underground.

Building typologies: five respondents preferred a hybrid main street and buildings fronting onto car parks. Four respondents preferred a main street development with shops and other commercial uses fronting directly onto surrounding streets and rear car parking.

Land use mixes: five respondents indicated there should be about an even split of residential and non-residential with a further four respondents preferring mostly residential.

Community benefits: respondents were evenly split between supporting and not supporting bonuses for community benefits being provided in a development.

Development bonuses: Community benefits such as public facilities and dwelling diversity were considered appropriate for development bonuses (four responses each), energy or water efficient design, heritage and vegetation retention were also considered appropriate (three responses each).

1.4 Vision from Both Groups

Each group presented phrases on what they thought the town centre might look like in 2040. To represent the views, the following word clouds are of key words indicating the frequency or importance of the word used to summarise the vision for each group:



Property owners/developers within the proposed precinct



Property owners/residents within 400 metres of the proposed precinct

1.5 Expanded Town Centre Precinct

A common theme from both groups was to expand the town centre precinct to include the City Administration Centre, the library and Peace Park Memorial Rose Gardens.

The following map provides an indication of this proposed area.



2. STRATEGIC CONTEXT

The City of Nedlands falls within the State Government's Perth and Peel @ 3.5 Million Central subregional framework which provides a snapshot of greater Perth's urban growth environment and four sub-regional planning frameworks. The City has been allocated an urban infill dwelling target of 2,540 dwellings by 2031 and a total of 4,320 dwellings.

The City of Nedlands Local Planning Scheme No. 3 (LPS3) (gazetted April 2019) paves the way for larger scale developments and increased density in targeted areas within the City.

The Nedlands Town Centre precinct plan is being developed in response to LPS3 and will go some way towards achieving the density targets set by the State Government.

The Plan is being developed within an environment where planning development applications are being submitted for properties within this area, as follows:

- A development application was received from the Woolworths Group (on 9 August 2019 at 80 Stirling Highway Nedlands) for a supermarket, speciality stores, civic space and renovation of the Captain Stirling Hotel in the area bounded by Stirling Highway, Stanley and Florence Streets. This is being marketed as Nedlands Square, "A new retail centre for Nedlands". There is no provision for residential development in this space. This development focuses is on this area alone with the only connectedness to the balance of the precinct being a crossing on Florence Street.
- The Costa Group who own the existing Chellingworth Centre on the corner of Stirling Highway, Baird Street and Dalkeith Road are, at the date of this report, undertaking community engagement on their proposed residential (two towers) and retail development for this site. The development application is currently being prepared for lodgement with the City and concept plans were presented to the State Design Review Panel (SDRP) on the 20 August 2019
- The Aldi Group have submitted a development application which was approved by the Joint Development Assessment Panel (November 2018) for the construction of a supermarket and speciality shops on the current Captain Stirling Shopping Centre site which contains an IGA supermarket and a number of speciality shops. This development application was approved under the previous Town Planning Scheme No. 2 and no further approvals (e.g. building) have since been sought from the City.
- Potentially the Strezlecki Group who own the property on the corner of Stirling Highway and Kinninmont Street have indicated that this site may also be developed for mixed use and residential development of high density.

In addition to the above, Stirling Highway, on advice from the Main Roads WA, is at capacity and modifications to the traffic management flow is difficult to be achieved. Stirling Highway is defined as an urban corridor providing a connection between station precincts, activity and industrial centres, and operating not just as a road for the movement of vehicles or reserves for major infrastructure but providing locations for increased and diversified places for people to live and work. Urban corridors should be the focus for investigating increased residential densities, with potential for mixed land uses, where appropriate.

The City is also working within the context of the Minister for Planning removing proposed building heights from LPS3 when adopted. The removal of this provision means that the local planning framework needs to introduce height and built form guidance into the strategic and statutory local planning framework.

The Joint Development Assessments Panel (JDAP) will be the determining authority regarding larger scale projects within the Nedlands Town Centre. As a result, the Council has an important role to play in the shaping of the strategic and statutory local planning framework for the Nedlands Town Centre.

2.1 City of Nedlands' Strategic Community Plan – Nedlands 2018-2028

The City of Nedlands' Strategic Community Plan, Nedlands 2018-2028 was adopted by Council on [22 May 2018]. The Strategic Community Plan is based on eight key priorities of:

- urban form: protect our quality living environment
- underground power
- encourage sustainable building
- renewal of community infrastructure (roads, footpaths, community and sports facilities)
- retain remnant bushland and cultural heritage
- provide for sport and recreation
- address parking
- working with neighbouring councils

This project contributes towards achieving several priorities within the 2018-2028 Strategic Community Plan by addressing urban form, protecting our quality living environment, encouraging sustainability and preserving heritage sites.

The plan prioritises the need for a town centre, applying the Local Planning Scheme and Strategy and ensuring that developments include canopy trees. It also provides for the retention of the existing character of Nedlands whilst still including appropriate development along activity corridors.

Renewal of community infrastructure by maintaining roads, footpaths, cycling and drainage infrastructure along with planting more native vegetation and preserving heritage sites is also a priority.

2.2 Nedlands Town Centre Precinct Plan

Planning for the development of the precinct plan for the Town Centre will enable the formation of a vision and strategies for increased development as a result of recent rezoning and coordinating appropriate planning responses. The Precinct Plan will be addressing the following:

- Context analysis of what is existing
- Precinct Vision
- Precinct development requirements
- Site specific development controls
- Built form development as required which will encapsulate elements such as plot ratio, building height, setbacks, preferred land use, provisions for corner/landmark buildings/prominent sites, customised provisions for where transition in densities occur, building and landscaping character, road use, incentives;
- Primary vehicular access, main street, public transport (bus), service access existing, any shared streets, key pedestrian crossing points, proposed pedestrian linkages, pedestrian and cycle areas; and
- Identification of laneways and rights-of-way for access and egress.

The development of this plan is important to the City as it will guide the identification of a true Town Centre location and provide a clear local planning framework at the strategic and street block level.

2.3 City of Nedlands Engagement Principles

The following engagement principles, as contained in the City's Community Engagement Policy, were applied to guide the way in which the City engaged and communicated with the community and stakeholders:

Citizenship	We will provide for and communicate opportunities for everyone to have a genuine and meaningful say in local democracy about actions that could affect their lives.
Transparency	We will ensure that the purpose and mechanisms of our engagement will be relevant, easily understood, timely and accessible by all.
Inclusion	We will seek out and facilitate the involvement of all those affected or potentially affected.
Accountability	We promise that all contributions will influence the alternatives developed, be reflected in our decision-making, outcomes will be communicated, and performance will be measured.
Our people	We promise that our people will uphold the City values, the IAP2 Values and Code of Ethics, be appropriately trained and supported to deliver best practice engagement.

3. STAKEHOLDER ENGAGEMENT OVERVIEW

Opportunities were developed to enable effective stakeholder engagement with the directly impacted property owners and developers within the precinct along with residents and business owners within 400 metres of the precinct.

3.1 Engagement Scope

To prepare a Town Centre Plan for the strip of Stirling Highway from corner Stanley Street (Captain Stirling Hotel) along both sides of the highway to the intersection with Baird Avenue and Mountjoy Road by the end of November 2019 involving the Councillors, property developers (and associates), property owners and residents (within 400 metres of the precinct) (Stage 1).

3.2 Engagement Purpose

The purpose of the stakeholder engagement was to:

- Work with the property owners and developers to agree on the broad principles to develop a Town Centre, with developers to consider altering their development applications/plans to achieve the desired outcomes.
- Work with the immediate residents to understand what they would like to see in a Town Centre as a resident.

The draft Precinct Plan is scheduled to be presented to Council in September 2019 for approval to undertake consultation with the wider community and to progress this consultation (Stage 2) during October/November 2019 with final presentation to Council in December 2019.

A separate community engagement plan to be prepared with opportunities to explore community-based activation projects for the public spaces.

3.3 Engagement Messages

The following key messages were developed:

- Planning for a Nedlands Town Centre and community space in the vicinity of the Captain Stirling Hotel and Chellingworth Motors on Stirling Highway is underway.
- The City is looking forward to working with the community, all property owners and developers to plan a Town Centre that will become a vibrant community hub and a destination of choice for our residents.
- Past work and previous community feedback will be reviewed along with development applications.

- Consultation is progressing with property owners and developers to gather ideas for the Town Centre and to identify and discuss key issues related to planned and future development in this area.
- The City will be working with the community to explore potential strategies for a Town Centre that meets desired expectations.
- Opportunities for the community to participate in the development of the new Town Centre will commence in the coming months.

Secondary messages:

- The City understands that Development Applications are being progressed in this area, with nearby residents being contacted by representatives from the developers to discuss their proposed developments prior to lodging an application with the City.

3.4 Stakeholder Engagement Methods

The following methods were used to enable people to participate in the engagement activities and to create awareness of the project:

- **Letter:** 942 letters were distributed to property owners and residents within the project area (400 metre radius) advising of the project and invitation to attend a workshop on Saturday, 17 August 2019 (RSVP required).
- **Letter:** 36 letters were distributed to property owners and property developers from within the Town Centre Precinct area advising of the project and invitation to attend a workshop on Friday, 16 August 2019 (RSVP required).
- **Stakeholder workshops:** two sessions were held, one for each group as identified above. The sessions also included the completion of a survey.
- **Councillor briefing session:** a briefing on the project, project outcomes and discussions regarding the agenda for the stakeholder workshop was scheduled for Thursday, 15 August.

Your Voice Nedlands, the City's engagement hub is the central point for providing information, receiving and gathering feedback and keeping the community updated on progress and outcomes of activities. This page will be developed as part of the next stage of engagement.

3.5 Period of Engagement

The stakeholder engagement was held between Thursday, 16 August to Saturday, 17 August 2019.

3.6 Engagement Process

The stakeholder engagement process was undertaken by three facilitated workshops with the results being documented (this report) and used to develop the draft Town Centre Precinct Plan. As part of this process, the following negotiables and non-

negotiables in terms of what the stakeholders can and cannot influence was communicated.

3.6.1 Negotiables and Non-negotiables

Negotiables	Non-negotiables
<ul style="list-style-type: none"> Refining built form plot ratio, height and setbacks – acknowledging that building height will still need to meet the aspirations of the Town Centre already set. 	<ul style="list-style-type: none"> Stirling Highway is an identified Activity and Growth Corridor in the Western Australian and City of Nedlands Local Strategy documents.
<ul style="list-style-type: none"> Determining transport priority and provision, e.g. should pedestrian networks take priority over car movements in the centre, around the centre, to the centre? 	<ul style="list-style-type: none"> The City has an infill target, that it must meet, of 4,400 dwellings by the year 2050.
<ul style="list-style-type: none"> Determining transport priority and provision, e.g. should pedestrian networks take priority over car movements in the centre, around the centre, to the centre? 	<ul style="list-style-type: none"> The Captain Stirling shopping centre (IGA/ALDI), the Hotel and surrounds is identified as the Town Centre for the City of Nedlands and should be developed as the most intense centre with a predominately medium rise (~10 storey) built form.
<ul style="list-style-type: none"> Determining transport priority and provision, e.g. should pedestrian networks take priority over car movements in the centre, around the centre, to the centre? 	<ul style="list-style-type: none"> Despite the aspirations for building heights being ~10 storeys, currently LPS3 applies a mixed-use zone with no height limit to those properties facing Stirling Highway.

3.6.2 Facilitated Workshops

The workshops were facilitated by Town Planning and Community Engagement Consultant, Nicola Smith, from Niche Planning Studio to work with stakeholders to help the City set a vision for the future precinct by:

- looking at the BIG picture
- developing broad parameters for the Town Centre
- picturing what Stirling Highway and the Town Centre will look like in 20 years' time and
- what would the priorities be?

To assist discussion was undertaken in relation to the state and local context, stakeholder influence on the plan (negotiables and non-negotiables), strategic planning and zoning requirements along with providing an overview of the outcomes from the precinct context and character analysis undertaken in preparation for this project.

The workshops/briefing sessions were as follows:

1. **Councillor briefing session (including the Captain Stirling Hub Committee):** to provide a briefing on the project and work undertaken to date (inception meeting, site visit, site analysis and outcomes, planning background and other relevant plans), gain the Councillors thoughts on what a town centre for Nedlands should look like, identify their issues and concerns and outline the upcoming consultation and the goals, objectives and structure of the day.
2. **Stakeholder workshop:** working with property owners, developers and their associates within the precinct to identify and discuss key issues or themes related to the future development (including current development applications) of this area and to explore potential strategies to resolve those issues.
3. **Resident workshop:** working with all residents within the precinct to identify and discuss key issues or themes related to the development of this precinct and to understand the impacts and possible impacts on them and to explore strategies to resolve these issues.

Each workshop consisted of four exercises as follows:

- **Exercise one – existing character:** looking at the section of Stirling Highway between Peace Memorial Rose Garden to the west and the Council library to the east, to identify the existing character of the precinct (tangible and intangible).
- **Exercise two – planning elements:** looking at the key elements (as set out in the draft State Planning Policy 7.2, Precinct Design Guidelines, August 2019) of urban structure, movement, built form, land use and public realm:
 - What do you like within the precinct, what works?
 - What don't you like within the precinct, what doesn't work?
 - What would you like to see improved/changed, what are your aspirations?

Note: the above draft State Planning Policy provides for a further two elements: urban ecology, and services and utilities. These were not addressed due to there being other preferred methodologies available.

- **Exercise three – individual aspirations:** each participant to take eight dots and place them beside each aspirational statement/improvement that you feel most strongly about.
- **Exercise four – Vision:** Considering economy, housing, community, culture, environment, recreation, transport and infrastructure what would a Vision for the year 2040 be?

4. COMMUNICATIONS

Participation in stakeholder engagement was by letter and RSVP, however the City also raised awareness of the project being planned and progressed with advising the community property developers by undertaking the following:

- **Media release:** one media release was prepared, however not entirely reproduced. The project also attracted one letter to the editor.
- **Advertising:** one advertisement was placed in each of the local newspapers, the POST newspaper (Friday, 9 August) and the Western Suburbs Weekly (Tuesday, 13 August).



31 July 2019

Precinct plan underway for Nedlands Town Centre

Planning for a Nedlands Town Centre and community space in the vicinity of the Captain Stirling Hotel and Chellingworth Motors on Stirling Highway is well underway.

With the gazettal of Local Planning Scheme No.3 in April, the City has been progressing with a Precinct Plan for a Nedlands Town Centre in response to density increase mandated by the State Government.

Director of Planning and Development Peter Mickleson says the Precinct Plan will help the City to define what might be expected for a Town Centre. "The Plan will aim to ensure new buildings complement each other and the neighbouring residences in adjoining streets. The City is excited to be progressing with this important initiative as it will be an opportunity for landowners to demonstrate design excellence that will enhance their developments and benefit the community," he says.

To this end the City is seeking support from the Government Architect as the Precinct Plan will be an important assessment tool if development applications are referred and reviewed by the State Design Review Panel. It will enable the panel to review the proposal to consider the broader Town Centre development the City is aiming to achieve at pre-lodgement stage.

"A priority is to develop guidelines for appropriate building height along Stirling Highway as the City was ignored when the Minister removed the City's recommended building heights on Stirling Highway from LPS3. While this is of concern to the City it is also a once-in-a-lifetime opportunity to demonstrate what is possible in terms of creating something that will benefit the landowners and the community well into the future" said Mayor Max Hipkins.

Peter Mickleson says the City is looking forward to working with all property owners, developers and the community. "We are endeavouring to plan a Town Centre that will become a vibrant community hub for the suburb of Nedlands"

"To achieve this, the City is currently gathering all previous community feedback and documents from previous consultations from the local planning scheme and strategy, Woolworths and Aldi developments. Consultation is progressing with property owners/developers to garner their support for the Town Centre and to identify and discuss key issues or themes related to planned and future developments in this area and to explore potential strategies to resolve these issues", says Peter Mickleson.

Further opportunities for the community to participate in the development of the strategies, policies and rules for the new Town Centre and community space will commence in the coming months.

The City understands that development applications are being progressed by owners/developers in this area right now, with nearby residents being contacted by representatives from the property owners/developers to discuss their proposed developments prior to lodging a development application with the City.

Mayor Hipkins said "the Council wants to develop a Town Centre that will be a destination of choice for the City of Nedlands and it is important that we all work together to achieve this very important initiative for the City as a whole."

END

About the City of Nedlands

The City of Nedlands is situated 7km from Perth and stretches from the banks of the Swan River to the edge of the Indian Ocean. A population of more than 21,000 lives in the suburbs of Nedlands, Dalkeith, Mt Claremont, Swanbourne, Karrakatta and parts of Floreat and Shenton Park.

For further information please contact communications@nedlands.wa.gov.au or 9273 3500



Nedlands Town Centre *Precinct Plan*

Planning for a Nedlands Town Centre and community space in the vicinity of the Captain Stirling Hotel and Chellingworth Motors on Stirling Highway is underway. Past work and previous community feedback is being reviewed along with development applications for this Precinct Plan.

The Plan will include:

- A Town Centre Vision
- Public squares, civic spaces, gathering places and destinations
- Development controls, e.g. building character, height and setbacks, prominent sites and landscaping
- Primary vehicle access, public transport, shared streets, pedestrian crossings, linkages and cycle areas
- Laneway and rights-of-way for access and egress.

Consultation is progressing with property owners and developers to gather ideas for the Town Centre and to identify and discuss key issues related to planned and future development in this area. The City will be working with the community to explore potential strategies for a Town Centre that meets desired expectations.

Opportunities for the community to participate in the development of the new Town Centre will commence in the coming months.

Development Applications for this Precinct

The City understands that Development Applications are being progressed in this area, with nearby residents being contacted by representatives from the developers to discuss their proposed developments prior to lodging an application with the City.

The City is looking forward to working with the community, all property owners and developers to plan a Town Centre that will become a vibrant community hub and a destination of choice for our residents.



City of Nedlands

5. ENGAGEMENT OUTCOMES

This section provides an overview of the stakeholder participation and outcomes of the engagement activities undertaken.

5.1 Councillor Briefing

The Consultant provided a briefing with Councillors which covered the proposed methodology and presentation for the stakeholder workshops.

Challenges and opportunities raised included the following:

- Dalkeith Road is the only continuous road that runs both north and south of Stirling Highway.
- Extend the boundary west to the rose garden as it is significant part of the City.
- Extend the boundary to the east to include the City's Administration Centre and the Nedlands Library.
- Not sure about the Town Centre being on both sides of the highway.
- There should be nodes/hubs along the highway and this precinct proposal is one of them.
- The City should consider contracting the town centre rather than expanding it.
- North – South orientation for a main street is better.
- Taking people off the highway and into the town centre.
- Have a low speed pedestrian environment at 40kmh.
- Need pedestrian connectivity across Stirling Highway, a tunnel like UWA.
- Laneways are important.
- Woolworths should be more than a box store and should include residential development.
- Development should be upmarket with the best high-density outcomes in the metropolitan area.
- Unique architecture and a percentage development allocation for public art.
- Need a traffic management system that responds to an upmarket area.
- Need to stop "rat running" on Florence and Stanley – closing them as the preferred option.
- Concentrate the heart and the centre as a place / destination.
- Needs to be a height restriction.
- Underground train under Stirling Highway.
- Manage building heights and setbacks from the highway and secondary streets.
- Create a Kings Park Road type setting with larger landscaped setbacks but not in the town centre.
- Town Centre needs to be hard up against the street frontage.
- Sink the highway.
- The need to connect pedestrians across the highway in a similar manner.

The following aspirations for traffic and development were identified:

Traffic Aspirations	Development Aspirations
<ul style="list-style-type: none"> • Don't need to cross highway • Calmed Stirling Highway • Shift focus onto north-south road maybe Dalkeith? • Reduce traffic on Stirling Highway • Don't get rid of heritage • Don't want freight • No "rat running" on Florence and Stanley Streets • Underground train running • Hidden parking • Sympathetic traffic management system 	<ul style="list-style-type: none"> • Integrated Aldi and Woolworths centre • Provision for residential in mixed use • Ageing in place • Controlled height • Setbacks from highway but not too much • Linked commercial across road/walkway • Most desirable place to live. • Large units • Place where people want to live • Best high-density space in metro • Parks in the air • Upholding character and charm • Public art • Promoting unique architecture • Concentrated centre • Hub for supermarket

5.2 Stakeholder workshop with Property Owners and Developers within Proposed Precinct

The stakeholder workshop was held on Friday, 16 August with the property owners and developers within the proposed precinct. Participants included representatives from Aldi Australia, Strezlecki Group, Costa Group (Chellingworth), Windsor Theatre, Woolworths. The outcomes follow:

5.2.1 Exercise one – existing character

Participants looked at the section of Stirling Highway between Peace Memorial Rose Garden to the west and the Council library in the east to identify the existing character of the precinct (tangible and intangible). The following comments/phrases were provided:

- Hostile
- Some parts really good, others bad
- Basin topography
- New architecture steps down
- Hotel Spanish theme
- Northern side higher
- Transport hub
- Dull and varied
- Not right mix of uses
- Eclectic, no cohesiveness
- No investment
- North/south divide

- Stirling Highway – high speed, through and not too
- Dangerous and conflict between pedestrians and cars – unsafe
- Poor resident environment
- Not enough density
- Doesn't support community
- Strip development, no nodes
- Old houses – Californian bungalows
- Trees, green environment
- Ugly poor built quality

5.2.2 Exercise two and three – planning elements and individual aspirations

Participants looked at the key elements (as set out in the draft State Planning Policy 7.2, Precinct Design Guidelines, August 2019) of movement, built form, land use and public realm:

- What do you like within the precinct, what works?
- What don't you like within the precinct, what doesn't work?
- What would you like to see improved/changed, what are your aspirations?

Following exercise two, exercise three involved each participant having eight dots to place beside each aspirational statement/improvement that they felt most strongly about. This exercise was undertaken for each element of movement, built form, land use and public realm.

The following comments/phrases were provided for exercise two:

(a) Movement

- Tram/train
- Improved transport options
- Walkable environment
- Vehicle connectivity without relevance on Stirling Highway
- Low speed environment at points
- Under/over pass for pedestrians
- Lights to control pedestrian crossing
- Lights to benefit the whole precinct
- Rear laneway through access from east to west
- North/south pedestrian link (more than one)
- Adequate green space
- Turning/filter/slip lanes on Stirling Highway
- Signals on Stanley Street
- Underpass at Florence across Stirling Highway
- Overpass across Stirling Highway
- Footpaths and cycleways along Stirling Highway
- Florence as a pedestrian environment (but not closed to traffic)
- Laneways east/west direction and not always as a dedicated road
- Link Safe Active Street (Elizabeth Street/Jenkins Avenue) to Town Centre

(b) Built Form

- Concentrate height in the centre
- Active ground floors
- More height on the north
- More height on the south
- 30 storeys
- 20 storeys
- Consistent setbacks to Stirling Highway
- No sea of parking at front of buildings
- On-structure vegetation
- Common theme for vegetation
- Consolidate density to avoid lower density infill in residential surrounds
- Some density going back along side streets for a few blocks
- Different scale along Stirling Highway focussed around the centre with less on either side
- No activation down local streets
- Retention of tree canopy
- Scrap plot ratio
- Case-by-case basis for height – not everything the same height

(c) Land Use

- More fine grain mixed use
- No bulky goods/car yards
- Gathering places
- Pocket parks
- Health/medical uses
- Identifiable Town Centre with civic uses and pedestrian friendly street
- Identifiable nodes – outside centre/residents
- Identifiable nodes – centre/community
- Office as a use in the Town Centre
- Entertainment precinct: restaurants, cafés, small bars, expand on cinema
- Active ground floor
- Residential density needed
- No Civic (Council office and library)
- Yes Civic (Council office and library)
- Retail core
- Office on second floor or above
- Expand boundary – greater than 400 metres

(d) Public Realm

- Dogs and children parks

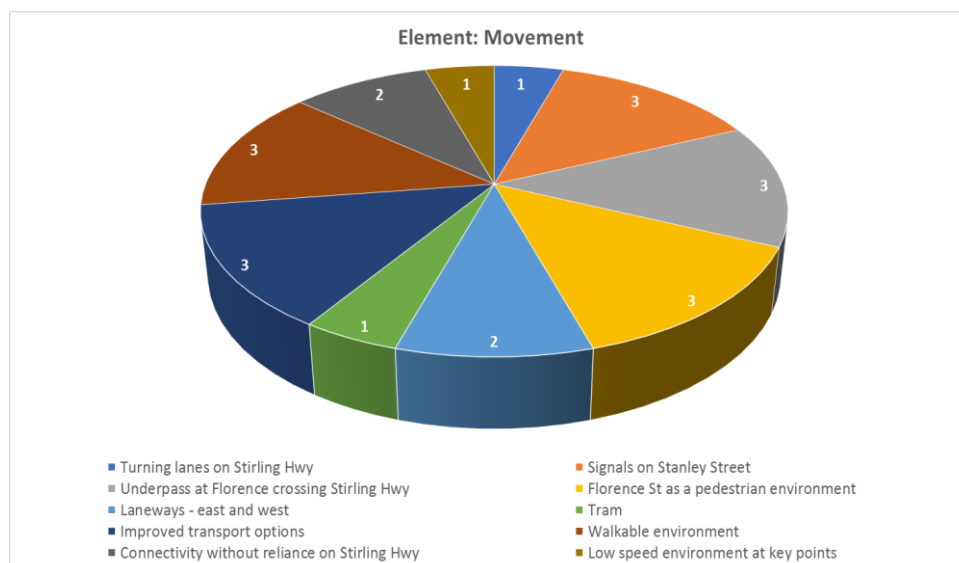
- Focus around food/retail precinct
- Somewhere to sit, eat and drink
- More public realm
- Entry statements
- No specific arrival point
- Improved recreational side of rose garden, playground improvement
- Consistent landscaping
- Consistent street furniture
- Mix of passive and active piazzas
- Piazza in private ownership (could have multiple)
- Connecting different sites – encourage lingering
- Series of nodes, not whole strip
- Tree-lined streets
- Meeting space with low speed environment
- Cafes in side streets, so side streets are not dormant
- Public space protected from road noise
- No soulless buildings

Individual Preferences

Following exercise two, the third exercise involved each participant having eight dots to place beside each aspirational statement/improvement that they felt most strongly about. This exercise was undertaken for each element of movement, built form, land use and public realm. The following comments/phrases were provided for exercise three:

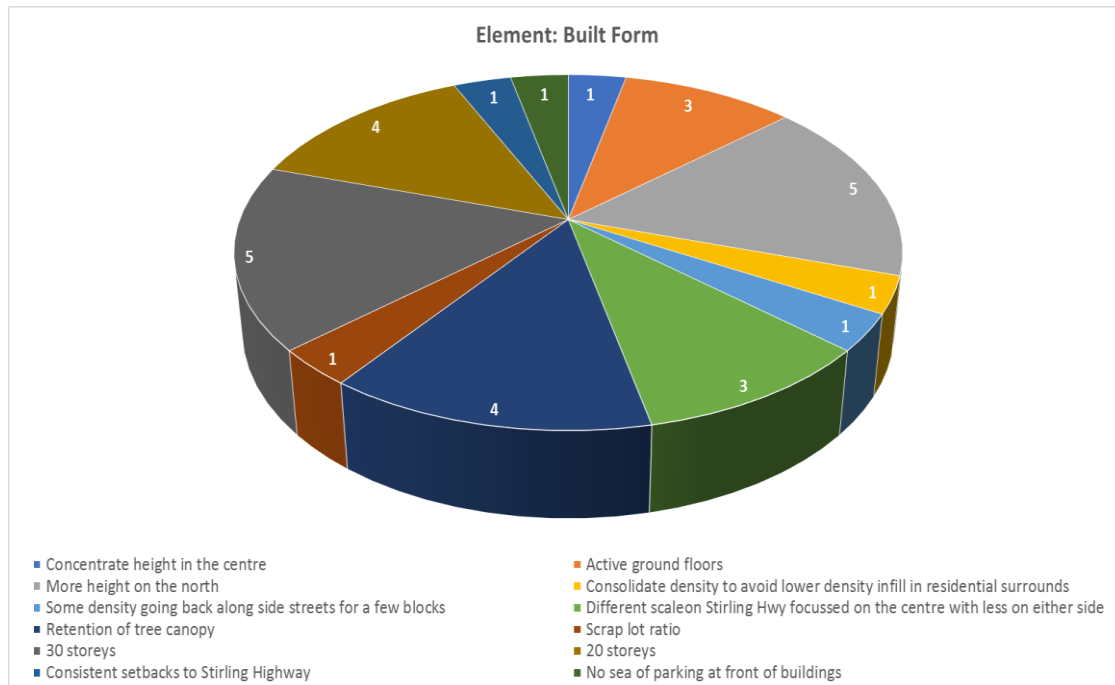
(a) Movement

Participants indicated their main preferences were for signals on Stanley Street, underpass at Florence crossing the Stirling Highway, Florence Street as a pedestrian environment, improved transport options and having a walkable environment (three votes for each).



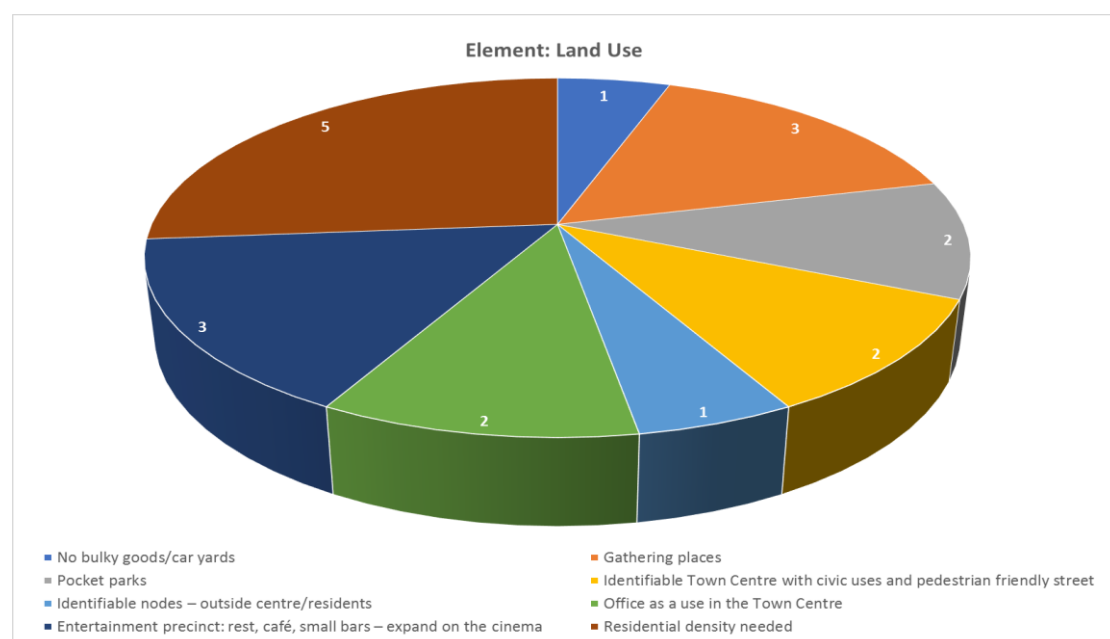
(b) Built Form

Participants indicated their main preferences were to have 20-30 story buildings on the northern side of Stirling Highway. Retaining tree canopy was also important along with active ground floors and having a different scale along the Stirling Highway focussed around the centre with less height on either side.



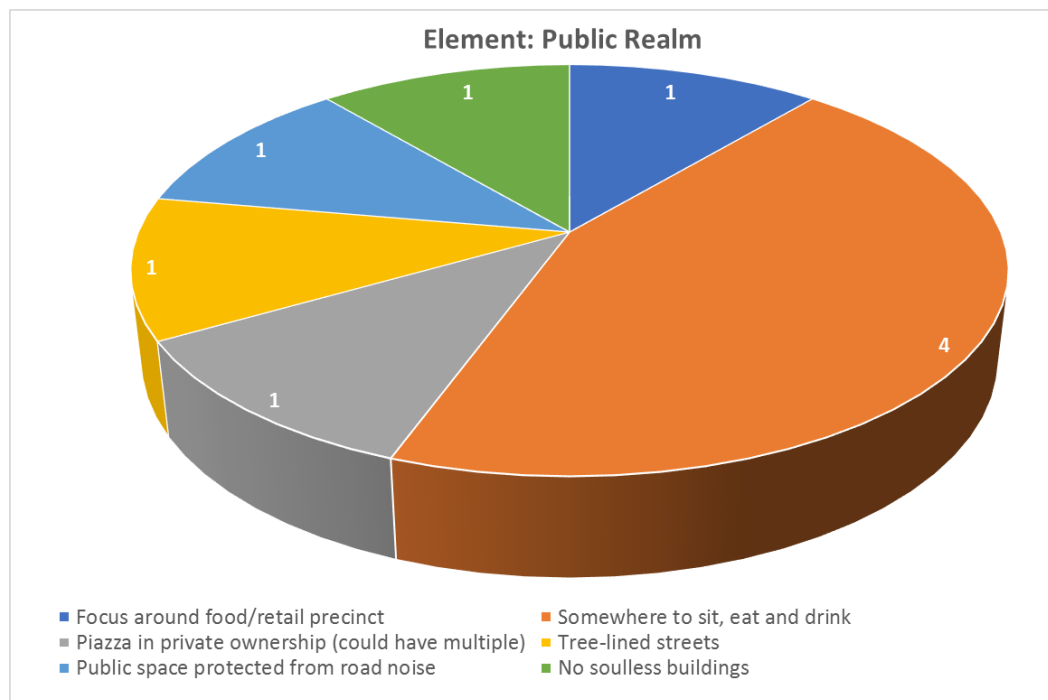
(c) Land Use

Participants indicated their preferences for land use to have increased residential density, having gathering places and an entertainment precinct (restaurants, cafes, small bars) and expanding on the cinema.



(d) Public Realm

Participants indicated their main preference of having somewhere to sit, eat and drink.



5.2.3 Exercise four - Vision

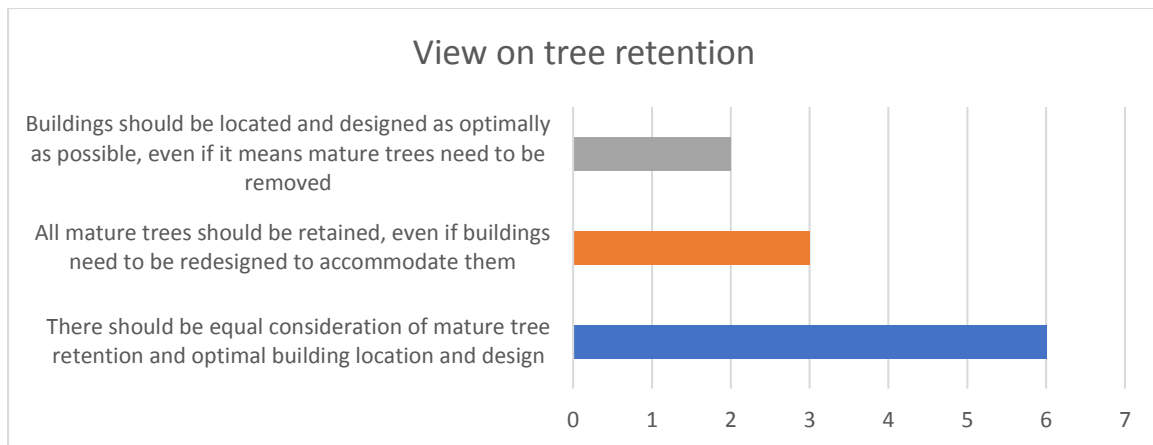
The final exercise was for participants to consider what might the town centre look like in 2040 – what was their vision for the precinct considering the economy, housing, community, culture, environment, recreation, transport and infrastructure. Each group presented phrases on what they thought the town centre might look like in 2040. To represent the views, the following word cloud is presented which is an image of each key word indicating the frequency or importance of the word.



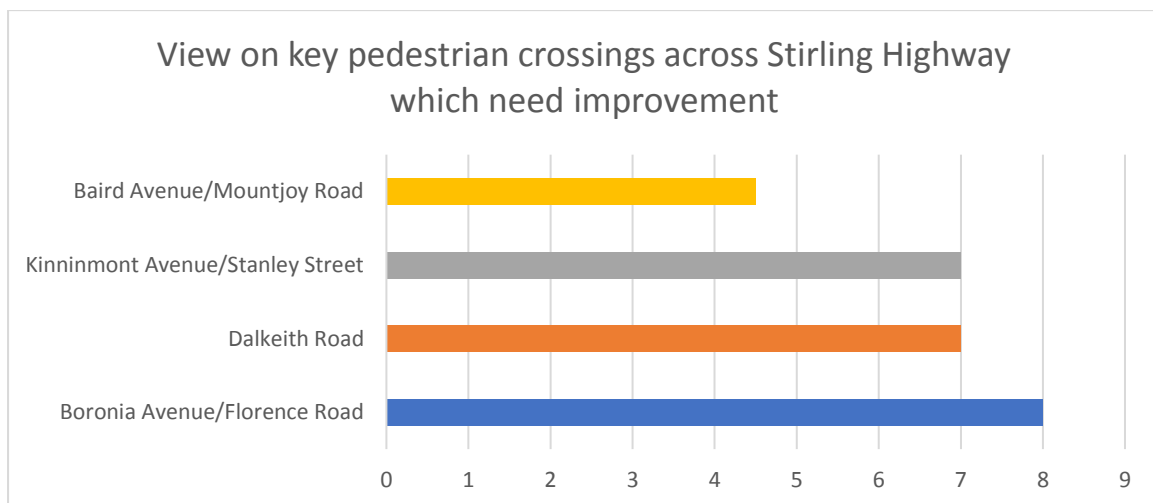
5.2.4 Surveys

Twelve surveys were completed by the participants. The results follow:

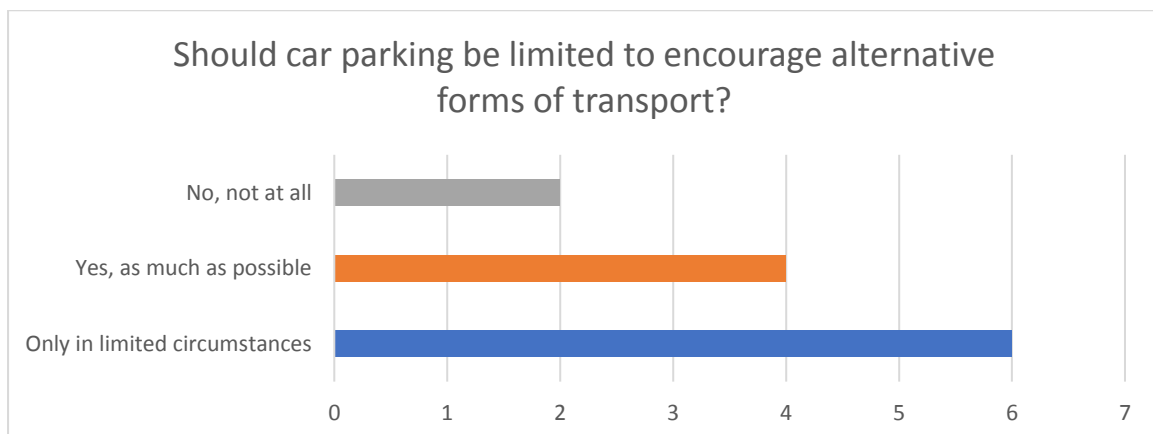
(a) Tree Retention

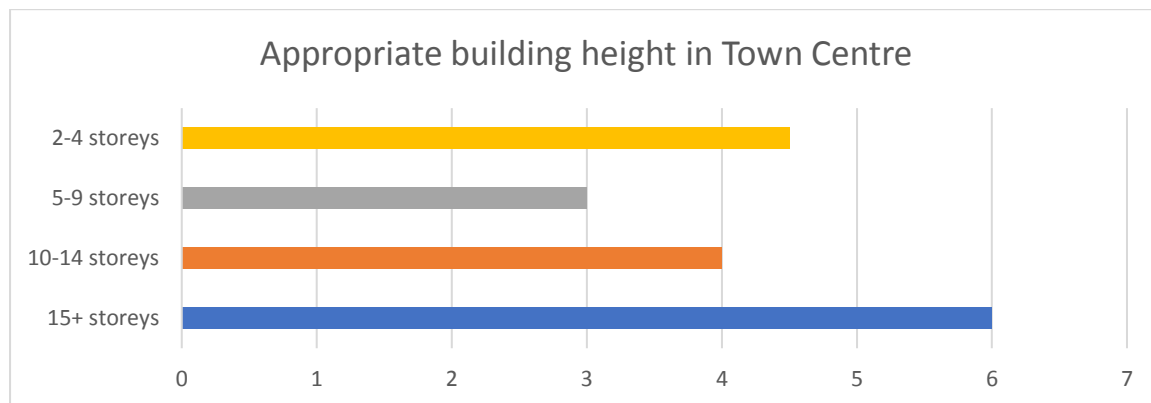
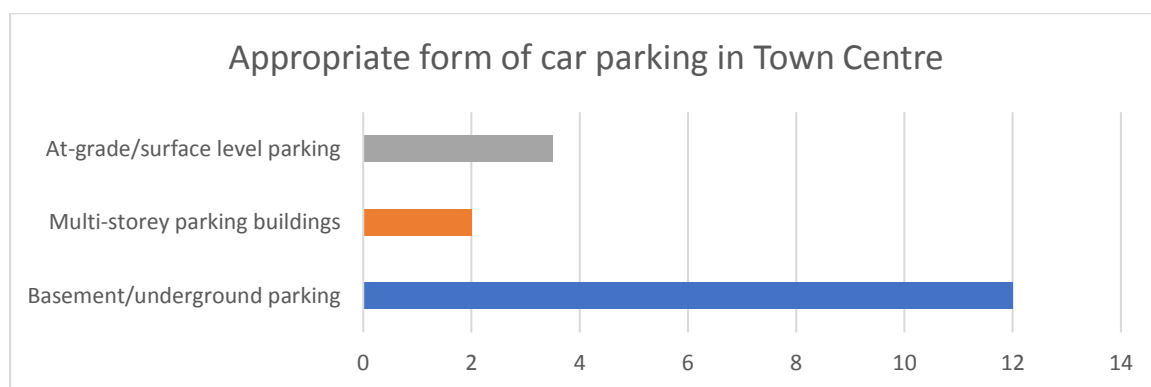
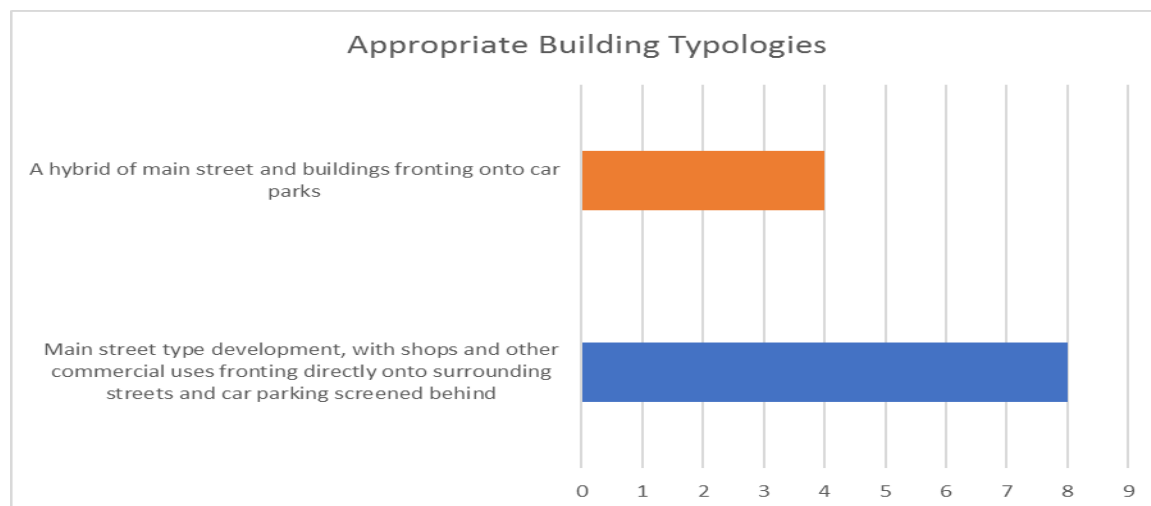


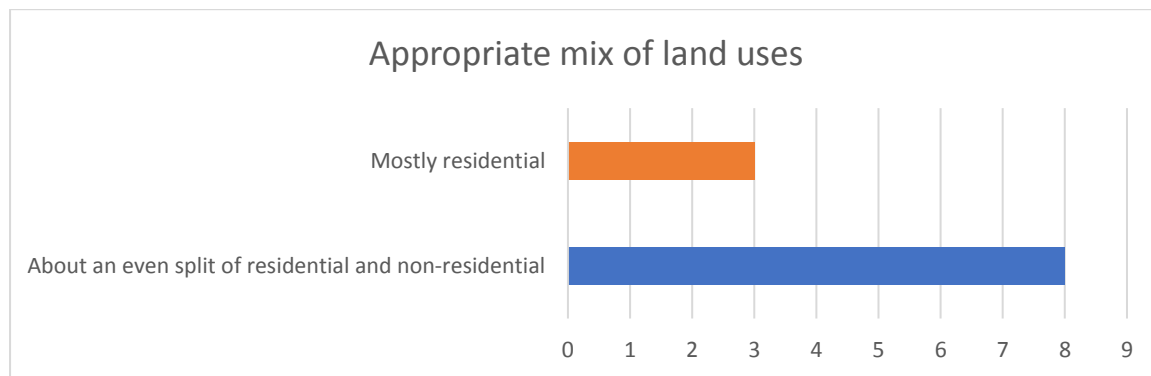
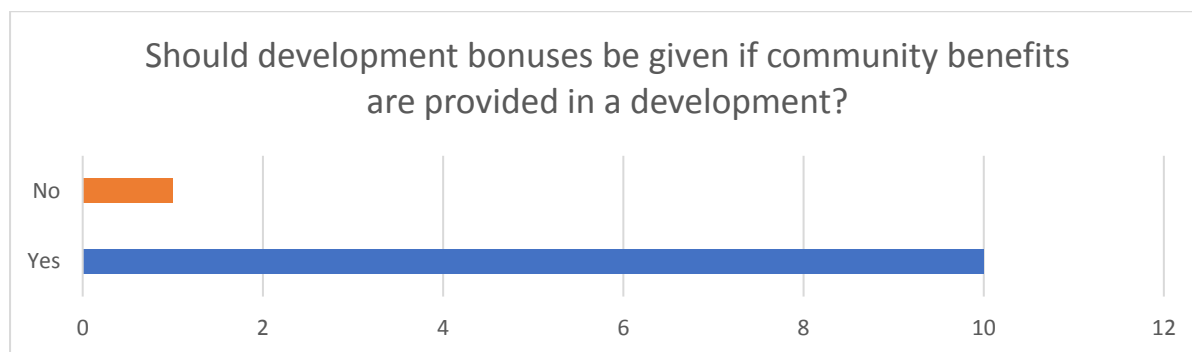
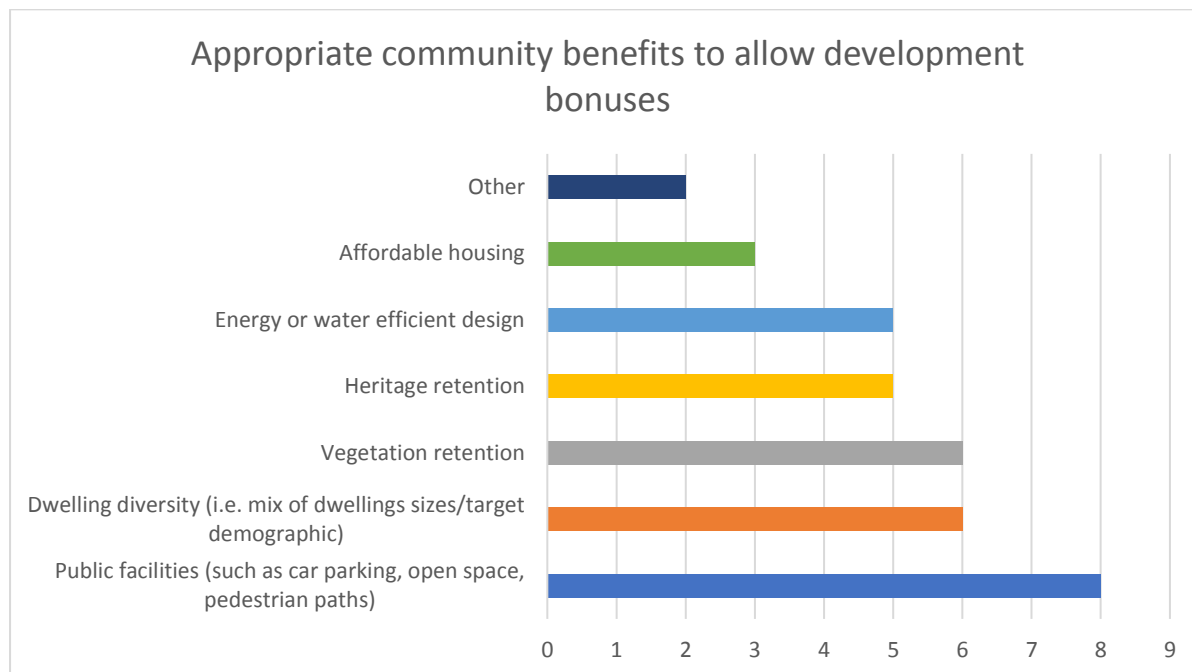
(a) Pedestrian Crossings



(c) Car Parking vs Public Transport



(d) Town Centre Building Height**(e) Town Centre Car Parking****(f) Building Typologies**

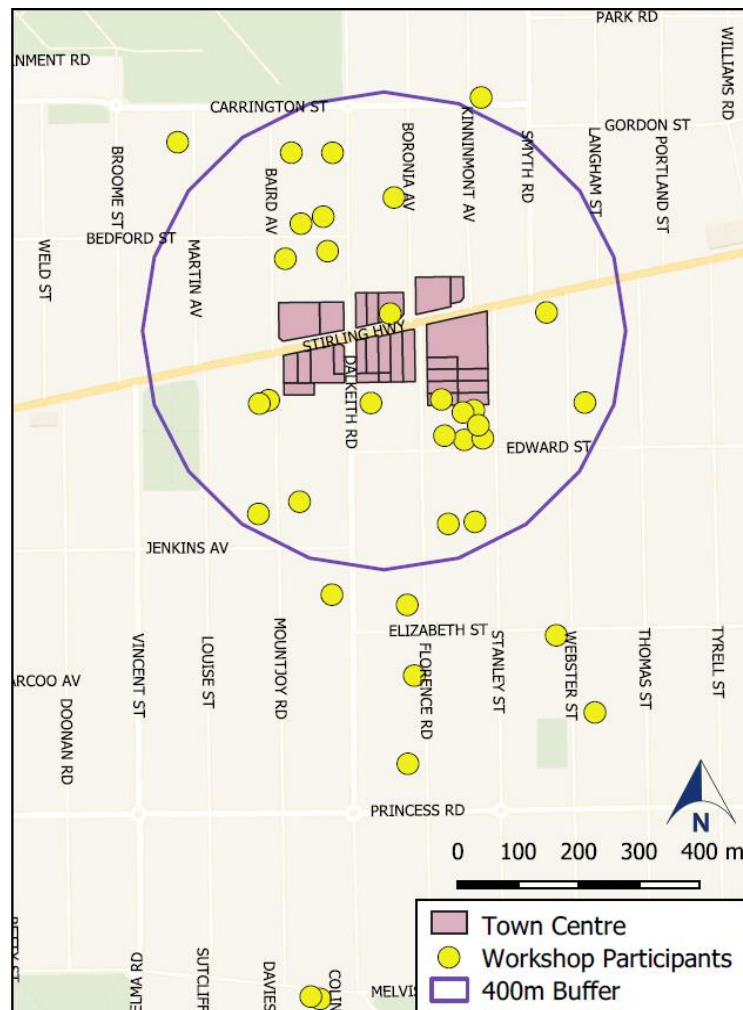
(g) Land Use Mixes**(h) Development Bonuses****(i) Community Benefits**

5.3 Stakeholder Workshop with Property Owners/Residents within 400 metres of the Proposed Precinct

The stakeholder workshop was held on Saturday, 17 August with the property owners within a 400-metre radius of the proposed precinct. The participants were represented from the following streets:

- Dalkeith Road
- Martin Avenue
- Webster Street
- Boronia Avenue
- Bedford Street
- Stanley Street
- Mountjoy Road
- Carrington Street
- Florence Road
- Colin Street
- Stirling Highway
- Stanley Street
- Edward Street

Most of the people attending this workshop were within an older age group.



The next phase of the community engagement will need to ensure a broader range of age groups are encouraged to participate.

5.3.1 Exercise one – existing character

Participants looked at the section of Stirling Highway between the Peace Memorial Rose Garden to the west and the Council library in the east to identify the existing character of the precinct (tangible and intangible).

The following comments/phrases were provided:

- Everyone knows each other but no community space to spend time
- Friendly with neighbours
- Proximity to the City, river, beach and Fremantle
- Mismatch of architecture: not uniform, age of buildings
- Big blocks
- Bad for walking – poor pedestrian environment – no median strips

- Traffic oriented: blockages in Stanley Street, fumes from vehicles, dust, busy, high volume
- Noisy
- Lacks soul
- Dangerous for pedestrians
- Lack of meeting space/events
- Dated retail environment
- Art deco style
- Heritage buildings, poor protection
- Significant trees
- Dated housing stock – old apartments, poor maintenance
- Can walk to the cinema and shops
- Public transport along the highway
- Poor drainage
- Poor accessibility to shops on northern side
- Not very green – vegetation
- Poor parking
- Mismatch or architecture
- Village atmosphere
- No place for young families
- Existing traffic issues on back streets with “rat running” and speeding
- Variety of uses
- Offset the streets
- No town centre
- Hilly
- Elderly residents
- Established homes
- Not a place you can stop
- Kids play on streets
- Conflict between the town centre verses road priority
- Building quality is not good
- No massive walls in front of houses
- Poor connections
- Fairly commercial – Windsor, Captain Stirling, IGA
- Like that it is not high-rise buildings
- Old and tired
- Lack of consistent landscaping
- IGA as the centre
- No centralised public transport

5.2.2 Exercise two and three – planning elements and individual aspirations

Participants looked at the key elements (as set out in the draft State Planning Policy 7.2, Precinct Design Guidelines, August 2019) of movement, built form, land use and public realm:

- What do you like within the precinct, what works?
- What don't you like within the precinct, what doesn't work?
- What would you like to see improved/changed, what are your aspirations?

Following exercise two, exercise three involved each participant having eight dots to place beside each aspirational statement/improvement they felt most strongly about for each element of movement, built form, land use and public realm.

The following comments/phrases were provided for exercise two:

(a) Movement

- Rear access to future supermarkets
- Opportunity to partially close Florence Street and Stanley Street and improve traffic management
- Widen Stirling Highway and put in turning lanes
- Need more car parking in the area

- Underground car parking and above ground
- More public transport
- More buses, better timing and stagger buses
- Bus stops in better proximity to shops
- Pedestrian only Florence Street and bikes
- Underpass for pedestrians to cross Stirling Highway
- Turn Stirling Highway into tunnel and pedestrianised
- Freight off Stirling Highway and not off local roads
- Improved right turns from south on Stirling Highway
- Cul-de-sac of local roads
- Bus indents
- Left turn only on Stirling Highway
- Pedestrian traffic lights at Captain Stirling
- Median strips on Stirling Highway
- Good footpaths on both sides
- Good street lighting
- Pedestrian access
- Sink Stirling Highway
- Monorail above
- Dedicated cycling paths
- Fewer delivery trucks and smaller trucks
- Reduced street parking
- Pedestrian area only between/on Florence Road
- Combine Council Office and library
- Greening of the town centre
- Bike parking
- Taxi ranks
- Smaller buses, more frequently servicing back streets throughout the day
- Bus only lane
- Widened footpath or buffers from road
- Noise control for freight

(b) Built Form

- More heritage controls
- Appropriate street trees and more
- Native verges
- Building height higher on the northern side, lower on the southern side
- Variation in heights – less than 5 storeys
- Variation in heights – 5-10 storeys
- Variation in heights – 10-20 storeys
- Variation in heights – 20+ storeys
- Retain setbacks
- Adequate parking for residents
- Distinctive architecture
- Green in buildings

- Enforced building style
- Equal apartment and townhouses height
- Higher in the south
- Social sustainability
- Stepping height back from street, less imposing for pedestrians – could have height further back
- Appropriate setbacks from Stirling Highway
- Large setbacks from Stirling Highway
- 3 storeys – same as Windsor
- Careful design of new additions – integrate with existing heritage
- Demolish council building and library
- Library closer to the centre
- Don't want Highway walled in
- Stagger height back to existing low density residential
- Retain heritage buildings and mature trees
- Convert drainage areas to better use, i.e. laneway
- Ensure sustainable design considered for all new designs – thinking to the future – long-term vision, solar panels etc
- Strategic plan for tree planting
- Reflect existing topography
- Linking buildings across Stirling Highway with built form

(c) Land Use

- Mix of land uses for local community
- Boundaries extending
- Better utilisation of rose gardens
- More green uses and recreation spaces
- Converting car parking – better utilisation
- Passive entertainment spaces
- Markets
- Music
- Town square
- Place for community gatherings
- Move civic to centre
- More people in the centre
- Not just commercial, include residential
- 9-5 need to populate
- Entertainment and dining in the precinct
- Small bars
- Open space for kids
- Keep fast food out
- Place-making – activation – events
- Compact centre (village) in scale with people
- Mix of use inside buildings
- Diversity in retail – not just Woolworths owned retailers

(d) Public Realm

- Sink Stirling Highway for heart
- Nedlands owned public space
- Florence Road Piazza
- Civic space at Florence Street
- Safer access across Stirling Highway to civic space
- No tree retention (selected)
- Heart at Captain Stirling
- Public spaces can be privatised
- Spaces for people not cars
- Underground parking
- Developments to be connected, integrated pedestrian spaces
- Sun protection
- Better utilisation of rose garden – concerts, café
- Town Centre not here – Hampden?
- IGA tree retain
- Pedestrian thoroughfare behind buildings on Stirling Highway
- Mix between public and private
- Encourage walking
- Good lighting
- Noise protection
- Shade – awnings and greenery
- Weather protection
- Activity
- Play area - surveillance
- Universal access
- Public toilets – more than one and well located
- Public seating – not privatised
- Clever design – more green, elevated/sunken
- More native vegetation
- Thoroughfare is large and wide
- Safe for all ages
- Sporting facilities – little gym in rose garden
- Dalkeith Road as the heart

Individual Preferences

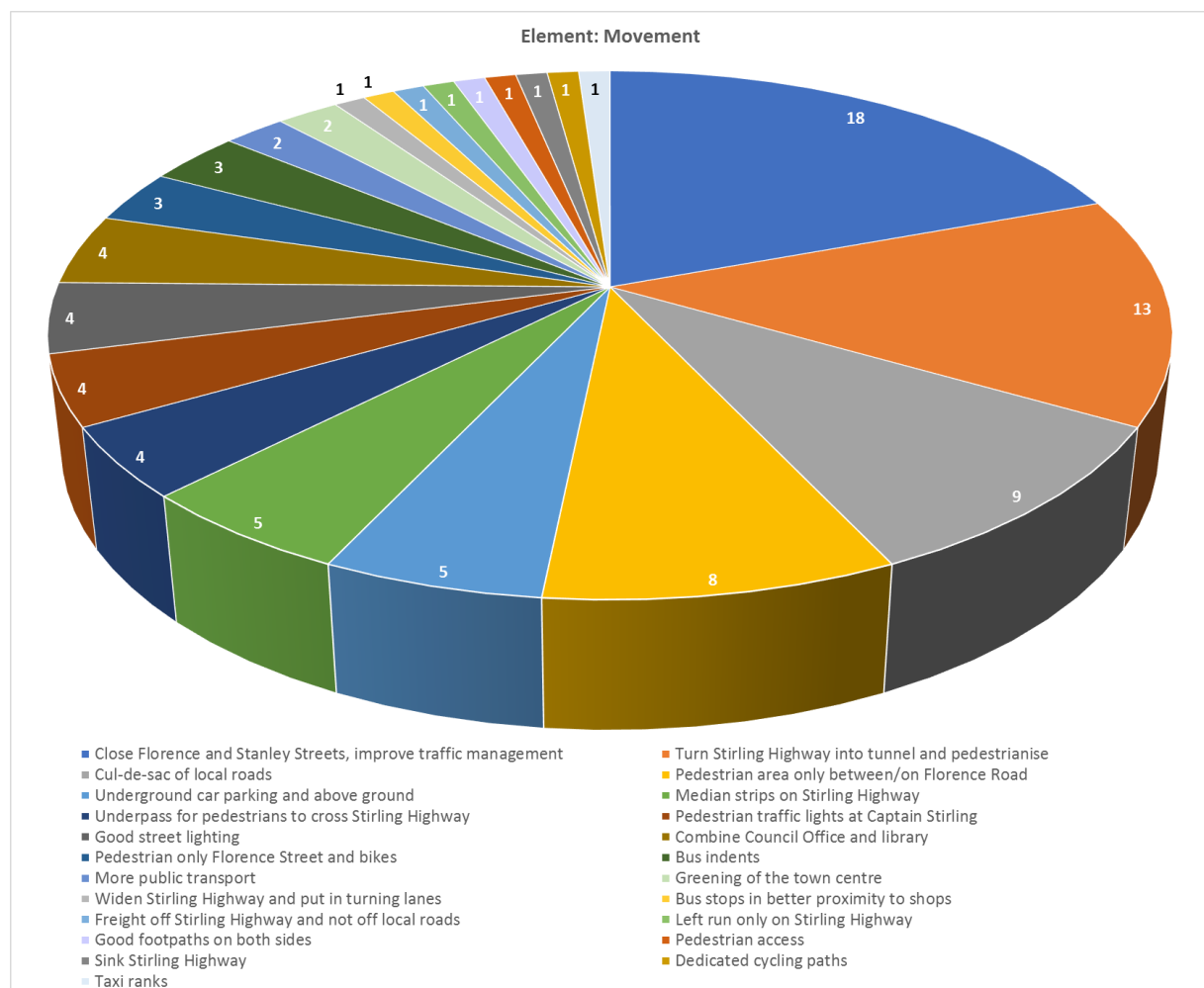
Following exercise two, the third exercise involved each participant having eight dots to place beside each aspirational statement/improvement they felt most strongly about for each element of movement, built form, land use and public realm. The following comments/phrases were provided for exercise three:

(a) Movement

Participants indicated their main preferences were to close Florence and Stanley Streets to improve traffic management and to turn Stirling Highway into a tunnel to pedestrianise the area.

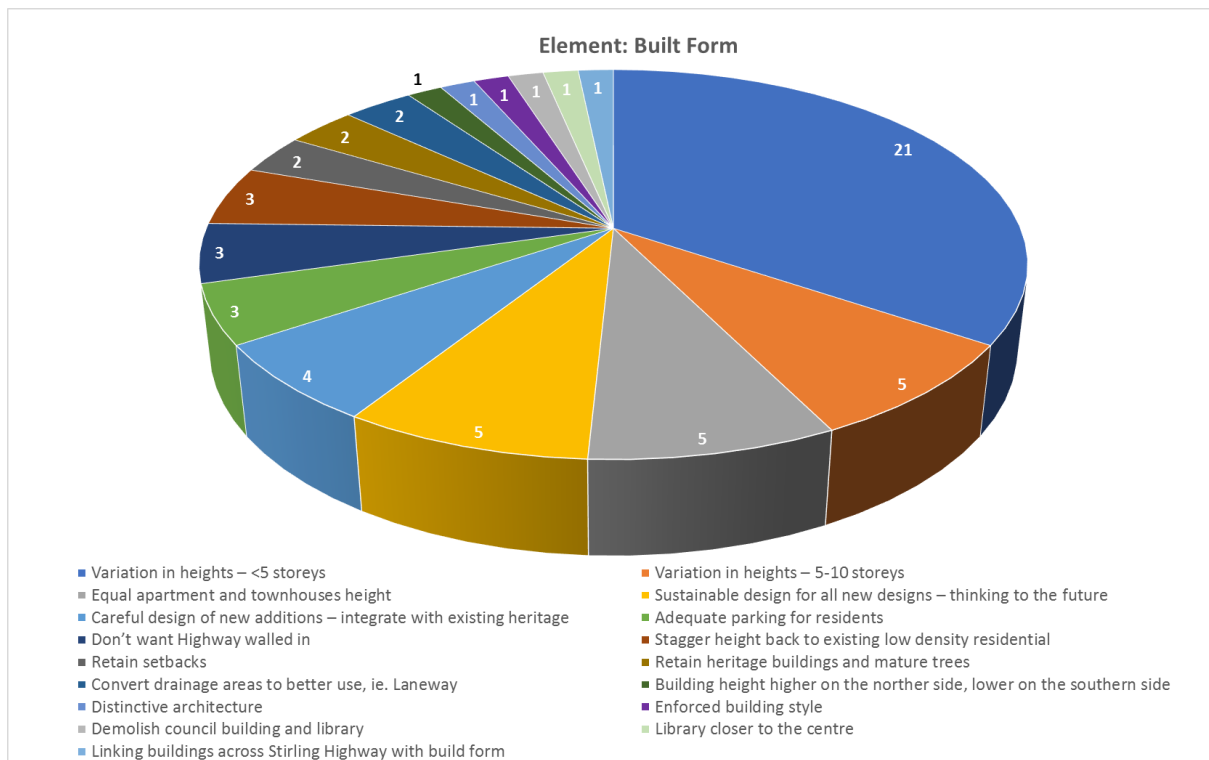
Other preferences included Florence Road becoming a pedestrian area and local roads to be converted to cul-de-sacs along with having parking above and below ground and having median strips across Stirling Highway.

There were also preferences for an underpass for pedestrians to cross Stirling Highway, lights at Captain Stirling, good street lighting and to combine the Council Office and the library.



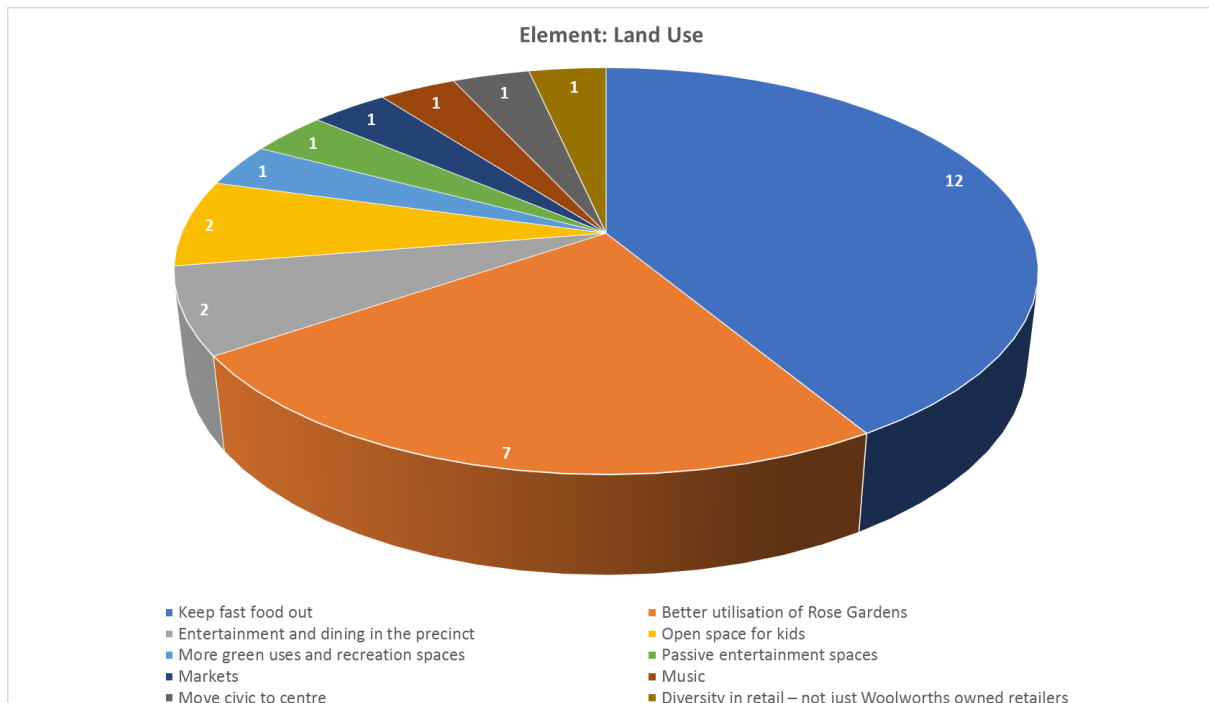
(b) Built Form

Participants indicated their preference was to maintain the current height of less than five storeys, followed by a small number preferring five to ten storey buildings. They also preferred equal apartment and townhouse height and sustainable design.



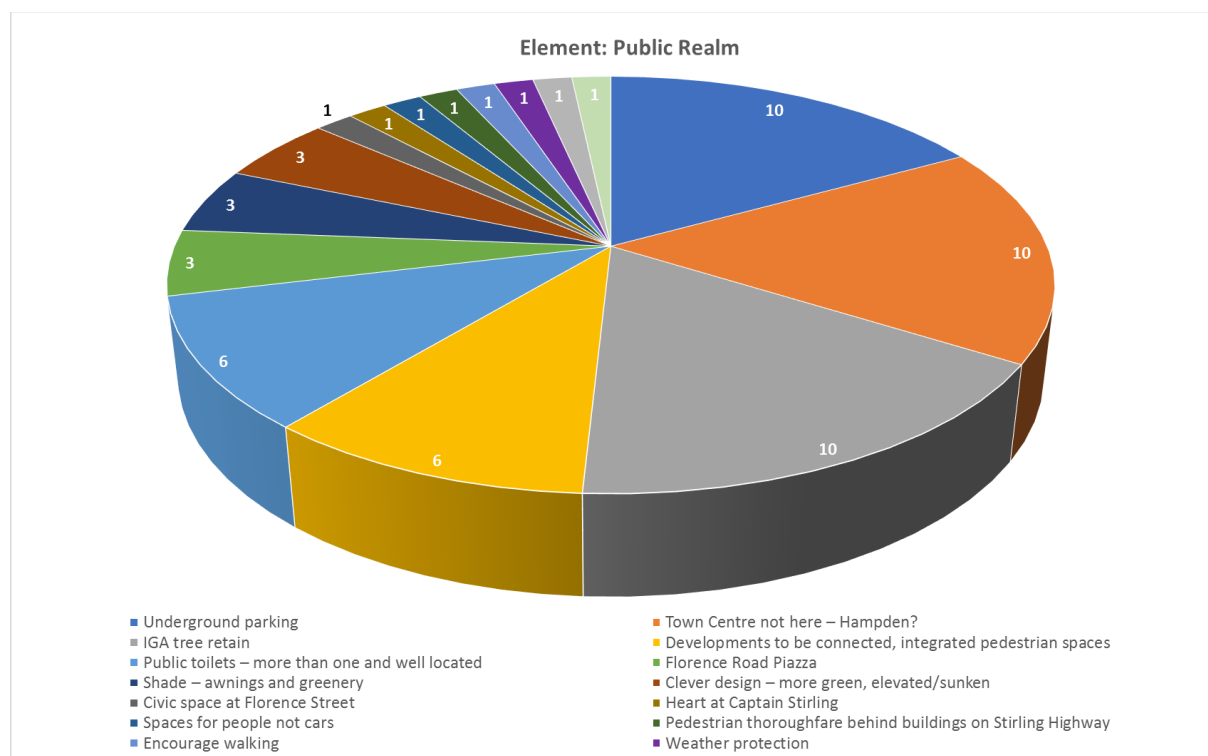
(c) Land Use

Participants preferences indicated that it is important to not have fast food businesses within the precinct along with the rose gardens being better utilised.



(d) Pubic Realm

Participants preferred underground parking, to retain the IGA tree and had no preference to have a town centre in this location, perhaps somewhere else like Hampden Road.



Individual Preferences

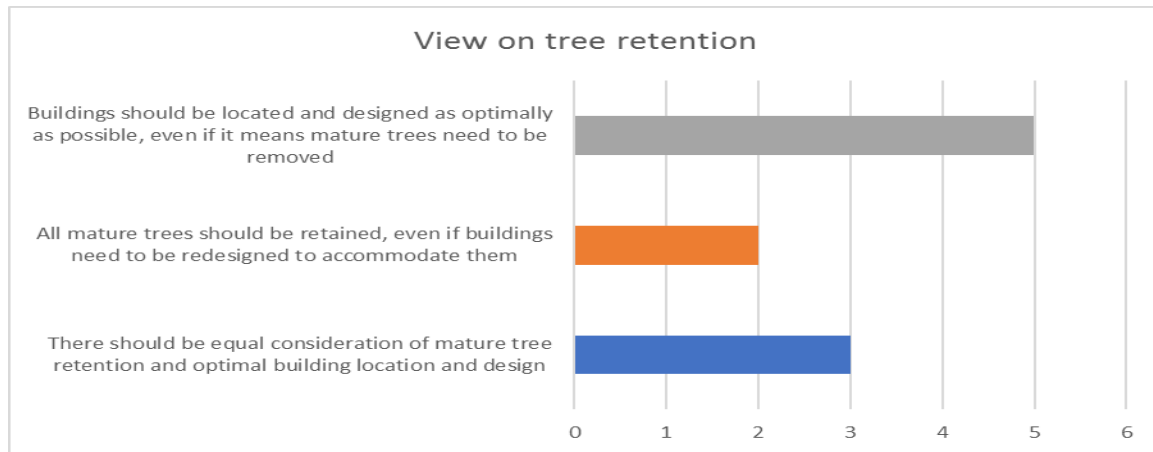
Following exercise two, the third exercise involved each participant having eight dots to place beside each aspirational statement/improvement that they felt most strongly about. This exercise was undertaken for each element of movement, built form, land use and public realm in a word cloud which is an image of each key word indicating the frequency or importance of the word.



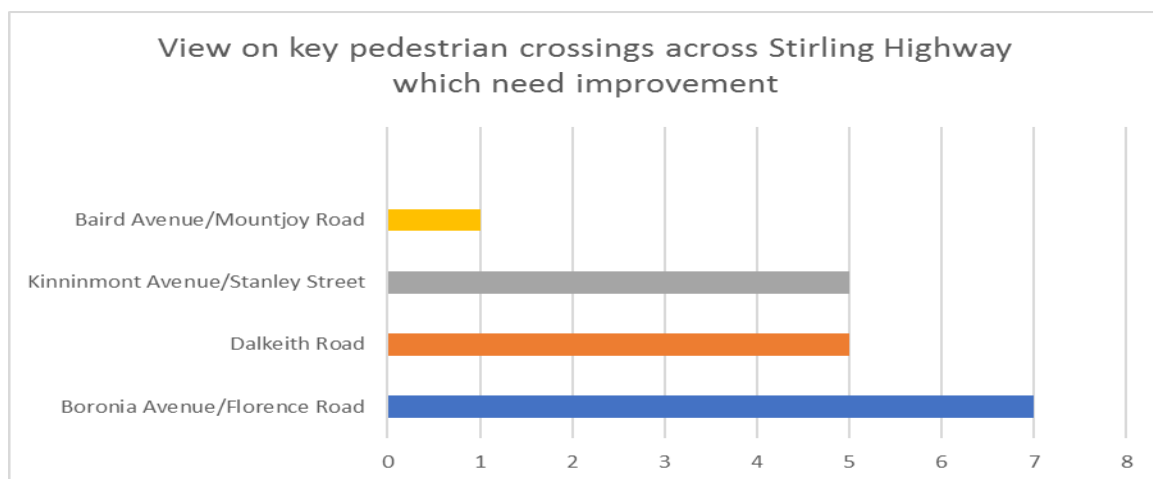
Survey

Eleven surveys were completed by the participants on the day and were open for submission until Friday, 23 August 2019.

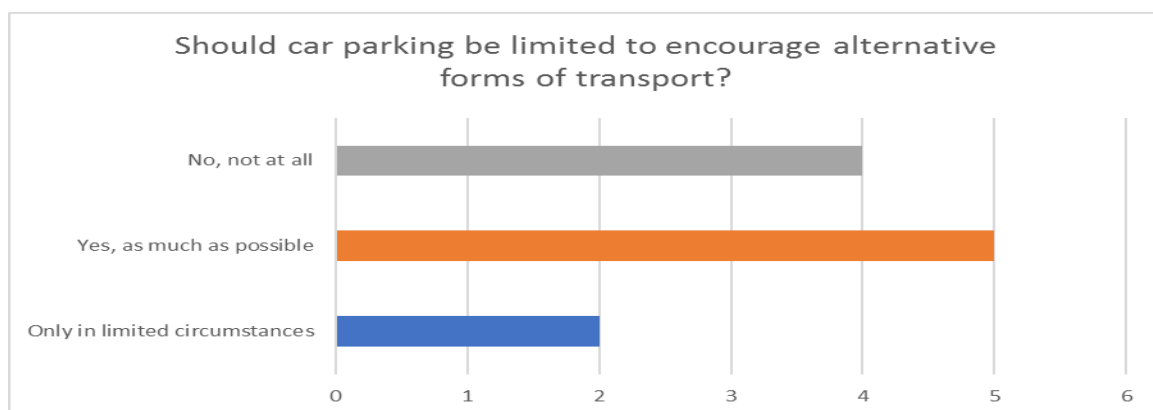
(a) Tree Retention



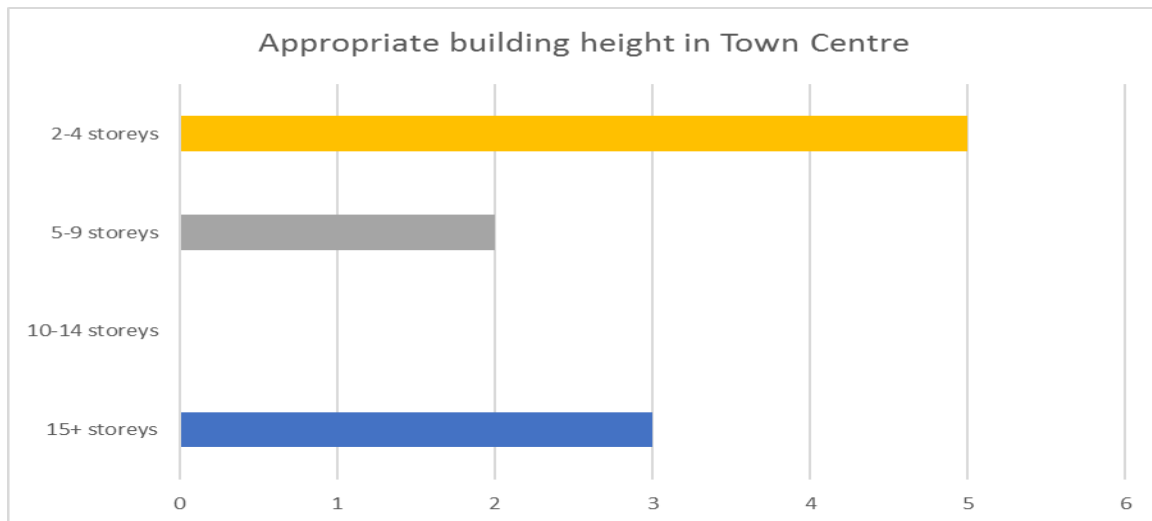
(b) Key Pedestrian Crossings



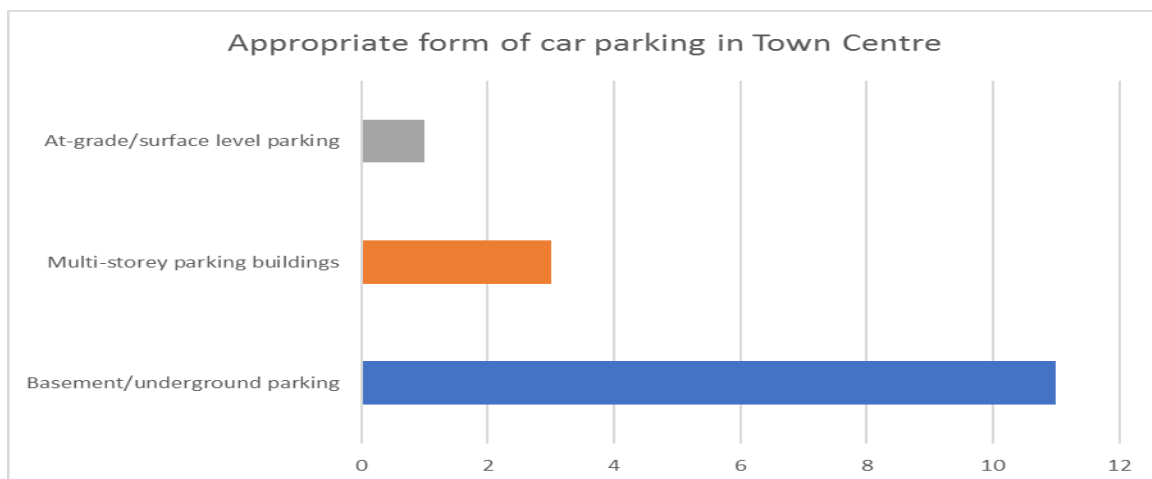
(c) Car Parking vs Public Transport



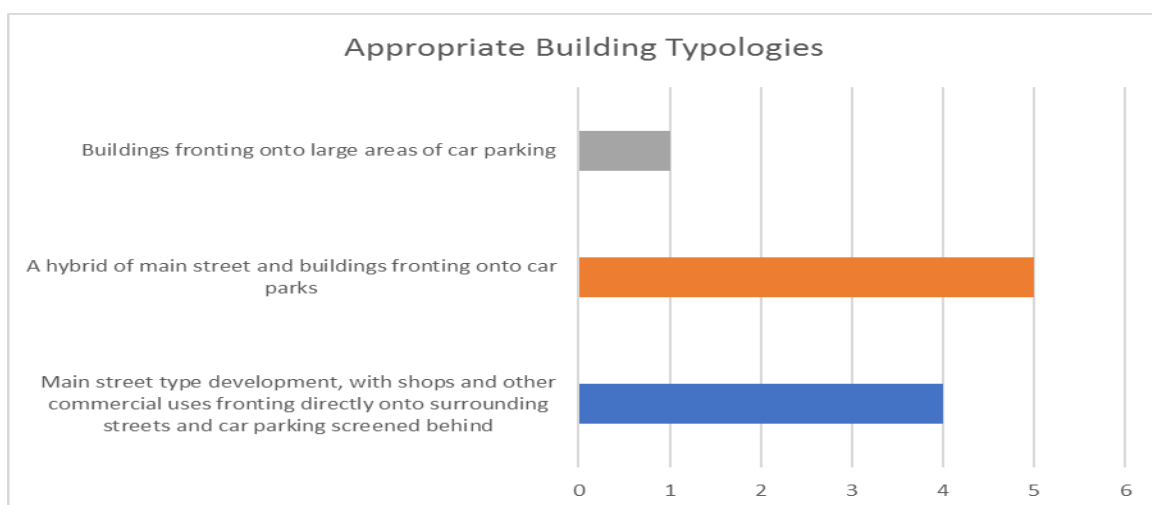
(d) Building Height



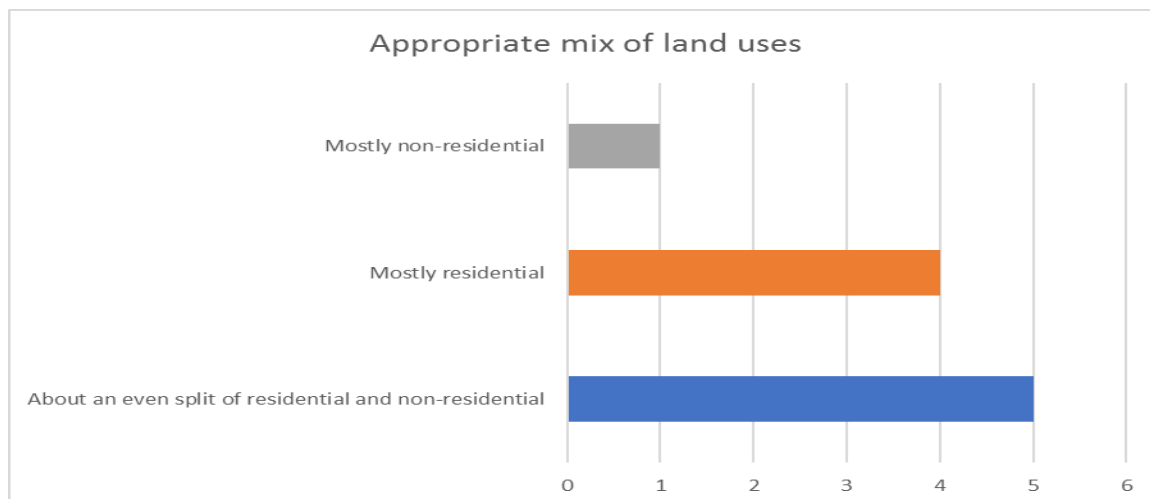
(e) Town Centre Car Parking



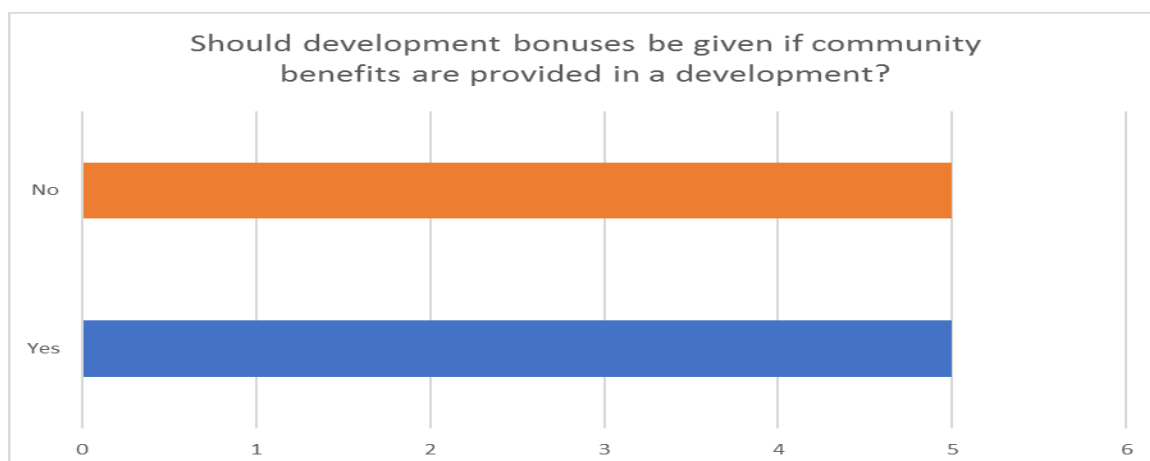
(f) Building Typologies



(g) Land Use Mixes



(h) Community Benefit



(i) Development bonuses

